



Development Application

IMPACT ASSESSMENT APPLICATION

24 PERRY STREET, HARLAXTON

**FOUR (4) TWO-STOREY TOWNHOUSES, PARKING AND
LANDSCAPING**



NEXUS URBAN | nexusconnections@hotmail.com

September 2026

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Development Application

Lot 12 RP17732 Perry Street, Harlaxton

1.0 Application Summary

Table 1: Application Summary

Property Details	Lot & RP	Location	Frontage/Depth	Area
	Lot 13 RP17732	24 Perry Street South Harlaxton	21m	1012m ²
Owners/Applicant	Chean Piau Lau and Siw Hui Ou C/- Nexus Urban			
Current Use	Dwelling house and outbuildings			
Description of proposal	Four (4) Two-storey townhouses, parking and landscaping			
Zoning	Low density residential zone			
Site Characteristics				
GFA of Development.	535.1m ²			
Site Coverage of dev. pad	41.9%			
Total Impervious Area	68.5%			
Significant Features	North-easterly aspect and a larger urban site with minimal existing vegetation.			
Road Frontage	The site has a formal frontage of 21m to Perry st and a depth of 48.7m St.			
Easements	Nil			
Defined Land Use of proposal	multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.			
Infrastructure	All necessary urban infrastructure is available to the subject site. Stormwater, sewerage, town water, electricity, NBN and unrestricted road access.			
Topography	Site falls to the street frontage at a slope of between 8% and 10%			
Street Trees	Nil in front of subject site			
Site vegetation	Minimal			
Surrounding Land uses	Predominantly single-storey residential dwelling houses			
Level of Assessment	Impact Assessment			
Public Notification Required	15-day public notification required.			
Referral Agency Requirements	Nil			
Contact Person	Stewart Somers, Nexus Urban, 0400539942, E. nexusconnections@hotmail.com			

2.0 Introduction and Background

2.1 Background

This planning report has been prepared to support an application for four multiple dwellings (2-storey townhouses) consisting of 4-bedrooms each with double garages for the parking of vehicles and storage of personal items.

The site described above is zoned Low density residential zone and in this zone an application for multiple dwellings is **Impact Assessable**.

Harlaxton is very well located for convenience shopping, medical and pharmacy facilities, bus routes, Northpoint shopping centre as well as schools, churches and various recreational outlets therefore, it is surprising that the locality is still zoned *Low-density residential zone*. A notable feature about this area is that it is conveniently located to Baillie Henderson Hospital, which has witnessed a

Nexus Urban



Photo 1. Aerial Photo of 24 Perry St Harlaxton (Queensland Glob)

2.2 Proposal

The application aims to gain approval for four (4) two-storey townhouses on the subject site as depicted on the site plan below at Figure 1.

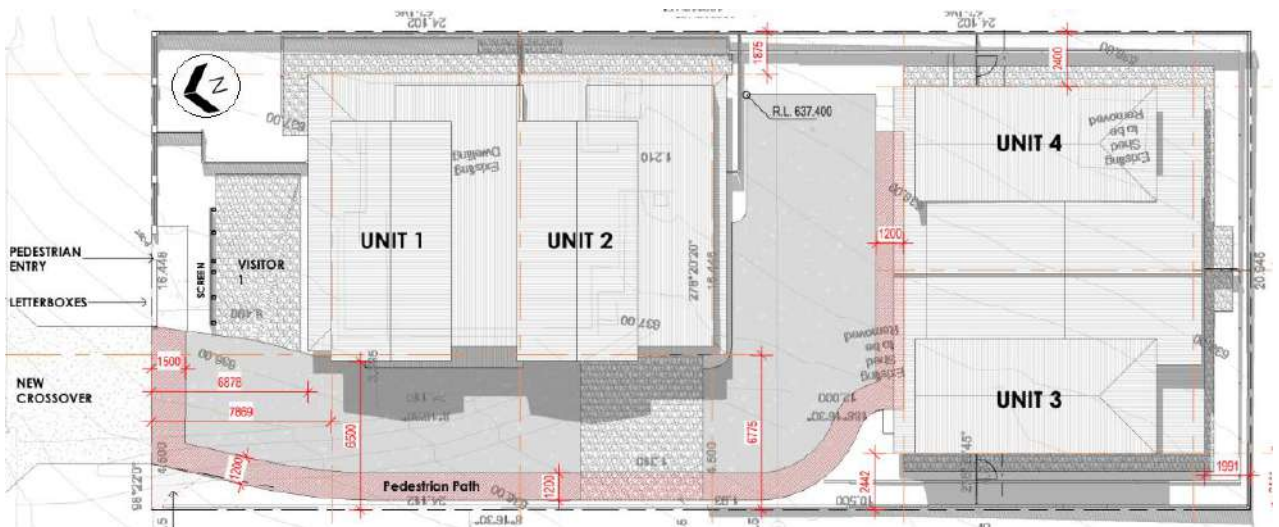


Figure 1. Site Plan produced by Solis

The drawing extracts below (Figures 2, 3 & 4) show the street view from Perry Street, seasonal climate influences and floor plans.



Figure 2. Generalised Image of proposed 4 Townhouses at 24 Perry St Harlaxton

The image at Figure 2 shows the townhouses presenting as a unique blend of traditional 'Queenslander' with elements of 'Hampton Beach' influence thereby creating a modern and efficient appearance on site. The style and elegance of the image created in this locality will set a good standard for later redevelopment of older housing stock.

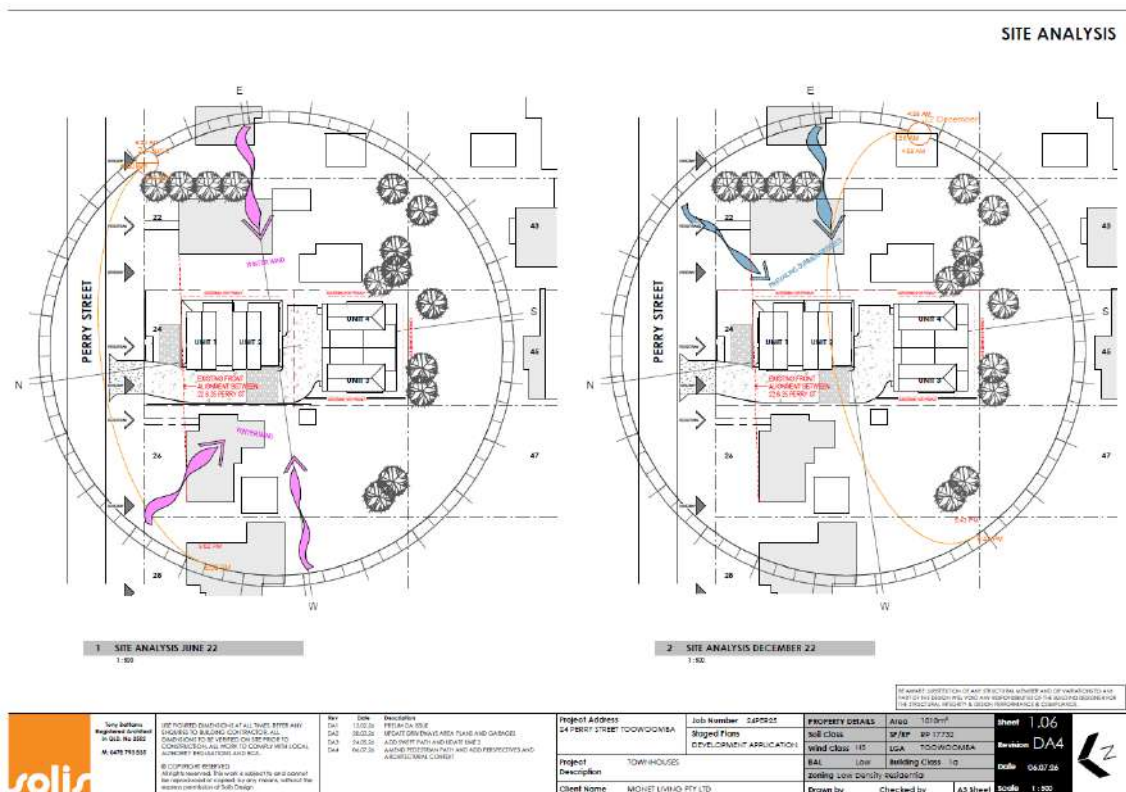


Figure 3. Site Analysis and design influences

The building design has been driven by a need to control the influence of a positive slope towards the front of the property as well as design for solar aspects and pre-dominant seasonal breezes as shown at Figure 3.

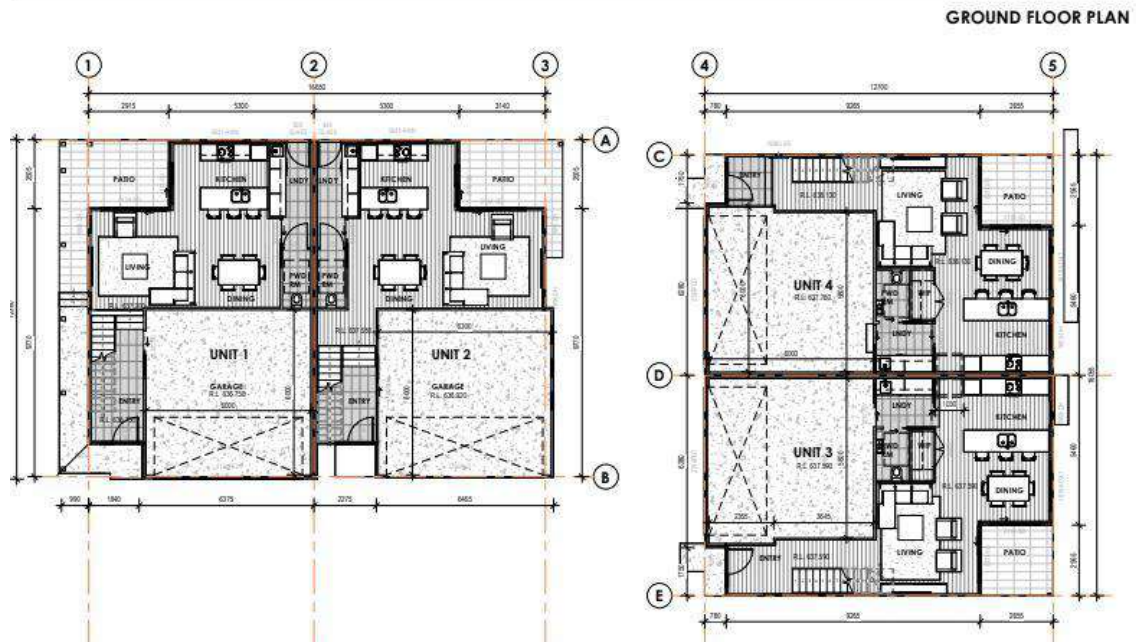


Figure 4. proposed ground floor living spaces and vehicle parking areas

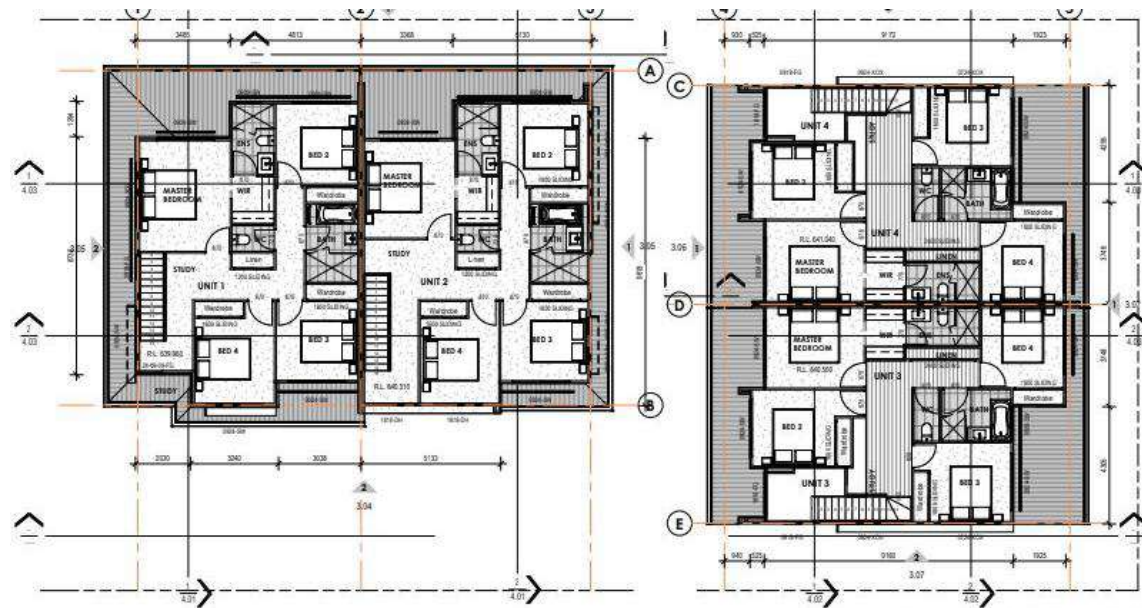


Figure 5. proposed first floor areas showing 4-bedrooms and amenities



Figure 6. Proposed development showing street elevation (northern)



Figure 7. Proposed development showing rear elevation (southern)

The dwellings presenting in Figures 7 and 8 show gables toward the publicly exposed northern view lines and hip-roofs at the rear. Moreover, the architect has used some eave features and window hood structures to control direct sun on windows and some walls.

The overall buildings associated with this development cover 41.6% of the site with a 6.8m setback from Perry Street and compliant side and rear setbacks. Each unit is serviced with a double garage that will provide security and safety for the residents and their vehicles. The overall height of the buildings is controlled by cascading the buildings consistent with the site's descending gradient to the street.



Figure 8. Proposed development showing west elevation.



Figure 9. Proposed development showing east elevation.

The Architect has described on his drawings various design drivers. I include a selection of his references to the existing character, material selection and proportionality of the design as it relates to Perry Street as a background for the design package:

VERNACULAR

Perry Street consists of a mix of house types predominantly of the post war period. They represent a flourishing but pragmatic period of development during the post war boom in manufacturing, agriculture.

Most dwellings feature traditional timber horizontal cladding of weatherboard or chamferboard.

Rooflines are predominantly pitched hip or gable structures made of galvanized iron or Colorbond steel. Consistent with the regional Queenslander style, many are elevated on stumps with painted paling infill.

Traditional facades showcase timber-framed casement or double-hung sash windows.

MATERIALITY

The materials and textures derive from vernacular textures, roof forms and articulation. Materials represent familiar patterns and textures of timber cladding, rendered finishes, metal roofs and window hoods. The resultant composition arranges gable, skillion and hip roofs with walls textures that accentuate form and depth.

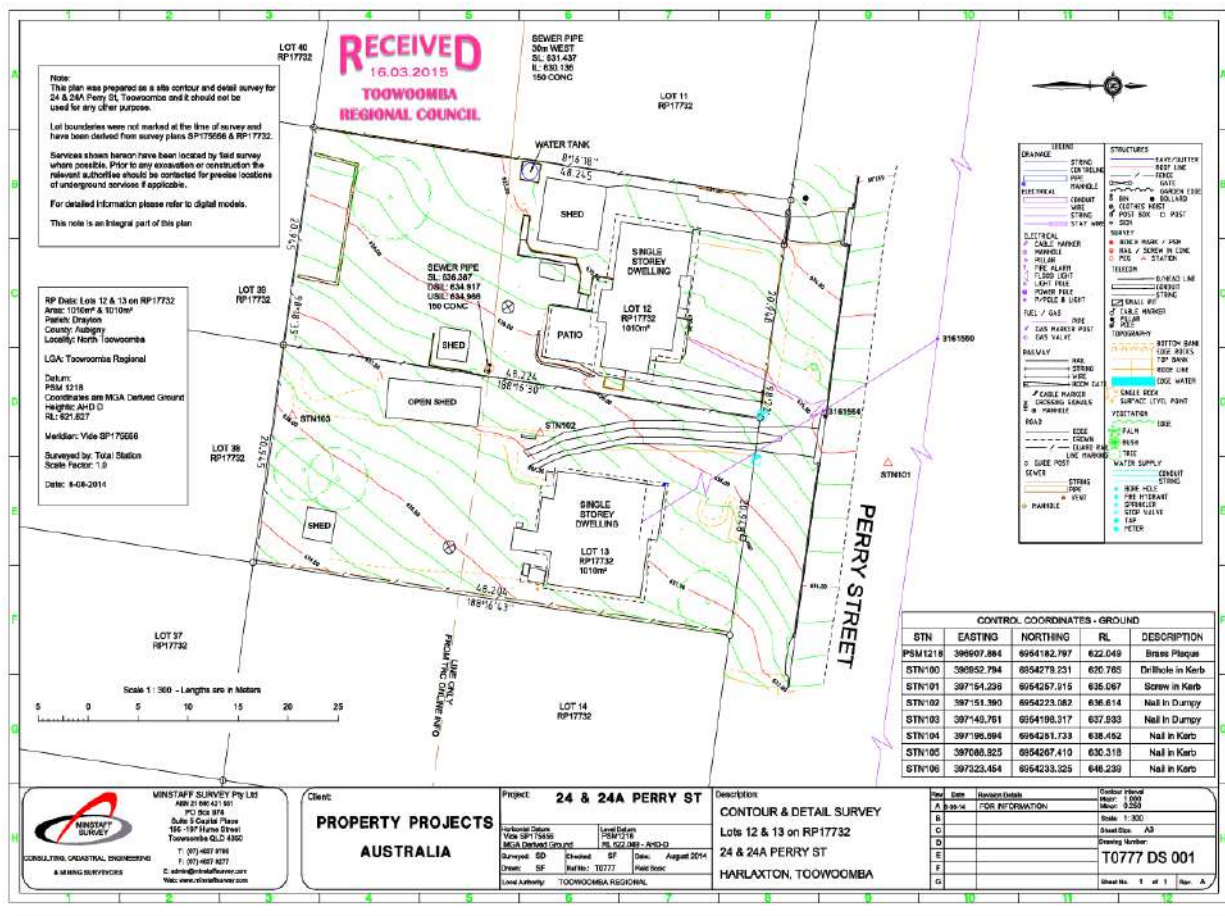
BULK AND PROPORTION

The building is broken into 2 distinct structures. Each is articulated with gable roofs, separated by lower roofs. The composition is one of domestic scale and proportion with no walls exceeding 5.2m in length facing neighbouring properties. The building height is reduced with layered materials defining lower floors from upper floors, roof demarcation and horizontal hoods and battened screens.

2.3 Subject Site and Locality

1. Site

The subject site is formally described as Lot 13 on RP17732 with a total area of approximately 1012m². Figure 10 below is a site survey carried out in August 2021 that shows various features and the extent of topographic gradient across the site. Lot 12 on the plan is not part of the subject site in this application.



2. Slope and Services

The site drains to the north towards Perry Street where stormwater can be controlled. The sewer connection line dissects the site approximately mid-way. Figure 11 shows the location of the sewer and water mains.



Figure 11 Map showing location of water and wastewater services.

3. Locality

Existing uses surrounding the subject site consist of single storey dwelling houses. The locality is in a very good position for increased density through quality medium density redevelopment aimed at increasing the number of dwellings within the subject area. There is a predominance of single storey detached dwellings in this locality, many of which were built prior to, or immediately after WW-2 (Refer to the photographs below).



Photo 2: Subject site with adjoining easterly dwelling



Photo 3: Subject site with adjoining westerly dwelling

Perry street is a local Street with a 20m road reserve and a 6.7m wide sealed carriageway as shown in photos 4 and 5. Both sides of the street have generous verges with only occasional street trees present.



Photo 4: Westerly view of wide nature-strips and carriageway



Photo 5: Easterly view.

4. Demographics and Opportunities

Harlaxton is ideally located to provide for a broader range of dwellings, particularly density and typology. Dwellings suitable for younger demographic cohorts that work and recreate in

and around the CBD would find Harlaxton a very convenient locality in which to reside.

There are also numerous employment nodes and opportunities along the New England Highway between Toowoomba and Highfields, especially the rapidly growing *Baillie Henderson Hospital* and associated facilities.

Harlaxton features excellent proximity to social amenities, facilities such as supermarkets, public transport (Bus-Stops), churches, and, as referenced above, multiple employment nodes. The table below provides a shortlist of key social and employment destinations that are in proximity to the subject site.

Table 2: Distances from the Site to Key Destination

Employment, Educational, Retail & Regional Park Destinations	
Destination	Distance (km)
Baillie Henderson Hospital	2.5
St Andrews Hospital	2.3
Downlands College	0.5
Harlaxton State School	1.0
Toowoomba State High School	1.5
Rockville State School	2.0
Queensland TAFE College	2.5
Northpoint Shopping Centre	1.0
Toowoomba CBD	2.5
Queens Park	2.8



Photo 6: Areal view of Harlaxton locality and the various services and facilities proximate to the subject land

5. Housing Choice Needs

Not only is the site suitable for the proposed development of four (4) townhouses, but the Harlaxton locality needs greater **housing choice** for people looking to live closer to where they work. A quick survey of Munroe, Perry, Mabel, Gregory and Kate streets shows that the proportion of detached dwellings to alternative dwellings (ie dual occupancy, multiple dwellings) is as follows:

Detached dwellings –	85%	Dual occupancy –	6%	Multiple dwellings –	9%
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Most of the multiple dwellings are located along the Ruthven Street frontage, leaving a small scattering of dual occupancies spread throughout the remaining area of detached single storey houses located as described above. Ref. Photo 6 below which also identifies many community services such as shopping centre, churches, schools and parks.

Although there are a few multiple dwellings scattered throughout the suburb, the quality varies considerably. This proposal will provide four high-quality 4-bedroom units that will provide additional choice for people looking for quality accommodation.

6. Specialist Reports

• Site Engineering & Services Capacity

The engineering assessment undertaken by Vosloo Consulting Engineers demonstrates that the development site can be developed with four (4) residential units in compliance with TRC and industry development engineering standards.

As described in the summary section of the report, there is an existing DN150 CI water reticulation main in the northern verge of Perry Street and it is proposed that each of the units to be supplied with a water service from this main.

A DN150 concrete gravity sewer is traversing the centre of the site in an east to west direction with an approximate slope of 6.63% (grade of 1 in 15.08) for the section that are located through the site. The sewer has ample capacity to convey the additional sewage flows from the three additional units.

Vehicle access and on-site parking are proposed to be provided in accordance with TRC and Australian Standards as demonstrated in the TIA report prepared by ABTT Consulting.

It is proposed that the site be graded for the finished surfaces around the buildings to be graded to fall away from the buildings and from the rear of the site towards Perry Street. The site grading design aims to direct all stormwater from roof and surface areas to the proposed lawful point of discharge, which is the Perry Street kerb and channel.

Each of the units will be provided with an electricity supply and a Fibre to the Premises (FTTP) NBN service is available to the site.

VCE has undertaken pre-development and post-development hydrologic and hydraulic analysis of the proposed stormwater management system and estimated stormwater runoff for the 63.20% AEP (1-year ARI) up to the 1% AEP storm events. Stormwater quantity management measures for runoff from the proposed development site were designed to a level of detail commensurate with TRC's requirements for a conceptual SWMP.

The stormwater design and analysis results indicate that the proposed development do not cause a nuisance and should not result in negative impacts external to the site. The proposed lawful point of discharge for the allotment drainage system is the Perry Street kerb and channel.

The full report is attached as Appendix 9

- **Traffic Impact Analysis**

ABTT Traffic Consultants have undertaken a traffic study for the site and proposal. The consultant has recommended that:

Based on the assessment undertaken, it can be concluded that the proposed development will not introduce any adverse traffic or transport impacts which would prevent its approval with appropriate conditions.

Although a swept path analysis was done by the architect on his drawings, the traffic engineer has undertaken a separate analysis in his TIA. The TIA analysis is the one that has been undertaken by a RPEQ and is the one Council officers should be guided by.

The full report is attached as Appendix 9

- **Landscape Plan**

Three shade-tree species have been located at the front of Unit 1 and adjacent to units 3 and 4. Extensive use of shrubs and ground cover species have also been included in the overall design to ensure extensive green areas around the units.

The Landscape Plan is attached to this report as Appendix 8

3.0 State Planning Interests

3.1 State Planning Policy (July 2017)

The State Planning Policy defines the Queensland Government's policies regarding matters of State interest in land use planning and development. The SPP addresses seventeen (17) state interests categorised under the following themes: (i) Liveable communities and housing. (ii) Economic growth. (iii) Environment and heritage. (iv) Safety and Resilience to Hazards. (v) Infrastructure.

Table 6 Matters of State Interest

State Interest	Comment
Liveable Communities and Housing Housing Supply and diversity Liveable communities	Complies: The proposal involves the construction of four (4) additional quality dwellings in an area well serviced with engineering and social infrastructure (i.e., Liveable communities), thereby supporting housing supply and diversity within the Toowoomba Region.
Economic Growth Development and construction	Complies: The proposal involves the construction of four (4) new dwellings that will inject money directly into the local economy and add additional quality dwellings to Toowoomba's housing stock.
Environment and Heritage Cultural heritage	Complies:

	The design of the dwellings will reinforce the 'post-War' character of the surrounding locality.
Safety and Resilience to Hazards Already reflected in Scheme	Complies: No hazards such as fire, flood or unstable land is involved in this site.
Infrastructure Energy and water supply Infrastructure integration Transport infrastructure	Complies: The proposal is fully supported by existing urban infrastructure. The proposal will maintain the safety of the transport system in the locality. Good access to public transport routes along Ruthven Street.

3.2 State Referral Requirements

The State Assessment and Referral Agency is not triggered as the assessment manager or a referral agency for this application under the Planning Regulation 2017. No other referrals are required. There are 21 Parts of the policy, and none are relevant to this application.

3.3 State Development Assessment Provisions

The SDAP contains criteria for assessment within State Codes to clarify when the State is to be involved in the assessment of an application and the specific matters of State interest that apply. The SDAP is a specific assessment benchmark that a development must be assessed against as prescribed under the Regulation.

In this instance, the development will not require assessment against State Codes.

3.4 SEQ Regional Plan 2023 and Darling Downs Regional Plan 2013

This application is completely consistent with the **SEQ Regional Plan 2023**. The site is identified within the Urban Footprint designation of the SEQRP 2023. Land within the Urban Footprint is intended to incorporate the full range of urban uses including housing, industry, business, infrastructure, community facilities, and other integral components of well-planned urban environments such as local areas for sport and recreation and urban open spaces.

The scheme is also considered to advance the aims of Regional Plans. By complying with the Planning Scheme this proposal is deemed to comply with the SEQRP 2023.

The **Darling Downs Regional Plan 2013** has no real relevance for this proposal.

4.0 Assessment against the whole Planning Scheme

4.1 Definition of Use and Level of Assessment

Comment: *The proposal is deemed to be Impact Assessable in the TRPS and therefore must be assessed against the whole Scheme including the Strategic Framework.*

Table 7 Definition

Column 1	Column 2	Column 3	Column 4
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Use term	Use definition	Examples include	Does not include following examples
Multiple dwelling	(a) Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.	Apartments, flats, units, townhouses, row housing, triplex	Rooming accommodation, dual occupancy, duplex, granny flat, residential care facility, retirement facility

Table 8 Level of assessment and benchmarks

Use	Categories of development and assessment	Assessment benchmarks
Multiple dwellings	Impact assessment due to the defined use Multiple dwelling not being included within the assessable use categories in the Assessable Uses table for Low density residential zone.	The planning scheme

4.2 Strategic Framework of the Toowoomba Regional Planning Scheme

The Strategic Framework sets out the policy direction for the Planning Scheme and forms the basis for ensuring appropriate development occurs within the Planning Scheme area. To establish the policy direction for the planning scheme, the strategic framework consists of seven themes that collectively represent the policy intent of the scheme: Settlement pattern, Natural environment, Community identity and diversity, Natural resources and landscape, Access and mobility, Infrastructure and services, Economic development. Specific relevant clauses have been identified from the themes, including: 'Community identity and diversity' for the proposal to be assessed against, with the following specific clauses discussed in the table below.

Table 9 Relevant Matters in the Toowoomba Regional Planning Scheme Strategic Framework

Strategic Framework	Comments
3.2 Strategic intent	
Toowoomba is a thriving compact city which is characterised by its rural context and its heritage. A compact urban form promotes communities where people can live, work and play, and urban land is developed in a coordinated way to maximise infrastructure efficiencies and provide access to housing choice, community services and facilities, employment, and transport options.	Agree with this intent statement and the proposal does not contradict the intent in any way. It furthers the intent of the scheme by "...provide(ing) access to housing choice, community services and facilities, employment, and transport options."
3.3 Settlement Pattern	
3.3.1 Strategic outcomes (4)(a)(vi) Toowoomba City has thriving and diverse neighbourhoods that have a strong sense of community and local identity.	This proposal is consistent with this general characterisation of Toowoomba's suburbs, especially Harlaxton with its diversity of social/community/commercial/retail services as well as numerous employment nodes within short

	distances of so many dwellings, including this site.
3.3.3 Element – compact urban form (1) A compact urban form promotes self-containment of communities that are: (a) defined by a distinct urban boundary; and (b) are provided with housing opportunities, community services and facilities, employment, adequate infrastructure, and an integrated transport system. 3.3.3.1 Specific outcomes (1) Safe, convenient, and attractive suburban neighbourhoods, urban neighbourhoods and centres of activity meet the diverse and changing needs of the community and offer a wide choice of housing, leisure, local employment opportunities and associated community and commercial facilities. (2) Centres of activity, specialist centres, more intensive integrated employment areas, tertiary education and major community facilities are located within walking distance of existing or proposed public transport nodes.	The subject site is in a very well serviced locality that is still fundamentally a low-density suburb featuring a high number of detached dwellings on lots that are greater than a 1000 m². Moreover, the site is located within walking and short driving distances to more intensive integrated employment areas such as the Toowoomba CBD and Baillie Henderson Hospital, as well as education facilities, major and minor community facilities, shops, supermarkets, medical services, churches, numerous parks and public transport facilities (bus-stops).
3.3.4 Element – suburban neighbourhoods (2) Suburban neighbourhoods provide housing, products and services of daily convenience and community and recreational uses to their immediate neighbourhood. 3.3.4.1 Specific outcomes (1) Suburban neighbourhoods consist primarily of detached houses and dual occupancies.	There is currently minimal housing diversity and choice within the Harlaxton residential neighbourhood. It predominantly consists of post-World War-2 housing, where some dwellings are obviously reaching the end of their viable life. The subject site is 1012m² in area and can readily accommodate four quality dwellings designed to meet modern domestic standards for typical nuclear-families or business couples at a density comparable to that being achieved in dual occupancy developments in recent subdivisions of lots of 500m² or less (1:253m²).
3.3.5 Element – urban neighbourhoods (1) Urban neighbourhoods promote the development of a compact urban form by facilitating medium density housing in areas with access to a mix of urban retail, commercial, service, community, entertainment uses, employment, and high-quality parkland to residents within walking distance. 3.3.5.1 Specific outcomes (1) urban neighbourhoods: (a) are focused around areas of mixed use, providing ready access to a range of shopping, community and other local services and employment, they are higher density and highly walkable. 3.3.3.2 Land use strategies (4) A broad range of residential housing forms are supported in urban neighbourhoods including detached dwellings on standard and small lots, dual occupancy and multiple dwellings.	Although the locality is distinctly sub-urban, it does have some traits of an urban neighbourhood as well. It has an intensity of churches, retail facilities, medical and other professional services, all within easy access of the subject site. Complies with this aspiration as described above. This proposal will achieve this aspiration.
3.3.8 Element – sustainable urban development (3) Good design responds to the climate of the Region and the adopted lifestyles of its residents and visitors, while acknowledging the history and traditions of the place. 3.3.8.1 Specific outcomes (1) The amenity and sense of place of character areas, rural towns, new development, and	The proposal has sought to integrate the multiple dwellings into an area that is currently predominantly detached dwelling houses. It strives to do this by ensuring that the new buildings are designed to respect typical housing

redevelopment in established urban areas respects, reinforces and strengthens the distinctive character of the locality.	features, is aligned with current climate and solar orientated principles and is combined with a modern look that reflects pitched roofs and building materials used throughout the subject neighbourhood.
3.5 Community Identity and Diversity	
3.5.1 Strategic outcomes (1) Toowoomba is a growing regional city with an increasingly cosmopolitan heart that has retained the 'country town feel' that is greatly valued by residents and visitors (3) Community facilities and housing options respond to and provide for the diversity of our communities.	This proposal is completely in accord with this paragraph. The above discussion-points are relevant to this element as well.
3.5.3 Element – Toowoomba City identity 3.5.3.1 Specific outcomes (2) Places of cultural heritage and neighbourhood character significance are conserved and enhanced (3) New buildings are of their time but consider the surrounding cultural heritage and neighbourhood character values of the streetscape and locality	This aspiration is not totally relevant to this locality.
3.5.8 Element – housing diversity and affordability (1) Toowoomba has traditionally been composed of a continuum of compact urban and rural communities. In earlier periods these communities had a broad spectrum of housing options and forms. It is the intent of this scheme to provide opportunities to increase housing choice and therefore provide a variety of housing forms to improve affordable living options, to provide housing for people of all income levels and to allow people the opportunity to age in place. 3.5.8.1 Specific Outcomes (1) The community has equitable access to affordable, suitable and good quality housing through: (a) allowing for higher densities within the Toowoomba City Centre near education, medical services, and places of employment and transport nodes. (b) improving the diversity of housing choice in new communities and in existing communities in proximity to existing infrastructure, centres, transport nodes and open space. (c) promoting innovative housing forms, such as co-housing, sustainable and flexible housing in appropriate locations, that can adapt to a variety of housing needs. (d) encouraging innovative and creative design that promotes and assists the delivery of a more compact urban form. (e) providing for a greater diversity of housing types in centres and around transport nodes to meet the changing lifestyle needs and age profile of the community; and (f) providing for increased housing diversity whilst maintaining the existing character and identity of individual communities. (2) There is a more balanced approach to housing provision with a greater emphasis on infill, mixed density and smaller dwellings while supporting development in greenfield areas.	This development achieves the expressed objectives of providing choice in housing, compact urban outcomes and increasing diversity whilst respecting the identity of the surrounding neighbourhood. The proposal will enable four (4) additional dwellings to be established in this well serviced area, whilst at the same time enhancing the prevailing character of this neighbourhood. Consistent with this outcome. Totally complies with this outcome This is a unique outcome and this proposal doesn't meet this particular aspiration. Complies. Complies Complies Complies except for the element referred to as "...greenfield areas." Complies.

(3) Encourage innovative and creative design that promote and assist the delivery of a more compact urban form.	
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Comment: It is considered that this application is fully consistent with the Strategic Framework of the TRP Scheme and especially as described at page 6 of the current Scheme. It states that *“A compact urban form promotes communities where people can live, work and play and urban land is developed in a coordinated way to maximise infrastructure efficiency and provide access to housing choice, community services, and facilities, employment and transport options.”* (p6 TRPS, V. 27, 25 February 2022) This site and locality in Harlaxton reflect this strategic goal given their relationship to employment and community facilities described in the foregoing paragraphs.

4.3 Planning Scheme Codes

4.3.1 Zone Code

Low Density Residential Zone Code

The relevant zone code containing requirements and benchmarks for assessment of the proposal is the Low-density residential zone code.

The subject site and surrounding area are currently included in the Low-Density Residential Zone in the TRPS. As described in the Purpose statement for this zone, the intent is to provide for suburban densities and mixtures of services and facilities to match this lower intensity urban development.

Purpose of Code: There is an extensive descriptor for this part of the Scheme. Suffice to report that this zone has the intent of protecting the general amenity of a low-density suburban area that is provided with various local service nodes but receives the bulk of its services from major service centres and the Toowoomba Central Business District.

An analysis of the code relating to the proposal is at **Appendix 1**.

4.3.2 Overlay Code

Airport Environs Overlay Code

The relevant overlay code for this proposal is the Airport environs overlay code.

The purpose of the Airport Environs Overlay Code is to protect the existing and future operational requirements of the Toowoomba Airport and the Oakey Army Aviation Centre and to provide for the most appropriate and compatible development of surrounding lands.

This proposal has no impact on the airport or its surrounds and approaches.

The relevant development code containing the requirements and benchmarks for the assessment of the proposal is listed below and analysed in **Appendix 2**.

4.3.3 Development Codes

Medium Density Residential Code

The main development code for this proposal is the Medium-density residential code.

The purpose of the Medium-density residential code is to guide the development of most forms of residential development other than detached dwellings. The broader aim is to ensure that medium density development is mainly located as near as possible to services and facilities that make living in these inner suburban localities far more convenient than areas on the outskirts of the major urban areas of the region.

The relevant development code containing the requirements and benchmarks for the assessment of the proposal is listed below and analysed in **Appendix 3**.

Transport, Access, and Parking Code

The purpose of the Transport, access, and parking code is to ensure that the transport networks are protected from inappropriate development that may compromise safety and amenity in and around TRC's urban and semi-urban areas. This application fully complies with the spirit and intent of this code.

The relevant development code containing the requirements and benchmarks for the assessment of the proposal is listed below and analysed in **Appendix 4**.

Landscaping Code

The purpose of the Landscaping Code is to facilitate landscaping which is an integral component of urban design, contributing to the creation or enhancement of quality places and spaces.

The relevant development code containing the requirements and benchmarks for the assessment of the proposal is listed below and analysed in **Appendix 5**.

Works and Services Code

The purpose of the Works and services code is to ensure development is provided with a level of infrastructure which supports the achievement of ecological sustainability and maintains or enhances community health safety and amenity.

The relevant development code containing the requirements and benchmarks for the assessment of the proposal is listed below and analysed in **Appendix 6**.

5.0 Conclusion and Recommendations

This proposal is for a modern, well-designed development consisting of four 2-storey townhouses, replacing a detached dwelling built in the early post-World War 2 period.

Despite the locality being in a low-density residential zone, it is characterised by a significant choice of services, facilities, and conveniences. The neighbourhood is tending towards urban convenience rather than that of a more remote sub-urban character and location.

The new dwellings proposed on site have been designed with solar orientation in mind. The design is also aimed at appealing to a wider range of occupant given that the four-bedroom configuration will appeal to the larger family unit, or a business couple with scope for an informal home-office or recreation room(s).

The overall density is 1 dwelling per 253m² (39 dwellings per hectare), which is quite low density compared to normal expectations for well serviced urban localities (30 to 60 dwellings per hectare).

TRC's favourable consideration of this application is therefore requested.



Stewart Somers

Principal consultant

15 September 2026

APPENDICES

Appendices: Development Plans, Overlay Codes, Technical Reports

Appendix 1	Low Density Residential Zone Code
Appendix 2	Airport Environs Overlay Code
Appendix 3	Medium Density Residential Code
Appendix 4	Transport, Access, and Parking Code
Appendix 5	Landscaping Code

Appendix 6	Works and Services Code
Appendix 7	Architectural Drawings
Appendix 8	Landscape Architectural Drawings
Appendix 9	Engineering Reports (Engineering Report and Traffic-TIA)

Toowoomba Regional Planning Scheme 2012(v.27.0)- Part 6 Zones Codes
6.2 Residential zones category
6.2.1 Low Density Residential Zone Code
6.2.1.1 Application This code applies to assessable development:- (1) within the Low Density Residential Zone as identified on the zoning maps contained within Schedule 2 (Mapping); and (2) identified as requiring assessment against the Low Density Residential Zone Code by the tables of assessment in Part 5 (Tables of Assessment).
6.2.1.2 Purpose and overall outcomes (1) The purpose of the Low Density Residential Zone code is to provide for a variety of low density dwelling types, including dwelling houses and community uses and small-scale services, facilities and infrastructure that cater for local residents. The amenity and lifestyle of residents in the Low Density Residential Zone is conserved while providing mechanisms to promote and implement a mix of housing forms at a density appropriate to each locality. Non-residential uses are small scale and low intensity uses that service the day to day needs of the immediate local residential community and do not undermine the viability of a nearby centre. (2) The overall outcomes sought for the zone code are as follows: (a) the provision of detached dwelling houses as the primary form of housing within the zone and dual occupancy as a secondary form of housing, on a range of lot sizes greater than 500m²; (b) medium density forms of residential development are supported within greenfield areas in this zone where within walking distance of a local, district or major centre providing a wide range of goods, services and facilities, including provision of goods and services to meet daily convenience needs or where adjacent or opposite a district or regional park offering a high level of residential amenity. (c) retirement villages are established in the Low Density Residential Zone only where they are designed to achieve a transition in scale and density from one that is consistent with the surrounding area to a more dense form consistent with a typical retirement village; (d) dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street; (e) lot reconfiguration within greenfield areas in the zone achieves a minimum dwelling yield of 15 dwellings per hectare; (f) new hatchet lots are not created within this zone and existing hatchet lots are occupied by a single dwelling house only; (g) development provides for an efficient land-use pattern and is well connected to other parts of the local government area; (h) development is designed to provide safe and walkable neighbourhoods that connect residents to desirable destinations including schools, parks, shops and community facilities; (i) small scale short-term accommodation occurs only on land with direct access to a road at the distributor, sub-arterial and regional arterial level in the road hierarchy and in proximity to existing development of a similar nature, in buildings of a scale that is consistent with the surrounding residential area, all car parking needs can be met on site, and the use does not detract from the residential amenity of the area. (j) development maintains a high level of residential amenity avoiding uses that introduce adverse impacts such as excessive traffic, noise, dust, odour, lighting and other locally specific impacts;

- (k) development reflects and enhances the existing low density scale and character of the area, and is no more than 2 storeys above ground level;
- (l) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encourage sustainable transport use such as walking, cycling and public transport use;
- (m) development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure including utility installations to support the needs of the local community;
- (n) non-residential uses occur only where such uses:
 - (i) primarily function to directly support the day to day convenience needs of the immediate local residential community;
 - (ii) provide a local community or limited business function, and include:
 - a) Child care centre b) Club c) Community care centre d) Community use e) Educational establishment f) Emergency services
 - g) The following uses only where reuse of an existing building used for an existing business activity:
 - i. Food and drink outlet ii. Shop (only convenience) iii. Health care services iv. Place of worship v. Sales office vi. Veterinary services.
- (o) non-residential uses only occur within the zone where they:
 - (i) are accessible to the immediate local residential community they serve;
 - (ii) are located on land with direct access to a road at the distributor, sub-arterial and regional arterial level in the road hierarchy and minimises intrusion of through traffic into local residential streets;
 - (iii) have a built form that is compatible with surrounding residential character and amenity, including:
 - a) reuse of existing non-residential premises or
 - b) extensions and/or new buildings have height, bulk and scale consistent with intended low density residential built form intent of the zone and compatible with existing streetscape character;
 - (iv) do not have a significant detrimental impact on the neighbourhood amenity expected within a predominantly low density residential environment having regard to sunlight and solar access, privacy, hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting and visual impacts;
 - (v) ensure all car parking needs can be met on site, and off-street car parking areas do not dominate the appearance in the streetscape and are landscaped to provide an attractive frontage that maximise pedestrian activity and safety.
 - (p) Development responds to the natural topography and environmental constraints of the land and avoids or where this is not possible, mitigates any adverse impacts on areas of ecological significance, including creeks, gullies, steep land, waterways, wetlands, habitats and vegetation and bushland through location, design, operation and management.
 - (q) Development for a sensitive use on land within 250m of land within the Medium Impact Industry Zone is designed to mitigate industrial air, noise and odour emissions with potential to adversely impact on human health, amenity and wellbeing.

Comments on Purpose and overall Outcomes (Residential only): This zone has the intent of protecting the general residential amenity of a low-density suburban area that is provided with various local service nodes but receives the bulk of its services from major service centres and the Toowoomba Central Business District. This proposal will have a positive effect on the locality by introducing modern but sympathetic building design and the typology will provide housing choice in an area that is very monocultural in style and scale.

6.2.1.3 Requirements for accepted development and assessment benchmarks for assessable development		
Table 6.2.1:1 – Low Density Residential Zone Code – requirements for accepted development and assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Caretaker's Accommodation		
PO ₁ 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: (a) does not compromise the productivity of the use; (b) is safe and comfortable for the amenity of residents; and (c) has regard to the landscape and private recreation needs of the residents.	AO _{1.1} A caretaker's accommodation is: (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; (b) provided with a private landscape and recreation area which: (i) is directly accessible from a habitable room; (ii) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (iii) where provided as a balcony, verandah or deck has a minimum¹ area of 8m² with a minimum dimension of 2.4m. AO _{1.2} No more than one (1) caretaker's accommodation is established per non-residential use.	N/A
Dwelling Unit		
PO ₂ Development incorporating a dwelling unit is provided in a manner that:	AO _{2.1} Separate entrances are provided to the dwelling unit and non-residential uses on the same site. AO _{2.2} Entries to the dwelling unit are clearly identifiable from the street and have a defined pathway. AO _{2.3} Dwelling units are readily distinguishable from the non-residential use for emergency service providers. AO _{2.4} The dwelling unit number is clearly displayed on the unit and letter box.	N/A N/A N/A N/A N/A N/A

¹ Amended on 27 April 2018

(a) integrates visually with the non-residential use through the use of materials, colours and finishes, architectural treatments and landscaping treatments; (b) ensures residents have a high level of safety, security, privacy and amenity; (c) ensures residents are not exposed to noise and light nuisance from the non-residential use; and (d) provides residents access to private outdoor recreation spaces directly from the dwelling unit.	AO_{2.5} The dwelling unit is provided with a private landscape and recreation area which: is directly accessible from a habitable room; (a) is directly accessible from a habitable room; (b) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (c) if a balcony, a veranda or a deck, has a minimum² area of 8m² with minimum dimensions of 2.4m. AO_{2.6} Habitable rooms of the dwelling unit are protected from overlooking of the non-residential use/area by: (a) separation of 9m from a window or activity area of the non-residential use; or (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 The non-residential use is of a small scale and intensity that is compatible with the character of streetscape and the low density residential built form appearance of the locality.	AO_{3.1} The use: (a) is carried out in an existing building; (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; (c) is a single tenancy only; (d) has a maximum gross floor area of 200m²; (e) is conducted wholly within an enclosed building; and (f) does not involve outdoor dining or drive through facility.	N/A

² Amended on 27 April 2018

Non-residential Uses and building work – Noise Amenity			
PO ₄	The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or the intended residential streetscape character.	AO _{4.1} New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses.	N/A
Non-residential Uses and building work – Privacy and Screening			
PO ₅	Non-residential uses provide adequate separation, buffering and screening from adjoining residential premises so that the privacy and amenity of residential premises is protected.	AO _{5.1} A 2m wide vegetated buffer is provided to any vehicle movement and parking areas that adjoin a residential boundary.	N/A
		AO _{5.2} 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.	N/A
		AO _{5.3} 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.	N/A
Non-residential Uses and building work – Outdoor Lighting			
PO ₆ and	Outdoor lighting for non-residential uses maintains the amenity of the surrounding residential area 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.	AO _{6.1} Outdoor lighting for non-residential uses is restricted to low level security lighting only.	N/A
		AO _{6.2} Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of <i>AS4282 – Control of the Obtrusive Effects of Outdoor Lighting</i> .	N/A
Utilities and Stormwater			
PO ₇	A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{7.1} Where within a water supply area, the development is connected to Council’s reticulated water supply system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies
PO ₈ that	Wastewater treatment and disposal is provided is appropriate for the level of demand generated,	AO _{8.1} Where within a wastewater area, the development is connected to the Council’s reticulated wastewater	Complies

	protects public health and avoids environmental harm.	system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	
PO ₉	The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{9.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies
PO ₁₀ a	Stormwater resulting from roofed areas and impervious surfaces is collected and discharged in manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water and impervious surfaces water runoff is collected and discharged in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies
Waste Management			
PO ₁₁	Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times, and waste is captured and discharges to an approved collection point.	AO_{11.1} Refuse container storage areas are provided that: (a) are located behind the building line and screened from public view: (i) in a building, outbuilding or other enclosed structure; (ii) screened by a minimum 1.5 m high solid fence or wall that is surrounded by minimum 1m wide landscaping (excluding container storage access point) where not adjoining a residential boundary; or; (iii) screened by a minimum 1.8m high solid fence where adjoining a residential boundary (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; and (d) are large enough to accommodate at least one (1) standard/sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use.	Complies – Hard stand area at rear of each unit set aside for two wheelie bins. Not visible from outside the site

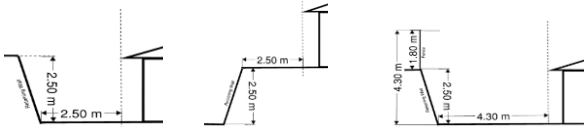
Non-residential uses and building work – Access, on-site car parking and manoeuvring		
PO ₁₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and: (a) to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity. (b) to ensure that off-street car parking areas do not dominate the appearance in the streetscape.	PO _{12.1} Where not involving the reuse of an existing premises used for a business activity car parking is provided in accordance with the Transport, Access and Parking Code. PO _{12.2} Where involving re-use of premises used for a business activity: (a) There is no reduction in existing or previously approved on-site car parking; (b) There are no alterations to the location of existing or previously approved access (driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas.	N/A N/A
Non-residential uses and building work – Landscaping		
PO ₁₃ Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	AO _{12.1} Where not involving the reuse of an existing premises used for a business activity car parking is provided in accordance with the Transport, Access and Parking Code. AO _{12.2} Where involving re-use of premises used for a business activity: (a) There is no reduction in existing or previously approved on-site car parking; (b) There are no alterations to the location of existing or previously approved access (driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas.	N/A N/A
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)		
Performance outcomes	Acceptable outcomes	Comments
Non-residential uses - Hours of Operation		
PO ₁ Hours of operation are controlled so that the non-residential use does not impact on the amenity or privacy of adjoining residential uses.	AO _{1.1} Hours of operation, including for deliveries, are limited to hours between 6:00 am to 9:00 pm.	N/A

Non-residential Uses – Impact on Road Network			
PO ₂ and	Non-residential uses are located on major roads do not introduce non-residential traffic into local streets.	AO _{2.1} Non-residential uses: (a) have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road; and (b) vehicle access to the development does not occur from a local street. (b)	N/A
Table 6.2.1:3 – Low Density Residential Zone Code – assessment benchmarks for assessable development			
Performance outcomes		Acceptable outcomes	Comments
Residential Development			
PO ₁	The zone accommodates predominantly dwelling houses and other housing forms at a low density scale and intensity.	AO _{1.1} Uses which are consistent with the intent of the zone include: (a) dwelling house; and (b) dual occupancy, except where located in the Clifford Park Stables and Park Residential Precincts	This site is in a locality that is convenient to community, social and retail services plus it is very convenient to many major employment nodes in and around the Toowoomba CBD and inner suburbs. The density of around 1/253m2 is reasonably equivalent to that achieved with Dual Occupancy dwellings and is not considered excessive. The Planning Report provides details on why this locality is suitable for a greater mixture of housing typologies, densities and overall rejuvenation of the existing housing stock.
PO ₂ other	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.	N/A
PO ₃	Short-term accommodation occurs where:	No acceptable outcome is nominated.	N/A

(a) it is of a small scale that is consistent with the intensity of development in the surrounding residential area; (b) adjoining or located on the opposite side of a road to existing Short-term accommodation or other Accommodation activities of a similar scale and density ; (c) all car parking needs can be met on site; (d) have direct vehicle access to a distributor, sub-arterial and regional arterial level road that is not a State-controlled road; and (e) do not unduly detract from the amenity of nearby residences.		
PO₄ 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.	AO_{4.1} The number of dwellings on the site does not exceed one per 500m². AO_{4.2} The site has a minimum frontage of 12m.	An alternative AO is being offered in this application. The proposal achieves a density of one dwelling per 253m² which is considered low density residential development in areas as well serviced as this locality. This density is consistent with what might be achieved with a dual occupancy development on a minimum sized lot. The site has a frontage to Perry Street of 21m.
Non-Residential Development		
PO₅ Non-residential uses establish only where they: (a) except for child care centres, provide for the day to day convenience needs or local service of the immediate local residential community; (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;	No acceptable outcome is nominated.	N/A

(c) do not contribute to strip development or expansion of an existing centre; (d) are a of a small scale, and have low intensity operation and employment; (d) are highly accessible to the immediate local community it serves and have direct vehicle access to a distributor, sub-arterial and regional arterial; (c) do no introduce non-local traffic into a local street; (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; (f) do not adversely impact the amenity, safety or privacy of nearby residences.		
Built Form		
PO₆ 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.	AO_{6.1} Buildings have a maximum height of two (2) storeys or 8.5m above ground level.	Complies Refer to the drawings and details provided by Solis Design.
PO₇ Except for Dwelling Houses and Dual Occupancies site coverage: (a) maximizes setbacks;	AO_{7.1} For development up to two (2) storeys site cover does not exceed 50% of the site area. For development over two (2) storeys no acceptable outcome is nominated.	Total site cover of the proposed development is 41.9%, which is below the maximum specified in the Code of 50%. (a) Setbacks: comply or exceed minimums. Frontage setback is 7.89m, which is sympathetic with other dwellings in the street.

(b) maximizes landscaping; (c) ensures adequate useable outdoor areas; (d) ensures adequate space for vehicle movement and parking areas; (e) maximizes solar access for internal and external living spaces; (f) does not compromise solar access for adjoining premises; and (g) does not result in overshadowing of adjoining properties.		(b) Landscaping: refer to the landscape plan by Joel Lewis Landscape Architect. (c) Outdoor: areas exceed requirements (d) Complies-refer to TIA (e) Internal Solar: achieved through orientation (f) Does not restrict solar access for adjoining properties (g) Does not overshadow or block solar access for neighbouring dwellings.
PO₈ Impervious site coverage: (a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure; (b) reduces the visual impact of additional hardstand; (c) respects the existing or preferred neighbourhood character and responds to the features of the site; and allows for the provision of an appropriate supply of landscaping and open space.	AO_{8.1} Impervious areas of the site do not exceed 60% of the site area.	Impervious area is 68.5 %. This figure, although exceeding AO_{8.1} does meet the objectives expressed in PO₈. The site will be terraced which will slow down any surface water as well as extensive shrub and ground-cover plant species are proposed as part of the overall site landscaping. Also refer to the engineer's report on stormwater and the use of retaining walls to assist in providing level areas across the site
PO₉ The front building setback is consistent with the prevailing front setbacks in the street.	AO_{9.1} Where the site has frontage to a collector or local road, buildings are set back from that frontage: within 20% of the average front setback of adjoining buildings; or where there are no adjoining buildings, 4m.	Complies as referred to at PO7 above.

	AO_{9.2} Where the site has frontage to a road other than a collector or local road: (a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code. (b) non-residential buildings are set back from that frontage 6m. AO_{9.3} Where involving non-residential use, buildings are set back a minimum 6m from the road frontage.	N/A N/A
PO₁₀ Side and rear building setbacks: (a) enhance the appearance and character of streets and buildings; (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; (c) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; (d) are sufficient to minimise overshadowing and overlooking of adjoining premises; (e) provide adequate separation and buffering between residential and non-residential premises; and (f) maximise opportunities for landscaping.	AO_{10.1} Buildings are set back from a side boundary: (a) Ground Floor (up to 3.5m high) – 1.5m; and (b) First floor (up to 7.5m high) – 2m; (c) Above 7.5m – 3m; or (d) the distance of the height of the retaining wall on the side boundary or combination of the height of the retaining wall and a fence, whichever is greater (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall. AO_{10.2} Buildings are set back: (a) a minimum of 3m from a rear boundary; or (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.  Figure 1	Complies Rear setback- range between 5.145m and 2.511m

	<i>For non-residential development:</i> AO_{10.3} Buildings are set back a minimum of 2.5m from a side boundary. AO_{10.4} Buildings are set back from a rear boundary whichever is the greater - (a) a minimum of 3m; or. (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.	N/A N/A
PO₁₁ The development is designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to the following: (a) built form; (b) open space; (c) landscaping; (d) the public realm; (e) parking and access; (f) solar access; (g) views and outlook; (h) setbacks; (i) height; (j) scale and bulk; and (k) provision of services	In partial compliance with the performance outcome: AO_{11.1} 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. <i>Note: Such landscaping areas must not be compromised by the manoeuvring areas required for the vehicle.</i>	Complies – refer to Landscape drawings by Joel Lewis LA The planting strip that separates the driveway from the westerly title boundary varies in width from 0.3m to over 2.0m. There is sufficient area for close planting of appropriate shrubs and plants.
PO₁₂ Non-residential use buildings, including extensions or additions, exhibit design elements that are characteristic of and compatible with surrounding houses in the streetscape including:-	No acceptable outcome is nominated	N/A

(a) buildings orient to and addresses the street frontage; (b) the main building entry faces the street at ground level; (c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ; (d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours Editor's note – examples of façade treatment to avoid expanses of blank surface may include (but is not limited to): • windows are provided in any building façade facing the street or other public and communal space; • awnings, verandas, pitched roofs and rectangular building plan forms are used in the building design.		
PO₁₃ Where appropriate, development facilitates active transport and open space connections through the neighbourhood.	No acceptable outcome is nominated	N/A
PO₁₄ 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: (a) any hazards or nuisance to people or property on the site or offsite are avoided; (b) any earthworks are minimised and design alternatives are prioritised over earthworks; (c) natural drainage lines are retained; (d) existing vegetation is retained or replaced; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening a separation to adjoining development.	No acceptable outcome is nominated	Complies with intent in PO₁₄

Amenity and Safety		
PO ₁₅ Development maintains a high level of residential amenity within the site and for surrounding areas, having regard to noise, odour, lighting, access to sunlight, privacy and outlook.	No acceptable outcome is nominated	Complies with intent of PO ₁₅
PO ₁₆ Site layout, building design and landscaping facilitates the security of people and property having regard to: (a) opportunities for casual surveillance of and sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) exterior building design and orientation which promote safety; (c) adequate definition of uses and public and private ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.	AO _{16.1} Setbacks are provided from all boundaries in accordance with acceptable outcome AO10.2; AO _{16.2} The development does not introduce lighting which is inconsistent with a residential area; AO _{16.3} Sunlight access for the private open space or habitable rooms on adjoining properties or private open spaces on the subject site is not reduced to less than 3 hours between 9am and 3pm on June 21, or AO _{16.4} Where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%.	Complies Complies Complies Complies –
PO ₁₇ Development is designed to incorporate graffiti-prevention measures.	AO _{17.1} Building design and layout incorporates the following features where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments. ³	Complies
PO ₁₈ Development for non-residential uses provides landscaping that: 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;	AO _{18.1} Where not involving reuse of a premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site.	N/A

³ Amended on 27 April 2018

(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; (b) provides an attractive interface between the use, the streetscape and adjoining residential uses (c) provides and maintains: (i) the privacy and amenity for adjoining residential uses (ii) sight lines and overlooking to public spaces and the street to enable casual surveillance (iii) a clearly defined pedestrian entry point for visitors and customers that is separated from the driveway; (iv) established trees (including street trees) and other significant existing vegetation.		
PO₁₉ Development for non-residential uses provide car parking and loading and servicing areas that: (a) are located to minimise impact on any adjoining residential premises (b) are located behind the building, and hardstand areas do not dominate the streetscape; (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; (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.	N/A

PO ₂₀	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.	AO _{20.1} The use is designed to ensure that: (a) the indoor noise objectives set out in the <i>Environmental Protection (Noise) Policy 2008</i> are met; and (b) the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> , are met. <i>Note: Design measure that may assist in achieving the acceptable outcome may include:</i> (a) landscaping; (b) setbacks; (c) the orientation of buildings away from the industrial area; and (d) barriers, mounds and fencing; and/or screening.	N/A
PO ₂₁	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.	N/A
Development involving Animal Keeping (where for Stables) in the Clifford Park Stables Precinct			
PO ₂₂	The minimum site area for Animal Keeping (where for stables) is sufficient to: (a) meet the needs of the use; (b) accommodate a dwelling house on the same premises; and (c) maintain an overall scale and intensity of development consistent with the character of the local area.	AO _{22.1} The site area for a Animal Keeping (where for stables) is a minimum of 1,200m ² .	N/A
PO ₂₃	Animal Keeping (where for stables) does not adversely affect the health and safety of residents the site or adjoining premises and do not unduly impact on the amenity of the local area.	AO _{23.1} No horse is stabled closer than 15m to a residential building on an adjoining lot.	N/A

	AO_{23.2} Stable buildings are constructed with impervious reinforced concrete floors, gravity drained to the effluent collection/treatment point. AO_{23.3} Exterior walls of buildings are constructed of sound absorbent material being brick, concrete, masonry or other similar material. AO_{23.4} A person who is responsible for the supervision of the stables is accommodated on the premises at all times. AO_{23.5} A minimum 1.8m high solid screen fence is provided on the site along all common boundaries. AO_{23.6} Wastes are collected and disposed of daily. AO_{23.7} All food/waste holding areas and receptacles are contained and covered. AO_{23.8} A health management plan approved by Council identifies potential health and amenity hazards associated with the stables such as vermin and other pests, animal waste, other odour sources and the methods by which these hazards are to be addressed and managed.	N/A N/A N/A N/A N/A N/A N/A
PO₂₄ Residential development maintains an overall low density, domestic scale and intensity to: (a) maintain suitable development sites for Animal Keeping (where for stables) to co-locate with residential uses; and (b) limit conflicts between Animal Keeping (where for stables) and neighbouring residential uses.	AO₂₄ Accommodation activities are limited to Dwelling Houses and Community Residences.	N/A
Development in the Park Residential Precinct		
PO₂₅ Development does not create lots smaller than 2,250m² within the Park Residential Precinct.	No acceptable outcome is nominated.	N/A
PO₂₆ Effluent generated by a development is capable of being treated and disposed of on site.	No acceptable outcome is nominated.	N/A

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 08 Overlays		
8.2 Development constraints overlay codes		
8.2.1 Airport Environs Overlay Code		
8.2.1.1 Application		
This code applies to assessable development: -		
(1) subject to the Airport Environs Overlay shown on the overlay maps contained within Schedule 2 (Mapping); and		
(2) identified as requiring assessment against the Airport Environs Overlay Code by the tables of assessment in Part 5 (Tables of assessment).		
8.2.1.2 Purpose and overall outcomes		
(1) The purpose of the Airport Environs Overlay Code is to protect the existing and future operational requirements of the Toowoomba Airport and the Oakey Army Aviation Centre and to provide for the most appropriate and compatible development of surrounding lands.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) conflicts between the Toowoomba airport, the Oakey Army Aviation Centre and surrounding uses are avoided;		
(b) development does not introduce or intensify uses which are sensitive to noise interference or nuisance unless, where practicable, adequate mitigation measures are incorporated into the development;		
(c) development mitigates impacts to ensure an appropriate level of amenity; and		
(d) safe and efficient airport operations are protected.		
Comments on the Purpose of the Code:		
This proposal really has no impact on the Toowoomba and Wellcamp airports or their surrounds and approaches.		
8.2.1.3 Assessment Benchmarks for Assessable Development		
Table 8.2.1: 1- Airport Environs Overlay Code – assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Height of Building and Other Structures		
PO ₁ The height of buildings or other structures does not affect the operational efficiency of the Toowoomba Airport or Oakey Army Aviation Centre or create a hazard to the safe navigation of aircraft using the airport.	AO _{1.1} Buildings and other structures in areas adjacent to the Toowoomba Airport do not penetrate the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.	Complies
	AO _{1.2} Buildings or other structures (including private forestry plantations) in areas adjacent to the Oakey Army Aviation Centre shown on the Airport Environs Overlay maps do not exceed the following heights: Area A – 0m; Area B – 7.5m; Area C – 15m; Area D – 45m; and Area F – 90m.	Complies
	AO _{1.3} Any cranes or other equipment used during the construction do not exceed the heights set out in AO _{1.1} or AO _{1.2} .	Complies
Acoustic Amenity		
PO ₂ Development is appropriately located and designed to prevent adverse impacts from	AO _{2.1} Premises are not developed for:	Complies

8.2.1 Airport Environs Overlay Code

aircraft noise in accordance with Australian Standards AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.	(a) dwelling house, multiple dwelling, dual occupancy, retirement facility, tourist park, hospital, health care services, relocatable home park, community residence, child care centre, educational establishment, residential care facility, resort complex, rooming accommodation or rural worker's accommodation on land within the 25 or higher ANEF contour; (b) short term accommodation, community use, hotel, place of worship, rooming accommodation or theatre, on land within the 30 or higher ANEF contour; (c) business activities or commercial uses on land within the 35 or higher ANEF contour.	
Lighting and Emission Hazards		
PO₃ Development for: (a) caretaker's accommodation, community residence, dwelling house, dwelling unit, multiple dwelling, dual occupancy, child care centre, retirement facility, tourist park, educational establishment, hospital, health care services, rooming accommodation, relocatable home park, residential care facility, resort complex or rural worker's accommodation on land situated between the 20 and 25 ANEF contours; (b) short term accommodation, club, community uses, hotel, place of worship or theatre, on land situated between the 20 and 30 ANEF contours; or (c) business activities or commercial uses on land situated between the 20 and 35 ANEF contours; incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended	No acceptable outcome is nominated	N/A

8.2.1 Airport Environs Overlay Code

	design sound levels and reverberation times for building interiors.		
PO ₄	The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of: (a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots; (b) interfering with navigation or communication facilities; or (c) emissions that may effect pilot visibility or aircraft operations.	AO_{4.1} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve: (a) lighting that shines light above the horizontal; (b) coloured or flashing lights; (c) sodium lights; or (d) flare plumes. AO_{4.2} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve configurations of lights in straight parallel lines 500m to 1,000m long. AO_{4.3} Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.	N/A N/A N/A
PO ₅	Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport Environs Overlay maps that may affect pilot visibility or aircraft operation by way of: (a) gas plumes; (b) particulate emissions (e.g. dust or smoke); or (c) electromagnetic field radiations.	In partial fulfilment of the performance outcome: AO_{5.1} Any cleared vegetation is mulched or removed from the site and not burnt on-site. AO_{5.2} Any gas plumes do not have peak vertical velocities of more than 4.3m/sec and/or oxygen content of less than 50% of ambient levels.	N/A N/A
Development within the Public Safety Area			
PO ₆	Development does not introduce or intensify uses within the public safety area shown on the Airport Environs Overlay maps which are likely to increase risks to public safety.	AO_{6.1} Premises within the Public Safety Area are not developed for¹: (a) accommodation activities; (b) uses that attract large numbers of people (e.g. business, community or industrial activities involving large numbers of workers or customers such as shopping centres, child care centres, health care	Complies

¹ Amended on 18 March 2016

	services, major sport, recreation and entertainment facility, place of worship or club);	
	(c) institutional uses (e.g. educational establishment, hospital or detention facility);	
	(d) uses involving the manufacture or depot storage of hazardous materials (e.g. fuel, lubricants and other flammable materials, chemical, explosives, and poisonous or noxious gases); and	
	(e) utility installations being transport terminals.	
Potential Wildlife Hazards		
PO ₇	The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of attracting wildlife to the area which could cause or contribute to bird-strike hazard.	
	AO _{7.1} The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps:	Complies
	(a) animal keeping (being a bird sanctuary or fauna reserve);	
	(b) aquaculture;	
	(c) cropping (being fruit cropping or turf farming);	
	(d) intensive animal industries (being a piggery or feedlot);	
	(e) special industries (being an abattoir or food processing plant); and	
	(f) commercial fish processing.	
	AO _{7.2} The following uses are located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered:	Complies
	(a) animal keeping (being a riding school, the keeping, handling and racing of horses or stables);	
	(b) community use (being show grounds);	
	(c) outdoor sport and recreation (being a drive-in theatre); and	
	(d) food and drink outlet (being a drive-through facility).	
	AO _{7.3} The following uses are located between the 3km and 8km Wildlife Hazard Buffer Zones shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered:	Complies
	(a) animal keeping (being a bird sanctuary or fauna reserve);	
	(b) aquaculture.	
	(c) cropping (being fruit cropping or turf farming);	

8.2.1 Airport Environs Overlay Code

	(d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. AO_{7.4} Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km Wildlife Hazard Buffer zone shown on the Airport Environs Overlay Maps. AO_{7.5} Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.	N/A Complies
Transient Aviation Activities		
PO ₈	Development does not adversely impact on the operational airspace of the Toowoomba Airport or Oakey Army Aviation Centre.	AO_{8.1} Development that includes activities involving transient intrusions such as parachuting, hot-air ballooning or hang gliding are not located within the operational airspace shown on the Airport Environs Overlay maps N/A

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes	
9.3. Use Codes	
9.3.7 Medium Density Residential Code^{1,2}	
9.3.7.1 Application	
(1)	This code applies to assessable development identified as requiring assessment against the Medium Density Residential Code by the categories of development and assessment tables in Part 5 – Tables of Assessment
9.4.6.2 Purpose	
(1)	The purpose of the Medium Density Residential Code is to guide the development of the following uses to ensure that medium density residential development creates pleasant, safe and attractive living environments while facilitating a range of housing types that sensitively blend with existing streetscapes and neighbourhoods and facilitate increased population within proximity to major centres:
(a)	Dual Occupancy
(b)	Dwelling House (where on a hatchet lot which is 450m ² or greater)
(c)	Multiple Dwelling.
(d)	Nature-based Tourism.
(e)	Non-resident Workforce Accommodation.
(f)	Relocatable Home Park.
(g)	Residential Care Facility.
(h)	Retirement Facility.
(i)	Resort Complex.
(j)	Rooming Accommodation.
(k)	Short-Term Accommodation.
(l)	Tourist Park.
(2)	The purpose of the code will be achieved through the following overall outcomes:
(a)	the character, scale and density of development are commensurate with the purpose and overall outcomes of the zone and (where applicable) zone precinct in which the development is proposed;
(b)	Dual occupancy development is integrated within residential neighbourhoods in a dispersed manner, distributing density in a way that has regard to the existing /intended character of the neighbourhood and zone in which it is located;
(c)	The design and layout of the development:
(i)	enhances access to housing diversity, offering choice to different household types and individuals to suit residents through different life-cycle stages;
(ii)	reflects and contributes to the qualities of the local streetscape and Toowoomba's Garden City character;
(iii)	responds to the site's natural and built context, such as orientation, topography, vegetation and climate and nearby buildings' aesthetic qualities such as their scale, form and materials;
(iv)	has a density appropriate for a site and its context in keeping with existing or preferred transitional neighbourhood character;

¹ Amended on 3 November 2014

² Amended on 29 November 2019

(v)	provides design elements that reflect and enhance local character and identity and strengthens site features such as views, heritage values and significant vegetation;	
(vi)	provides an appropriate scale in terms of the bulk and height relative to the scale of the street and surrounding buildings (in keeping with existing or preferred transitional neighbourhood character);	
(vii)	maintains neighbourhood amenity and does not create unacceptable impacts on surrounding premises;	
(viii)	achieves an appropriate built form for a site and building in terms of building alignment and proportions;	
(ix)	provides safe and equitable access for pedestrians and vehicles;	
(x)	facilitates a high level of residential amenity, including provision of adequate safety, privacy, access to sunlight and open space within the site and to adjacent properties; and	
(xi)	incorporates high-quality landscaping that contributes to the desired character of the area and recognises that landscape and buildings operate as an integrated and sustainable system.	
Comments on the Purpose of the Code: The purpose of the medium density residential code is to guide the development of most forms of residential development other than detached dwellings. The broader aim is to ensure that medium density development is mainly located as near as possible to services and facilities that make living in these inner suburban localities far more convenient than areas on the outskirts of the major urban areas of the region. The subject development is consistent with this purpose statement as described and demonstrated in the Planning Report.		
9.3.7.3 Requirements for accepted development and Assessment benchmarks for assessable development		
Table 9.3.7:1- Medium Density Residential Code – Requirements for accepted development and assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Where a Dual Occupancy		
PO ₁ Dual Occupancy development is dispersed within residential neighbourhoods, not clustering in groups of more than three adjoining or opposite sites, and does not become the dominant form of housing within a street by occupying more than 20 percent of properties within a street block.	AO _{1.1} <u>In Greenfield Areas</u> Dual Occupancy development occurs on designated Dual Occupancy lots.	N/A

PO₂ The development is designed in a manner that responds to the sites opportunities and constraints, including any existing building on the lot, and to the broader urban and streetscape contexts. 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_{2.1} The design of the development considers and responds to: a) Site specific qualities including: i) site topography and slope (contours at a minimum of 1m intervals); ii) Views iii) solar aspect and access; iv) prevailing breezes v) existing buildings on the site; vi) site access vii) services viii) identification of buildings to be demolished; ix) 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); x) proposed position of new buildings overlaid b) Nearby features including: i) opportunities for on street visitor car parking; ii) buildings on adjoining land iii) important views from neighbouring properties iv) features and character of adjoining land and buildings including doors & windows v) street fixtures; c) Local qualities and amenities including: i) available public transport; ii) nearby amenities such as parks, shops AO_{2.2} Site design retains all existing street trees.	N/A N/A
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Note: See Figure 1 below for examples of site analysis and nearby feature plans.

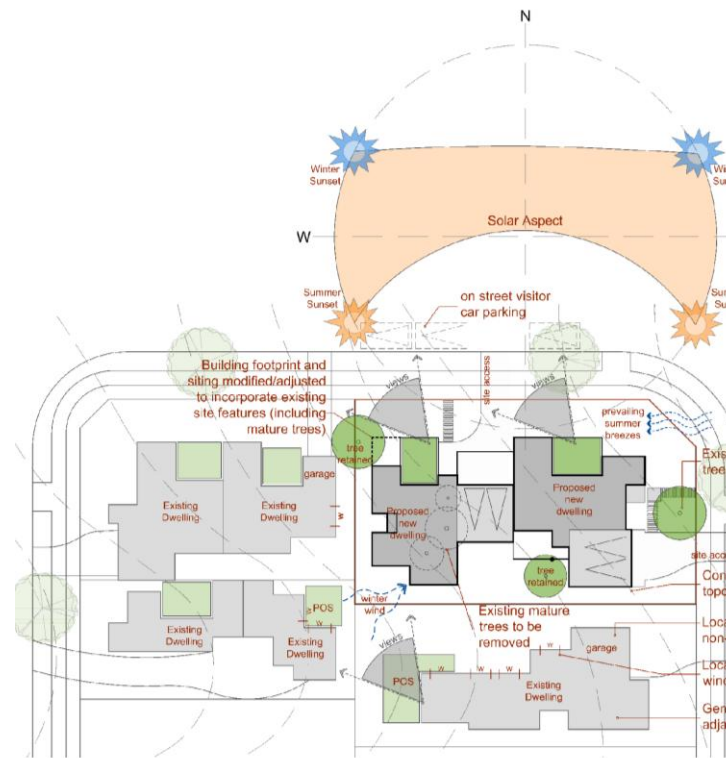
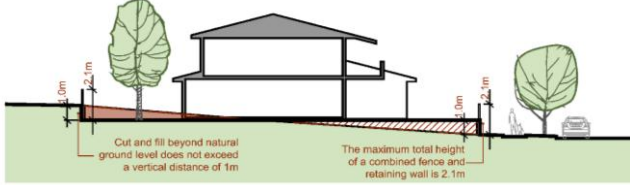


Figure 1

PO₃ Development responds to the slope of the land in the siting, design and form of buildings and structures to minimise requirements for cut and fill.	AO_{3.1} Cut and fill beyond natural ground level does not exceed a vertical distance of 1m, unless contained within building walls and in accordance with the requirements outlined in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. Note: See Figure 2. AO_{3.2} Batters and earth-retaining structures are constructed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.  Figure 2	N/A
PO₄ Development is designed to facilitate the retention of any existing street tree adjacent to the site.	AO_{4.1} Development does not compromise or require the removal of any street tree.	N/A

PO ₅	Development:	AO _{5.1}	The impervious site cover does not exceed Table 1:	N/A								
(a)	provides for the on-site infiltration of stormwater and minimises the additional burden on drainage infrastructure.		<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 both of the proposed dwellings are 1 storey</td><td>70%</td></tr><tr><td>If one or both of the proposed dwellings is 2 storeys</td><td>65%</td></tr></table>	Table 1		Average building height	Maximum impervious site cover	If both of the proposed dwellings are 1 storey	70%	If one or both of the proposed dwellings is 2 storeys	65%	
Table 1												
Average building height	Maximum impervious site cover											
If both of the proposed dwellings are 1 storey	70%											
If one or both of the proposed dwellings is 2 storeys	65%											
(b)	minimises the visual impact of hard surface areas; and											
(c)	respects the existing or preferred neighbourhood character and responds to the features of the site.											
		AO _{5.2}	No more than 50% of the front setbacks area is impervious.									
		AO _{5.3}	Site cover does not exceed rates specified in Table 2.									
			<table><tr><th colspan="2">Table 2</th></tr><tr><th>Dwelling Height</th><th>Maximum site cover</th></tr><tr><td>If both of proposed dwellings are 1 storey</td><td>50%</td></tr><tr><td>If one of proposed dwellings is 2 storeys</td><td>45%</td></tr></table>	Table 2		Dwelling Height	Maximum site cover	If both of proposed dwellings are 1 storey	50%	If one of proposed dwellings is 2 storeys	45%	
Table 2												
Dwelling Height	Maximum site cover											
If both of proposed dwellings are 1 storey	50%											
If one of proposed dwellings is 2 storeys	45%											
			Note: See Figure 3.									

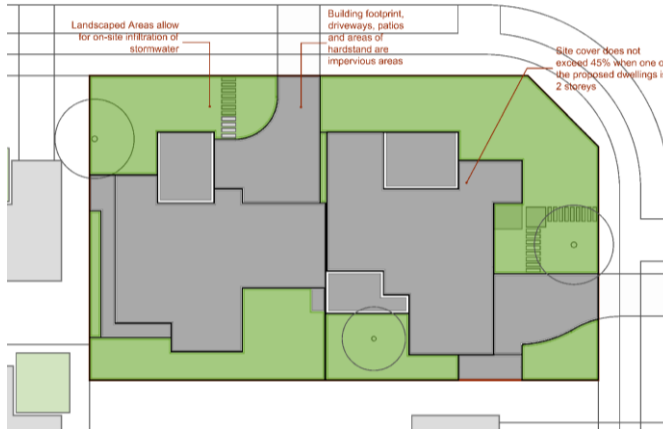
	 Figure 3															
PO₆ Areas of hardstand required for parking and pathways: (a) are minimised, (b) incorporate generous landscaping: (i) to promote a garden streetscape character, and (ii) to minimise visual impacts of views to hardstand areas for occupants and the public, particularly in the front garden.	AO_{6.1} Landscaped areas are provided in accordance with Table 3: <table border="1"> <caption>Table 3</caption> <thead> <tr> <th rowspan="2">Building height</th><th colspan="2">Minimum landscaped area</th></tr> <tr> <th>Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of:</th><th>Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of:</th></tr> </thead> <tbody> <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> </tbody> </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; Excludes all paved and other impervious areas such as driveways, patios, terraces, car parking spaces and bin and other utility areas. See Figure 4.	Building height	Minimum landscaped area		Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of:	Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of:	1-2 storeys	10% site area	15% site area	3 storeys	12.5% site area	17.5% site area	4+ storeys	15% site area	20% site area	N/A
Building height	Minimum landscaped area															
	Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of:	Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of:														
1-2 storeys	10% site area	15% site area														
3 storeys	12.5% site area	17.5% site area														
4+ storeys	15% site area	20% site area														



Figure 4

PO₇ The front building [setback](#) is consistent with the prevailing front setbacks of other residential buildings in the street.

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.

AO_{7.1} Buildings are setback from the road frontage:

- (a) within 10% of the average front setback of existing residential buildings within 100m of the site; or
- (b) where there is no adjoining buildings the front setback is provided in accordance with Table 4.

Table 4	
Building element	Minimum setback
Solid building wall (other than a garage)	4.0m
Solid building wall (where for a garage)	5.5m
Permeable or non-enclosed elements (e.g. porch, verandah, balcony or carport)	3.5m (or 3m where secondary road frontage)

Note: see figure 5

N/A

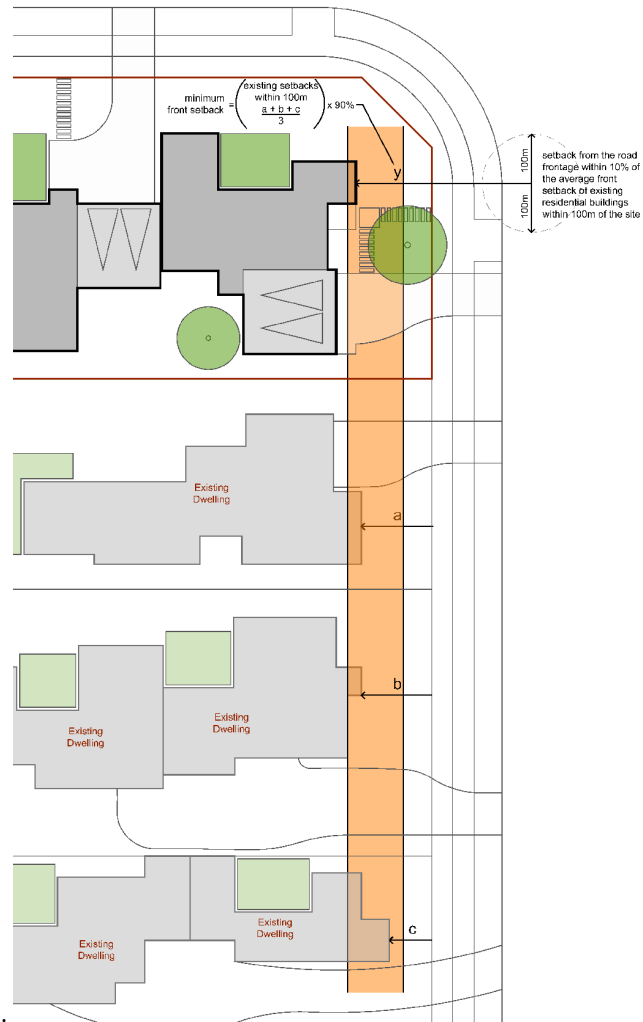


Figure 5

PO₈ Side and rear building setbacks: (a) are appropriate to the scale of the development and the intended character of the zone and/or precinct and local plan in which the site is located; (b) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; and (c) are sufficient to minimise overshadowing and overlooking of adjoining premises	AO_{8.1} Any part of a building built to a side boundary: (a) must not exceed a maximum height of 3.5m; (b) must not exceed a maximum length of 9m; (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 a adjoining site; and (d) must not exceed a maximum total length of 50% of the side boundary. OR AO_{8.2} Buildings are set back from side boundaries in accordance with the following: (a) <u>For lots with frontages less than 20m:</u> (i) 1.2m for any part of the building up to 3.5m high; and (ii) 2m for any part of the building above 3.5m high. (b) For lots with frontages greater than 20m: (i) 1.8m for any part of the building up to 3.5m high; and (ii) 2.4m for any part of the building above 3.5m high. AO_{8.3} Buildings are set back from the rear boundary a minimum of 3m. AO_{8.4} Development ensures that solar access to habitable rooms and private open space of adjoining premises: - (a) achieves a minimum of 3 hours of sunlight between 9am and 3pm on June 21; or (b) is not further reduced where existing solar access is less than that specified in (a). Note: See Figure 6.	N/A
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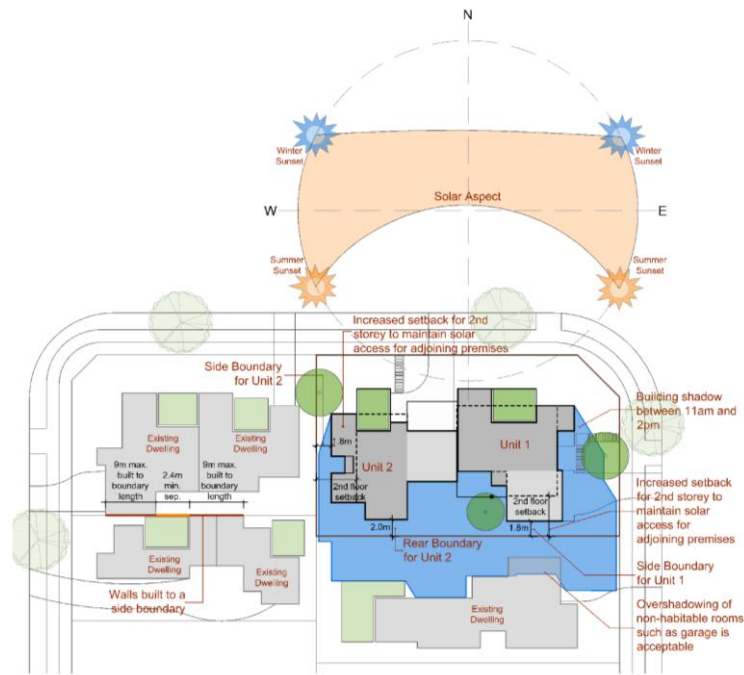
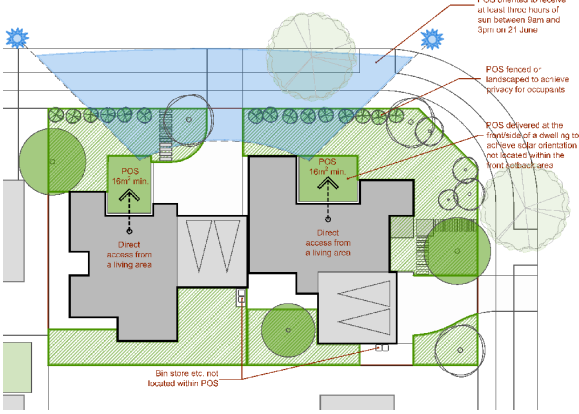
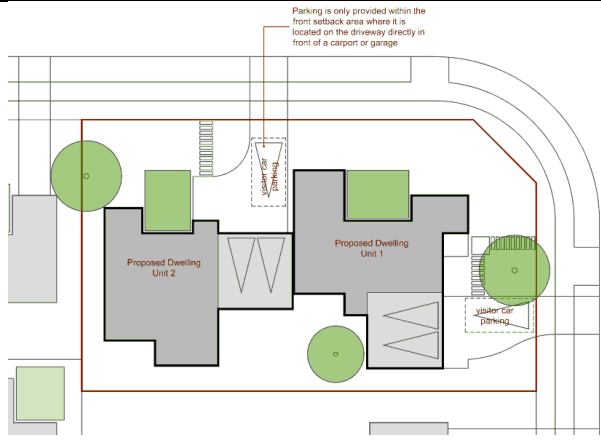
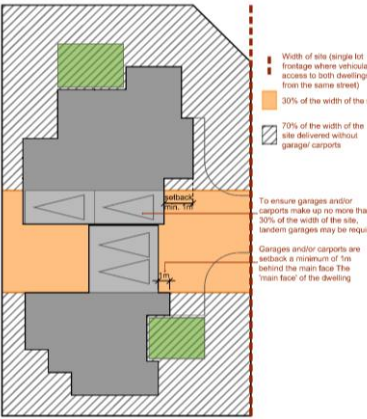
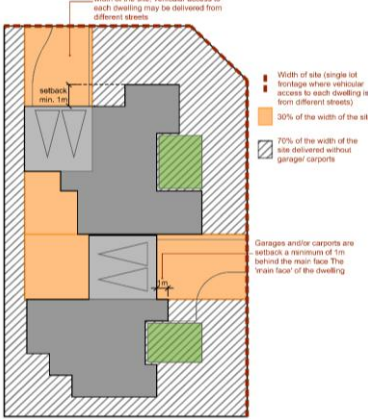


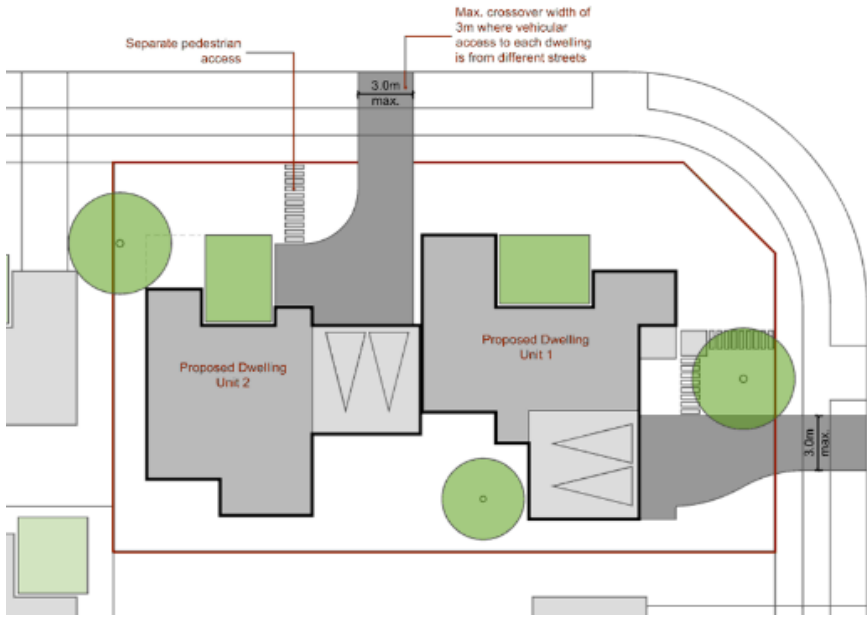
Figure 6

PO₉ Development provides adequate and suitable private open space to meet the needs of occupants for privacy, relaxation and entertainment and to accommodate visitors.	AO_{9.1} Private open space has a minimum area of 16m² and minimum dimensions of 4 metres by 4 metres. AO_{9.2} Private open space is: (a) is oriented to receive at least three hours of sun between 9am and 5pm 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 infrastructure and other forms of ancillary equipment and (e) not located within the front setback area. Note: See Figure 7.	N/A
 Figure 7		
PO₁₀ All car parking is designed to accommodate a standard car (B85 vehicle) and incorporates adequate manoeuvring area to parking spaces (including carports and garages).	AO_{10.1} 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.	N/A

PO₁₁ Development provides resident and visitor car parking which is integrated into the site and building design and: (a) does not negatively impact the amenity of the site, adjoining sites or streetscape; (b) is not a prominent visual feature from the street or other public spaces; and (c) contributes to the establishment of a garden setting by avoiding large areas of visible hardstand.	AO_{11.1} Parking is only provided within the front setback area where it is: (a) located on the driveway directly in front of a carport or garage; and (b) not covered. Note: Where car parking is provided in accordance with AO_{11.1}(a) the driveway should have a minimum length of 5 metres to avoid parked vehicles extending beyond the site boundary. AO_{11.2} Where car parking is provided below ground: (a) Access ramps are not located within 6m of the street boundary and do not exceed an opening width of 6m; and (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; AO_{11.3} All car parking is freely available for use by to the applicable occupants and visitors of the development. Note: See Figure 8.	N/A
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	 Parking is only provided within the front setback area where it is located on the driveway directly in front of a carport or garage.	
PO₁₂ Garages and carports (except those with frontage to a rear lane) do not dominate the street frontage.	AO_{12.1} Garages and/or carports facing a street make up no more than 30% of the width of the site. AO_{12.2} Garages and/or carports facing a street are setback a minimum of 1 metre behind the main face³ of the dwelling. Note: See Figures 9 and 10.	N/A
 Width of site (single lot) frontage where vehicular access to both dwellings is from the same street 30% of the width of the site 70% of the width of the site delivered without garage/carports To ensure garages and/or carports make up no more than 30% of the width of the site, garden garages may be required. Garages and/or carports are setback a minimum of 1m behind the main face of the dwelling.	 To ensure garages and/or carports make up no more than 30% of the width of the site, vehicular access to each dwelling may be delivered from different streets. setback min. 1m Width of site (single lot) frontage where vehicular access to each dwelling is from different streets 30% of the width of the site 70% of the width of the site delivered without garage/carports Garages and/or carports are setback a minimum of 1m behind the main face of the dwelling.	

³ The 'main face' of the dwelling is the closest non-garage/carport dwelling element to the front boundary (such as the main building façade, or a first-floor balcony that faces the street (if provided)).

PO₁₃ 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.	AO_{13.1} Where vehicular access to both dwellings is from the same street the driveway is shared and has a maximum crossover width of 5m. AO_{13.2} Where vehicular access to each dwelling is from different streets the driveway has a maximum crossover width of 3m. AO_{13.3} Where the site abuts a lane vehicle access is provided from the lane. AO_{13.4} Separate pedestrian access is provided to each dwelling, clearly distinguishable from the vehicle zone. Note: See Figure 11.	N/A
 The diagram is a site plan showing two proposed dwelling units, Unit 1 and Unit 2, situated within a plot. Unit 1 is on the right and Unit 2 is on the left. A red line outlines the perimeter of the units. A separate pedestrian access path is shown on the left side. Two crossover areas are identified with dimensions of 3.0m max. One crossover is at the top, where vehicular access to each dwelling is from different streets. Another crossover is at the bottom right, also with a 3.0m max. dimension. Green circles represent trees or landscaping. The plan also shows a shared driveway area and various internal access paths.		Figure 11

PO₁₄ 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_{14.1} 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. OR AO_{14.2} 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 (a) the elements with the view such as windows, balconies, or terraces of a dwelling must be screened in accordance with AO14.3; or (b) the Windows have translucent glazing up to or sill heights of at least 1.5m from the internal floor level; or (c) a solid fence or masonry wall with a minimum height of 1.5m is positioned between the elements with the view. AO_{14.3} Where screening is used, it: (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 (b) is a fixed, permanent element of a design that complements the style, detailing and materials of the development. Note: See Figure 12.	N/A N/A N/A
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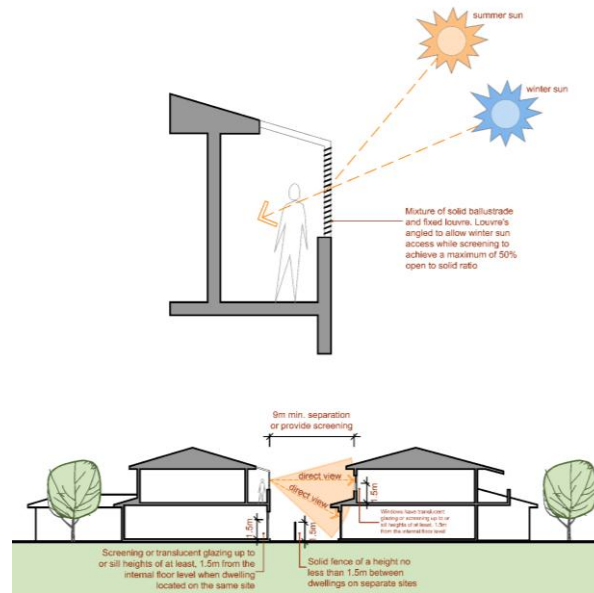
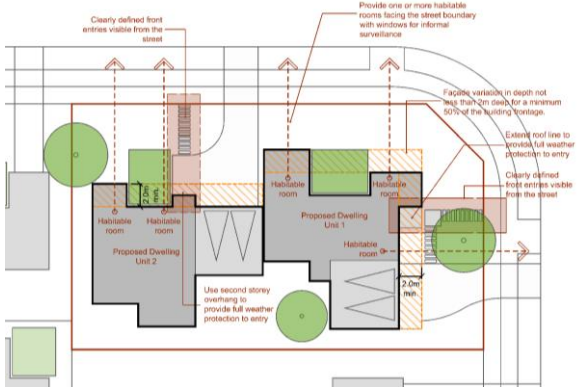
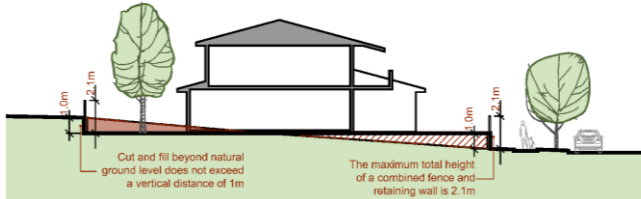


Figure 12

PO ₁₅	The development is designed so that occupants are not adversely affected by adjoining non-residential uses.	AO _{15.1} 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.	N/A
PO ₁₅	The development is designed so that occupants are not adversely affected by adjoining non-residential uses.	AO _{15.1} 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.	N/A

PO₁₆ Buildings are designed to a high aesthetic standard providing: (a) prominent features towards the street frontage; (b) detailing and finishes appropriate to the scale, quality and character of the street and to help differentiate between dwellings (c) opportunities for informal surveillance of the street and other public spaces; (d) clear and visible entries; and elements that complement or enhance the character of the local neighbourhood	AO_{16.1} Buildings: (a) are oriented to and address the street frontage; (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; (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 (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. Note: Variation in building façade may be achieved through delivery of balconies, patios or building footprint articulation. The roofline over a balcony or patio may remain consistent with the dominant roof form. Note: See Figure 13.	N/A
		Figure 13

PO₁₇ 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.	AO_{17.1} The maximum single wall length of a building is 32m with offsets of 600mm minimum provided every 7.5m; Note: Building walls separated by a distance of less than 10% of their combined length are considered as one wall. AO_{17.2} 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: verandahs, porches, pergolas or balconies; (b) roof overhangs (minimum 600mm deep); (c) window hoods/screens; (d) awning and shade structures; or (e) 600mm vertical gutter offset to create roof articulation. Note: See Figure 14.	N/A
 Figure 14		

PO₁₈ Development provides landscaping that contributes to the landscape character, shade and the micro-climate of the neighbourhood and site through the retention or provision of at least one canopy tree.	AO_{18.1} One (1) tree capable of achieving a height of at least six (6) metres and canopy spread of at least five (5) metres at maturity is provided.	N/A
PO₁₉ The treatment of fencing and retaining walls in all situations reinforces the high quality, amenity and safety of the development.	AO_{19.1} The maximum total height of a combined fence and retaining wall is 2.1m, as measured from the base of the retaining wall to the top of the fence. AO_{19.2} 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). AO_{19.3} Retaining walls and fences are constructed of high quality materials and contribute to residential amenity. AO_{19.4} 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). 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 15.)	N/A
		Figure 15

PO₂₀ Front fencing contributes to privacy, screening, security, and street character while maintaining a visual relationship between dwellings and public spaces.	AO_{20.1} Fences located on a front property boundary or a common boundary with an adjacent park or within the front setback area: (a) have a maximum height of 1.2 metres; or (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). Note: In instances where the fence is located in conjunction with a retaining wall refer PO₁₉.	N/A
PO₂₁ 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.	AO_{21.1} The site: (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 (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 (c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development.	N/A

Where a Dwelling House on a Hatchet Lot		
PO₂₂ The configuration and finish of the access strip/easement: (a) enhances the streetscape qualities of the area and any adjoining premises; (b) enhances the residential amenity of the area; and (c) contributes to a high-quality residential outcome for the site, by the incorporation of landscaping, provision for adequate setbacks and use of high quality materials.	AO_{22.1} Any area of hardstand, including the driveway, within the access strip / easement: (a) has a maximum width of 3m; and (b) is sealed with a rigid pavement. AO_{22.2} The access strip/easement has a landscaped area/s with a combined minimum width of 2m for its full length. AO_{22.3} The driveway landscaping must continue for the full length of the driveway for a minimum width of 0.5m. AO_{22.4} Any fence on the inside boundary of the access strip / easement has a maximum height of one (1) metre for the first six (6) metres from the front boundary.	N/A
PO₂₃ The dwelling does not result in a reduction of amenity, privacy, or loss of solar access for any adjoining property.	AO_{23.1} The dwelling does not exceed a maximum height of 2 storeys or 8.5m above ground level. AO_{23.2} The dwelling is setback a minimum of 2m from all boundaries. AO_{23.3} North-facing windows to habitable rooms and/or the private outdoor space of an adjoining premises does not have sunlight reduced to less than 3 hours of solar gain between 9 a.m. and 3 p.m. on 21 June.	N/A

PO₂₄ 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. Note: Land over which Council has tenure or control does not include Council's open space network.	AO_{24.1} The site: (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 (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 (c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development.	N/A
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Table 9.3.7.2- – Medium Density Residential Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Comments
PO₁ The development is designed in a manner that responds to the site's opportunities and constraints and to the broader urban and streetscape contexts. 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.	AO1.1 The design of the development considers and responds to: (a) Site specific qualities including: i) site topography and slope (contours at a minimum of 1m intervals); ii) Views iii) solar aspect and access; iv) prevailing breezes v) existing buildings on the site; vi) site access vii) services viii) identification of buildings to be demolished; ix) 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); x) proposed position of new buildings overlaid (b) Nearby features including: i) opportunities for on street visitor car parking;	Complies. All proposed residential lots have a north-south orientation enabling better opportunities to capture solar angles in winter and prevailing easterly breezes during summer months. Nil existing buildings. Nil vegetation affected. Existing vegetation in Communal Park area. On street parking will be discouraged Apart from the indented car parks designed for the occasional delivery vehicle or other <i>ad hoc</i> purposes.

	ii) buildings on adjoining land iii) important views from neighbouring properties iv) features and character of adjoining land and buildings including doors & windows v) street fixtures; (c) Local qualities and amenities including: i) available public transport; and ii) nearby amenities such as parks, shops. AO1.2 Site design retains all existing street trees. Note: See Figures 1 and 2.	Residential lots large enough to accommodate extensive informal parking when required. Landscaping planned to screen and break-up overlooking and other privacy and amenity issues associated with visual conflicts between neighbours and other off-site dwellings. Nil existing street trees
Performance outcomes Figure 1		

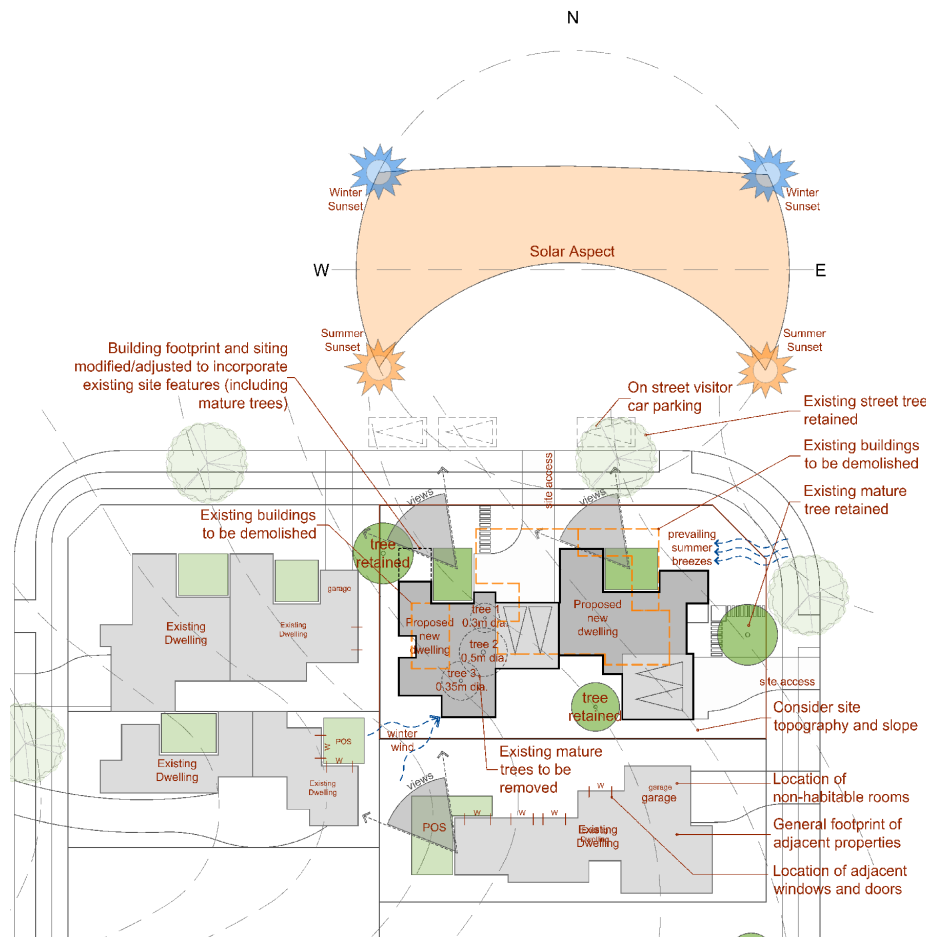
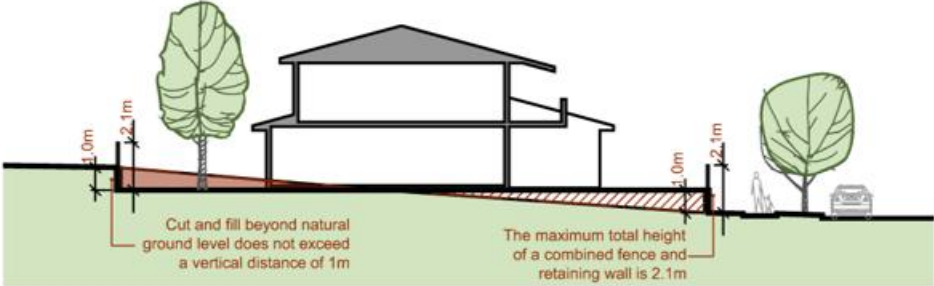


Figure 2

PO2	Development responds to the slope of the land in the siting, design and form of buildings and structures to minimise requirements for cut and fill.	AO2.1 Cut and fill beyond natural ground level does not exceed a vertical distance of 1m, unless contained within building walls and in accordance with the requirements outlined in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage	Complies. Due to topography of the site, there has been some retaining walls integrated into the layout.
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	Infrastructure. The extent of cut and fill must be shown on the proposed site plan and elevations. AO_{2.2} Batters and earth-retaining structures are constructed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. Note: See Figure 3.	Refer to preliminary earthworks report by Ronaldt Vosloo Consulting.
 Figure 3		
PO₃ Development is designed to facilitate the retention of any existing street tree adjacent to the site.	AO_{3.1} Development does not compromise or require the removal of any street tree.	Nil existing street trees.

PO ₄	Development: (a) provides for the on-site infiltration of stormwater and minimises the additional burden on drainage infrastructure; (b) minimises the visual impact of hard surface areas; and (c) respects the existing or preferred neighbourhood character and responds to the features of the site.	AO_{4.1} The impervious site cover does not exceed Table 1: <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> AO_{4.2} No more than 50% of the front setbacks area is impervious. AO_{4.3} Site cover does not exceed rates specified in Table 2. <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>	Table 1		Average building height	Maximum impervious site cover	If more than 50% of the proposed dwellings are 1 storey	70%	If more than 50% of the proposed dwellings are 2 storeys	65%	If more than 50% of the proposed dwellings are 3 or more storeys	60%	Table 2		Dwelling Height	Maximum site cover	If more than 50% of proposed dwellings are 1 storey	50%	If more than 50% of proposed dwellings are 2 storeys	45%	If more than 50% of proposed dwellings are 3 storeys	40%	If more than 50% of proposed dwellings are 4 storeys or more	35%	Given the size of each residential lot and the imposition of building envelopes these benchmarks will be met. Complies – as per comments for AO_{4.1}. Complies – as per comments for AO_{4.1}.
Table 1																									
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Note: See Figure 4.

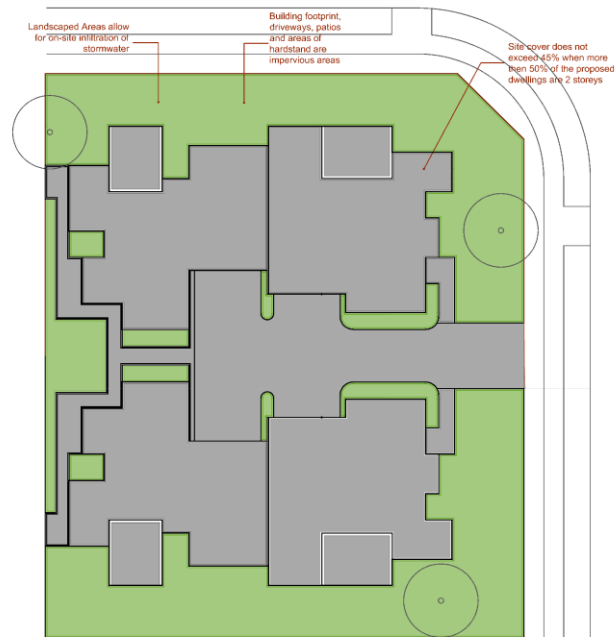


Figure 4

PO₅ Areas of hardstand required for parking and pathways: (a) are minimised, (b) Incorporate generous landscaping: (i) to promote a garden streetscape character, and (ii) to minimise visual impacts of views to hardstand areas for occupants and the public, particularly in the front garden.	AO_{5.1} Landscaped areas are provided in accordance with Table 3: <table border="1" data-bbox="833 268 1568 737"> <tr> <th colspan="3">Table 3</th></tr> <tr> <th rowspan="2">Building height</th><th colspan="2">Minimum landscaped area</th></tr> <tr> <th>Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of:</th><th>Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of:</th></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; Excludes all paved and other impervious areas such as driveways, patios, terraces, car parking spaces and bin and other utility areas. See Figure 5.	Table 3			Building height	Minimum landscaped area		Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of:	Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of:	1-2 storeys	10% site area	15% site area	3 storeys	12.5% site area	17.5% site area	4+ storeys	15% site area	20% site area	Complies. Refer to Preliminary Landscape Plan prepared by Dune St Landscape Architecture.
Table 3																			
Building height	Minimum landscaped area																		
	Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of:	Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of:																	
1-2 storeys	10% site area	15% site area																	
3 storeys	12.5% site area	17.5% site area																	
4+ storeys	15% site area	20% site area																	



Figure 5

PO₆ The front building [setback](#) is consistent with the prevailing front setbacks of other residential buildings in the street.
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.

AO_{6.1} Buildings are setback from the road frontage:
(a) within 10% of the average front setback of existing residential buildings within 100m of the site; or
(b) where there is no adjoining buildings the front setback is provided in accordance with Table 4.

Table 4	
Building element	Minimum setback
Solid building wall (other than a garage)	4.0m
Solid building wall (where for a garage)	5.5m
Permeable or non-enclosed elements (e.g. porch, verandah, balcony or carport)	3.5m (or 3m where secondary road frontage)

Note: See Figure 6.

Complies. Proposed setbacks will be greater than prescribed in benchmark.

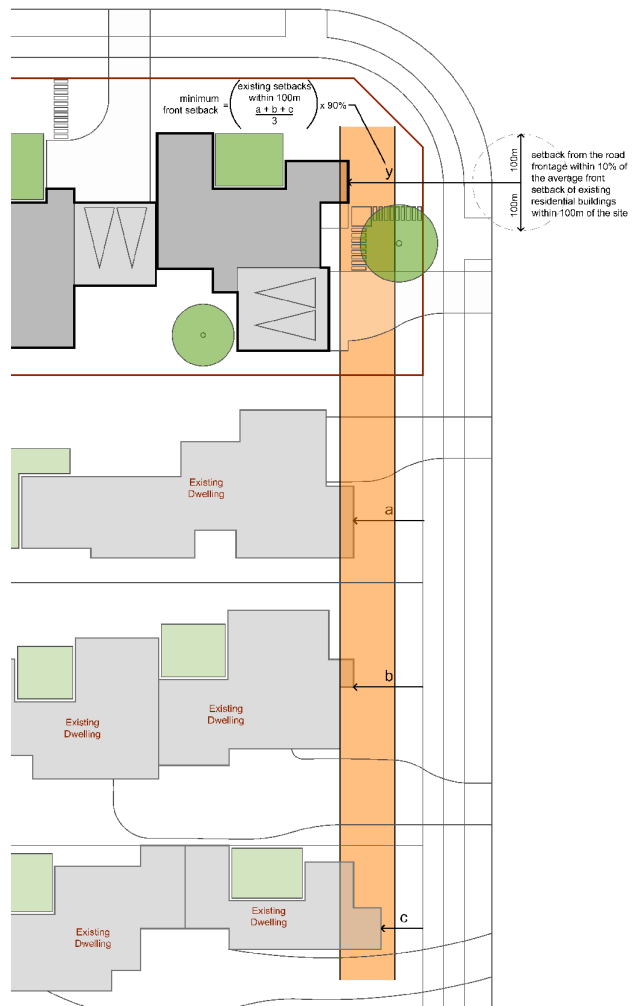


Figure 6

[illegible]

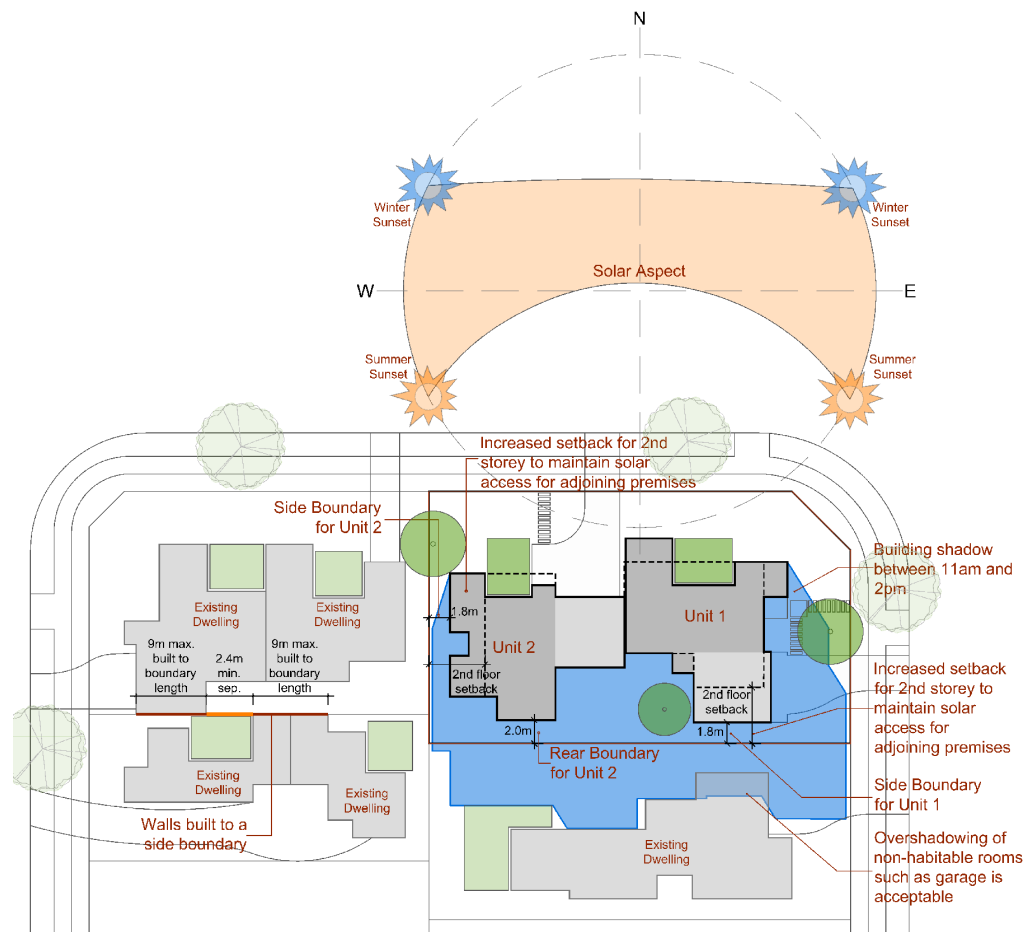
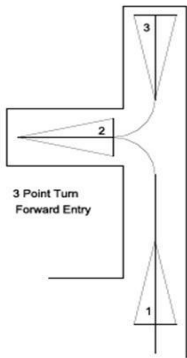


Figure 7

PO ₈	Development provides adequate and suitable communal and private open space to meet the needs of occupants for privacy, relaxation and entertainment and accommodate visitors.	AO_{8.1} Development provides communal and private open space in accordance with Table 5. <table><tr><th colspan="4">Table 5</th></tr><tr><th>No. of Dwellings</th><th>Min. Communal Open Space per Dwelling</th><th>Min. Ground Floor Private Open Space per Dwelling</th><th>Min. Private Open Space above Ground Floor per Dwelling</th></tr><tr><td>1-10</td><td>0m²</td><td>16m²</td><td>8m²</td></tr><tr><td>11-15</td><td>20m²</td><td>16m²</td><td>8m²</td></tr><tr><td>16+</td><td>25m²</td><td>16m²</td><td>8m²</td></tr></table> AO_{8.2} Communal and private open space has a minimum dimension in accordance with Table 6. <table><tr><th colspan="3">Table 6</th></tr><tr><th>Type</th><th>Area</th><th>Minimum Dimension</th></tr><tr><td colspan="3">Private Open Space</td></tr><tr><td>Ground Floor</td><td>16m²</td><td>4m*</td></tr><tr><td>First Floor</td><td>8m²</td><td>2.7m*</td></tr><tr><td colspan="3">Communal Open Space</td></tr><tr><td rowspan="2">All</td><td><100m²</td><td>5m</td></tr><tr><td>100m²+</td><td>Length to breadth ratio of 2.5:1</td></tr></table> *Min length required for both length and width. AO_{8.3} Private open space is:	Table 5				No. of Dwellings	Min. Communal Open Space per Dwelling	Min. Ground Floor Private Open Space per Dwelling	Min. Private Open Space above Ground Floor per Dwelling	1-10	0m ²	16m ²	8m ²	11-15	20m ²	16m ²	8m ²	16+	25m ²	16m ²	8m ²	Table 6			Type	Area	Minimum Dimension	Private Open Space			Ground Floor	16m ²	4m*	First Floor	8m ²	2.7m*	Communal Open Space			All	<100m ²	5m	100m ² +	Length to breadth ratio of 2.5:1	Complies. Refer to Site Development Plan and the PAD for details relating to communal and private open space arrangements. Complies
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No. of Dwellings	Min. Communal Open Space per Dwelling	Min. Ground Floor Private Open Space per Dwelling	Min. Private Open Space above Ground Floor per Dwelling																																											
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	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 infrastructure and other forms of ancillary equipment; and e) not located within the front setback area. Note: See Figure 8.	Complies
Performance outcomes Acceptable outcomes Figure 8		

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: (a) is clearly identifiable and of adequate dimensions; (b) incorporates adequate manoeuvring area to parking spaces (including carports and garages); and (c) incorporates a clear, safe and effective circulation system. (d) 	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. 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. Note: See Figure 9. AO9.3 Each parking space has minimum dimensions as per Table 7 <table><tr><th colspan="2">Table 7</th></tr><tr><th>Parking Space</th><th>Minimum Dimensions</th></tr><tr><td>Single uncovered parking space (with at least 400mm clearance between either side of the parking space and the nearest wall.)</td><td>5.4 metres long by 2.6 metres wide</td></tr><tr><td>Single uncovered parking space (with less than 400mm clearance between either side of the parking space and the nearest wall.)</td><td>5.4 metres long by 3 metres wide</td></tr><tr><td>Single carport</td><td>5.4 metres long by 3 metres wide</td></tr><tr><td>Double carport</td><td>5.4 metres long by 5.8 metres wide</td></tr><tr><td>Single garage</td><td>6.4 metres long by 3 metres wide internally</td></tr><tr><td>Double garage</td><td>6.4 metres by 6.4 metres wide internally</td></tr></table>	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 by 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	Complies Complies
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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																	

PO ₁₀	Development provides resident and visitor car parking which is integrated into the site and building design and:	AO_{10.1} Parking is only provided within the front setback area where it is: (a) uncovered and located on a driveway directly in front of a carport or garage; or (b) the front setback is a least 6m, and (c) the car park surface is permeable; (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; (e) the location of the car park does not compromise the ability of the dwelling to provide casual surveillance of the public realm; and (f) at least 60% of the front setback area is landscaped area.	Complies
	(a) Does not negatively impact the amenity of the site, adjoining sites or streetscape;		
	(b) Is not a prominent visual feature from the street or other public spaces; and		
	(c) Contributes to the establishment of a garden setting by avoiding large areas of visible hardstand.		
		AO_{10.2} Where car parking is provided below ground: (a) Access ramps are not located within 6m of the street boundary and do not exceed an opening width of 6m; and (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;	N/A
		AO_{10.3} All car parking: - is clearly signposted; and - is freely available for use by to the applicable occupants and visitors of the development.	N/A
		Note: See Figures 10 and 11.	

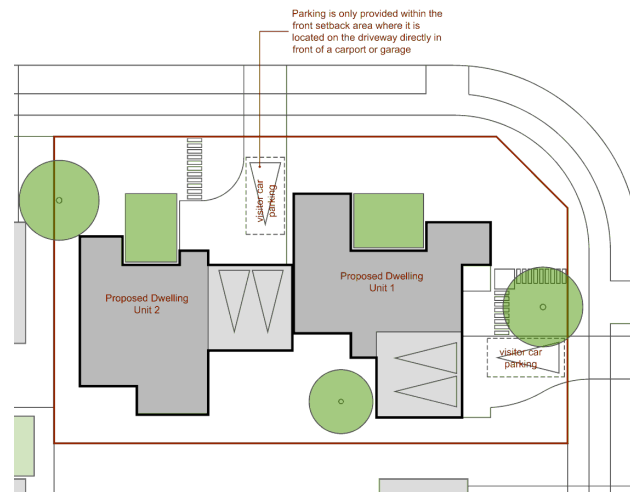


Figure 10

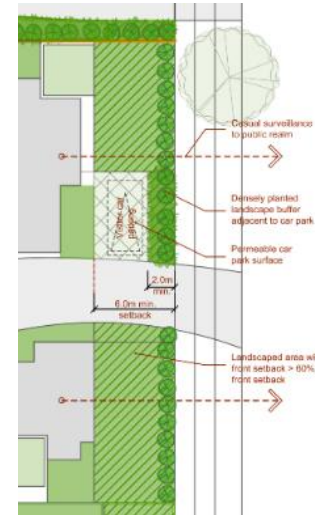


Figure 11

PO₁₁ 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: AO_{11.1} Vehicular access from the street is provided via a single shared driveway with a maximum crossover width of 5m. AO_{11.2} Where the site abuts a lane vehicle access is provided from the lane. Note: See Figure 12.	Complies N/A
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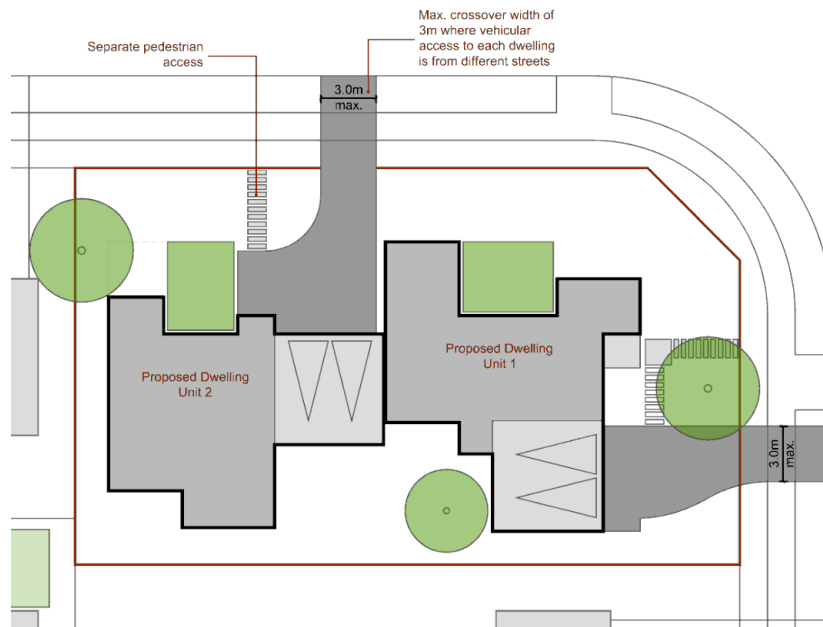


Figure 12

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.	Complies
		OR 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: (a) The elements with the view such as windows, balconies, or terraces of a dwelling must be screened in accordance with AO13.3; or (b) The Windows have translucent glazing up to or sill heights of at least, 1.5m from the internal floor level; or	Complies

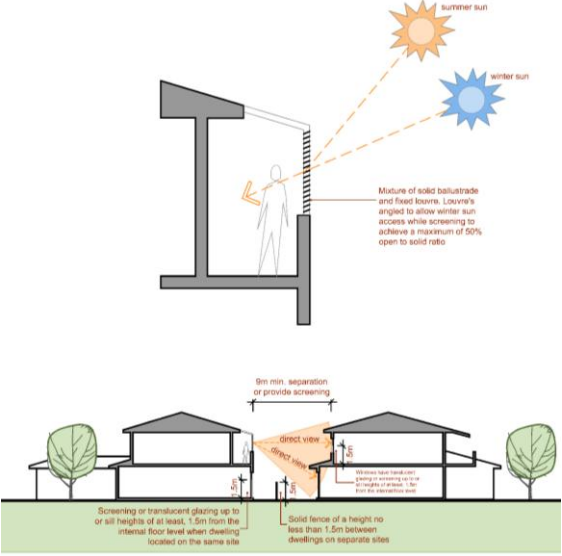
	(c) A solid fence or masonry wall with a minimum height of 1.5m is positioned between the elements with the view. AND AO_{12.3} Where screening is used, it: (a) is a solid translucent screen or a louvre perforated panel, trellis or the like that has a maximum of 50% open to solid ratio; and (b) is a fixed, permanent element of a design that complements the style, detailing and materials of the development. Note: See Figure 13. 	N/A
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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 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.	Complies. Extensive landscape buffer provided against the Low Impact Industry Zone to the north. A heavily planted 15m wide buffer zone is provided that is combined with a PAD that requires precautionary building provisions.
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. 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. OR 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. Note: A minimum 1.5m vegetation buffer will be required with any acoustic fence to provide amenity. (See Figures 14 and 15.)	Complies

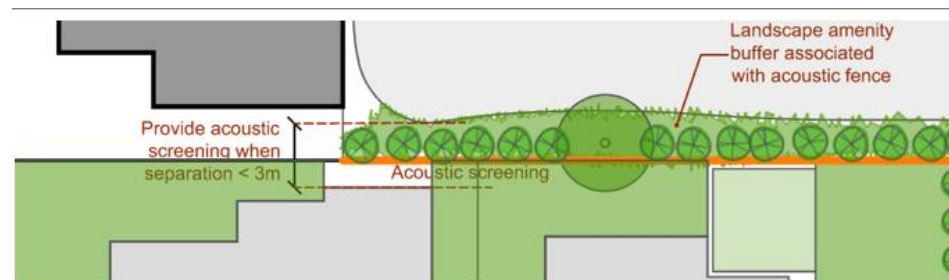


Figure 14

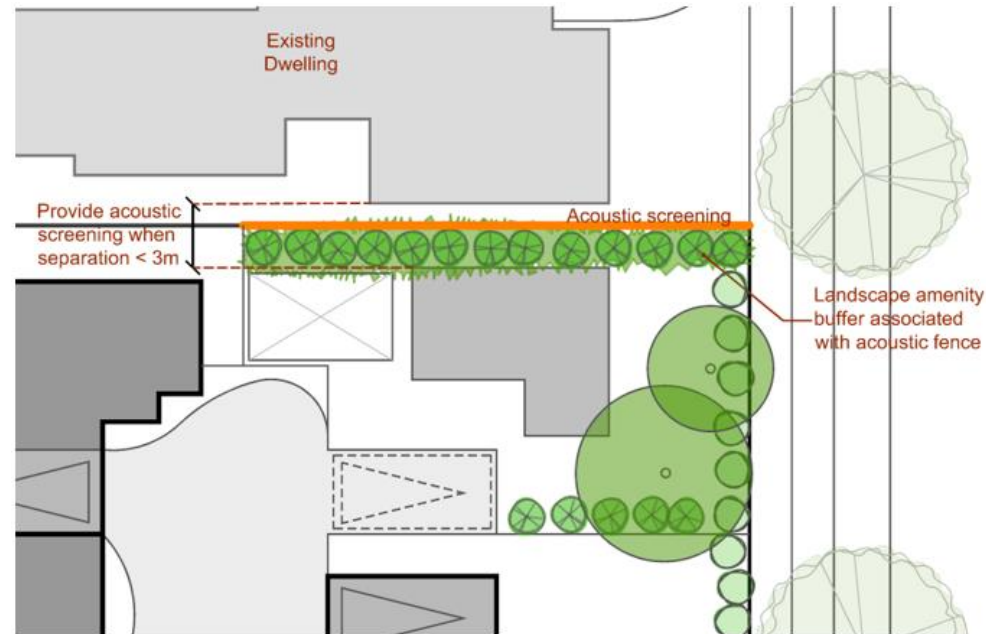
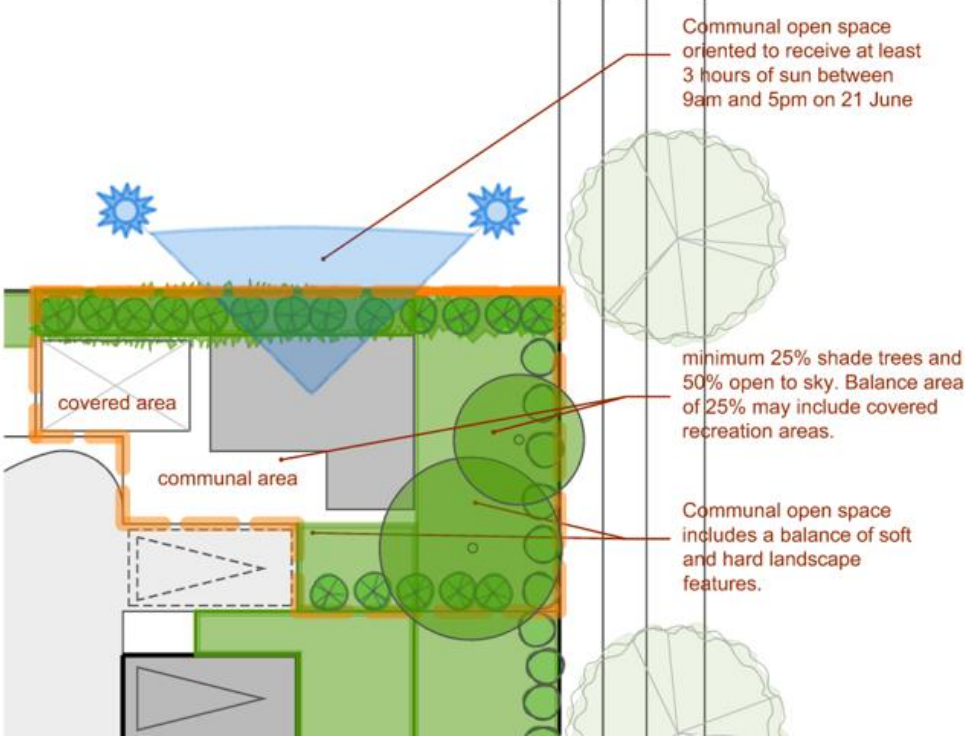
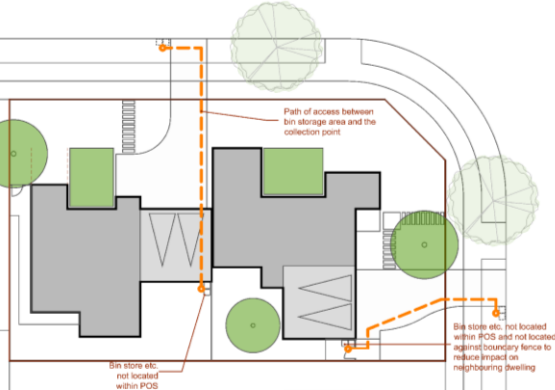
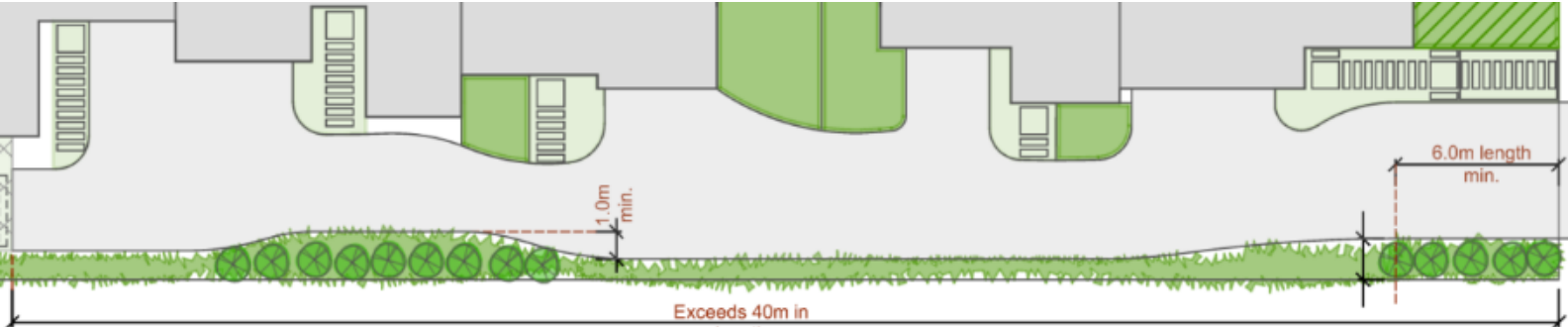


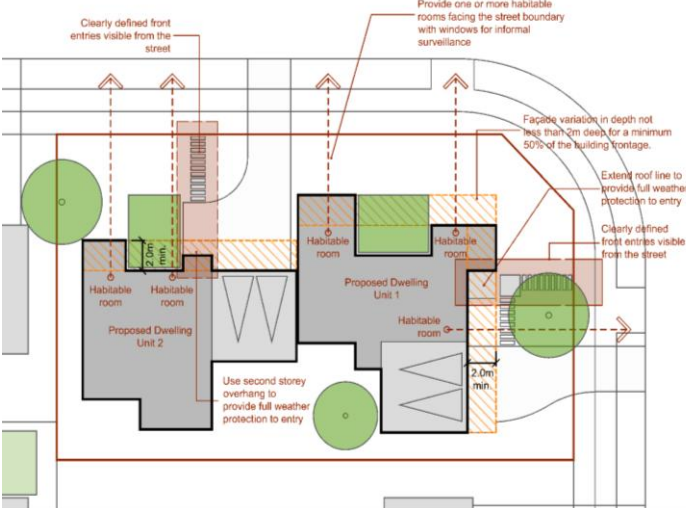
Figure 15

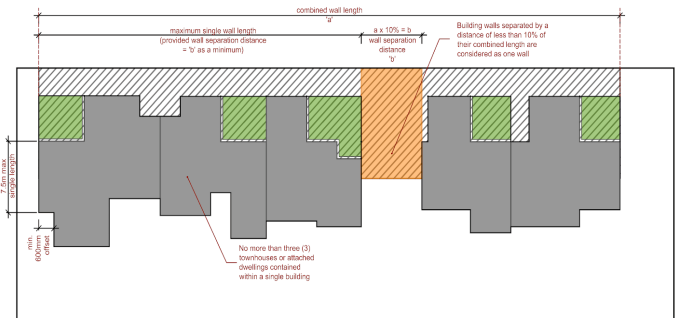
PO₁₅ Where communal open space is provided, it: (a) is positioned on site to enjoy a good solar orientation; (b) includes landscaping and screening for privacy to provide amenity; (c) is easily accessible and conveniently located for the use of all occupants; (d) is useable and safe; (e) is designed and located to minimise internal and external impacts on the amenity of residents and neighbouring premises; and	AO_{15.1} Communal open space is oriented to receive at least three hours of sun between 9am and 5pm on 21 June. AO_{15.2} Communal open space provided at the ground level, includes a balance of soft and hard landscape features with: a) a minimum 50% open to the sky, and b) a minimum 25% shaded by trees within 5 years. AO_{15.3} The location and design of communal open space ensures that it is: a) able to be accessed by all residents from a common area within the site;	Complies Complies Complies
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(f) contributes positively to the streetscape where located in a frontage area	b) subject to casual surveillance; and c) separated from private areas of the site. AO_{15.4} Communal open spaces may include indoor recreation facilities. Note: Communal open spaces do not contain: (a) vehicle driveways, parking, manoeuvring or other associated hardstand areas; or (b) structures such as rainwater tanks, bin storage areas, air conditioning plant, clothes hoists, etc. (See Figure 16.)	N/A
 Communal open space oriented to receive at least 3 hours of sun between 9am and 5pm on 21 June covered area communal area minimum 25% shade trees and 50% open to sky. Balance area of 25% may include covered recreation areas. Communal open space includes a balance of soft and hard landscape features. Figure 16		

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.	AO_{16.1} Bin storage is: (a) not located within the minimum private open space area required for the development; (b) not located within 2m of any fresh air intake of any dwelling on the premises or adjoining premises; and (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. AO_{16.2} A path of access is provided between any bin storage area and the collection point which: (a) is a minimum of 1.2m wide; (b) is clear of any obstruction (i.e. retaining wall, landscaping, hot water tank); (c) does not traverse through any habitable room (other than a garage); (d) provides an at grade path of access (i.e. no steps); and (e) is no longer than 30m. Note: See Figure 17.  Figure 17	Complies
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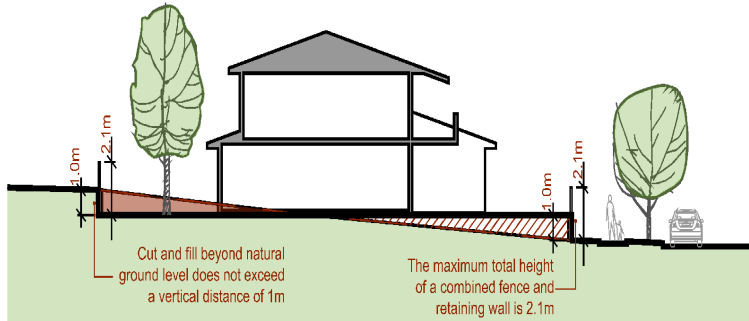
PO₁₇ Long, unvaried driveways to property boundaries are avoided and do not detract from the local streetscape.	AO_{17.1} Driveways are setback from side boundaries a minimum of 1.5m for the first 6m and 750mm thereafter incorporating a continuous densely planted landscape strip between the edge of the driveway and side boundary. AO_{17.2} Driveways that exceed 40 metres in length must incorporate a change of alignment of a minimum of 1m. Note: See Figure 18.	Complies
 Figure 18		

PO₁₈ Buildings are designed to a high aesthetic standard providing: (a) prominent features towards the street frontage; (b) detailing and finishes appropriate to the scale, quality and character of the street and to help differentiate between dwellings; (c) opportunities for informal surveillance of the street and other public spaces; (d) clear and visible entries; and (e) elements that complement or enhance the character of the local neighbourhood.	In partial fulfilment of the performance outcome: AO_{18.1} Buildings: (a) where at the front of the site, are oriented to and address the street; (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; (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 (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. Note: See Figure 19.	Complies
 Figure 19		

PO₁₉ 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.	In partial fulfilment of the performance outcome AO_{19.1} The maximum single wall length of a building is 32m with offsets of 600mm minimum provided every 7.5m; Note: Building walls separated by a distance of less than 10% of their combined length are considered as one wall. (See Figure 20.) 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: - verandahs, porches, pergolas or balconies; (b) roof overhangs; (c) window hoods/screens; (d) awning and shade structures; or (e) 600mm vertical gutter offset to create roof articulation. AO_{19.3} Townhouses or attached dwellings have : (a) no more than three (3) dwellings contained within a single building; (b) a minimum of 4.5m separation between buildings.	Complies
Figure 20 		

PO₂₀ 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: AO_{20.1} Building facades incorporate: (a) external elements and treatments that are of a high quality finish, durable and need minimal maintenance; (b) at least three (3) distinct textures to finishes or surfaces not including roof, rainwater goods, glazing, joinery, doors, garage doors or soffits; and (c) colours and textures that are similar with the colours and textures of adjoining buildings.	Complies
PO₂₁ 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: 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. AO_{21.2} Existing mature trees: (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 (b) are integrated into the site design and protected from disturbance.	

	Note: An arborist report will be required to demonstrate assessment of mature trees and include advice for their protection from disturbance during construction. Note: Retained mature trees are eligible to contribute to minimum tree provision requirements within AO22.3. OR 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: (a) one (1) per site with a frontage of less than 25 metres; and (b) two (2) per site with a frontage of 25m or more. 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. Note: New street trees should be provided in accordance with Toowoomba Regional Council Street Tree Master Plan	Complies Complies
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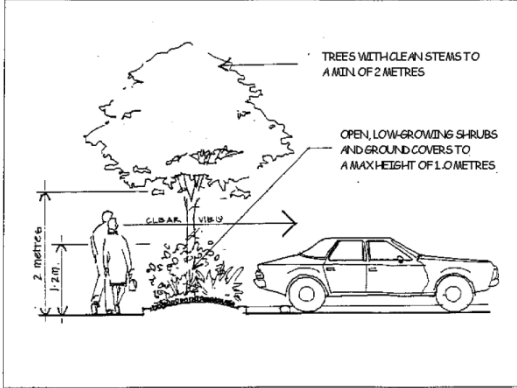
PO₂₂ The treatment of fencing and retaining walls in all situations reinforces the high quality, amenity and safety of the development. Note: Details demonstrating compliance with the performance outcome should be included in the landscape design drawings submitted with any development application.	AO_{22.1} The maximum total height of a combined fence and retaining wall is 2.1m, as measured from the finished surface level. 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). AO_{22.3} Retaining walls and fences are constructed of high-quality materials and contribute to residential amenity. 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). 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.)	Complies Complies Complies Complies
 Cut and fill beyond natural ground level does not exceed a vertical distance of 1m The maximum total height of a combined fence and retaining wall is 2.1m Figure 21		

PO₂₃ Front fencing contributes to privacy, screening, security, and street character while maintaining a visual relationship between dwellings and public spaces. 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: (a) have a maximum height of 1.2 metres; or (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). Note: In instances where the fence is located in conjunction with a retaining wall refer PO23.	Complies
PO₂₄ 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.	AO_{24.1} The site: (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 (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 (c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development.	Complies
PO₂₅ 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.	Complies

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes		
9.4 Other Development Code		
9.4.4 Landscaping Code		
9.4.4.1 Application		
(1) This code applies to assessable development identified as requiring assessment against the Landscaping Code by the categories of development and assessment tables in Part 5 – Tables of Assessment		
9.4.6.2 Purpose		
(1) The purpose of the Landscaping Code is to facilitate landscaping which is an integral component of urban design, contributing to the creation or enhancement of quality places and spaces. (2) The purpose of the code will be achieved through the following overall outcomes: (a) landscaping assists in the creation of aesthetically pleasing, safe, comfortable and functional environments for people to work, live and visit; (b) landscaping is suitable for its intended function and is responsive to site and environmental conditions; (c) existing significant vegetation and ecological values are retained and protected, to the extent practicable; (d) landscaping is integrated with the overall design of a development, and contributes to a coherent streetscape and the desired local character; and (e) landscaping is established in a manner that ensures the viability of species utilised and cost effective maintenance.		
Editor's note: — Landscape works within or directly adjacent to a State-controlled road corridor required approval from the Department of Transport and Main Roads in accordance with <i>the Transport Infrastructure Act 1994</i> and TMR Engineering Policy- Directions and Guides – Policy Number EP143 Road Landscapes.		
Comments on the Purpose of the Code:		
The purpose of the landscaping code is to ensure that the landscaping elements of any land use development is not overlooked and is designed as an integral component of the overall development. The landscaping associated with the subject development has been seriously considered and is appropriate to the proposed townhouses and locality.		
9.4.4.3 Assessment benchmarks for assessable development		
Table 9.4.4:1 -Landscaping Code-assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
PO ₁ Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development.	AO _{1.1} Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2.	Complies – Dune St Landscape Architect.
PO ₂ Landscape construction is undertaken by a suitably qualified landscape professional.	AO _{2.1} Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	Will comply. Landscaping to be completed after

		all construction activities cease.
PO ₃ Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.)	AO _{3.1} Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used. AO _{3.2} Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area. AO _{3.3} Existing site trees are integrated into the development. AO _{3.4} Species selection is reflective of cool temperate species.	N/A AO _{3.1} Minimal retention of existing garden species on site with new planting proposed where indicated on the drawings prepared by the LA.
PO ₄ Where the development involves the creation of a new road street tree planting is undertaken having consideration of: (a) the hierarchy and function of the street; (b) selection of appropriate species; (c) avoidance of conflict between the street tree and utilities and services within the road reserve; (d) soil conditions; (e) existing street trees; (f) solar access; and (g) driveway access.	Where the development involves the creation of a new road: AO _{4.1} Street planting is carried out in accordance with the requirements of <i>SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage</i> . AO _{4.2} Species and materials are used that minimise the use of potable water. AO _{4.3} Street tree planting is in accordance with PSP No.8 – Street Trees.	N/A
PO ₅ Fencing design and acoustic barriers: (a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street.	AO _{5.1} Front fences longer than 15m and greater than 1,400mm in height are visually fragmented with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers. AO _{5.2} All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. AO _{5.3} 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 Complies N/A

PO₆ Location, design and provision of planting in car parks and internal roadways achieve a high degree of shade, amenity and safety	AO_{6.1} Landscaping visually fragments and shades carparking areas with regular tree planting in individual planting bays evenly distributed throughout the car parking area at the rate of one planting bay per eight (8) carparking spaces. AO_{6.2} Individual planting bays have a minimum dimension of 1,500 x 1,500mm with permeable surface treatments and are flush with the finished surface levels of the car park. AO_{6.3} No raised kerbing is provided around planting bays. Wheel stops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas. AO_{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance. The diagram illustrates a car parking bay layout with planting requirements. It shows a series of parking spaces separated by kerbs. A planting bay is shown with a tree and a groundcover. Labels indicate: 'GROUNDCOVERS TO BASE OF TREES', 'TREE GUARD OR BOLLARDS TO PROTECT THE TREES FROM DRAINAGE', 'MIN 1.5 METRES SQUARE PLANTING AREA PER TREE MEASURED FROM THE INSIDE OF THE KERB', and 'ONE SHADE TREE EVERY EIGHT PARKING SPACES'.	N/A N/A N/A N/A
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PO ₇	Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.	AO _{7.1} Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits. AO _{7.2} Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber.	Complies Complies
PO ₆	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
PO ₇	Vehicle access arrangements and queuing areas are appropriate for: (a) the capacity of the parking area; the volume, frequency and type of vehicle usage; and (b) the function and characteristics of the access road and adjoining road network.	AO _{7.1} Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 Part 1: <i>Off Street Carparking</i> .	Complies
PO ₈	Maintenance access points must be considered and accommodated for in the site planning and design process.	AO _{8.1} Access by appropriate maintenance or utility vehicles must be demonstrated with ground surface treatments that are stable and usable in all weather. AO _{8.2} Functional maintenance vehicle circulation and access gates to be provided.	Complies Complies

PO ₉	On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided	AO _{9.1} Landscape design takes advantage of the flow of water along overland flow paths.	Complies
		AO _{9.2} Landscaping is used to help maximise opportunities for on-site stormwater infiltration by: (a) minimising impervious surfaces and incorporating semi-permeable paving products; (b) falling hard surfaces towards pervious surfaces such as turf or mulched areas; (c) maximise opportunities for turf and planting areas; (d) align planting areas parallel to contours to slow the flow of surface water; and (e) ensure planting palette comprises canopy tree species.	Complies
		AO _{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells.	Complies
		AO _{9.4} Sediment and erosion control measures are provided.	N/A
		AO _{9.5} Planter boxes on podiums and building forecourts are plumbed to stormwater.	N/A
PO ₁₀	Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.	No acceptable outcome is nominated.	N/A
PO ₁₁	Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use.	AO _{11.1} Design complies with <i>AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility</i>	Complies
PO ₁₂	Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by <i>Crime Prevention Through Environmental Design</i> (CPTED) principles in relation to:	Landscape design incorporates the following design measures: AO _{12.1} The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities	Complies

(a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management.	AO _{12.2} (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate. 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.	Complies
	AO _{12.3} 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.	Complies.
	AO _{12.4} Space Management: ensuring that public spaces are appropriately utilised and maintained using vandal- and graffiti-resistant materials, easily accessed and maintained fixtures.	N/A

Table 9.4.4:2- Landscape Design Professionals

Development Type			Category of Landscape Professional Required to Submit Landscape Documentation	
Reconfiguring a lot (RAL) (Subdivision code)	<5 lots	5 lots and >5 lots	Landscape designer	Landscape architect
Material Change of Use (MCU) Landscape documentation must accompany any built form/architectural and/or civil engineering documentation.	<\$500K construction value	>\$500K construction value	Landscape designer	Landscape architect
Operational Works Applications	<\$50K construction value	>\$50K construction value	Landscape designer	Landscape architect

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes		
9.4 Other Development Code		
9.4.7 Works and Services Code		
9.4.7.1 Application		
(1) This code applies to assessable development identified as requiring assessment against the Works and Services Code by the categories of development and assessment tables in Part 5 – Tables of Assessment		
9.4.7.1 Purpose		
1) The purpose of the Works and Services Code is to ensure development is provided with a level of infrastructure which supports the achievement of ecological sustainability and maintains or enhances community health¹, safety and amenity. 2) The purpose of the code will be achieved through the following overall outcomes: (a) premises are provided with an appropriate level of services to meet the demands of development. (b) the integrity of existing infrastructure is maintained. (c) access, parking, streets and pedestrian and cycle paths are provided to standards that ensure safe, convenient and efficient operation of movement networks. (d) risk to life and property is avoided. (e) development facilitates the efficient provision of infrastructure and use of resources. (f) whole of life cycle costs for infrastructure are minimised; and (g) the provision of infrastructure, services and utilities needed to service development does not detract from environmental values or from the desired character and amenity of the locality.		
Comments on the Purpose of the Code:		
This proposal conforms to the Purpose Statement for this Code. The site has access to adequate urban infrastructure and the capacity is sufficient for the four (4) townhouses with acceptable access off a Local Street.		
9.4.7.3 Requirements for accepted development and assessment benchmarks for assessable development		
Table 9.4.7:1 -Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Utilities		
PO ₁ A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{1.1} Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. OR AO _{1.2} Where not in a water supply area, the development is provided with an on-site water supply in accordance with SC6.3 PSP No. 3 Engineering Standards –Water and Wastewater Infrastructure.	Complies – refer to the engineering report. N/A
Amended on 3 November 2014		

	AO _{1.3}	Water supply systems and connections are designed and constructed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	
PO ₂ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{2.1} AO _{2.2} AO _{2.3}	Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . OR Where not within a wastewater area, on-site waste water treatment and disposal is provided which complies with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . Wastewater systems and connections are designed and constructed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>	Complies – refer to the engineering report.
PO ₃ The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{3.1}	Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies
PO ₄ Premises are connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	AO _{4.1}	The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	Complies
PO ₅ Provision is made for future telecommunications services (e.g., fibre optic cable).	AO _{5.1}	Conduits are provided in accordance with <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure</i> . ¹	Complies
PO ₆ Development near utility services does not: (a) adversely affect the function of the service; or (b) place an additional load on the service; and	AO _{6.1}	Setbacks and loadings comply with <i>the Queensland Development Code QDC MP1.4</i> . ² .	Complies

¹² Amended on 27 April 2018

²³ Amended on 27 April 2018

	(c) protects the infrastructure from physical damage; and (d) allows ongoing necessary access for maintenance purposes.		
PO ₇	Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	N/A
PO ₈	Water meter/s are installed and located for easy access by the relevant authority	AO _{8.1} Water meter/s are installed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>	Water meters will be installed at completion of the construction works.
Movement Works			
PO ₉	Premises are provided with the following works along the full extent of the road frontage and to a standard that is appropriate to the function of the road and the character of the locality: (a) appropriate roadway treatment; (b) appropriate pavement edging (including kerb and channel); (c) safe vehicular access; (d) safe footpaths and bikeways; (e) street scaping or street tree planting; (f) stormwater drainage; and street lighting systems.	AO_{9.1} Design and construction of external road works are undertaken in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{9.2} Footpaths and bikeways are provided in accordance with the <i>Austrroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austrroads 2009m)</i>.	N/A N/A
PO ₁₀	Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with: (a) the current and projected level of usage; (b) the desired streetscape character; and (c) activities which are anticipated to occur within the verge.	AO_{10.1} Street scaping works; footpaths and cycle paths are provided in accordance with <i>PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{10.2} Footpaths and bikeways are provided in accordance with the <i>Austrroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austrroads 2009m)</i>.	N/A N/A

PO ₁₁	Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and ensures the safe passage of vehicles, pedestrians and cyclists.	AO _{11.1}	Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	Complies
PO ₁₂	Movement networks can be easily and efficiently maintained.	AO _{12.1}	Infrastructure is provided in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A
Vehicular Access – Non-residential³				
PO ₁₃	Non-residential vehicular access arrangements to a public roadway, including driveway crossovers: (a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network; (b) are located and designed to: (i) avoid damage to utility services, pathways, kerbs, road pavement and seal and other council/public infrastructure; (ii) prevent conflict between vehicles and cyclists and pedestrians; and (iii) avoid damage to existing street trees and retain space for the future planting of street trees within the verge. (c) minimise the number of vehicular access per site to avoid the loss of on-street car parking spaces, and are appropriately separated from other vehicular accesses and side property boundaries to prevent interference with: (i) the safety, capacity and operations of the existing or planned road network; (ii) any existing vehicular accesses; (iii) adjoining properties; and (iv) cycleways or pedestrian footpaths and their users.	AO _{13.1}	Non-residential vehicular access and driveway crossovers to a public road are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) for a lot with a frontage of 10m or less; (g) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; and (h) within the Tree Protection Zone, as defined by <i>Australian Standard 4970-2009</i>. <i>Note: An additional site access is considered to be more than one site access.</i> AO_{13.2} Non-residential vehicular access and driveway crossovers: (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 road reserve;	Existing crossovers constructed as part of the approved development. N/A

³ Amended on 30 April 2021

(d) protect the amenity of premises in the vicinity and surrounding streetscape by: (i) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (ii) minimising the width and grade of the access; and (iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping	(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; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; (i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and (j) are provided in accordance with the <i>Australian Standard AS 2890.1 – Off Street Car Parking</i> and <i>Australian Standard AS 2890.2</i> (where relevant), the relevant standard drawing in <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i> and <i>Australian Standard AS 4970-2009 – Protection of Trees on Development Sites</i>.	
Vehicular Access – Residential⁴		
PO₁₄ Residential vehicular access arrangements, including driveway crossovers: (a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and	AO_{14.1} Residential vehicular access and driveway crossovers are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset;	Complies

⁴ Amended on 30 April 2021

(b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road and pedestrian/cycle paths; (ii) the safety and efficiency of the road and footpath users; (iii) the integrity of any infrastructure within the road reserve; and (iv) the safety of access to adjacent properties. (c) protect the amenity of premises in the vicinity by: (i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; (ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (B) minimising the width and grade of the access; (C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.	(g) within the Tree Protection Zone, as defined by Australian Standard 4970-2009; (h) for a lot with a frontage of 10m or less; (i) greater than 4m in width when for a lot with a frontage/width of more than 10m but less than 20m; and (j) greater than 6m in width when for a lot with a frontage/width of greater than 20m. <i>Note: An additional site access is considered to be more than one site access.</i> AO_{14.2} Except where in a Rural Zone, residential vehicular access and driveway crossovers: (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) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; or (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (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	Complies
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	Infrastructure and Australian Standard AS 4970-2009 – Protection of Trees on Development Sites. AO_{14.3} Where in a Rural Zone, residential vehicular access and driveway crossovers: (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, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	N/A
Earthworks and Retaining Walls		
PO ₁₅ Earthworks result in stable landforms and structures.	AO _{15.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>	Complies. Refer to cross sections in architectural drawings and to the engineering report by Ronaldt Vosloo.

PO ₁₆	Earthworks do not result in the contamination of land or water and avoid risk to people and property.	AO _{16.1} Earthworks are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. See Vosloo Report.
PO ₁₇	Earthworks are undertaken in a manner that: (a) maintains natural landforms; (b) minimises height of retaining walls and batter faces; (c) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land; and (d) does not unduly impact on the amenity of the streetscape.	AO _{17.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. See Vosloo Report.
PO ₁₈	Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	AO _{18.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. See Vosloo Report.
PO ₁₉	Earthworks do not prevent access or create difficult access to the property.	AO _{19.1} Earthworks and the construction of retaining walls and batters ensure driveways can provided in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. See Vosloo Report.
PO ₂₀	Earthworks do not cause a significant impact on the amenity of the locality or along routes taken to transport material as a result of truck volumes, dust or noise.	AO _{20.1} Earthworks are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. See Vosloo Report.
PO ₂₁	The transportation of material minimises adverse impact on the road system.	AO _{21.1} Material is transported in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. See Vosloo Report.
Waste Management			
PO ₂₂	Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste ⁵ such that:	No acceptable outcome is nominated	N/A

⁵ For the purposes of this code trade waste is defined as water-borne waste from business, trade or manufacturing premises, other than human waste or stormwater.

(a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; (c) and the performance of the wastewater system is not put at risk.		
PO₂₃ Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and able to be kept in a clean state at all times.	AO_{23.1} Refuse container storage areas are provided which: (a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and (e) are situated not closer than 6m to a road or 2m to any site boundary. AO_{23.2} On sites greater than 2,000m² in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the site in a forward direction without having to make more than a 3-point turn.⁶ AO_{23.3} For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	N/A. N/A N/A
PO₂₄ Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the refuse container storage area.	No acceptable outcome is nominated	N/A

⁶ Refer to the Parking, Transport and Servicing Code for refuse vehicle turning requirements.

Construction Management			
PO ₂₅	Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	AO _{25.1} Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained (c)vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds.	Complies.
PO ₂₆	Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.	AO _{26.1} Construction is undertaken in accordance with the Environmental Standards Code.	Noted
PO ₂₇	While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	AO _{27.1} Construction is undertaken in accordance with the Environmental Standards Code.	Noted
PO ₂₈	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	AO _{28.1} Construction is undertaken in accordance with the Environmental Standards Code.	Noted
PO ₂₉	Council and state infrastructure is not damaged by construction activities.	AO _{29.1} Construction, alterations and any repairs to infrastructure is undertaken in accordance with the <i>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.</i> ⁷	Noted
		AO _{29.2} Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the <i>Transport Infrastructure Act 1994</i> .	Noted

⁷ Amended on 27 April 2018