



DEVELOPMENT APPLICATION

Development Permit – Material Change of Use
Development Permit – Reconfiguring a Lot

Shop and Access Easements

136 South Street, Centenary Heights

PLANNING REPORT

JUNE 2026

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EXECUTIVE SUMMARY

SITE DETAILS

Address of Site	136 South Street, Centenary Heights
Real Property Description	Lot 1 on RP44881 and Lots 0 – 2 on BUP6732
Area of Site	2,299m ²
Road Frontage(s)	South Street
Easements	Easement A on SP302976 (access easement)
Registered Owners	136a South Street Toowoomba Pty Ltd and Body Corporate for Copecliff House Community Titles Scheme 8500

PLANNING INSTRUMENTS

Regional Plan	South East Queensland Regional Plan and Darling Downs Regional Plan
Regional Plan Designation	South East Queensland Regional Plan: Urban Footprint
Planning Scheme	<i>Toowoomba Regional Planning Scheme 2012</i>
Local Area Plan	N/A
Zone and Precinct	Low-medium Density Residential Zone (Urban Residential Precinct) and Local Centre Zone
Overlays	Airport Environs Overlay
Vegetation	N/A
Existing Use	Residential Premises and Commercial Premises
Current Approvals	Nil available on Council's website

APPLICATION OVERVIEW

Application	Development Application
Approval Sought	Development Permits
Development Type	Material Change of Use (Shop) Reconfiguring a Lot (access easements)

Land Use Definition	Shop
Level of Assessment	Impact Assessable
Relevant Referral/Technical Agencies	Nil

PROPOSED DEVELOPMENT

Material Change of Use	
Development Summary	
Gross Floor Area	330m ² GFA
Total Use Area (if relevant)	Lot 1 on RP44881 (1,006m ²)
Building Site Cover	32.4%
Building Setbacks	North: 1.976m East: 0m setback South: 19.248m West: 2.845m
Building Height	Metres: 6.794 metres Storeys: single storey
Impervious Area	875.7m ² (87%)
Landscaping Area	130.3m ² (12.95%)
Vehicular Access	South Street
Carparking	15 carparking spaces including 1 x PWD space
Operational Parameters	Staff Numbers: 10 staff Operating Hours: 7.00am to 7.00pm Monday to Friday; and 8.00am to 4.00pm Saturday
Proposed Access Easements	Easement A within Lot 0 on BUP6732 in favour of Lot 1 on RP44881 Easement B within Lot 1 on RP44881 in favour of Lot 0 on BUP6732

APPLICANT DETAILS

Applicant	136a South Street Toowoomba Pty Ltd c/- Precinct Urban Planning PO Box 3038 TOOWOOMBA QLD 4350
Contact Person	Paul Kelly Phone: 07 4632 2535 Mobile: 0488 772 991 Email: paul@precinctplan.com.au
Our Reference	2026-038

1.0 INTRODUCTION

This report has been prepared in support of a combined development application for the following aspects of development on land located at 136 South Street, Centenary Heights, described as Lot 1 on RP44881 and Lots 0 – 2 on BUP6732 (**the site**):

- (i) Development Permit for Material Change of Use for a “Shop” on Lot 1 on RP44881; and
- (ii) Development Permit for Reconfiguring a Lot for access easements on Lot 1 on RP44881 and Lot 0 on BUP6732.

The proposal involves the start of a new use of premises and accordingly, comprises a Material Change of Use pursuant to Schedule 2 of the *Planning Act 2016*. The proposal also involves creating an easement/s to give access to a lot from a constructed road and accordingly, comprises Reconfiguring a Lot pursuant to Schedule 2 of the *Planning Act 2016* (**the Act**).

This town planning report addresses the merits of the development in respect of the provisions of the *Planning Act 2016* and the *Toowoomba Regional Planning Scheme 2012*. This planning report has been prepared on behalf of the applicant, 136a South Street Toowoomba Pty Ltd.

This combined development application for Development Permits for Material Change of use and Reconfiguring a Lot is assessable development subject to impact assessment. The following report demonstrates the suitability of the proposal within the locality and its compliance with the relevant provisions of the *Toowoomba Regional Planning Scheme 2012*.

2.0 SITE AND LOCALITY

2.1 SITE

The site is located 136 South Street, Centenary Heights and is described as Lot as Lot 1 on RP44881 and Lots 0 – 2 on BUP6732. The site includes Easement A on SP302976 within Lot 0 on BUP6732 along its eastern boundary which is a services easement in favour of the adjoining land to the south. The subject land forms part of the Southtown Shopping Centre precinct (Local Centre). The location of the site in respect of the surrounding locality is illustrated in **Figure 1**.

The site is of regular rectangular configuration comprising two contiguous titles with a total site area of 2,299m². The site has frontage to South Street and is located approximately 40 metres west of the intersection of Jewell Street and South Street. The configuration of the site is illustrated in **Figure 2**.

FIGURE 1 - LOCALITY PLAN

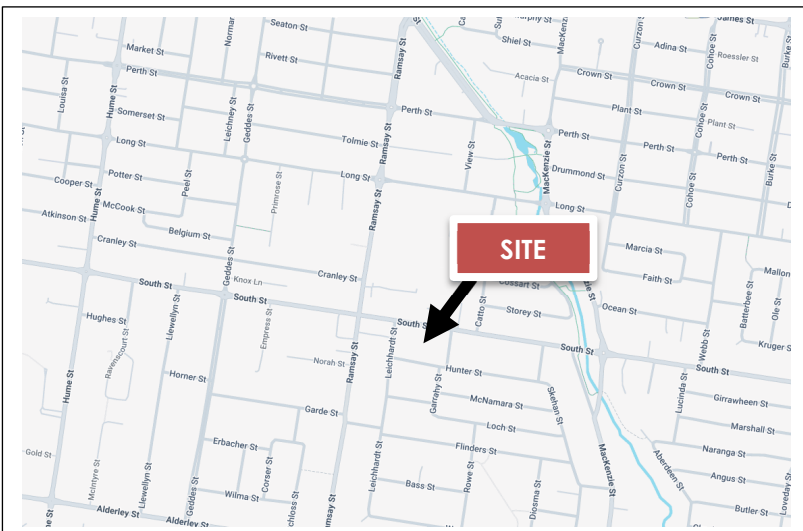
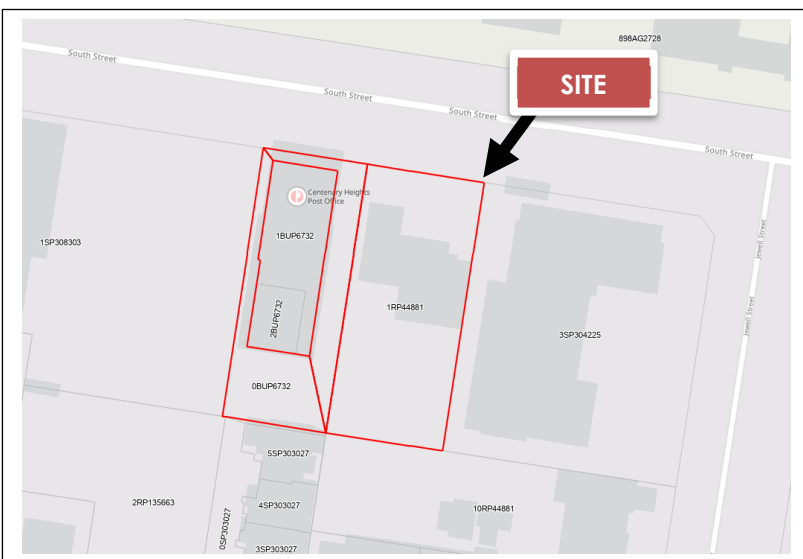
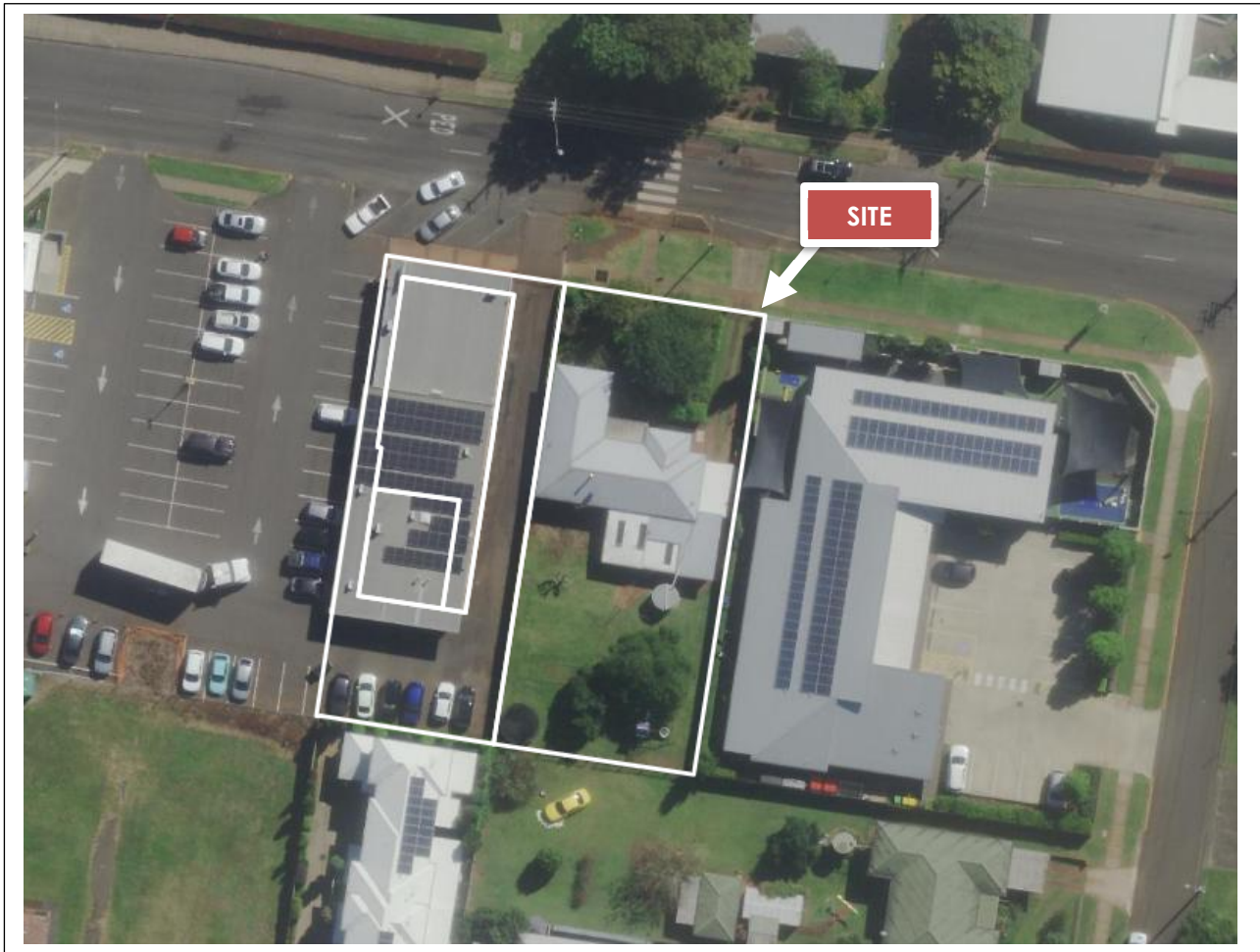


FIGURE 2 - CADASTRAL PLAN



The subject land described as Lot 1 on RP44881 is currently a residential premises and the subject land described as Lots 0-2 on BUP 6732 is a multi-tenanted commercial premises. The features of the site and surrounding land uses are illustrated in **Figure 3**.

FIGURE 3 - AERIAL IMAGERY



2.2 SITE CHARACTERISTICS

The site is characterised by the following features:

- The site has primary frontage to South Street which is a two-lane, bitumen-sealed carriageway with concrete kerb and channelling and a school crossing. The road verge includes a concrete footpath and street light at the eastern end with a double crossover for each property and four (4) angled carparks at the western end. South Street is identified as a Distributor Road on the Toowoomba Road Hierarchy.
- Lands in the locality drain in a westerly direction towards East Creek which is located approximately 500 metres east of the site and comprises the area's primary drainage feature.
- The subject land is relatively level with a gentle fall south to north; refer to **Figure 4**. The highest point of the site is located adjacent the southern boundary at approximately 644m AHD, with the lowest point of the site at 642m AHD is located adjacent the front boundary. This translates to a crossfall of approximately 2 metres across the site.

- The site does not contain mapped vegetation areas on the State's regulated vegetation management map.
- The subject land described as Lot 1 on RP44881 contains a detached dwelling and the subject land described as Lots 0-2 on BUP 6732 includes a multi-tenanted commercial premises; refer to **Photograph 1-2**.
- The subject land described as Lot 0 on BUP6732 is burdened by Easement A on SP302976 on its eastern boundary being a services easement in favour of the adjoining land to the south.
- The site is serviced by Council's reticulated water supply, sewerage and stormwater networks with two sewer mains traversing the site; refer to **Figure 4**. The is also connected to the electricity and telecommunications supply networks servicing the area.

FIGURE 4 - CONTOUR AND INFRASTRUCTURE MAPPING

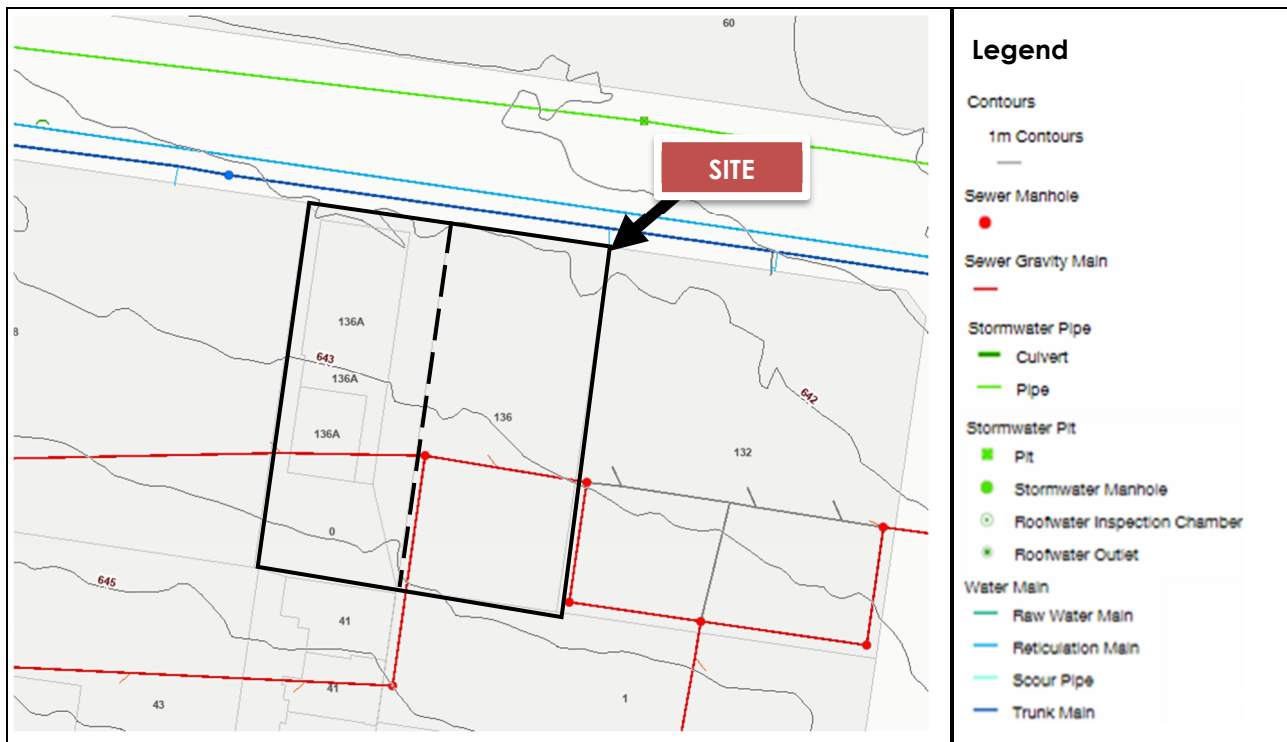


Figure 4 confirms the site experiences a slight decline in land elevation between the southern and northern boundaries of approximately 2 metres with the highest point of the site located adjacent the rear southern boundary at approximately 644m AHD and the lowest point of the site at 642m AHD adjacent the front northern boundary.

Figure 4 also confirms the site is connected to all local government infrastructure with two sewer mains traversing the site.

The features of the site are illustrated in **Photographs 1 and 2**.



PHOTOGRAPH 1 - Front view of the dwelling on Lot 1 on RP44881 to be removed for this development.



PHOTOGRAPH 2 - Front view of the multi-tenanted commercial premises on Lots 0-2 on BUP6732. This view shows the existing crossover on the eastern side of the property that will provide access for the development.

2.3 SURROUNDING LAND USE

2.3.1 SURROUNDING LOCALITY

The site is located within the Southtown Shopping Centre precinct along South Street that is characterised by a mix of commercial, community and residential land uses. The scale and character of the built form in the locality is predominately low-rise commercial premises.

2.3.2 ADJOINING PROPERTIES

The nature and character of land use on surrounding properties may be summarised as follows:

- Land to the **north** of the site across South Street includes Centenary Heights State High School's education and sporting facilities.



PHOTOGRAPH 3 - View of Centenary Heights State High School to the north of the subject land.

- Land adjoining the **eastern** boundary of the site includes the Springs Early Education Child Care Centre at 132 South Street on the corner of Jewell Street.



PHOTOGRAPH 4 - View of the child care centre at 132 South Street adjoining the eastern side boundary.

- Lands adjoining the **southern** boundary of the site include a single storey detached dwelling at 1 Jewell Street and single and double storey residential units at 41 Hunter Street.



PHOTOGRAPH 5 - View of the residence at 1 Jewell Street adjoining the southern boundary of the site.



PHOTOGRAPH 6 - View of the residential units at 41 Hunter Street adjoining the southern boundary of the site.

- Land adjoining the **western** boundary includes the Southtown Shopping Centre carpark at 138 South Street.



PHOTOGRAPH 7 - View of the Southtown Shopping Centre carpark adjoining the western boundary.

2.4 CURRENT DEVELOPMENT APPROVALS

The subject land does not benefit from any development approvals as available on Council's website.

3.0 PROPOSAL

This Combined Development Application by 136a South Street Toowoomba Pty Ltd seeks approval for the following aspects of development on land located at 136 South Street, Centenary Heights:

- (i) Development Permit for Material Change of Use for a “Shop” on Lot 1 on RP44881; and
- (ii) Development Permit for Reconfiguring a Lot for access easements on Lot 1 on RP44881 and Lot 0 on BUP6732.

Details regarding the nature of each component of the combined development application are described in sections 3.1 and 3.2 below.

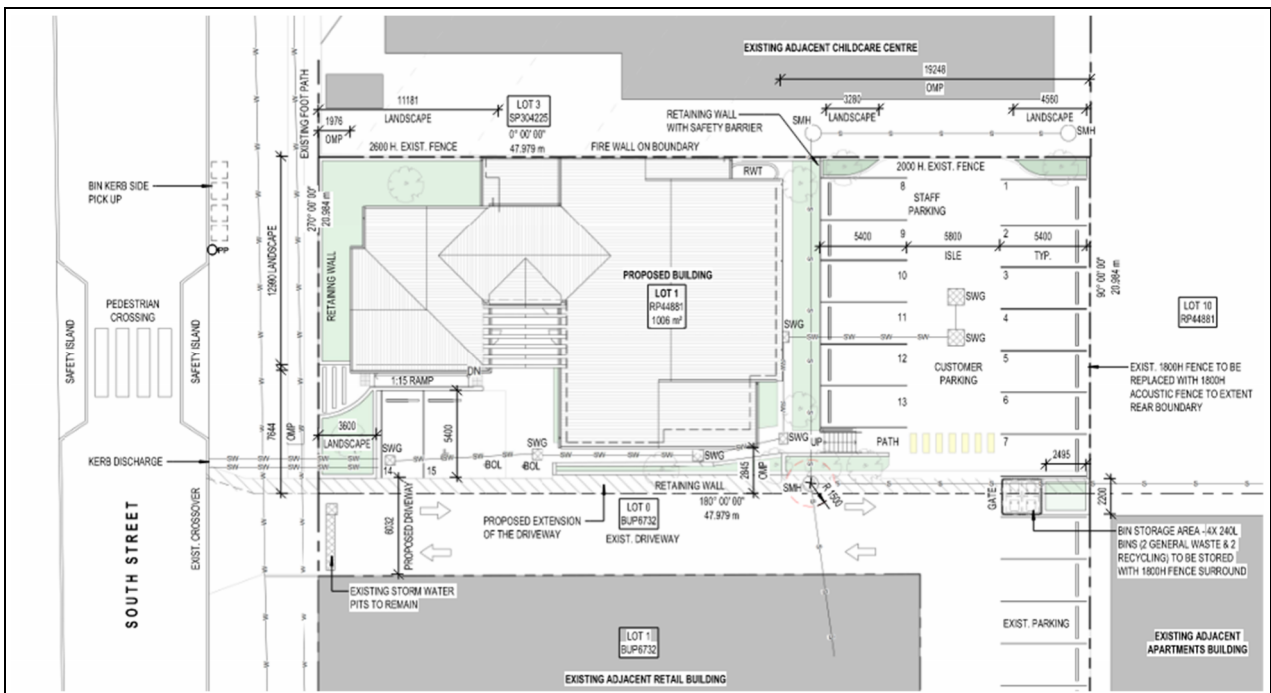
3.1 MATERIAL CHANGE OF USE

3.1.1 SITE COMPOSITION AND LAYOUT

The Material Change of Use component of the development application seeks approval for a Shop use i.e. “Beauty Bed” comprising a new single storey commercial premises for two (2) beauty services tenancies on the subject allotment described as Lot 1 on RP44881.

The development includes removal of the existing dwelling and outbuildings and construction of a new commercial building that will be setback between 1.976 metres and 11.181 metres from the site’s northern front boundary, built-to-boundary on the eastern side boundary where adjoining a child care centre, 2.845 metres to the western boundary where adjoining the common driveway with the adjoining commercial premises and 19.248 metres to the rear southern boundary where adjoining residential uses. The proposed site layout and juxtaposition of internal use components will be generally in accordance with Dwg No 252212 DA 003: Proposed Site Plan, Issue E, prepared by Struxi Design, dated 15/06/2026 attached at **Appendix C**, with an excerpt of the plan reproduced in **Figure 5**.

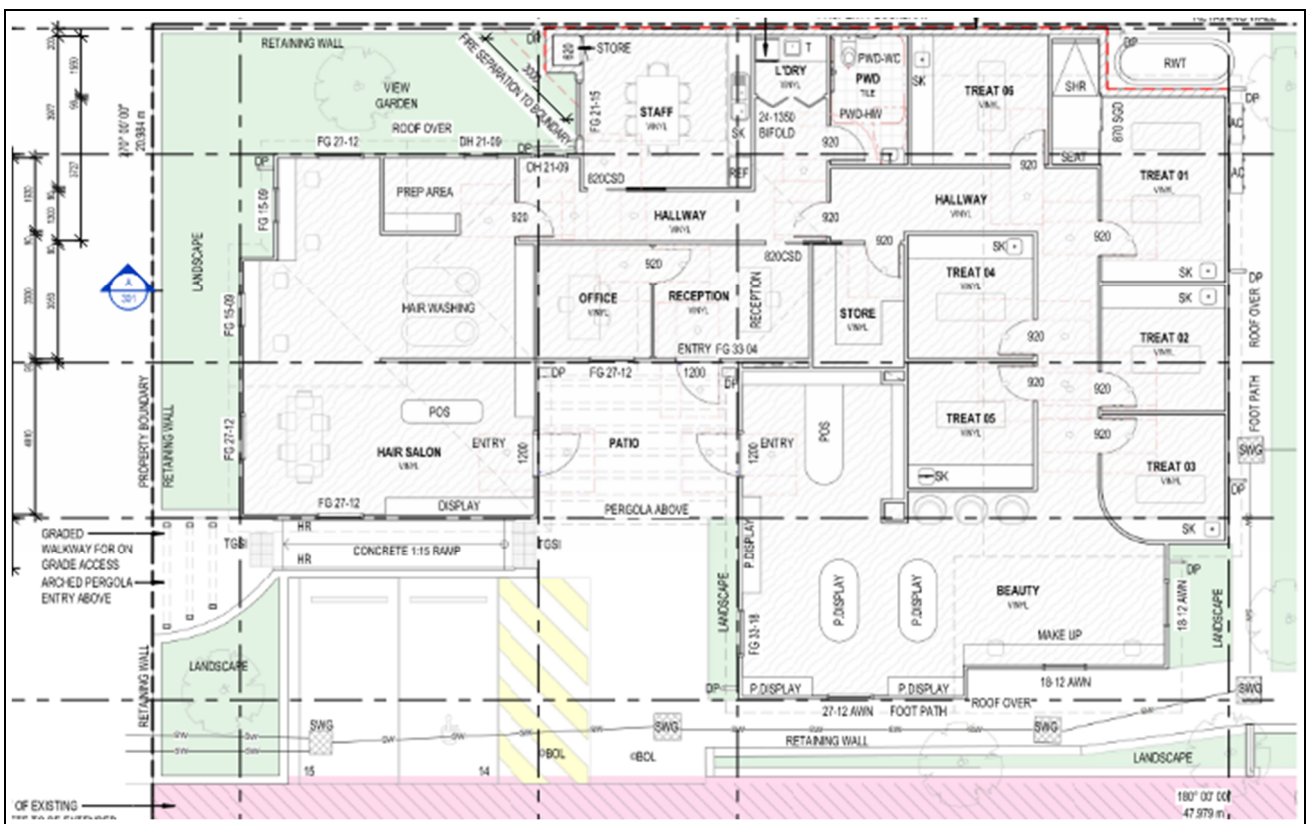
FIGURE 5 - PROPOSED SITE PLAN



The development includes a gross floor area of 330m², a site cover of 32.4% and an impervious area of 87% allowing 12.95% of the site area to be used for landscaping purposes.

The internal layout of the commercial premises facilitates two (2) beauty services tenancies. The front northern tenancy makes provision for a hair salon and the southern tenancy makes provision for beauty treatment rooms. The two tenancies have access to a common staff room, laundry, amenities, storeroom, office and reception area. The internal layout of the building will be generally in accordance with Dwg No 252212 DA 102: Proposed Floor Plan, Issue C, prepared by Struxi Design, dated 11/06/2026 attached at **Appendix C**, with an excerpt of the plan reproduced in **Figure 6**.

FIGURE 6 - PROPOSED FLOOR PLAN

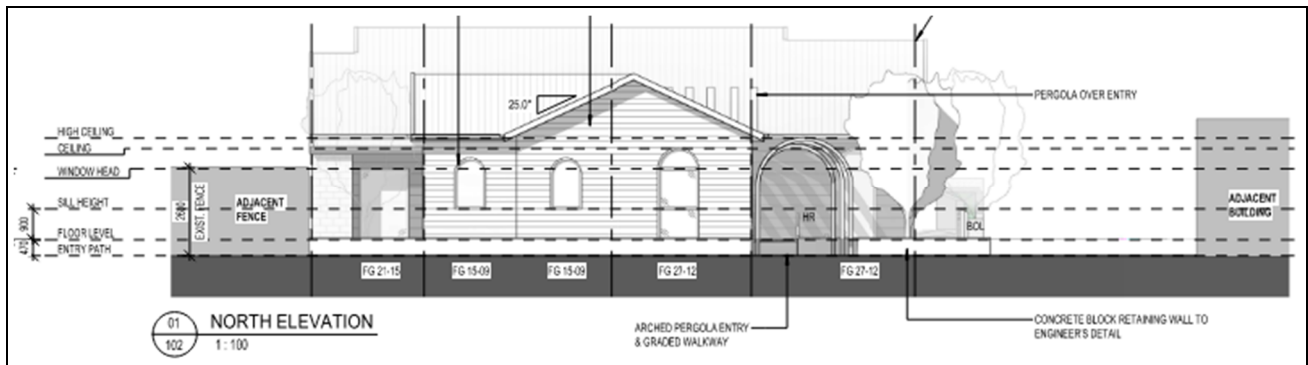


3.1.2 BUILT FORM AND CHARACTER

The single storey commercial building will be of slab-on-ground construction with an overall building height of 6.244 metres. The development will include a steep-pitched, multi-gable, sheet-metal roof, weatherboard cladding external walls and a variations in fenestration using a mix of rectangular and arched windows and door openings. The development has been designed to address the street with a separate pedestrian entry from South Street that leads to a covered common entry area for the two (2) tenancies on the western side of the building. The internal walkway continues to the carparking area at the rear of the site.

The appearance of the development will be generally in accordance with the Elevations and Perspectives drawings attached at **Appendix C** including the excerpt of Dwg No 252212 DA 401: Building Elevations, Issue C, prepared by Struxi Design, dated 11/06/2026 reproduced in **Figure 7** showing the front northern elevation facing South Street.

FIGURE 7 - NORTHERN ELEVATION



3.1.3 ACCESS AND CARPARKING

The development includes the closure of the existing driveway crossover to Lot 1 on RP44881 with the new building relying access via the existing driveway crossover for the adjoining land described as Lot 0 on BUP6732 as a shared access arrangement including a shared internal driveway. This will be achieved by means of the proposed access easements included in this development application; refer to section 3.2. The development proposes 15 additional on-site carparks to the side and rear of the building including 1 PWD space adjacent the front entry on the western elevation. The proposed access arrangement using access easements will allow for shared parking with the rear carpark of the adjoining commercial premises located on Lot 0 on BUP66732.

The applicant has confirmed the proposed beauty services tenancies will rely on deliveries of products via Australia Post on the adjoining site and do not require separate service vehicle access. Regardless, the development makes provision for on-site manoeuvring for a small rigid vehicle (SRV).

Proposed access and parking arrangements have been assessed by Pekol Traffic and Transport in the Traffic Engineering Assessment attached at **Appendix F** which confirms proposed access and parking has been designed to comply with relevant standards.

3.1.4 LANDSCAPING

The development includes landscaping along the site's frontage that varies in width between 1.9 metres and 11 metres. This includes a feature tree at either end of the site's frontage. Landscaping is provided throughout the development including the provision of shade trees adjacent Carpark Nos 1, 8, 13 & 14. Indicative landscaped areas are illustrated on the Proposed Site Plan prepared by Struxi Design attached at **Appendix C** with the excerpt provided in **Figure 5** above.

3.1.5 INFRASTRUCTURE AND SERVICING

The development will be connected to all urban infrastructure networks and the site is currently connected to electricity and telecommunication networks servicing the area. The development has been purposefully designed to ensure buildings maintain required clearances to the two (2) underground sewer mains traversing the site. Refer to **Figure 4** and the Proposed Site Plan at **Appendix C**. Proposed earthworks and drainage arrangements are illustrated on the Civil Engineering Drawings prepared by Baker Rossow Consulting Engineers at **Appendix D**.

Stormwater management for the development relies on underground detention tanks in the rear carpark and pit and pipe drainage out to South Street. Reference is made to the Civil Engineering Drawings and Stormwater Management Plan prepared by Baker Rossow Consulting Engineers attached at **Appendices D - E**.

The development makes provision for a screened enclosure in the rear carpark that will accommodate four (4) x wheelie bins (i.e. 1 general waste and 1 x recycle waste wheelie bin per tenancy). The bins will be screened from public view, located on an impervious area and have sufficient storage capacity to accommodate waste generated by two (2) beauty services tenancies. The site's frontage has sufficient area to accommodate four (4) wheelie bins on collection day. Refer to the Proposed Site Plan at **Appendix C**.

3.1.6 OPERATIONAL PARAMETERS AND AMENITY

The development will employ approximately 10 staff and will operate during the following hours:

- 7.00am to 7.00pm Monday to Friday; and
- 8.00am to 4.00pm Saturday.

This includes service deliveries.

The development has been designed to ensure that it will not generate noise that results in environmental nuisance at nearby residential premises. In this regard, the following aspects of the development are noted:

- the subject allotment for the proposed commercial premises adjoins a residential property on the rear southern boundary which includes the rear yard of this property;
- the common boundary includes a 1.8m high double lapped timber screen fence consistent with the design of the adjoining child care centre to the east of the site;
- the proposed tenancies are for beauty services that will not generate adverse offsite noise impacts; and
- proposed operating hours are within normal business hours during the highest background noise levels during a 24 hours period.

On this basis, the proposed development is unlikely to generate adverse offsite environmental impacts in terms of noise.

3.2 RECONFIGURING A LOT

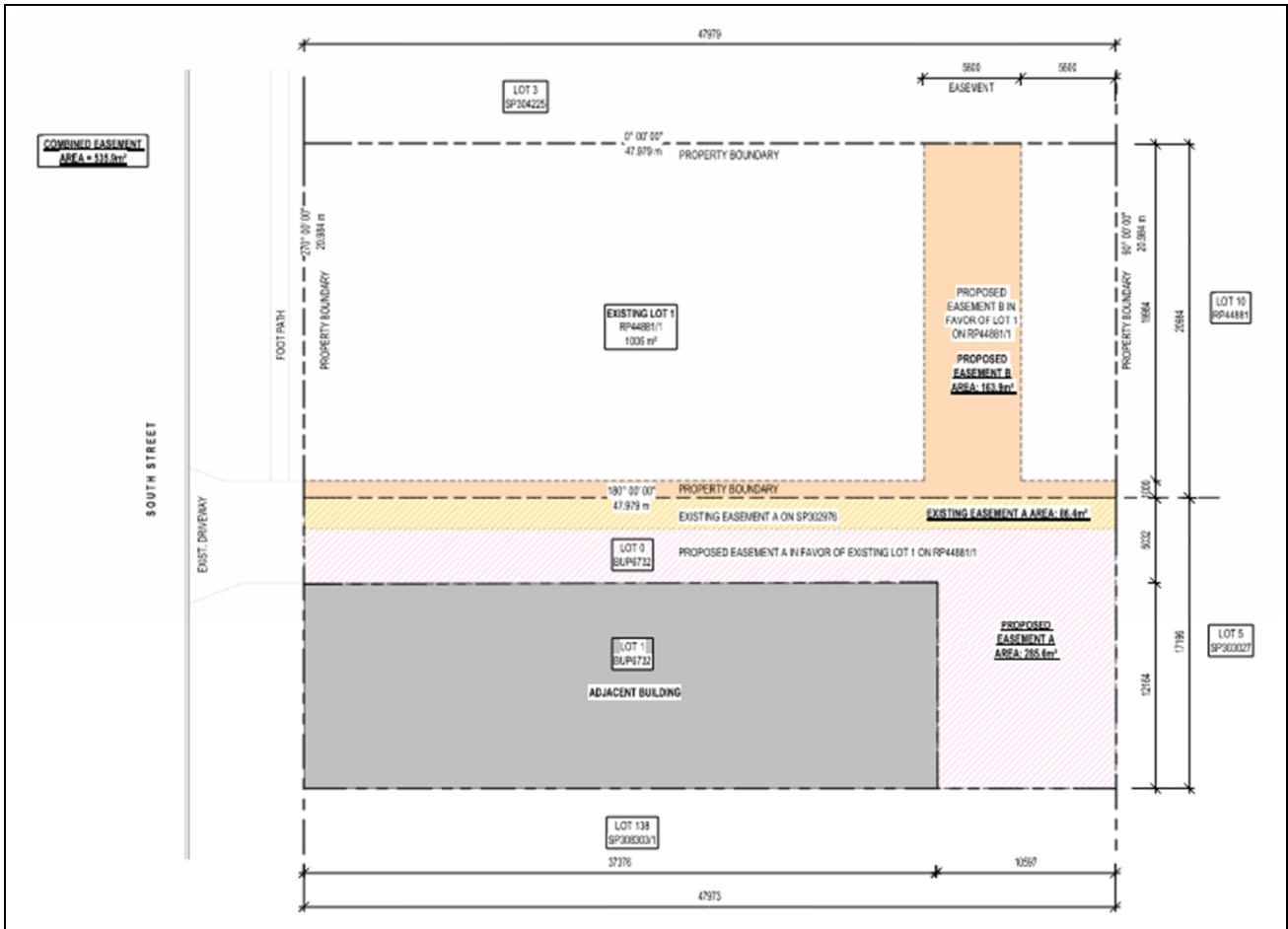
The proposed Reconfiguring a lot component of the development application seeks approval for two (2) access easements. It is noted there is currently a drainage easement within the subject allotment described as Lot 0 on BUP6732 i.e. Easement A on 302976 which has a site area of 86.4m².

The proposed access easements include the following:

- Proposed Access Easement A burdening Lot 0 on BUP6732 and benefiting Lot 1 on RP44881 with a site area of 285.6m² located over the central driveway and rear carpark area; and
- Proposed Access Easement B burdening Lot 1 on RP44881 and benefiting Lots 0 - 2 on BUP6732 with a site area of 163.9m² located over the internal driveway of the rear carpark.

The location of existing and proposed easements is generally in accordance with Dwg No 252212 DA 005: Proposed Easement Plan, Issue C, prepared by Struxi Design, dated 11/06/2026 attached at **Appendix C**, with an excerpt of the plan reproduced in **Figure 8**.

FIGURE 8 - PROPOSED EASEMENT PLAN



4.0 PLANNING FRAMEWORK

4.1 THE PLANNING ACT 2016

The purpose of the *Planning Act 2016* (PA) is to establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning (planning), development assessment and related matters that facilitates the achievement of ecological sustainability.

The proposed Material Change of Use involves commencement of a new use of premises pursuant to Schedule 2 of the *Planning Act 2016*. A Development Permit for a Material Change of Use must also be obtained to authorise the lawful commencement of the use. The proposal also comprises Reconfiguring a Lot as it involves creating an easement/s to provide access to a lot from a constructed road, pursuant to Schedule 2 of the *Planning Act 2016* (**the Act**). A Development Permit for Reconfiguring a Lot must also be obtained prior to the signing of the survey plan and endorsement of the easement documentation.

Assessment against the *Toowoomba Regional Planning Scheme 2012* indicates the development application is subject to Impact Assessable in accordance with Section 45(5) of the Act.

4.2 STATE PLANNING POLICY

Pursuant to the provisions of section 45(5) of the *Planning Act 2016*, the Assessment Manager, in considering an Impact Assessable Development Application, must assess the application in respect of the State Planning Policy.

The *State Planning Policy July 2017 (SPP)* commenced on 3 July 2017 and replaces *State Planning Policy April 2016*. The SPP expresses the state's interests in land use planning and development and promotes these interests through plan making and development decisions of state and local government. The SPP applies, to the extent relevant, when:

- making or amending a local planning instrument;
- designating premises for infrastructure;
- making or amending a regional plan;
- development assessment by local government, if its planning scheme has not yet appropriately integrated the relevant SPP state interests policies; and
- an assessment manager or referral agency other than local government is assessing a development application.

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.

A state interest is defined under Schedule 2 of the *Planning Act 2016* (the Act):

- (a) an interest that the Minister considers affects an economic or environmental interest of the State or a part of the State; or
- (b) an interest that the Minister considers affects the interest of ensuring this Act's purpose is achieved.

The proposed development has been assessed against the state interests included under *Part E: State Interest Policies and Assessment Benchmarks* of the SPP as follows:

4.2.1 STATE INTEREST POLICIES AND ASSESSMENT BENCHMARKS

Part E of the SPP contains state interest policies and where relevant, the assessment benchmarks for each state interest. The assessment benchmarks for each relevant state interest are listed below. For each of these state interests, Part E of the SPP advises when the assessment benchmarks apply and if so, what matters the application must be assessed against, to the extent the SPP has not been identified in a local planning instrument as being appropriately integrated.

Part 2 of the *Toowoomba Regional Planning Scheme 2012* identifies the State interests under the State Planning Policy that have been integrated into the Planning Scheme. In this instance, the *Toowoomba Regional Planning Scheme 2012* confirms that some of the State interests relevant to the Toowoomba Regional Council region have been appropriately incorporated into the Planning Scheme. The Planning Scheme incorporates the following State interests:

- Safety and Resilience to Hazards (as it relates to Flood Hazards)

Accordingly, where the proposed development achieves compliance with the assessment benchmarks of the Planning Scheme, the development is considered to comply with the provisions of the State Planning Policy as it relates to the above State interests. The development is therefore also required to be assessed against the assessment benchmarks under the State Planning Policy for the relevant State interests not integrated into the Planning Scheme. An assessment of each of the relevant State interests is provided below.

1. Liveable Communities

These provisions apply to a development application in an urban area involving premises that is, or will be, accessed by common private title, for a material change of use or reconfiguring a lot where the application involves buildings (attached or detached) that are not covered by other legislation or planning provisions mandating fire hydrants.

Where these circumstances apply, the development:

- (i) ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently;
- (ii) road widths, and construction within the development, are adequate for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied; and
- (iii) fire hydrants are suitably identified so that fire services can locate them at all hours.

In this instance, the proposed development does not involve any of the above circumstances, and accordingly, these provisions are not relevant to the assessment of this application.

2. Mining and Extractive Resources

These provisions relate to the following developments:

- (1) Reconfiguring a Lot within a Key Resource Area (**KRA**);
- (2) A Material Change of Use within the resource/processing area of a KRA or the separation area for the resource/processing area of a KRA; or
- (3) A Material Change of Use within the transport route separation area of a KRA that will result in an increase in the number of people working or residing in the transport route separation area.

In this instance, the proposed development does not involve any of the above circumstances, and accordingly, these provisions are not relevant to the assessment of this application.

3. Water Quality

These provisions relate to the following matters of state interest:

- (1) Receiving waters - including development applications for:
 - (a) a material change of use for urban purposes that involves a land area of 2,500m² or greater that will result in:
 - (i) an impervious area greater than 25% of the net developable area; or
 - (ii) six or more dwellings; or
 - (b) reconfiguring a lot for urban purposes that involves a land area 2,500m² or greater and will result in six or more lots; or
 - (c) operational works for urban purposes that disturb 2,500m² or greater of land area.
- (2) For water supply buffer areas – a development application located wholly outside an urban area and relating to premises that is within, or partly within, a water supply buffer area, that involves: (i) material change of use activities listed in Part E of the SPP, or (ii) reconfiguring a lot to create five or more additional lots where one or more lots are less than 16ha and any of the created lots rely on on-site wastewater treatment.

In this instance the proposed development involves a Material Change of Use for an urban purpose on a site that involves a land area greater than 2,500m² where the impervious area will exceed 25% of the net developable area. Reference is made to the stormwater quality management advice contained in the Conceptual Stormwater Management Plan, prepared by Baker Rossow Consulting Engineers attached at **Appendix E**. This assessment confirms the proposed development will not adversely affect matters associated with this State interest.

4. Natural Hazards, Risk and Resilience

These provisions relate to development applications for a material change of use, reconfiguring a lot or operational work on land within:

- (i) a flood hazard area;
- (ii) a bushfire hazard area;
- (iii) a landslide hazard area,
- (iv) storm tide inundation areas; and
- (v) erosion prone area.

In this instance, the site is identified as being impacted by natural hazards. In particular, the site is impacted by Flood Hazard Area – Level 1 – Queensland Floodplain Assessment Overlay and Local Government Flood Mapping Area. Section 2 of the *Toowoomba Regional Planning Scheme 2012* confirms that matters associated with State interests, as they relate to flood hazards area appropriately integrated into the Planning Scheme. In this instance, the subject land is not located within the Planning Scheme's Flood Hazard Overlay and accordingly, these provisions are not relevant to the assessment of this application.

5. Strategic Airports and Aviation Facilities

These provisions relate to development applications that involve land located within a local government area that contains/impacted by a strategic airport identified in the SPP Part E, Table 2, or an aviation facility identified in Appendix 2 of the *strategic airports and aviation facilities guidance material* and involve:

- (i) a material change of use of premises that will result in work encroaching into the operational airspace of a strategic airport, or on land within the light restriction zone, lighting area buffer or the wildlife hazard buffer zone of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility; or
- (ii) a material change of use or reconfiguring a lot where any part of the land is within the 20ANEF contour or greater, or the public safety area of a strategic airport; or
- (iii) building work not associated with a material change of use that will result in work intruding into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility; or
- (iv) operational work not associated with a material change of use where any work or associated activity will intrude into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility.

Where these circumstances apply, the development application is assessed against the strategic airports and aviation facilities assessment benchmarks listed under the SPP.

In this instance, the site is not impacted by a Strategic Airport including Toowoomba Wellcamp Airport. The site identified within the 8km Wildlife Hazard Buffer Zone of the Toowoomba Airport under the *Toowoomba Regional Planning Scheme 2012* overlay maps; refer to **Figure 10**. The *Toowoomba Regional Planning Scheme 2012* addresses airport and aeronautical considerations under the Airport Environs Overlay Code. The development has been assessed against the provisions of the overlay code and has been found to generally comply with these requirements; refer to **Appendix B**. This assessment confirms the development will comply with all applicable matters of this State interest.

The proposal has been assessed to comply with all applicable matters of state interest included in the State Planning Policy.

4.3 STATE REFERRAL AGENCIES

Section 54 of the *Planning Act 2016* and Section 22 and Schedule 10 of the *Planning Regulation 2017* (**the Regulation**) are of relevance for the purposes of determining applicable referral agencies and their jurisdiction in terms of being advice or concurrence agencies as well as the relevant assessment benchmarks that are to be addressed. The State Assessment and Referral Agency (**SARA**), established under the auspices of the Department of State Development, Infrastructure and Planning (**DSDIP**) is the assessment manager or referral agency for development applications where the State has a jurisdiction pursuant to Schedule 8 or 10 of the Regulation. Schedule 10 regulates when applications are referable. In accordance with Schedule 8, DSDIP will not be the assessment manager for this development application. The SDAP components of the overall development will be addressed by DSDIP as part of the application referral process.

TABLE 1 - REFERRAL TRIGGER ASSESSMENT

Part	Application Involving	Applicable	Comment
Part 1	Airport land	No	The proposed development is not located on airport land.
Part 2A	Caboolture West Interim Structure Plan	No	The site is not located within the Caboolture West investigation or growth areas.
Part 3	Clearing native vegetation	No	The proposed development does not involve clearing native vegetation or give rise to accepted clearing.

Part	Application Involving	Applicable	Comment
Part 4	Contaminated land	No	The site is not identified as contaminated land.
Part 5	Environmentally relevant activities	No	The development does not seek an Environmental Authority for Environmentally Relevant Activities (ERAs).
Part 6	Fisheries	No	The proposed development is not associated with: <ul style="list-style-type: none"> • aquaculture; or • the removal, destruction or damage of marine plants; or • the constructing or raising of waterway barrier works; and • is not within a declared fish habitat area.
Part 7	Hazardous chemical facilities	No	The proposed development is not for a hazardous chemical facility.
Part 8	Heritage places	No	The proposed development is not associated with a locally listed place. In addition, the site is not associated with, nor does it adjoin a property on the Queensland heritage register.
Part 9	Infrastructure-related	No	The following relates to infrastructure-related referrals: <ul style="list-style-type: none"> • The proposed development does not exceed the thresholds identified at Schedule 20. • The site is not associated with a designated premises. • The site is not located within 25m of a State transport corridor. • The site is not located adjacent to a local road that intersects with a State controlled road is not within 100m of a State-controlled intersection. • The site is not identified as a future State-controlled road. • The site is not located within 100m of an electricity substation. • The site is not associated with an easement for oil and gas infrastructure. • The site is not in proximity to a State controlled transport tunnel (both existing and/or future).
Part 10	Koala habitat area	No	The site is not mapped as containing koala habitat areas.
Part 11	Noise attenuation land	No	The site is not identified as being noise attenuation land and the site is not within proximity of an off-road motorcycle facility. The proposed development is not associated with prohibited development.
Part 12	Operational works for reconfiguring a lot	No	The proposed development does not involve Operational Works.
Part 13	Ports	No	The site is not associated with port land.
Part 14	Reconfiguring a lot under Land Title Act	No	The proposed development does not involve Reconfiguring a Lot under the Land Title Act.
Part 15	SEQ Development area	No	The site is not located within an SEQ development area.

Part	Application Involving	Applicable	Comment
Part 16	SEQ regional landscape and rural production area and SEQ rural living area	No	The site is not located within the SEQ regional landscape and rural production area or the SEQ rural living area.
Part 16A	Southport Spit	No	The site is not located in the Southport Spit.
Part 16B	SEQ Northern Inter-Urban Break	No	The site is not located within the identified SEQ Northern Inter-Urban Break area.
Part 17	Tidal works or work in a coastal management district	No	The proposed development does not involve tidal works or works within a coastal management district.
Part 18	Urban design	No	The proposed development does not involve an increase in GFA that is greater than 25,000m ² .
Part 19	Water-related development	No	The proposed development does not involve: <ul style="list-style-type: none"> the taking or interfering of water; or removing quarry material from a watercourse or lake; or relates to a dam; or the construction of a levee.
Part 20	Wetland protection area	No	The site is not identified as being within a wetland protection area.
Part 21	Wind farms	No	The proposed development does not involve a wind farm

The above assessment of the referral triggers under the *Planning Regulation 2017* confirms that the proposed development will not trigger referral in this instance.

4.4 STATE DEVELOPMENT ASSESSMENT PROVISIONS

The State Development Assessment Provisions (**SDAP**) provide assessment benchmarks for the assessment of development applications where the chief executive administering the *Planning Act 2016 (the Act)* is the assessment manager or a referral agency. The chief executive through the State Assessment and Referral Agency (**SARA**) uses the SDAP to deliver a coordinated, whole-of-government approach to the state's assessment of development applications. The SDAP applies throughout the State and contains the matters of State interest the chief executive may have regard to when assessing/deciding a development application as either the assessment manager or referral agency. 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 proposed development does not trigger assessment against State Codes.

4.5 REGIONAL PLANS

The site is located within the Toowoomba Urban Extent and therefore the provisions of the South East Queensland Regional Plan and Darling Downs Regional Plan apply in accordance with the provisions of the *Planning Regulation 2017*. An assessment of the development against the regional plan provisions is provided below.

4.5.2 SOUTH-EAST QUEENSLAND REGIONAL PLAN

The *South East Queensland Regional Plan 2023 (ShapingSEQ 2023)* provides a regional framework for growth management, which sets the long-term planning direction for sustainable growth, a globally competitive economy, and high-quality living. *ShapingSEQ 2023* informs local planning across the region's twelve (12) local government areas and guides future infrastructure planning and investment to ensure regional growth is well-supported and contributes to a prosperous and liveable region. *ShapingSEQ 2023* seeks to set a clear direction for the region through a series of Regional Priorities. These priorities are implemented through identified outcomes and strategies and sub-regional directions. These Regional Priorities are:

- A sustainable growth pattern;
- More homes, faster – supply, diversity and affordability;
- More social and affordable homes;
- Well-designed communities;
- Integrating land use and infrastructure;
- New economic opportunities and jobs;
- A sufficient pipeline of industrial land;
- Incorporating Aboriginal and Torres Strait Islander knowledge, culture, traditions and aspirations;
- Regional approach to natural hazards; and
- Better biodiversity outcomes for growth areas.

ShapingSEQ defines the desired future settlement pattern that aims to use land more efficiently, while protecting the values important to the community. The regional growth pattern designates land in SEQ in one of three regional land use classifications:

- Urban Footprint;
- Rural Living Area; or
- Regional Landscape and Rural Production Area.

The SEQ regulatory provisions ensure that land use planning and development throughout the region support *ShapingSEQ 2023's* desired regional growth pattern, goals, elements and strategies. Under the settlement pattern identified in *ShapingSEQ 2023*, the site has been included within the **Urban Footprint**. The Urban Footprint identifies land sufficient to provide for the region's urban development needs over the life of the plan. The area includes land intended to accommodate the full range of acceptable urban uses, such as housing, industry, business, infrastructure, community facilities and urban open space. The proposed development involves a commercial activity in an area suitable for such purposes. Accordingly, the application complies with the provisions of *ShapingSEQ 2023*. Accordingly, the proposed development will not compromise the outcomes sought under the South East Queensland Regional Plan.

4.5.3 DARLING DOWNS REGIONAL PLAN

The Darling Downs Regional Plan was adopted on 14 October 2013 and covers the local authority areas of Balonne Shire Council and the Regional Councils of Goondiwindi, Maranoa, Southern Downs, Toowoomba and Western Downs. The policies contained in the regional plan contribute towards the protection of strategic areas of priority agricultural land use from potentially incompatible resource activities and seek to maximise opportunities for co-existence of resources and agricultural land use.

The regional plan also safeguards areas required for the growth of towns in the regions through the establishment of Priority Living Areas while providing for resource activities to locate within these areas where it meets communities' expectations as determined by the relevant local government. The site is located within the City of Toowoomba which is identified as Restricted Area (RA) 384 under Appendix 2 of the Regional Plan. This designation reflects the boundaries of the SEQ Regional Plan referred to under section 4.5.1 above. The development satisfies the requirements of the SEQ Regional Plan and accordingly will not compromise the outcomes sought under the Darling Downs Regional Plan.

4.6 TOWOOMBA REGIONAL PLANNING SCHEME 2012

4.6.1 INTRODUCTION

Pursuant to the provisions of section 45(5) of the *Planning Act 2016*, an Impact Assessable Development Application must be assessed against the applicable assessment benchmarks of the applicable categorising instrument. The applicable categorising instrument in this instance is the *Toowoomba Regional Planning Scheme 2012*. A summary of the assessment of the proposal against the provisions of this instrument is outlined below.

4.6.2 DEFINITIONS

Under the provisions of the *Toowoomba Regional Planning Scheme 2012*, the proposed beauty services tenancies are defined as "Shop". The relevant use definition is as follows:

Shop means the use of premises for—

- (a) displaying, selling or hiring goods; or
- (b) providing personal services or betting to the public.

Examples: betting agency, corner store, department store, discount variety store, hair dressing salon, liquor store, supermarket.

This land use definition was confirmed by Council as part of pre-lodgement advice provided on 12 March 2026 (Council Ref: PREL/2026/1191).

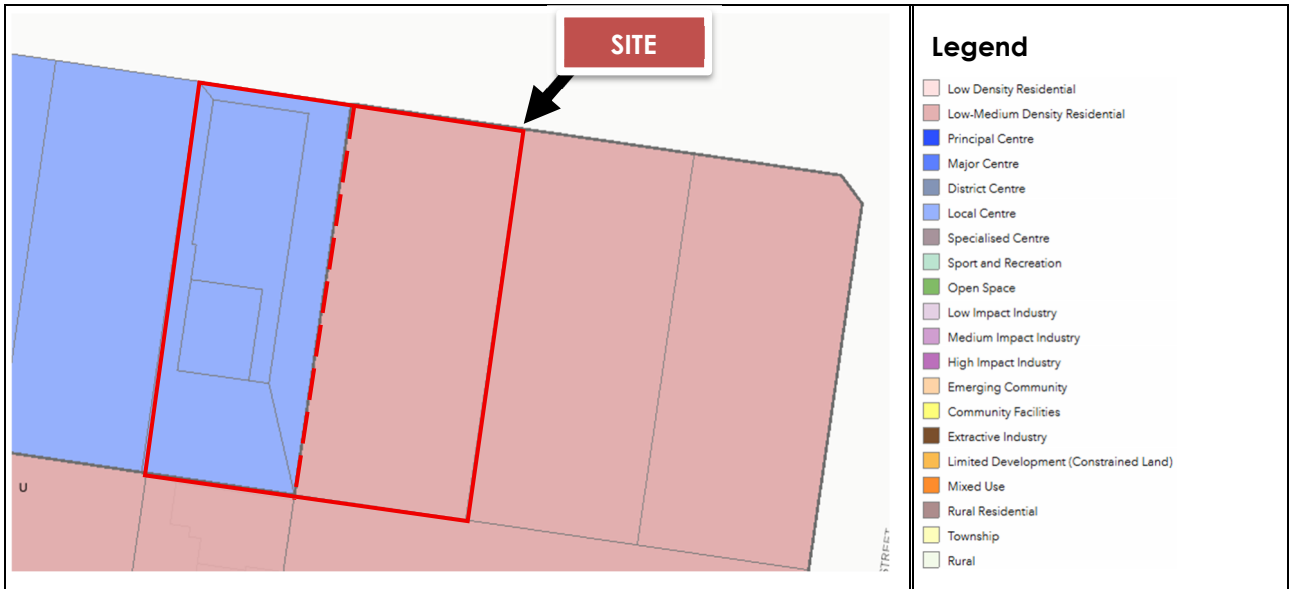
4.6.3 ZONING

Under the *Toowoomba Regional Planning Scheme 2012*, the region is divided into twenty (20) land use zones. Certain zones are further divided into precincts for the purposes of conveying preferred land use intent or in order to assign assessment status to individual uses. The subject land described as Lot 1 on RP44881 is located in the **Low-medium Density Residential Zone (Urban Residential Precinct)** and the subject land described as Lots 0 – 2 on BUP6732 is located in the **Local Centre Zone**. The zoning of the site and surrounds is illustrated in **Figure 9**.

The proposed Shop will be located on Lot 1 on RP44881 which is wholly located in the **Low-medium Density Residential Zone (Urban Residential Precinct)**. Under the assessment tables applicable to the Low-medium Density Residential Zone (Urban Residential Precinct) at section 5.5 of the Planning Scheme, a Material Change of Use for a Shop use is identified as impact assessable at this location. Under the Reconfiguring a Lot Assessment Table at section 5.6 of the Planning Scheme the creation of an easement for access purposes is identified as code assessable.

Under planning legislation, where more than one assessment level applies, the higher assessment level prevails. Consequently, the combined development application will be subject to **Impact Assessment**. This level of assessment was confirmed by Toowoomba Regional Council as part of pre-lodgement advice provided on 12 March 2026 (Council Ref: PREL/2026/1191).

FIGURE 9 - ZONING MAP



4.6.4 OVERLAY MAPPING

The Planning Scheme includes overlay maps that identify land characterised by particular features or subject to physical constraints that are likely to influence the use and development potential of affected areas. Overlay maps also identify those lands subject to assessment against specific area codes. In this instance, the subject land is impacted the following overlay: Airport Environs Overlay.

The applicability of this overlay is illustrated in **Figure 10**.

FIGURE 10 - AIRPORT ENVIRONS OVERLAY MAP



Figure 10 confirms the site is impacted by the Airport Environs Overlay. In particular, the site is identified within the 8km Wildlife Hazard Buffer Zone of the Toowoomba Airport. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a Shop use and Reconfiguring a Lot for an access easement does not change the level of assessment and triggers assessment against the Airport Environs Overlay Code. An assessment of the proposed development against this code is provided at **Appendix A**.

4.7 ASSESSMENT BENCHMARKS

As identified in section 4.7, this Development Application is subject to Impact Assessable and therefore requires assessment against the following provisions of the *Toowoomba Regional Planning Scheme 2012*.

- Strategic Framework; refer to section 4.7.1
- Overall Outcomes – Low-medium Density Residential Zone; refer to section 4.7.2
- Overall Outcomes – Local Centre Zone; refer to section 4.7.3
- Applicable Codes; refer to section 4.7.4

4.7.1 STRATEGIC FRAMEWORK

Part 3 of the *Toowoomba Regional Planning Scheme 2012* provides the Strategic Framework that sets the policy direction for the planning scheme and forms the basis for ensuring development occurs at appropriate locations within the planning scheme area. The structure of the Strategic Framework comprises:

- seven (7) themes supported by strategic outcomes;
- elements that further refine the strategic outcomes sought; and
- specific outcomes and land use strategies for each of the elements.

The development has been assessed against the applicable provisions of the Strategic Framework and a summary of this assessment is provided in the table attached at **Appendix A**. An assessment of the proposal against the provisions of the Strategic Framework indicates the proposal complies with the integrated policy direction sought for the planning scheme area and will not compromise the relevant strategic outcomes/elements sought for the individual themes.

4.7.2 OVERALL OUTCOMES – LOW-MEDIUM DENSITY RESIDENTIAL ZONE

Section 6.2.2.2 of the *Toowoomba Regional Planning Scheme 2012* outlines the general intent for development within the Low-medium Density Residential Zone (Urban Residential Precinct) through the collective identified of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the Low-medium Density Residential Zone/Urban Residential Precinct as detailed in **Table 2**.

TABLE 2 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
(a) development provides a range and mix of residential dwelling choices including dwelling houses on standard size and smaller lots, dual occupancies, multiple dwellings, residential care facilities, retirement facilities and short-term accommodation that are compatible with the	Performance Solution: The development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres.

Overall Outcome	Response
intended scale of the Low-medium Density Residential Zone;	
(b) most new development within existing urban areas will be in the form of multiple dwellings and dual occupancies that will contribute to raising the residential densities of those areas by maximising yields while also achieving a high level of residential amenity avoiding uses that introduce impacts such as traffic noise, dust, odour, lighting and other locally specific impacts;	Performance Solution: The development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres. The use will be designed and operated in a manner that avoids adverse offsite impacts on surrounding residential amenity.
(c) development contributes to increasing the number of people living within proximity to the principal, major, district and those local centres that provide goods and services of daily convenience plus a mix of additional goods and services, major non-industrial employment nodes, the University of Southern Queensland and high amenity parks by maximising the number of dwellings provided on the site while maintaining a high level of residential amenity;	Performance Solution: The development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre. The non-residential use will support the day to day needs of the local community and will not adversely impact on the viability of other centres.
(d) new residential development in the form of dual occupancy and multiple dwellings, achieve dwelling yields in the order of 30-40 dwellings per hectare;	N/A: The development is for a non-residential use.
(e) dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street	N/A: The development does not include a dual occupancy use.
(f) where the scale and density of development intended for the particular zone precinct is greater than existing development within the immediate area, development is designed in a manner that enables the higher scale and density to be sensitively integrated into the existing urban landscape and streetscapes;	N/A: The development is for a non-residential use.
(g) Hatchet lots are occupied by a single dwelling house only;	N/A: The subject site is not a hatchet lot.
(h) a high quality streetscape and public open space network is provided that comprises connected public spaces and parks, and links to key community activities;	Complies: The proposed development has been designed to high architectural standard that will enhance the streetscape appearance of the Local Centre.
(i) the existing open space network is preserved and enhanced and new open space connections are established;	N/A
(j) short-term accommodation occurs only where in proximity to existing development of a similar nature and on a road at the distributor, sub-arterial and regional arterial level in the road hierarchy,	N/A: The development does not include a short-term accommodation use.

Overall Outcome	Response
<p>where all car parking needs can be met on site, and it does not detract from the residential amenity of the area;</p>	
<p>(k) development provides a high level of residential amenity and 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;</p>	<p>Performance Solution: The development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre. The single storey development will incorporate sustainable practices including maximising energy efficiency and water conservation devices. The site's frontage to South Street includes a formed footpath.</p>
<p>(l) the scale and density of development facilitates an efficient land use pattern that supports compact and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities;</p>	<p>Complies: The development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre. The site's frontage to South Street includes a formed footpath.</p>
<p>(m) development responds to land constraints, including but not limited to topography, bushfire and flooding constraints;</p>	<p>Complies: The subject land is not affected by natural hazards and the development ensures stormwater will discharge to the surrounding street network.</p>
<p>(n) development 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; and</p>	<p>N/A</p>
<p>(o) development is supported by necessary infrastructure including utility installations to support the needs for the local community.</p>	<p>Complies: The proposed development will be connected to all urban infrastructure networks.</p>
<p>(p) non-residential uses occur only where such uses:</p> <p>(i) primarily function to directly support the day to day convenience needs of the immediate local residential community;</p> <p>(ii) provide a local community or limited business function and include:</p> <ul style="list-style-type: none"> • Child care centre. • Club. • Community care centre. • Community use. • Educational establishment. • Emergency services. • Food and drink outlet, only where located in the Urban Consolidation Precinct or Hospital Support Precinct • Health care services only where located in the Hospital Support Precinct. • Office, only where located in the Office Residential Precinct • Place of worship. • Shop, only where located on the Hospital Support Precinct or Urban Consolidation Precinct; 	<p>Performance Solution: The site is located in the Urban Residential Precinct of the Low-medium Density Residential Zone. The proposed development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres.</p>

Overall Outcome	Response
<ul style="list-style-type: none"> Veterinary services only where reuse of existing building used for a business activity. 	
<p>(a) Non-residential uses only occur within the zone where development:</p> <ul style="list-style-type: none"> (i) is highly accessible to the immediate local residential community it serves; (ii) is located on land with direct access to a road at the distributor, subarterial and regional arterial level in the road hierarchy and that minimises intrusion of through traffic into local residential streets; (iii) has a built form that is compatible with surrounding residential character and amenity, including: <ul style="list-style-type: none"> • reuse of existing non-residential premises; • or extensions and/or new buildings have a height, bulk and scale that is consistent with the intended residential built form of the precinct in which it is located, and with the existing streetscape character; (iv) does not have a significant detrimental impact on the neighbourhood amenity expected within a predominately residential environment having regard to privacy, hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting and visual impacts; (v) ensures that all car parking needs can be met on site, and that 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>Complies: The proposed development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre.</p> <p>The site has a high degree of accessibility with frontage to South Street that is identified as a Distributor Road on the Toowoomba Road Hierarchy. The single storey commercial development adjoins non-residential uses and has been designed to high architectural standard that appropriately integrates with and enhances, the streetscape appearance of the Southtown Shopping Centre's primary frontage to South Street.</p> <p>The use will be designed and operated in a manner that avoids adverse offsite impacts on surrounding residential amenity in terms of noise, air quality, traffic and downstream drainage. The application is supported by traffic engineering assessments that confirm proposed on-site carparking will satisfy parking demand for the development. Carparks are located to the side and at the rear of the premises and will not dominate the streetscape.</p>
Urban Residential Precinct	
<p>(a) development is predominantly residential one (1), two (2) and three (3) storeys above ground level, maintains amenity and privacy for residents within and adjacent to the site, does not result in a loss of sunlight of adjoining residential properties and makes a positive contribution to the urban landscape and streetscape;</p>	<p>N/A: The development is for a non-residential use.</p>
<p>(b) broadhectare land within this precinct provides opportunities to increase the diversity of residential mix and provide new higher density building forms that would be difficult to integrate into existing urban localities. Within these areas the density of individual developments will vary from a minimum net density of 15 dwellings per hectare for dwelling houses to 40 dwellings per hectare or more for other residential activities;</p>	<p>N/A</p>

Overall Outcome	Response
(c) where this precinct is applied to existing urban areas residential densities achieved by individual developments are higher than in the Regional Residential Precinct, but lower than in the Urban Consolidation Precinct with net densities of between 40 dwellings per hectare and 60 dwellings per hectare.	N/A: The development is for a non-residential use.
(d) non-residential uses are limited in this precinct in accordance with (2)(p)(ii)	Performance Solution: The site is located in the Urban Residential Precinct of the Low-medium Density Residential Zone. The proposed development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres.

The above assessment demonstrates that the proposed development generally satisfies the intent and outcomes sought for land included in the Low-medium Density Residential Zone (Urban Residential Precinct).

Notwithstanding any perceived conflict the development may have with relevant planning provisions of the Low-medium Density Residential Zone, assessment of the application has revealed there are other relevant matters that demonstrate planning merit for the development and warrant its approval subject to reasonable and relevant conditions; refer to section 5.2.

4.7.3 OVERALL OUTCOMES – LOCAL CENTRE ZONE

Section 6.3.4 of the *Toowoomba Regional Planning Scheme 2012* outlines the general intent for development within the Local Centre Zone through the collective identification of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the Local Centre Zone as detailed in **Table 3**.

TABLE 3 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
Overall Outcomes for the Zone Code	
(a) development does not undermine the viability, role or function of higher order centres;	Complies: The proposed development is for a non-residential use i.e. Shop on a site adjacent a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres.
(b) a range of convenience retail, and small scale commercial and community uses are provided which meet the local convenience needs of the immediate surrounding population including those of smaller rural towns;	Complies: The proposed commercial tenancies will provide beauty services to the local community.
(c) development is reflective of and responsive to the environmental constraints of the land;	Complies: The subject land is relatively level and is not affected by natural hazards. The development has

Overall Outcome	Response
	been designed to ensure stormwater will discharge to the surrounding street network and will not generate adverse downstream drainage impacts.
(d) residential development and short-term accommodation is provided where it can integrate and enhance the fabric of the activity centre, but it is not the predominant use and should not compromise the ability for non-residential uses to be concentrated in the centre or limit activities at street level;	N/A: The development does not include a residential use.
(e) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encourages sustainable transport use;	Complies: The development will incorporate sustainable practices into the design where practical including water re-use.
(f) development provides a high level of amenity and is reflective of the surrounding character of the area;	Complies: The proposed single storey commercial development has been designed to high architectural standard that will enhance the streetscape appearance of the Local Centre.
(g) development encourages public and passenger transport accessibility and use of walking and cycling;	Complies: The development has frontage to South Street which includes a formed footpath. The site is located within 230m of a public bus stop on Ramsay Street.
(h) development has access to development infrastructure, including utility installations and essential services; and	Complies: The application will be connected to all urban infrastructure; refer to Figure 4 .
(i) natural features are retained, enhanced and buffered from the impacts of adjacent uses and any unavoidable impacts are minimised through location, design, operation and management requirements.	Complies: The design and location of the development will not generate adverse impacts on natural features and processes. The application is supported by a Concept Stormwater Management Plan that confirms the development will not impact on ground water supplies in accordance with relevant standards.

The above assessment demonstrates that the proposed development generally satisfies the intent and outcomes sought for land included in the Local Centre Zone.

4.7.4 APPLICABLE CODES

The codes applicable to the assessment of the proposed development are identified in **Table 5** followed by a summary of the assessment outcomes.

TABLE 4 - APPLICABLE CODES

Zone Code(s)
<ul style="list-style-type: none"> • Low-medium Density Residential Zone Code • Local Centre Zone Code
Overlay Codes
<ul style="list-style-type: none"> • Airport Environs Overlay Code

Development Codes

- Centre Activities Code
 - Environmental Standards Code
 - Integrated Water Cycle Management Code
 - Landscaping Code
 - Transport, Access and Parking Code
 - Works and Services Code
 - Reconfiguring a Lot Code
-

An assessment of the proposed development against the above codes is provided at **Appendix B** and confirms that the development complies with the outcomes sought within these codes.

5.0 ASSESSMENT OF PLANNING MERITS

5.1 LEGISLATIVE CONTEXT

Section 45 of the Planning Act 2016 states as follows:

- (5) *An impact assessment is an assessment that—*
- (a) *must be carried out—*
 - (i) *against the assessment benchmarks in a categorising instrument for the development; and*
 - (ii) *having regard to any matters prescribed by regulation for this subparagraph; and*
 - (b) *may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

Examples of another relevant matter—

- *a planning need*
- *the current relevance of the assessment benchmarks in the light of changed circumstances*
- *whether assessment benchmarks or other prescribed matters were based on material errors*

In addition to the preceding assessment of the proposed Material Change of Use for a commercial activity i.e. Shop in the Low-medium-Density Residential Zone, we contend that, to the extent the proposal may be considered to be inconsistent with the Planning Scheme, there are "other relevant matters" that justify the planning merits of the proposed development and accordingly warrant its approval subject to the imposition of reasonable and relevant conditions. These matters are detailed in section 5.2.

5.2 PLANNING MERITS

The proponent contends there are number of "other relevant matters" which confirm and/or reaffirm the planning merits of the proposal.

These are as follows:

1. THE PROPOSAL MEETS A LATENT AND UNSATISFIED DEMAND FOR ADDITIONAL COMMERCIAL TENANCIES AT A LOCAL CENTRE AND WILL SUPPORT THE DAY TO DAY NEEDS OF THE COMMUNITY

The proposed development will meet a latent and unsatisfied demand for additional commercial tenancies at the Southtown Shopping Centre (Local Centre) and will support the day to day needs of the local community in a manner that will not adversely affect the viability of other centres.

2. THE DEVELOPMENT ADJOINS A LOCAL CENTRE AND PROVIDES A LOGICAL AND ORDERLY EXPANSION OF THE CENTRE

The development adjoins non-residential uses and is located within the Southtown Shopping Centre's primary frontage to South Street. The proposal will allow for a logical and orderly expansion of this Local Centre.

3. THE DEVELOPMENT IS SITUATED AT A HIGHLY ACCESSIBLE LOCATION AND MAKES ADEQUATE PROVISION FOR ON-SITE PARKING DEMAND

The proposed development takes access via South Street which is identified as a Distributor Road on the Toowoomba Road Hierarchy. The application is supported by a traffic engineering assessment that confirms the development provides an adequate number of on-site carparks to meet parking demand.

4. THE DEVELOPMENT AVOIDS ADDITIONAL ADVERSE OFFSITE IMPACTS ON THE SURROUNDING RESIDENTIAL AMENITY

The development has been designed and will operated in a manner that avoids additional adverse offsite impacts on surrounding residential amenity in terms of noise, air quality, traffic, parking and downstream drainage.

5. THE DEVELOPMENT HAS BEEN DESIGNED TO A HIGH ARCHITECTURAL STANDARD AND WILL ENHANCE THE STREETScape APPEARANCE OF THE LOCAL CENTRE

The single storey development has been designed to a high architectural standard using variations in roof form, fenestration and materials to appropriately integrate with and enhance, the streetscape appearance of the Southtown Shopping Centre.

6. THE DEVELOPMENT IS CONNECTED TO AND ADEQUATELY SERVICED BY ALL URBAN INFRASTRUCTURE AND MAINTAINS TRAFFIC SAFETY ON THE SURROUNDING ROAD NETWORK

The development will be adequately serviced by all urban infrastructure and stormwater arrangements are designed to avoid adverse downstream drainage impacts. The development includes access and parking arrangements that are sufficient for traffic generated by the use and will maintain and protect traffic safety and circulation for the surrounding road network.

6.0 TECHNICAL ASSESSMENTS

The following technical assessments and documentation have been completed to respond to and/or demonstrate the compliance of the proposal with the applicable standards:

- Stormwater Management Plan prepared by Baker Rossow Consulting Engineers; refer to **Appendix E**; and
- Traffic Engineering Assessment prepared by Pekol Traffic and Transport; refer to **Appendix F**.

The above assessments confirm that the proposed development can achieve compliance with the applicable standards and benchmarks.

7.0 CONSULTATION

7.1 STATUTORY NOTIFICATION

This Development Application is Impact Assessable and accordingly is required to be publicly notified under the provisions of the *Planning Act 2016* and its associated regulations. Public notification will be undertaken at the appropriate stage of the assessment process, as set out in the Development Assessment Rules prescribed under the *Planning Regulation 2017*.

7.2 PRE-LODGEMENT MEETINGS

The proposed development was the subject of formal pre-lodgement discussions with the following assessing authorities.

Toowoomba Regional Council

The proposed development was the subject of a formal pre-lodgement meeting with Toowoomba Regional Council on 12 March 2026 (Council Ref: PREL/2026/1191).

At this meeting, Council confirmed the preferred application type and assessment level, i.e. development application for a Development Permit for Material Change of Use for a Shop that would be subject to impact assessment. As opposed to a Preliminary Approval for a Variation Request to vary the effect of the Planning Scheme. Council also referenced relevant overall outcomes of the Low-medium Density Residential Zone Code that may support the development.

Council provided advice on design changes including a reduction in one carpark previously located near the site's frontage to improve frontage landscaping. Council also provided advice on supporting specialist assessments required to accompany the development application.

The outcomes of this meeting have been taken into consideration in the design of the development and preparation of this application.

8.0 CONCLUSION

This Development Application by 136a South Street Toowoomba Pty Ltd seeks approval for Development Permits for Material Change of Use (Shop) and Reconfiguring a Lot (access easements) on land located at 136 South Street, Centenary Heights. The assessment that has been undertaken has demonstrated the following:

- The proposed development will meet a latent and unsatisfied demand for additional commercial tenancies at the Southtown Shopping Centre (Local Centre) and will support the day to day needs of the local community. The application represents a logical and orderly expansion of the Local Centre.
- The proposed development has been designed to ensure it does not adversely impact on the surrounding environment, the safety of people or the residential amenity of nearby sensitive land uses.
- The development does not compromise the outcomes sought under the Strategic Framework of the Planning Scheme.
- The proposed development achieves compliance with the benchmarks within the relevant zone, overlay and development codes.
- The technical assessments supporting the application demonstrate the proposed development will not have an adverse impact on the receiving environment or nearby sensitive land uses.

Notwithstanding any perceived conflict the development may have with relevant planning provisions, assessment of the application has revealed there are other relevant matters that demonstrate planning merit for the development and warrant its approval subject to reasonable and relevant conditions. These include:

- (i) The proposal meets a latent and unsatisfied demand for additional commercial tenancies at a local centre and will support the day to day needs of the local community.
- (ii) The development adjoins a Local Centre and provides a logical and orderly expansion of the centre.
- (iii) The development is situated at a highly accessible location and makes adequate provision for on-site parking demand.
- (iv) The development avoids additional adverse offsite impacts on the surrounding residential amenity.
- (v) The development has been designed to a high architectural standard and will enhance the streetscape appearance of the local centre.
- (vi) The development is connected to and adequately serviced by all urban infrastructure and maintains traffic safety on the surrounding road network.

Having regard to the matters and issues raised in this report it is recommended that Council support this Development Application for a Development Permit for Material Change of Use.

The proposal warrants approval subject to the imposition of reasonable and relevant conditions.

APPENDIX A - STRATEGIC FRAMEWORK

Toowoomba Regional Planning Scheme 2012

APPENDIX B - ASSESSMENT BENCHMARKS

Toowoomba Regional Planning Scheme 2012

APPENDIX C - DEVELOPMENT PLANS

Struxi Design Pty Ltd

APPENDIX D - CIVIL ENGINEERING DRAWINGS

Baker Rossow Consulting Engineers

APPENDIX E - STORMWATER MANAGEMENT PLAN

Baker Rossow Consulting Engineers

APPENDIX F - TRAFFIC ENGINEERING ASSESSMENT

Pekol Traffic and Transport

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.2 SETTLEMENT PATTERN		
3.2.1 Strategic Outcomes	Yes	<p>The proposed development is for a non-residential use i.e. Shop on land in the Low-medium Density Residential Zone that adjoins a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres. The site has a high degree of accessibility with frontage to South Street that is identified as a Distributor Road on the Toowoomba Road Hierarchy.</p> <p>The single storey commercial development adjoins non-residential uses and has been designed to high architectural standard that appropriately integrates with and enhances, the streetscape appearance of the Southtown Shopping Centre's primary frontage to South Street. The use will be designed and operated in a manner that avoids adverse offsite impacts on surrounding residential amenity in terms of noise, air quality, traffic, parking and downstream drainage.</p>
3.2.2 Element – network of towns	Yes	Refer to the response to 3.2.1.
3.2.3 Element – compact urban form	Yes	Refer to the response to 3.2.1.
3.2.4 Element – suburban neighbourhoods	Yes	Refer to the response to 3.2.1.
3.2.5 Element – urban neighbourhoods	No	
3.2.6 Element – centres of activity	Yes	Refer to the response to 3.2.1.
3.2.7 Element – central business district (CBD)	No	
3.2.8 Element – sustainable urban development	Yes	The design of the development incorporates sustainable practices including maximising energy efficiency and water re-use devices.
3.2.9 Element – rural landscape	Yes	Refer to the response to 3.2.1.
3.2.10 Element – natural places	No	
3.2.11 Element – development constraints	No	
3.2.12 Element – incompatible land uses	Yes	The single storey commercial development has been designed and will be operated in a manner that avoids adverse offsite impacts on surrounding residential amenity in

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
		terms of noise, air quality, traffic, parking and downstream drainage.
3.3 NATURAL ENVIRONMENT		
3.3.1 Strategic Outcomes	Yes	The development site area is located outside mapped areas of environmental significance and has been historically cleared of native vegetation. Proposed stormwater management measures ensure the development will not generate adverse impacts on downstream drainage or groundwater supplies.
3.3.2 Element - protect ecosystems with biodiversity values	Yes	Refer to the response to 3.3.1.
3.3.3 Element – waterways, wetlands and aquifers	Yes	Refer to the response to 3.3.1.
3.3.4 Element - air quality	No	
3.3.5 Element – climate change	yes	Refer to the response to 3.3.1.
3.3.6 Element – environmental offsets	No	
3.4 COMMUNITY IDENTITY AND DIVERSITY		
3.4.1 Strategic Outcomes	Yes	The proposed development is for a non-residential use i.e. Shop on land in the Low-medium Density Residential Zone that adjoins a Local Centre and proposes a logical expansion of the centre. The single storey commercial development adjoins non-residential uses and has been designed to high architectural standard that appropriately integrates with and enhances, the streetscape appearance of the Southtown Shopping Centre's primary frontage to South Street.
3.4.2 Element – rural community identity	No	
3.4.3 Element – Toowoomba City identity	Yes	Refer to the response to 3.4.1.
3.4.4 Element – urban design	Yes	The scale, character and built form of the development has been designed to complement and appropriately integrate with, the nature of surrounding non-residential uses. The design of the development incorporates sustainable practices including maximising energy efficiency and water conservation devices.
3.4.5 Element – community facilities and services	Yes	Refer to the response to 3.4.1.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.4.6 Element – sport and recreation	No	
3.4.7 Element – urban parks and public places	No	
3.4.8 Element – housing diversity and affordability	No	
3.4.9 Element – cultural diversity and heritage	Yes	There are no recorded cultural heritage values at the site and there are no expected impacts on cultural heritage values in the area.
3.5 NATURAL RESOURCES AND LANDSCAPE		
3.5.1 Strategic Outcomes	Yes	The development site area is located outside mapped areas of environmental significance and has been historically cleared of vegetation. Proposed stormwater management measures ensure the development will not generate adverse impacts on downstream drainage or groundwater supplies.
3.5.2 Element – scenic amenity	No	
3.5.3 Element – water resources	Yes	Refer to the response to 3.5.1.
3.5.4 Element – sustainable production	No	
3.5.5 Element – natural economic resources	No	
3.5.6 Element – stock routes	No	
3.6 ACCESS AND MOBILITY		
3.6.1 Strategic Outcomes	Yes	The subject land benefits from a high degree of connectivity with frontage to South Street which is identified as a Distributor Road on the Toowoomba Road Hierarchy and includes a formed footpath. The site is located approximately 230m east of a public bus stop on Ramsay Street.
3.6.2 Element – integrated transport system	Yes	Refer to the response to 3.6.1.
3.6.3 Element – active transport	Yes	Refer to the response to 3.6.1.
3.6.4 Element – public transport	Yes	Refer to the response to 3.6.1.
3.6.5 Element – road network	Yes	Refer to the response to 3.6.1.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.7 INFRASTRUCTURE AND SERVICES		
3.7.1 Strategic Outcomes	Yes	The development will be connected to and adequately serviced by all urban infrastructure. Proposed stormwater management measures ensure the development will not generate adverse impacts on downstream drainage or groundwater supplies. The proposed commercial tenancies will be provided with refuse storage and collection arrangements that accommodate waste generated by the development.
3.7.2 Element – coordinated infrastructure planning and delivery	Yes	Refer to the response to 3.7.1.
3.7.3 Element – integrating water management and infrastructure	Yes	Refer to the response to 3.7.1.
3.7.4 Element – waste water management infrastructure and services	Yes	Refer to the response to 3.7.1.
3.7.5 Element – utility infrastructure and services	Yes	Refer to the response to 3.7.1.
3.7.6 Element – waste management and recycling	Yes	Refer to the response to 3.7.1.
3.8 ECONOMIC DEVELOPMENT		
3.8.1 Strategic Outcomes	Yes	The proposed development is for a non-residential use i.e. Shop on land in the Low-medium Density Residential Zone that adjoins a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres.
3.8.2 Element - economic growth	Yes	Refer to the response to 3.8.1.
3.8.3 Element – activity centres and employment	Yes	Refer to the response to 3.8.1.
3.8.4 Element – creative and knowledge-based industries	No	
3.8.5 Element – tourism	No	

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Caretaker's accommodation		
<p>PO₁ 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:</p> <ul style="list-style-type: none"> (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. 	<p>AO_{1.1} A caretaker's accommodation is:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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) if a balcony, a veranda or a deck, has a minimum area of 8m² with minimum dimensions of 2.4m. <p>AO_{1.2} No more than one (1) caretaker's accommodation is established per non-residential use.</p>	<p>N/A: The development does not seek approval for Caretaker's Accommodation.</p>
Dwelling Unit		
<p>PO₂ Development incorporating a dwelling unit is provided in a manner that:</p> <ul style="list-style-type: none"> (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; 	<p>AO_{2.1} Separate entrances are provided to the dwelling unit and non-residential uses on the same site.</p> <p>AO_{2.2} Entries to the dwelling unit are clearly identifiable from the street and have a defined pathway.</p> <p>AO_{2.3} Dwelling units are readily distinguishable from the non-residential use for emergency service providers.</p> <p>AO_{2.4} The dwelling unit number is clearly displayed on the unit and letter box.</p>	<p>N/A: The development does not seek approval for a dwelling unit.</p>

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(c) ensures residents are not exposed to noise and light nuisance from the non-residential use; and</p> <p>(d) provides residents access to private outdoor recreation spaces directly from the dwelling unit.</p>	<p>AO_{2.5} The dwelling unit is provided with a private landscape and recreation area which:</p> <ul style="list-style-type: none"> (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 minimum area of 8m² with minimum dimensions of 2.4m. <p>AO_{2.6} Habitable rooms of the dwelling unit are protected from overlooking of the non-residential use/area by:</p> <ul style="list-style-type: none"> (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. 	
<h3>Non-residential Uses and building work – Scale of use where involving the reuse of an existing building</h3>		
<p>PO₃ The non-residential use is of a scale and intensity that is compatible with the intended built form intent of the precinct in which it is located, existing streetscape character and the residential appearance of the locality.</p>	<p>AO_{3.1} The use:</p> <ul style="list-style-type: none"> (a) is carried out in an existing building; (b) only increases the Gross Floor Area of the building by a maximum of 25 m²; and does not reduce front or side setbacks (c) is a single tenancy only; and (d) is conducted wholly within and enclosed building and does not involve new or additional outdoor dining. 	<p>N/A: The development seeks approval for a non-residential use but does not involve the re-use of existing buildings. Refer to the Development Plans at Appendix C.</p>

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	Complies: The development seeks approval for a non-residential use i.e. Shop. The development will be designed to ensure new building plant or air-conditioning equipment is located central to the site and screened from the street and adjoining residences.
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. 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. 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.	Performance Solution: The development proposes an acoustic barrier (i.e. 1.8m double-lapped timber screen fence) along the common boundary with adjoining residential properties to the south but no vegetated buffer; refer to the Proposed Site Plan at Appendix C . Given the proposed beauty services tenancies will only operate during business hours, it is considered the proposed buffering is acceptable in this instance. The proposed single storey commercial development includes screen fencing along the eastern and southern side boundaries to avoid the potential for overlooking.
Non-residential Uses and building work– Outdoor Lighting		
PO ₆ Outdoor lighting for non-residential uses maintains the amenity of the surrounding residential area and does not adversely impact the safety for vehicles or pedestrians on the	AO _{6.1} Outdoor lighting for non-residential uses is restricted to low level security lighting only. AO _{6.2} Outdoor lighting is designed, installed and maintained in accordance with the parameters	N/A: Refer to response to AO _{6.2} . Complies: Outdoor lighting has been designed and will be installed and maintained in accordance with the

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
adjoining street as a result of light emissions, either directly or by reflection.	and requirements of AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i> .	requirements of AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i> .
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} Development is designed, constructed and connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: The development will be connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .
PO ₈ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{8.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: The development will be connected to Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .
PO ₉ Stormwater resulting from roofed areas and impervious surfaces is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{9.1} Roof water and impervious surface water runoff is collected and discharged in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Refer to the Stormwater Management Plan prepared by Baker Rossow Consulting Engineers attached at Appendix E .
PO ₁₀ 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 _{10.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies: The development will be connected to the electricity supply network servicing the area.
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;	AO _{11.1} Refuse container storage areas are provided that:	Complies: The development makes provision for a screened enclosure in the rear carpark that will accommodate four (4) x wheelie bins (i.e. 1 general waste and 1 x recycle waste wheelie bin per tenancy). The bins will be screened from public view, located on an impervious area and have sufficient storage

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(c) in a position that is conveniently accessible for collection; and</p> <p>(d) able to be kept in a clean state at all times, and waste is captured and discharged to an approved collection point.</p>	<p>(a) are screened from public view in a location that is:</p> <ul style="list-style-type: none"> (i) are in a building, outbuilding or other enclosed structure, or (ii) screened, by a minimum 1.5 m high solid fence or wall surrounded by minimum 1m wide landscaping where not adjoining a residential boundary; or (iii) screened by a minimum 1.8m high solid fence where adjoining a residential boundary; <p>(b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system;</p> <p>(c) are within normal hose length of a hose cock; and</p> <p>(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.</p>	<p>capacity to accommodate waste generated by two (2) beauty services tenancies. The site's frontage has sufficient area to accommodate four (4) wheelie bins on collection day. Refer to the Proposed Site Plan at Appendix C.</p>
Non-residential uses and building work - Access and on-site manoeuvring		
<p>PO₁₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and:</p> <p>(a) to avoid on-street parking where that would adversely impact on the safety or capacity</p>	<p>AO_{12.1} Where not involving a reuse car parking is provided in accordance with the Transport, Access and Parking Code.</p> <p>AO_{12.2} Where involving the reuse of a premises:</p>	<p>Performance Solution: The development triggers the requirement to provide 16.5 or 17 on-site carparks using the relevant Planning Scheme rates and 15 on-site carparks (including 1 PWD) are provided; refer to the Proposed Site Plan at Appendix C.</p> <p>It is noted the original proposal presented to Council's pre-lodgement meeting included 16 on-site carparks,</p>

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>of the road network or unduly impact on local amenity.</p> <p>(b) to ensure that off-street carparking areas do not dominate the appearance in the streetscape</p>	<p>(a) There is no reduction in existing or previously approved on-site car parking;</p> <p>(b) There are no alterations to the existing or previously approved access (driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas.</p>	<p>however, Council requested removal of the most northern carpark near the site's frontage as a means to improve frontage landscaping.</p> <p>Regardless, the development will rely on a shared carparking arrangement with the adjoining commercial premises described as Lots 0 – 2 on BUP6732; refer to the Proposed Site Plan attached at Appendix C. Reference is made to the Traffic Engineering Assessment prepared by Pekol Traffic and Transport at Appendix F that confirms the proposed carparking will satisfy parking demand for this development.</p>
Non-residential uses and building work - Landscaping		
<p>PO₁₃ Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.</p>	<p>PO_{13c.1} Where involving the reuse of a premises there is no reduction in the area or quantity of established or previously approved landscaping.</p>	<p>N/A: The development seeks approval for a non-residential use but does not involve the re-use of existing buildings. Landscaping will be provided along the site's frontage and throughout the development Refer to the Proposed Site Plan at Appendix C.</p>

Toowoomba Regional Planning Scheme 2012

Low-medium 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	Compliance summary
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.	Complies: The proposed beauty services tenancies will operate during the following hours: <ul style="list-style-type: none"> 7.00am to 7.00pm Monday to Friday; and 8.00am to 4.00pm Saturday. This includes service deliveries.
Non-residential Uses – Impact on Road Network		
PO ₂ Non-residential uses are located on major roads and do not introduce non-residential traffic into local streets.	AO _{2.1} Non-residential uses: <ol style="list-style-type: none"> (a) have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road; and (b) vehicle access to the development does not occur from a local street. 	Complies: The development has sole frontage to South Street which is identified as a Distributor Road on the Toowoomba Road Hierarchy. The development does not take access from a local street.

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Uses		
PO ₁ The zone accommodates: (a) a mix of housing forms at a low-medium scale and intensity; and (b) other limited small-scale and low intensity community and non-residential uses in the Urban Consolidation, Hospital Support or Office Residential Precincts	AO _{1.1} Uses which are consistent with the intent of the zone include accommodation activities: (a) dwelling house; and (b) dual occupancy, except where located in the Clifford Park Stables and Park Residential Precincts.	<p>Performance Solution: The proposed development is for a non-residential use i.e. Shop on land in the Low-medium Density Residential Zone that adjoins a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres.</p> <p>Notwithstanding any perceived conflict the development may have with relevant planning provisions of the Low-medium Density Residential Zone, assessment of the application has revealed there are other relevant matters that demonstrate planning merit for the development and warrant its approval subject to reasonable and relevant conditions; refer to section 5.2.</p>
PO ₂ Short-term accommodation occurs where: (a) adjoining or located on the opposite side of a road to existing development of a similar nature; (b) in a building of a scale that is consistent with the surrounding residential area; (c) all car parking needs can be met on site; (d) have direct access to a distributor, sub-arterial and regional arterial level road; (e) do not unduly detract from the amenity of nearby residences.	No acceptable outcome is nominated.	<p>N/A: The development does not seek approval for a short-term accommodation use.</p>

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Residential Density		
PO ₃ Development contributes to increasing the number of people living within proximity to major and district centres, major non-industrial employment nodes, the University of Southern Queensland and high amenity parks by maximising the number of dwellings provided on the site.	AO _{3.1} Development (other than caretaker's accommodation or dwelling house) has a minimum on-site net density of not less than 40 dwellings per hectare.	N/A: The development does not seek approval for a residential use.
Non-residential uses – Scale & Function (except where in the Hospital Support Precinct or Office Residential Precinct)		
PO ₄ Non-residential uses establish only where they: <ul style="list-style-type: none"> (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 of the centres network; (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; (e) are highly accessible to the immediate local community it serves (f) have direct vehicle access to a distributor, sub-arterial and regional arterial and does not introduce non-local traffic into a local street; 	No acceptable outcome is nominated.	Complies: The proposed development is for a non-residential use i.e. Shop on land in the Low-medium Density Residential Zone that adjoins a Local Centre. The proposed development for two beauty services tenancies: <ul style="list-style-type: none"> (a) will provide for the day to day local service needs of the immediate local residential community; (b) will not undermine the viability of the adjoining centre or other centres and are not of a scale that impacts on the role of function of the centres network; (c) will not contribute to strip development, noting the site is located between non-residential uses along the Local Centre's primary frontage to South Street; (d) are of a small scale with low intensity operation and employment; (e) are highly accessible to the immediate local community;

Toowoomba Regional Planning Scheme 2012

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(g) are in buildings, including extensions and alterations to an existing building, that have a bulk and scale compatible with the intended built form of the precinct in which it is located, existing streetscape character and residential appearance of the locality;</p> <p>(h) do not unduly detract from or/or adversely impact the amenity, safety or privacy of nearby residences.</p>		<p>(f) take access via South Street which is identified as a Distributor Road on the Toowoomba Road Hierarchy;</p> <p>(g) will be located in single storey buildings architecturally designed to appropriately integrate with and enhance, the Local Centre streetscape; and</p> <p>(h) will be designed and operated in a manner that avoids adverse offsite impacts on surrounding residential amenity in terms of noise, air quality, traffic, parking and downstream drainage.</p> <p>Notwithstanding any perceived conflict the development may have with relevant planning provisions of the Low-medium Density Residential Zone, assessment of the application has revealed there are other relevant matters that demonstrate planning merit for the development and warrant its approval subject to reasonable and relevant conditions; refer to section 5.2.</p>
Non-residential uses – Scale and Function where in the Urban Consolidation Precinct		
<p>PO5 Non-residential uses are located:</p> <p>(a) within a mixed use development on the site that is predominately residential;</p> <p>(b) on the ground floor, addressing and overlooking the street to create an active frontage.</p>	<p>No acceptable outcome is nominated.</p>	<p>N/A: The subject land is located in the Urban Residential Precinct; refer to Figure 9.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
Non residential uses – Scale and Function where in the Hospital Support Precinct		
PO ₆ Non-residential uses establish in the Hospital Support Precinct only where: <ul style="list-style-type: none"> (a) it is a health care service; (b) it is a community or recreation use allied and related to the existing hospital; (c) provide a local convenience service and/or accommodation for workers and visitors to the precinct. 	No acceptable outcome is nominated,	N/A: The subject land is located in the Urban Residential Precinct; refer to Figure 9 .
Non-residential uses – Scale and Function where in the Office Residential Precinct		
PO ₇ Non-residential uses establish in the Office Precinct only where they: <ul style="list-style-type: none"> (a) do not undermine the viability of a nearby centre and are not of a scale that impacts on the role or function of the centres network; (b) are a of a small scale and have low intensity operation and employment; (c) have a low rise bulk and scale building form compatible with a dwelling house and is accommodated by: <ul style="list-style-type: none"> (i) the conversion of the existing residential dwellings; or (ii) buildings, including extensions and alterations to an existing building, that are consistent with streetscape character and residential appearance of the locality, and overlay area in which it is located; 	No acceptable outcome is nominated.	N/A: The subject land is located in the Urban Residential Precinct; refer to Figure 9 .

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Performance outcomes	Acceptable outcomes	Compliance summary										
(d) do not unduly detract from or adversely impact the amenity, safety or privacy of nearby residences.												
Built Form												
PO ₈ Buildings are of a height which is consistent with the intended character of the precinct in which the site is located (as expressed in the overall outcomes), and which do not unduly reduce privacy or access to sunlight to habitable rooms, private open space and solar panels on adjoining land.	AO _{8.1} Buildings have a maximum height of two (2) storeys or 8.5m above ground level.	Complies: The proposed single storey commercial premises has a building height of 6.794m; refer to the Elevations at Appendix C .										
PO ₉ The front building setback is consistent with the prevailing front setbacks of other buildings in the street. <i>Note: The prevailing setback of the street is determined by the setbacks of the buildings on any lot along the road within 100m of the site.</i>	AO _{9.1} Buildings are set back from the road frontage: <ul style="list-style-type: none"> (a) within 10% of the average front setback of existing residential buildings within 100m of the site; or (b) where there are no adjoining buildings the front setback is provided in accordance with Table 1. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Table 1</th> </tr> <tr> <th style="width: 70%;">Building element</th> <th style="width: 30%;">Minimum setback</th> </tr> </thead> <tbody> <tr> <td>Solid building wall (other than a garage)</td> <td style="text-align: center;">4.0m</td> </tr> <tr> <td>Solid building wall (where for a garage)</td> <td style="text-align: center;">5.5m</td> </tr> <tr> <td>Permeable or non-enclosed elements (e.g.</td> <td style="text-align: center;">3.5m (or 3m where</td> </tr> </tbody> </table>	Table 1		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.	3.5m (or 3m where	Complies: The proposed development has a front setback of 1.976m which exceeds the front setbacks of adjoining non-residential uses.
Table 1												
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.	3.5m (or 3m where											

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Performance outcomes	Acceptable outcomes	Compliance summary		
	<table border="1" style="margin-left: 20px;"> <tr> <td style="padding: 2px;">porch, verandah, balcony or carport)</td> <td style="padding: 2px;">secondary road frontage)</td> </tr> </table> <p>AO_{9,2} Where the site has frontage to road other than a collector or local road, and buildings are not located in the Hospital Support Precinct:</p> <p>(a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code.</p> <p>(b) non-residential buildings are set back from the frontage by 6m.</p> <p>AO_{9,3} Where involving a non residential use, buildings are set back a minimum 6m from the road frontage</p>	porch, verandah, balcony or carport)	secondary road frontage)	<p>N/A: Refer to the response to AO_{9,1}.</p> <p>N/A: Refer to the response to AO_{9,1}.</p>
porch, verandah, balcony or carport)	secondary road frontage)			
PO ₁₀ Buildings are designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to built form, open space, landscaping and the public realm parking, access, solar access of both onsite and adjoining properties.	No acceptable outcome is nominated.	Complies: The single storey commercial development has been designed to a high architectural standard and appropriately integrates with the streetscape appearance of the Southtown Shopping Centre. The development will be slab on ground construction with a steep-pitched multi-gable, sheet-metal roof, weatherboard cladding external walls and a variations in fenestration using a mix of rectangular and arched windows and door openings. Refer to the Elevations and Perspectives attached at Appendix C .		
PO ₁₁ Non-residential use buildings, including extensions or additions, exhibit design elements that are compatible with the scale and bulk intended for the precinct in which it is located	No acceptable outcome is nominated.	Complies: Refer to the response to PO ₁₀ . In addition, the development has been designed to address the street, includes variation in height, roof lines, fenestrations and openings as well as wall articulations		

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>and that complements the existing streetscape including:-</p> <ul style="list-style-type: none"> (a) buildings orient to and addresses the street frontage; (b) the main building entry faces the street at ground level; (c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ; (d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours <p>Editor's note – examples of façade treatment to avoid expanses of blank wall may include (but is not limited to)</p> <ul style="list-style-type: none"> • windows are provided in any building façade facing the street or other public and communal space; • awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design. 		<p>to address bulk and scale and to avoid large expanses of blank walls. Refer to the Development Plans attached at Appendix C.</p>
<p>PO₁₂ Where appropriate, development facilitates active transport and open space connections through the neighbourhood.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The subject land has frontage to South Street which includes a formed footpath in both road verges.</p>
<p>PO₁₃ The site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, such that:</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The subject land is generally level with a gentle crossfall south to north towards South Street. The design of the development ensures:</p> <ul style="list-style-type: none"> (a) hazards to people or people are avoided;

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) any hazards to people or property are avoided; (b) any earthworks are minimised; (c) the retention of natural drainage lines is maximised; (d) the retention of existing vegetation is maximised; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening or separation to adjoining development. 		<ul style="list-style-type: none"> (b) earthworks are minimised; (c) natural drainage lines are retained; (d) any vegetation removed will be replaced by high quality landscaping; (e) underground services are protected; and (f) acoustic screen fencing will be provided along common boundaries with adjoining residential premises.
PO ₁₄ Except for Dwelling Houses site coverage: <ul style="list-style-type: none"> (a) maximizes setbacks; (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. 	AO ₁₄ 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.	Complies: The proposed single storey development has a site cover of 32.4%. Refer to the Proposed Site Plan at Appendix C .
PO ₁₅ Impervious site coverage: <ul style="list-style-type: none"> (a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure; (b) reduces the visual impact of additional hardstand; 	AO _{15.1} Impervious areas of the site do not exceed 70% of the site area.	Performance Solution: The proposed development has an impervious area of 87% of the site which exceeds the requirements of AO _{15.1} . It is noted the development seeks approval for a non-residential use including on-site carparks and will adjoin existing commercial premises with large expanses of impervious area for

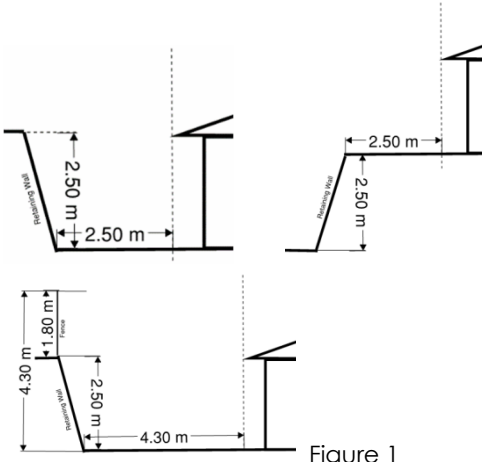
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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (c) respects the existing or preferred neighbourhood character and responds to the features of the site; and (d) allows for the provision of an appropriate supply of landscaping and open space. 		<p>buildings and carparking. In this regard the development maintains a degree of consistency with adjoining commercial premises.</p> <p>The site layout for this development makes provision for substantial areas of landscaping along the site's frontage and in and around parking areas; refer to the Proposed Site Plan at Appendix C.</p>
<p>PO₁₆ Side and rear building setbacks:</p> <ul style="list-style-type: none"> (a) enhance the appearance and character of streets and buildings; (b) are appropriate to the scale of the development and the intended 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. 	<p>AO_{16.1} Buildings built to side boundaries have:</p> <ul style="list-style-type: none"> (a) a maximum height of 3m; and (b) a maximum length of 9m. <p><i>Note: Built to boundary walls require a 0.00m lot alignment.</i></p> <p>OR</p> <p>AO_{16.2} Buildings are set back from a side boundary in accordance with table 6.2.2:4 or the distance of the height of the retaining wall on the side boundary or combination of the height of the retaining wall and a fence, whichever is greater (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.</p> <p>AO_{16.3} Buildings are set back a minimum of 1m from a rear boundary or the distance of the cumulative height of the retaining wall and fence on the rear boundary (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.</p>	<p>Performance Solution: The proposed development will be built to boundary along the eastern side boundary where adjoining a child care centre for a distance of approximately 20m. Given the nature of the adjoining non-residential use, it is considered the proposed setback is acceptable in this instance. Otherwise, the development complies with the side boundary setbacks of Table 6.2.2:4 i.e. 1m minimum setback. Refer to the Proposed Site Plan at Appendix C.</p> <p>Complies: The development maintains a rear setback >1m; refer to the Proposed Site Plan at Appendix C.</p>

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	 <p style="text-align: center;">Figure 1</p>	
Street Trees		
PO ₁₇ Development is designed to enable the retention of existing street trees.	AO _{17.1} Development does not compromise or require the removal of any street tree.	Complies: The site's frontage does not contain street trees.
Amenity and Safety		
PO ₁₈ 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.	In partial compliance with the Performance Outcome: AO _{18.1} A densely planted landscaping strip a minimum width of 2m between any vehicle movement or parking area associated with a non-residential use and a boundary common with a residential use.	Performance Solution: The development proposes an acoustic barrier (i.e. 1.8m double-lapped timber screen fence) along the common boundary with adjoining residential properties to the south but no vegetated buffer; refer to the Proposed Site Plan at Appendix C . Given the proposed beauty services tenancies will only operate during business hours, it is

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Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{18.2} The development does not result in solar access to habitable rooms and private open space of adjoining premises: - (a) being reduced to less than 3 hours between 9am and 3pm on June 21; or (b) where existing overshadowing by building or fences is greater than this, sunlight is not reduced by 20% or greater..	considered the proposed buffering is acceptable in this instance. Complies: The proposed single storey development has a building height of 6.794m and will be setback 19.2m from the rear boundary where adjoining residential premises. Consequently, the development will not compromise solar access for adjoining residential premises.
PO ₁₉ Site layout, building design and landscaping facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sightlines including to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) exterior building design and orientation that promotes 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.	No acceptable outcome is nominated.	Complies: The design of the development will include the community safety measures identified in AO _{19.1} .
PO ₂₀ Development is designed to incorporate graffiti-prevention measures.	AO _{20.1} Building design and layout incorporates the following features where practical:	Complies: The design of the development will include the community safety measures identified in AO _{20.1} .

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Performance outcomes	Acceptable outcomes	Compliance summary
	<ul style="list-style-type: none"> (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments. 	
PO ₂₁ 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 _{21.1} The use is designed to ensure that: <ul style="list-style-type: none"> (a) the indoor noise objectives set out in the <i>Environmental Projection (Noise) Policy 2008</i> are met; and (b) the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i>, are met. <p><i>Note: Design measures that may assist in achieving the acceptable outcome may include:</i></p> <ul style="list-style-type: none"> (a) landscaping; (b) setbacks; (c) the orientation of buildings away from the industrial area; (d) barriers, mounds and fencing; and/or screening. 	N/A: The subject site is not within 250m of industrial zoned land.
PO ₂₂ 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 nominated.	N/A: The subject site is not located near an operational rail corridor.

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₂₃ Large trees are provided and maintained in building setback and open space areas to:</p> <ul style="list-style-type: none"> (a) establish a garden setting for the building and the local area; (b) contribute to the protection of privacy and amenity for adjoining premises; (c) provide a soft edge to the boundaries of development and driveways which run along a side boundary; and (d) provide shade over western walls and windows into habitable spaces. 	<p>AO_{23.1} The setback to front and side boundaries of a site contains trees of a species capable of reaching a height at maturity of at least 10m, planted at the rate of one (1) tree per 20m of boundary length.</p>	<p>Complies: The proposed development makes sufficient provision for frontage landscaping to accommodate a feature shade tree.</p>
Non-residential uses - Landscaping		
<p>PO₂₄ Development for non-residential uses provides landscaping that:</p> <ul style="list-style-type: none"> (a) is consistent with the dominant landscape appearance of the streetscape and character of the precinct and overlay in which the site is located; (b) is an attractive interface between the use, the streetscape and adjoining residential uses (c) maintains: <ul style="list-style-type: none"> (i) the privacy and amenity for adjoining residential uses; (ii) sight lines and overlooking to public spaces and the street to enable casual surveillance; 	<p>AO_{24.1} Where not involving the reuse of premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site.</p>	<p>Performance Solution: The proposed development makes provision for frontage landscaping that varies in width from 1.976m to 11m; refer to the Proposed Site Plan at Appendix C. It is noted this exceeds frontage landscaping provided for the adjoining non-residential uses on South Street and will enhance the streetscape appearance of the Local Centre. Proposed frontage landscaping will not inhibit sightlines, views of public places or pedestrian entries to the development.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (iii) a clear pedestrian entry point for staff, visitors and customers that is separated from the driveway; (iv) established trees (including street trees) and other significant existing vegetation. 		
Non-residential uses – Car Parking		
PO ₂₅ Development for non-residential uses provide car parking and loading and servicing areas that: <ul style="list-style-type: none"> (a) are located to minimise impact on any adjoining residential premises and; (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/or include screening and buffering to reduce negative impact on adjoining residential uses 	No acceptable outcome is nominated.	Complies: The proposed development makes provision for the required number of on-site carparks under the Transport, Access and Parking Code. The proposed carparks at the rear of the site adjoin the rear yard of the adjoining residential premises at 1 Jewell Street and include acoustic screen fencing along the common boundary. The carparks are located behind the front building line to the side and rear of the premises. A separate pedestrian entry is provided to the commercial tenancies from the front of the site and within the carparking area. Refer to the Proposed Site Plan at Appendix C .
Development Up to 3 Storeys Height in all Precincts		
PO ₂₆ Where a building of three (3) storeys or less, site coverage:	AO _{26.1} Site cover does not exceed 50% of the site area.	Complies: The proposed single storey development has a site cover of 32.4%. Refer to the Proposed Site Plan at Appendix C .

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Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) ensures development maximises on-site infiltration and minimises the additional burden on drainage infrastructure; (b) minimises the impact of hard surface areas; and (c) respects the existing or preferred neighbourhood character and responds to the features of the site. 		
<p>PO27 Side and rear building setbacks:</p> <ul style="list-style-type: none"> (a) enhance the appearance and character of streets and buildings; (b) are appropriate to the scale of the development and the intended 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; and (e) provide adequate separation and buffering between residential and non-residential premises. 	<p><i>For accommodation activities (other than dwelling house and dual occupancy):</i> AO_{27.1} Buildings are built to side boundaries where: (a) a maximum height of 3m; and (b) a maximum length of 9m.</p> <p>OR</p> <p>AO_{27.2} Buildings are set back from a side boundary in accordance with Table 6.2.2:4. AO_{27.3} Buildings are set back a minimum of 1m from a rear boundary.</p> <p><i>For non-residential development:</i> AO_{27.4} Buildings are set back from a side boundary whichever the greater: (a) a minimum 2.5m where building height is one storey with maximum height 8.5m; or (b) half the height of the building.</p>	<p>Performance Solution: The proposed development will be built to boundary along the eastern side boundary where adjoining a child care centre for a distance of approximately 20m. Given the nature of the adjoining non-residential use, it is considered the proposed setback is acceptable in this instance. Otherwise, the development complies with the side boundary setbacks of Table 6.2.2:4 i.e. 1m minimum setback. Refer to the Proposed Site Plan at Appendix C.</p>

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{27.5} Buildings are set back from a rear boundary whichever is the greater: <ul style="list-style-type: none"> (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 	Complies: The development maintains a rear setback >3m; refer to the Proposed Site Plan at Appendix C .
Other Requirements for the Urban Consolidation Precinct		
PO ₂₈ Redevelopment of the Orfords Refrigeration site (256-264 Herries Street) provides for: <ul style="list-style-type: none"> (a) active uses along the major road frontages of Vacy and Herries Street; (b) a new pedestrian link through the site providing an efficient connection between Clifford Gardens Major Centre and the Newtown District Centre; and (c) sensitive treatment of buildings facing east to protect the amenity and privacy of The Glennie School. 	No acceptable outcome is nominated.	N/A: The subject land is located in the Urban Residential Precinct of the Low-Medium Density Residential Zone; refer to Figure 9 .
PO ₂₉ Development does not prejudice the continued operation of established community facilities, including The Glennie School and the O'Quinn Street Defence Force Facility (including the Milne Bay Military Museum and Defence Community Organisation Centre).	No acceptable outcome is nominated.	N/A

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Performance outcomes	Acceptable outcomes	Compliance summary
PO ₃₀ Development facilitates convenient pedestrian, cyclist and public transport linkages to nearby centres, community facilities and the open space network.	No acceptable outcome is nominated.	N/A
Non-residential Development within the Office Residential Precinct		
PO ₃₁ Non-residential development exhibits design elements that are characteristic of, or compatible with, Dwelling Houses in the surrounding area.	AO _{31.1} Windows and/or doors are provided in any building facade facing any public or communal space. AO _{31.2} Awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design. AO _{31.3} Walls of more than 6 m in length, particularly the facade, are broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank wall.	N/A: The subject land is located in the Urban Residential Precinct of the Low-Medium Density Residential Zone; refer to Figure 9 .
PO ₃₂ The development addresses, and provides for surveillance of, the street.	AO _{32.1} Buildings: (a) is oriented to the street frontage rather than a side or rear boundary; and (b) has the main entry, and windows at Ground Level, on the principal street or street corner facade.	N/A
Development in the Hospital Support Precinct		
PO ₃₃ Side and rear building setbacks: (a) enhance the appearance and character of streets and buildings; (b) provide for deep planting on all sides of the building;	AO _{33.1} Buildings are setback at least 6m from the front boundary. AO _{33.2} Buildings are setback a minimum of 4m from side boundaries for the extent of the building(s) within 10m of the front boundary.	N/A: The subject land is located in the Urban Residential Precinct of the Low-Medium Density Residential Zone; refer to Figure 9 .

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>(c) are appropriate to the scale of the development;</p> <p>(d) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; and</p> <p>(e) are sufficient to minimise overshadowing and overlooking of adjoining premises.</p>	<p>AO_{33.3} Buildings are setback at least 6m from the rear boundary.</p> <p>AO_{33.4} A building involving residential purposes and of a height of four (4) storeys is separated by a minimum distance of 15m from another building involving residential purposes on the same site.</p>	
<p>PO₃₄ The development addresses, and provides for surveillance of the street.</p>	<p>AO_{34.1} The building:</p> <p>(a) is oriented to the street, except in relation to premises fronting Prosser Street in which case the building is oriented to the alternative street frontage with Holberton or Pioneer Streets; and</p> <p>(b) has the main entry, and windows at Ground Level, to the principal street (not being Prosser Street).</p>	<p>N/A</p>
<p>PO₃₅ Parking and vehicular access is located to minimise the impact on any adjoining residential premises not in the Precinct.</p>	<p>AO_{35.1} Vehicular access point and car parking is setback a minimum of 3m with any residential premises not in the Precinct.</p> <p>AO_{35.2} In respect to lots fronting Prosser Street between Herman and Holberton Streets, development for non-residential purposes is only carried out if the lot is amalgamated with land fronting Pioneer or Holberton Street and all access, including pedestrian access, to the development is provided via Pioneer or Holberton Street.</p>	<p>N/A</p>

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Local Centre Zone Code – requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance outcomes	Acceptable outcomes	Compliance Summary
Caretaker's accommodation		
<p>PO₁ 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:</p> <ul style="list-style-type: none"> (a) does not compromise the productivity of the use; (b) is safe for the residents; and (c) has regard to the landscape and private recreation needs of the residents. 	<p>AO_{1.1} A caretaker's accommodation is:</p> <ul style="list-style-type: none"> (a) separated from significant levels of emissions (adverse to human health or amenity) generated by the use/s of the site by at least 6m; (b) provided with a private landscape and recreation area which: <ul style="list-style-type: none"> (i) is directly accessible from a habitable room; and (ii) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (iii) if a balcony, a veranda or a deck, has a minimum area of 8m² with minimum dimensions of 2.4m. <p>AO_{1.2} No more than one (1) caretaker's accommodation is established per non-residential use.</p>	<p>N/A: The development does not seek approval for Caretaker's Accommodation.</p>
Non-residential Uses – Scale of use where involving the reuse of an existing building		
<p>PO₂ The non-residential use is of a scale and intensity that is compatible with the character of the streetscape and the residential appearance of the locality.</p>	<p>AO_{2.1} The use:</p> <ul style="list-style-type: none"> (a) is carried out in an existing building; and (b) only increases the Gross Floor Area of the building by a maximum of 25m² 	<p>Complies: The subject land located in the Local Centre Zone i.e. Lots 0-2 on BUP6732 contains existing commercial premises and carparking that remain unchanged by this development. Rather, the land in the Local Centre Zone has been included for the purpose of providing access easements to the new development on the adjoining Lot 1 on RP44881. Refer to the Proposed Site Plan at Appendix C.</p>
Non-residential Uses – Noise Amenity		

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Local Centre Zone Code – requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₃ The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or residential streetscape character.	AO _{3.1} New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses.	Complies: New building plant and equipment will be located and suitably screened from the streetscape and adjoining residential uses.
PO ₄ Hours of operation are controlled so that the non residential use does not impact on the amenity or privacy of adjoining residential uses.	AO _{4.1} Non-residential uses do not create audible noise between the hours of 7:00 pm and 6:00 am.	Complies: Non-residential uses operating between the hours of 7:00pm and 6:00am will be operated and managed to ensure they do not impact on the amenity or privacy of surrounding residential uses.
Non-residential Uses – Privacy and Screening		
PO ₅ Non-residential uses provide adequate screening from adjoining residential premises so that the privacy and amenity of residential premises is protected.	<p>AO_{5.1} A 1.8m high solid screen fence and 1.5m wide strip of screen landscaping are provided along all boundaries shared with an adjoining residential use.</p> <p>AO_{5.2} Windows that have direct views into adjoining residential buildings are provided with fixed screening that is a maximum of 75% transparent to obscure views into the adjoining residential building and maintain privacy for those residents.</p>	Performance Solution: The development proposes an acoustic barrier (i.e. 1.8m double-lapped timber screen fence) along the common boundary with adjoining residential properties to the south but no vegetated buffer; refer to the Proposed Site Plan at Appendix C . Given the proposed beauty services tenancies will only operate during business hours, it is considered the proposed buffering is acceptable in this instance. The proposed single storey commercial development includes screen fencing along the eastern and southern side boundaries to avoid the potential for overlooking.
PO ₆ Refuse storage areas are screened from the streetscape and/or adjoining residential uses.	AO _{6.1} Refuse storage areas are located behind the front building line and are screened from view from the streetscape and/or adjoining residential uses by a 1.8m high solid screen fence.	Complies: The proposed screened refuse storage area is located in the rear carpark and will be screened from public places and adjoining premises; refer to the Proposed Site Plan attached at Appendix C .
Non-residential Uses – Outdoor Lighting		
PO ₇ Outdoor lighting for non-residential uses maintains the amenity of the surrounding residential area and does not adversely impact the safety for vehicles or pedestrians	AO _{7.1} Outdoor lighting for non-residential uses is restricted to low level security lighting only.	N/A: Refer to response to AO _{7.2} .

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Local Centre Zone Code – requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance outcomes	Acceptable outcomes	Compliance Summary
on the adjoining street as a result of light emissions, either directly or by reflection.	AO7.2 Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i> .	Complies: Outdoor lighting has been designed and will be installed and maintained in accordance with the requirements of AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i> .
Utilities		
PO ₈ A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{8.1} 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 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: The development will be connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .
PO ₉ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{9.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: The development will be connected to Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .
PO ₁₀ 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 _{10.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies: The development will be connected to the electricity supply servicing the area.
Waste Management		
PO ₁₁ Appropriate refuse container storage areas are provided which are: <ul style="list-style-type: none"> (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 	AO _{11.1} Container storage areas are provided which: <ul style="list-style-type: none"> (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; 	Complies: The development makes provision for a screened enclosure in the rear carpark that will accommodate four (4) x wheelie bins (i.e. 1 general waste and 1 x recycle waste wheelie bin per tenancy). The bins will be screened from public view, located on an impervious area and have sufficient storage capacity to accommodate waste generated by two (2) beauty services tenancies. The site's frontage has sufficient area to accommodate four (4) wheelie bins

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Performance outcomes	Acceptable outcomes	Compliance Summary
(d) able to be kept in a clean state at all times.	(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.	on collection day. Refer to the Proposed Site Plan at Appendix C.
Building Work (not associated with a Material Change of Use)		
PO ₁₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	AO _{12.1} Car parking is provided in accordance with the Transport, Access and Parking Code.	N/A: The development does not involve Building Work which is not associated with a Material Change of Use.
PO ₁₃ Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	AO _{13.1} No reduction of previously approved landscaping areas is to occur.	N/A: The development does not involve Building Work which is not associated with a Material Change of Use.
PO ₁₄ Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{14.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. 39	N/A: The development does not involve Building Work which is not associated with a Material Change of Use.
PO ₁₅ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{15.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No.3 Engineering Standards – Water and Wastewater Infrastructure.	N/A: The development does not involve Building Work which is not associated with a Material Change of Use.

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Local Centre Zone Code – requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>OR</p> <p>AO_{15.2} Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.</p>	

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Performance outcomes	Acceptable outcomes	Compliance Summary
	(a) rural activities (other than those listed in AO1.1); and (b) medium impact, high impact or special industry.	
PO ₂ Development does not undermine the viability, role or function of any of the higher order centres and occurs commensurate with demand in the relevant local catchment.	AO _{2.1} Development does not involve a full line supermarket, showroom component.	Complies: The development does not involve a full line supermarket or showroom.
PO ₃ Development ensures the centre primarily functions to meet the day to day local convenience needs of the immediate locality.	No acceptable outcome is nominated.	Complies: The development is intended to primarily function to meet the day to day local convenience needs of the immediate locality.
PO ₄ Accommodation activities are established above or to the rear of ground level business activities.	No acceptable outcome is nominated.	N/A: The development does not involve accommodation activities.
Built Form		
PO ₅ Built form is consistent in bulk and scale with the existing or desired character of the locality.	AO _{5.1} Building height does not exceed two (2) storeys or 8.5m unless otherwise stated for the zone or local plan in which the site is located. AO _{5.2} Gross floor area does not exceed 0.35 of the site area, unless otherwise stated in the zone or local plan in which the site is located.	N/A: The development does not propose new building work in the Local Centre Zone. The proposed single storey commercial premises in the Low-medium Density Residential Zone has a building height of 6.794m; refer to the Elevations attached at Appendix C . N/A: The development does not propose new building work in the Local Centre Zone.
PO ₆ The front building setback is consistent with the prevailing setbacks in the street and is sufficient for the convenient movement of pedestrians and appropriate landscaping.	AO _{6.1} Buildings are set back: (a) within 20% of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings, 3m.	N/A: The development does not propose new building work in the Local Centre Zone.
PO ₇ Side and rear building setbacks: (a) enhance the appearance and character of streets and buildings;	AO _{7.1} A side setback of not less than 3m or half the height of the building at that point, whichever is the	N/A: The development does not propose new building work in the Local Centre Zone.

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Local Centre Zone Code – Assessment Benchmarks For Assessable Development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>(b) are appropriate to the scale of the development and the intended character of the locality; and</p> <p>(c) provide adequate separation and buffering from residential premises.</p>	<p>greater; is provided along the common boundary with any residential use or zone.</p> <p>AO7.2 A rear setback of not less than 6m or half the height of the building at that point, whichever is the greater; is provided along the common boundary with any residential use or zone.</p> <p>AO7.3 A minimum 1.8m high acoustic and visual screen fence is provided along the common boundary with any residential use or zone.</p> <p>AO7.4 Bin storage and collection areas are located at least 5m from any common boundary with any residential use or zone.</p>	<p>N/A: The development does not propose new building work in the Local Centre Zone.</p> <p>Complies: The development proposes an acoustic barrier (i.e. 1.8m high double-lapped timber screen fence) along the common boundary with land in the Low-medium Density Residential Zone; refer to the Proposed Site Plan at Appendix C.</p> <p>Performance Solution: The development makes provision for a screened enclosure in the rear carpark adjacent the rear southern boundary that will accommodate four (4) x wheelie bins (i.e. 1 general waste and 1 x recycle waste wheelie bin per tenancy). The bins will be screened from public view, located on an impervious area and have sufficient storage capacity to accommodate waste generated by two (2) beauty services tenancies. Refer to the Proposed Site Plan at Appendix C.</p>
<p>PO₈ Buildings are designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to built form, open space, landscaping and the public realm.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The buildings have been designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to built form, open space, landscaping and the public realm; refer to the Development Plans at Appendix C.</p>
<p>PO₉ The site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, such that:</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The layout of the premises has been designed to respond sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use.</p>

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Local Centre Zone Code – Assessment Benchmarks For Assessable Development

Performance outcomes	Acceptable outcomes	Compliance Summary
<ul style="list-style-type: none"> (a) any hazards to people or property are avoided; (b) any earthworks are minimised; (c) the retention of natural drainage lines is maximised; (d) the retention of existing vegetation is maximised; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening or separation to adjoining development. 		
PO ₁₀ Development provides active frontages at ground level which improve the quality of streets, pedestrian access ways and public spaces.	AO _{10.1} Development provides active uses such as shops and food and drink outlets at ground level.	Complies: The development has been designed to incorporate an active frontage on South Street; refer to the Elevations at Appendix C .
Landscaping		
PO ₁₁ Street trees and landscaping positively contribute to the character and amenity of the centre.	AO _{11.1} Development includes a minimum 3m wide landscaped strip along all street frontages.	Performance Solution: The proposed development makes provision for frontage landscaping that varies in width from 1.976m to 11m; refer to the Proposed Site Plan at Appendix C . It is noted this exceeds frontage landscaping provided for the adjoining non-residential uses on South Street and will enhance the streetscape appearance of the Local Centre.
Amenity and Safety		
PO ₁₂ Development maintains a high level of 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: The development has been designed to maintain a high level of amenity within the site and to surrounding areas, having regard to noise, odour, lighting, access to sunlight, privacy and outlook.

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Local Centre Zone Code – Assessment Benchmarks For Assessable Development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₁₃ Site layout facilitates the security of people and property having regard to:</p> <ul style="list-style-type: none"> (a) opportunities for casual surveillance and sightlines; (b) exterior building designs which promote safety; (c) adequate definition of uses and 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. 	<p>No acceptable outcome is nominated.</p>	<p>Complies: The development has been designed to facilitate security to people and property having regard to casual surveillance, sightlines, lighting, signage, and safety through building design.</p>
<p>PO₁₄ Development is designed to incorporate graffiti prevention measures</p>	<p>AO_{14.1} Building design and layout incorporates the following features where practical:</p> <ul style="list-style-type: none"> (a) shrubbery planted against walls; (b) designs with an absence of 'natural ladders'; (c) minimal unbroken vertical surface areas; and (d) graffiti-deterrent surface treatments 	<p>Complies: Where practical, building design and layout has incorporated graffiti prevention measures.</p>

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Height of Buildings and Other Structures		
<p>PO₁ 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.</p>	<p>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.</p> <p>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:</p> <p>(a) Area A – 0m; (b) Area B – 7.5m; (c) Area C – 15m; (d) Area D – 45m; and (e) Area F – 90m.</p> <p>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}.</p>	<p>N/A: The subject land is not located beneath the Toowoomba Airport Obstacle Limitation Surface (OLS); refer to Figure 10.</p> <p>N/A: The subject site is not adjacent to the Oakey Army Aviation Centre; refer to Figure 10.</p> <p>N/A: The subject land is not located beneath the Toowoomba Airport Obstacle Limitation Surface (OLS); refer to Figure 10.</p>
Acoustic Amenity		
<p>PO₂ Development involving a sensitive land use is appropriately located and designed to prevent adverse impacts from aircraft noise.</p>	<p>AO_{2.1} Premises are not developed for:</p> <p>(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</p>	<p>N/A: The subject site is not located within the ANEF contours; refer to Figure 10.</p>

Toowoomba Regional Planning Scheme 2012 (v18)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<ul style="list-style-type: none"> 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. 	
<p>PO₃ Development for:</p> <ul style="list-style-type: none"> (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; <p>incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction and include:</p> <ul style="list-style-type: none"> (a) appropriate building materials; (b) double-glazing of windows; and 	No acceptable outcome is nominated.	N/A: The subject site is not located within the ANEF contours; refer to Figure 10 .

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(c) roof or wall insulation.		
Lighting and Emission Hazards		
<p>PO₄ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of:</p> <p>(a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots;</p> <p>(b) interfering with navigation or communication facilities; or</p> <p>(c) emissions that may effect pilot visibility or aircraft operations.</p>	<p>AO_{4.1} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve:</p> <p>(a) lighting that shines light above the horizontal;</p> <p>(b) coloured or flashing lights;</p> <p>(c) sodium lights; or</p> <p>(d) flare plumes.</p> <p>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.</p> <p>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.</p>	<p>Complies: The proposed development will not involve:</p> <p>(a) lighting that shines light above the horizontal;</p> <p>(b) coloured or flashing lights;</p> <p>(c) sodium lights; or</p> <p>(d) flare plumes.</p> <p>Complies: The proposed development will not involve configurations of lights in straight parallel lines 500m-1,000m long.</p> <p>Complies: The roof of the proposed development will be designed using non-reflective colour and materials.</p>
<p>PO₅ 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:</p> <p>(a) gas plumes;</p> <p>(b) particulate emissions (e.g. dust or smoke); or</p> <p>(c) electromagnetic field radiations.</p>	<p>In partial fulfilment of the performance outcome:</p> <p>AO_{5.1} Any cleared vegetation is mulched or removed from the site and not burnt on-site.</p> <p>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.</p>	<p>Complies: Any clearing of vegetation will be mulched or removed from the site.</p> <p>N/A: Gas plumes will not be generated by the development.</p>
Development within the Public Safety Area		
<p>PO₆ Development does not introduce or intensify uses within the public safety area shown on the</p>	<p>AO_{6.1} Premises within the Public Safety Area are not developed for:</p>	<p>N/A: The subject site is not located within the Public Safety Area; refer to Figure 10.</p>

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>Airport Environs Overlay maps which are likely to increase risks to public safety.</p>	<ul style="list-style-type: none"> (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 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 Bird or Bat Strikes		
<p>PO₇ 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.</p>	<p>AO_{7.1} The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps:</p> <ul style="list-style-type: none"> (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. 	<p>N/A: The subject land is not located within the 3km Wildlife Hazard Buffer; refer to Figure 10.</p>

Toowoomba Regional Planning Scheme 2012 (v18)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO7.2 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:</p> <ul style="list-style-type: none"> (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). <p>AO7.3 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:</p> <ul style="list-style-type: none"> (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. <p>AO7.4 Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km bird and bat strike zones shown on the Airport Environs Overlay Maps.</p>	<p>N/A: The subject land is not located within the 3km Wildlife Hazard Buffer; refer to Figure 10.</p> <p>N/A: The subject land is located between the 3km and 8km Wildlife Hazard Buffer Zones (refer to Figure 10) but the development does not involve any of the listed land uses.</p> <p>N/A: The proposed development does not involve a utility installation.</p>

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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.	Complies: Landscaping will not include species capable of intersecting the Airport Obstacle Limitation Surface at maturity.
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: The proposed development does not involve transient aviation activities.

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
The following apply to all applicable development in any location.		
Built Form		
PO ₁ Buildings are finished with high quality materials, selected for their durability and the contribution they make to the character of the area in which the site is located.	No acceptable outcome is nominated.	Complies: The development will be constructed with a variety of high quality, durable building materials selected to contribute to the character and streetscape of the area and Local Centre; refer to Elevations at Appendix C .
PO ₂ Buildings are designed with flexible layouts to enable occupancy by different land uses over time.	AO _{2.1} Buildings have floor to ceiling heights that are in accordance with the following: (a) ground level: 3.3m minimum to allow for commercial and/or retail uses; and (b) all other floors: 2.7m minimum.	Complies: The floor to ceiling height of the single storey building is 3.5m; refer to the Elevations and Sections at Appendix C .
PO ₃ Development includes fenestration and sun shading devices which: (a) shade buildings; (b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimise heating loads; (e) conserve energy; and (f) provide texture to building facades.	No acceptable outcome is nominated.	Complies: The development has been designed to incorporate fenestration and sun shading devices refer to the Development Plans at Appendix C .
PO ₄ Public spaces have adequate access to direct sunlight.	AO _{4.1} The development does not cast additional shadows on public parks, gardens or squares between the hours of 11:00 am and 2:00 pm on 22 September (equinox).	Complies: The single storey building with a height of 6.794m is not expected to generate overshadowing issues for public places or adjoining premises.

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₅ Development including accommodation activities provides residents of the site with a high level of safety and security.</p>	<p>AO_{5.1} Entries to residential uses are prominent when viewed from the street, clearly defined, signposted and well lit.</p> <p>AO_{5.2} Separate entrances are provided to residential uses and non-residential uses on the same site.</p>	<p>N/A: The development does not involve a residential use.</p>
<p>PO₆ Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.</p>	<p>AO_{6.1} Loading/unloading areas are located in a building or enclosure or otherwise screened from neighbouring residential premises or public view.</p>	<p>Complies: Loading/unloading areas have been suitably located in a building, enclosure or otherwise screened from premises and public view.</p>
<p>PO₇ Development is oriented to the streets and pedestrian places it fronts and provides a strong relationship between internal and external spaces with frontage treatments that add to the attractiveness of the place for pedestrians.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The development has been appropriately orientated towards the new road and internal access / pedestrian areas.</p>
<p>PO₈ The architectural treatment of facades avoids large blank walls, and enhances the existing streetscape character through the use of design elements such as:</p> <p>(a) variations in plan shape, such as curves, steps, recesses, projections or splays;</p> <p>(b) variations in the treatment and patterning of windows, sun protection devices, or other elements of a façade;</p> <p>(c) elements of a finer scale than the main structural framing;</p> <p>(d) planting at any or all levels, including on podiums or roof decks; and</p> <p>(e) murals and artworks.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The development avoids large blank walls and incorporates design elements to enhance the existing appearance of the streetscape through the use of design elements including:</p> <ul style="list-style-type: none"> • Variations in plan shape, including recesses and projections; • Variations in treatment and patterning of the façade; • Elements of finer scale than the main structural framing; and • Plantings. <p>Refer to the Floor Plans and Elevations attached at Appendix C.</p>

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₉ Roof forms and spaces are designed as an integral part of the design and function of the building, contributing to the architectural quality and articulation of the skyline, the overall composition of the building form and the use of the building. For all buildings:</p> <ul style="list-style-type: none"> (a) plant or lift equipment, vents and other technical equipment including solar or water collectors are integrated into the overall design of the building so that they do not disrupt the roof profile; (b) the design of the roof profile provides articulation and considers the view from the street, surrounding higher buildings and distant views; and (c) where practicable, building design provides for: <ul style="list-style-type: none"> (i) activation of the roof spaces for recreation and amenity space through the incorporation of features such as windows, skylights, roof terraces etc. which take advantage of the access to sunlight and distant views; and (ii) the incorporation of rainwater and solar energy collection within the roof profile. 	<p>No acceptable outcome is nominated.</p>	<p>Complies: The roof form has been designed to contribute to the architectural quality and the articulation of the skyline, and the overall composition and use of the building. Plant equipment, vents and other technical equipment will be integrated into the overall design of the building. Refer to the Elevations at Appendix C.</p>

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₁₀ Development responds to the topography of the centre in a way that promotes integration and connectivity between individual development sites, with ground level changes addressed by measures including:</p> <p>(a) incorporation of changes in ground level within the design of buildings to minimise the extent of external retaining walls;</p> <p>(b) use of external stairs, ramps, landings to provide for pedestrian movement between locations with different ground levels; and</p> <p>(c) seating, landscape treatments and the like to enhance the appearance of external retaining walls.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The development has been designed to respond to the topography of the subject land to promote integration and connectivity between tenancies.</p>
<p>PO₁₁ Universal access is provided from the site to the pedestrian paths along the road frontage's to the site and adjoining sites and public areas.</p>	<p>AO_{11.1} Changes of level at the site boundary allow access from the road, pedestrian paths and to adjoining sites to comply with AS1428—<i>Design for Access and Mobility</i>.</p>	<p>Complies: Access from the road, pedestrian paths and to adjoining sites has been designed to comply with AS1428—<i>Design for Access and Mobility</i>.</p>
<p>PO₁₂ Development contributes towards a comfortable and safe public realm by providing:</p> <p>(a) pedestrian-friendly and attractive facades;</p> <p>(b) comfortable, safe and sheltered pedestrian pathways; and</p> <p>(c) outdoor spaces which encourage regular and casual usage and which can accommodate street furniture, landscaping and shelter.</p>	<p>AO_{12.1} Main entrances front the street, pedestrian pathway or public space to which the building has frontage.</p> <p>AO_{12.2} Where buildings are located on a corner site, the main entrance to the building faces the primary road frontage or the corner.</p> <p>AO_{12.3} Development provides clear windows at ground level and where provided, grille or translucent security screens are used rather than solid shutters, screens or roller-doors.</p>	<p>Complies: The development has been designed to ensure the building addresses the street with entries via the main pedestrian pathway and internal access; refer to the Development Plans at Appendix C.</p> <p>Complies: Refer to response at AO_{12.1} above.</p> <p>Complies: The development provides clear windows at ground level.</p>

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>(d) does not extend past a vertical plane 0.6m inside the kerbline;</p> <p>(e) minimises the number of posts; and</p> <p>(f) is constructed in lightweight materials.</p> <p>AO_{12.6} Where constructing an awning or other device over a footpath, a lighting system is provided according to AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i>, while still being a minimum of 20 lux at footpath level.</p>	N/A
PO ₁₃ Appropriate and adequate bicycle parking facilities are provided to service the staff, services and visitors to the development.	AO _{13.1} Bicycle parking facilities are provided in accordance with the <i>Austrroads Guide to Traffic Management – Part 11: Parking (Section 7.8.5)</i> , and are designed to meet AS2890.3-1993.	Complies: Bicycle parking facilities will be provided in accordance with the applicable standards where required.
PO ₁₄ Development provides street furniture and landscape works which contributes to the desired character and landscaping theme of the centre in which the site is located.	AO _{14.1} The development provides seating, drinking fountains, shade structures and shelters, litter bins, bicycle parking facilities, signs, bollards and lighting.	Performance Solution: The development will provide some of the elements listed in AO _{14.1} to assist with improving the amenity of the development for visitors and staff.
PO ₁₅ The development incorporates: <p>(a) opportunities for casual surveillance and sightlines to public spaces, car parking and other potentially vulnerable locations;</p> <p>(b) exterior building designs which promote safety by maximising windows or active uses and avoiding concealed spaces or potential entrapment spaces;</p>	No acceptable outcome is nominated.	Complies: The development has been designed to incorporate: <p>(a) opportunities for casual surveillance and sightlines to public spaces, car parking and other potentially vulnerable locations;</p> <p>(b) exterior building designs which promote safety by maximising windows or active uses and avoiding concealed spaces or potential entrapment spaces;</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
<ul style="list-style-type: none"> (c) adequate definition of private, semi private and public space; (d) adequate lighting especially of potential entrapment locations; and (e) appropriate way-finding mechanisms. 		<ul style="list-style-type: none"> (c) adequate definition of private and public space; (d) adequate lighting; and (e) appropriate way-finding mechanisms.
PO ₁₆ Car parks and service areas are located and designed: <ul style="list-style-type: none"> (a) to be discrete with respect to their size, location and impact on the street frontage; (b) to minimise the impact on any adjoining residential premises; (c) to ensure that car parking does not dominate the frontage of the site; (d) to facilitate clear and safe pedestrian access to the entrance of the building; and (e) for landscaping and shade trees to soften the impact of car parking and service areas where contained at the front of the site. 	AO _{16.1} Car parking and service areas are concealed within, under or behind buildings. AO _{16.2} No vehicular access point is closer than 3m to the boundary with accommodation activities or residential zones.	Complies: The development has been designed to ensure that carparking does not dominate the street frontage with carparks behind the front building line to the side and rear of the new commercial premises; refer to the Proposed Site Plan at Appendix C . Complies: Vehicular access points are not located within 3m of a residential use; refer to the Site Plan at Appendix C .
PO ₁₇ Structures, buildings and fences do not obstruct pedestrian and cyclist sightlines especially at vehicle access points.	No acceptable outcome is nominated.	Complies: Structures, buildings and fences will be designed to ensure they do not obstruct pedestrian and cyclist sightlines.
Managing Impacts		
PO ₁₈ The privacy of on-site residents and residents of adjacent properties is adequately protected from visual intrusion.	AO _{18.1} Habitable room windows of a dwelling unit are separated a minimum of 9m from a habitable room window or private open space of another dwelling unit. OR	N/A: The development does not involve a residential component.

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	AO _{18.2} Outlook from windows, balconies, and terraces of a dwelling unit is screened where a direct view within 9m is available into a habitable room or private open space of another dwelling unit. OR AO _{18.3} Windows have translucent glazing or sill heights of at least 1.5m where within 9m of a habitable room or private open space of a dwelling unit. AO _{18.4} Where screening is used, it is: (a) a solid translucent screen or perforated panels or trellises which have a maximum of 50% openings; and (b) permanent and fixed, and designed to complement the development.	N/A N/A N/A
PO ₁₉ Noise, vibrations and odour are adequately attenuated and managed so they do not cause environmental harm or nuisance, nor unreasonably affect the amenity of nearby sensitive land uses.	No acceptable outcome is nominated.	Complies: The development has been designed to ensure that potential noise and odour are adequately attenuated and managed, so they do not cause environmental harm or nuisance, nor unreasonably affect the amenity of nearby sensitive land uses.
PO ₂₀ Plant such as air-conditioning and refrigeration units are located and treated so as not to be visually obtrusive or create noise impacts on adjoining or nearby uses.	No acceptable outcome is nominated.	Complies: Plant will be located and treated to ensure they are not visually obtrusive or create noise impacts on adjoining or nearby uses.
PO ₂₁ Lighting is designed in a manner to ensure ongoing amenity and safety whilst ensuring surrounding areas are protected from undue glare or lighting overspill.	AO _{21.1} Lighting does not exceed 8.0 lux at 1.5m from beyond the site boundary. AO _{21.2} Light is not directed towards land used for existing or future accommodation activities	Complies: Lighting will be designed and located to ensure compliance with AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i> .

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>and is directed downward and shielded at its source.</p> <p>AO_{21.3} Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i>.</p>	
Landscaping		
<p>PO₂₂ Street trees and landscaping positively contribute to the character and amenity of the centre, particularly through the treatment of pedestrian routes and nodes and car parks.</p>	No acceptable outcome is nominated.	<p>Complies: The development includes landscaping along the site's frontage and throughout the development; refer to the Proposed Site Plan at Appendix C. This section of South Street does not include street trees.</p>
Movement Networks		
<p>PO₂₃ On sites greater than 1,500m² or where involving multiple adjoining sites or where the site adjoins land included in the centre zone, development maintains or provides continuous, attractive, direct, convenient, safe and effectively signed routes through sites for pedestrians and cyclists, providing for:</p> <ul style="list-style-type: none"> (a) access to public transport facilities; (b) links to car parking areas; and (c) improved permeability and accessibility within a centre and/or between attractors such as (but not limited to) Educational Establishments, Child Care Centres, Community Uses, Hospitals and Shopping Centres. 	<p>AO_{23.1} Pedestrian connections:</p> <ul style="list-style-type: none"> (a) are properly illuminated at all times; (b) are lined with active frontages such as display windows, shops, food and drink outlets; (c) are a minimum 3m wide; and (d) include a separate bikeway if appropriate 	<p>Complies: The development has been designed to ensure suitable pedestrian connections are provided from South Street and throughout the site; refer to the Proposed Site Plan at Appendix C.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₂₄ Pedestrian pathways to public transport stops are clear and direct, and have a high degree of visibility, activity and surveillance along their entire length.	No acceptable outcome is nominated.	Complies: The site's frontage to South Street includes a formed footpath in both road verges. The subject land is located approximately 230m east of a public bus stop on Ramsay Street.
The following apply to all applicable development when located inside of a Community Facilities Zone, Low-medium Density Residential Zone, Low Density Residential Zone, Rural Zone, Rural Residential Zone and Township Zone		
PO ₂₅ Development does not undermine the role and function of any of the centre zones.	No acceptable outcome is nominated.	Complies: The proposed development is for a non-residential use i.e. Shop on land in the Low-medium Density Residential Zone that adjoins a Local Centre and proposes a logical expansion of the centre. The commercial use will support the day to day needs of the local community and will not adversely impact on the viability of other centres.
PO ₂₆ The amenity of the locality is not unreasonably affected as a result of the activity.	AO _{26.1} Hours of operation are limited to 7:00 am to 6:00 pm Monday to Saturday where in a zone other than a centre zone.	Performance Solution: The proposed beauty services tenancies will operate during the following hours: <ul style="list-style-type: none"> • 7.00am to 7.00pm Monday to Friday; and • 8.00am to 4.00pm Saturday. It is noted the proposed operating hours comply with the requirements of the Low-medium Density Residential Zone Code, 2 nd Table, Acceptable Outcome AO _{1.1} and in this regard the development complies with section 1.5 of the Planning Scheme.
PO ₂₇ Parking and vehicular access is located to minimise the impact on any adjoining land used for residential purposes.	AO _{27.1} Car parking areas do not adjoin any residential premises.	Performance Solution: The development proposes an acoustic barrier (i.e. 1.8m double-lapped timber screen fence) along the common boundary with adjoining residential properties to the south but no vegetated buffer; refer to the Proposed Site Plan at Appendix C . Given the proposed beauty services tenancies will only operate during business hours, it is

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Performance outcomes	Acceptable outcomes	Compliance Summary
	AO _{27.2} No vehicular access point is located closer than 10m to a boundary that adjoins a residential premises.	considered the proposed buffering is acceptable in this instance. Complies: Refer to the Proposed Site Plan attached at Appendix C.
The following apply to specific uses.		
Where a Service Station		
PO ₂₈ The site has sufficient area and dimensions to accommodate the required: (a) buildings and structure; (b) vehicle accesses; (c) vehicle parking, manoeuvring and loading/unloading areas; and (d) landscaping and buffers.	AO _{28.1} The site has a: (a) minimum area of 1,500m ² ; and (b) frontage of not less than 40m.	N/A
PO ₂₉ The development is located and designed so that: (a) the visual impact of the buildings or structures is minimised; and (b) an adequate buffer can be provided to any adjoining residential use or zone.	AO _{28.1} The following minimum setbacks are provided: (a) building, structure or fixture: (i) front boundary setback, 15m; and (ii) other boundary setbacks, 6m to accommodation activities and residential zones, 2m otherwise. (b) fuel pump: (i) front boundary setback, 10m; and (ii) other boundary setbacks, 10m to land in a residential zone. (c) car washing:	N/A

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<ul style="list-style-type: none"> (i) front boundary setback, 15m; and (ii) other boundary setbacks, 6m to land in a residential zone. (d) air hose facility: <ul style="list-style-type: none"> (i) front boundary setback, 3m; and (ii) other boundary setbacks; 3m to land in a residential zone. 	
PO ₃₀ The development and use does not cause environmental harm or nuisance to nearby noise sensitive land uses.	AO _{30.1} Car wash facilities are enclosed where adjoining accommodation activities and/or residential zones. AO _{30.2} All plant and machinery is located, enclosed and/or otherwise attenuated to achieve the noise generation levels set out in the <i>Environmental Protection (Noise) Policy 1997</i> , and under that policy are not 'unreasonable'.	N/A
PO ₃₁ The development achieves acceptable levels of risk and institutes effective emergency measures.	AO _{31.1} The design and layout of the Service Station complies with Australian Standard AS1940 – 1993 – <i>Storage and Handling of Flammable and Combustible Liquids</i> . AO _{31.2} The design and layout of the Service Station complies with Australian Standard AS1596 – 1997 – <i>Storage and Handling of Liquid Petroleum (LP) Gas</i> if LP Gas is supplied on site.	N/A

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Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₃₂ Vehicular access to the site:</p> <ul style="list-style-type: none"> (a) is adequate and safe; (b) does not detrimentally impact upon the safety, capacity or efficiency of the road or street system; and (c) does not cause the intrusion of non-residential traffic onto local residential streets. 	<p>AO_{32.1} Vehicular access satisfies the following requirements:</p> <ul style="list-style-type: none"> (a) not less than two vehicle crossings are provided to the site; (b) vehicle access is provided to or from a trunk collector road or higher in the road hierarchy; (c) every driveway crossover: <ul style="list-style-type: none"> (i) has a width of not less than 7.5m but not greater than 10m; and (ii) is situated so that, at the kerb line, no part is closer than: <ul style="list-style-type: none"> (A) 10m to any part of any other crossing provided to the same site; and (B) 12m to any part of a road intersection or traffic signal. (d) a deceleration lane is provided including, where necessary, the dedication of land as road to accommodate the deceleration lane and verge; and (e) the design, formation, grading and construction of any deceleration lane, and of the roadway on the truncated area, satisfy the requirements of Queensland Transport or <i>Schedule 6 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. 	<p>N/A</p>

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₃₃ Vehicles using, waiting to use or servicing the development do not interfere with road users, including pedestrians and cyclists.	AO _{33.1} Fill points are located so that tankers can stand wholly on-site when unloading fuel. AO _{33.2} Minimum on-site queuing space, clear of any other access or manoeuvring path, is provided for three (3) vehicles on the entry side of any car wash bay and the first bay of any line of petrol bowsers. AO _{33.3} Vehicles loading, unloading or filling, or being washed, dried, or otherwise using the facility, stand wholly on-site.	N/A
PO ₃₄ Adequate and safe car parking and loading/unloading facilities are provided on-site.	AO _{34.1} Standing areas for the finishing of vehicles are provided on the exit side of the car washing bay(s) so that they do not interfere with any other access or manoeuvring paths. AO _{34.2} Where a shop is provided as part of the service station development, at least 60% of the required customer parking spaces required are provided on the exit side on the fuel pumps.	N/A
PO ₃₅ The development is landscaped to: (a) present an attractive appearance to the street; and (b) minimise visual impact of the development on adjoining accommodation activities.	AO _{35.1} A minimum 3m wide landscape strip is provided along the frontage(s) of the site, except for that part of any frontage where vehicle crossings are provided. AO _{35.2} A minimum 3m wide densely planted landscape strip is provided along any common boundary with an accommodation activity or land in a residential zone. AO _{35.3} A minimum 1.8m high acoustic screen fence is provided along any common boundary with an accommodation activity or other noise sensitive land use or with land in a residential zone.	N/A

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Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₃₆ Development provides for an adequate, safe and reliable supply of potable and general use water, including (where available) connected to an approved reticulated system.	AO _{36.1} Development is connected to the Council's reticulated water supply system.	N/A
PO ₃₇ Provision is made for the treatment and disposal of wastewater so that acceptable public health and environmental standards are maintained.	AO _{37.1} Where in a sewered area, the development is connected to the Council's reticulated wastewater system.	N/A

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
Outdoor Lighting		
PO ₁ Development does not unacceptably reduce the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces as a result of light spill.	AO _{1.1} No outdoor lighting is proposed as part of the development. OR AO _{1.2} Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian Standard 'AS4282-1997 control of the obtrusive effects of outdoor lighting'. AO _{1.3} For sporting fields and sporting courts the technical parameters, design, installation, operation and maintenance comply with the requirements of Australian Standard AS4282-1997 – Control of the obtrusive Effects of Outdoor Lighting and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4). AO _{1.4} Where light spillage outside of the property boundary is likely to result in levels above those mentioned in AO _{1.3} the applicant has provided a lighting proposal and impact assessment (environmental and amenity) as part of the application which has demonstrated that the lighting will not create nuisance issues for surrounding sensitive receptors. AO _{1.5} For private sporting courts the lighting system: (a) is baffled or shielded to ensure that a light source is not directly visible from a	N/A: Refer to responses at AO _{1.2} – AO _{1.6} . Complies: Outdoor lighting associated with the proposed development will be designed, installed and operated in accordance with the relevant requirements. N/A: The proposed development does not involve sporting fields or sporting courts. N/A: The proposed development does not involve sporting fields or sporting courts. N/A: The proposed development does not involve private sporting courts.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>Habitable Room window of an adjoining Dwelling; and</p> <p>(b) the luminaire does not exceed a height of 8m above the court surface.</p> <p>AO_{1.6} The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential dwellings.</p>	<p>Complies: The development has been designed to ensure it does not result in adverse lighting impacts on nearby residential uses to the south and west of the development site area.</p>
<p>PO₂ Outdoor lighting (excluding street lighting, normal residential lighting and low level security lighting) situated in excess of 4m above ground level does not jeopardise the safety or well-being of any pedestrian, cyclist or motorist. Light emissions do not reduce the ability of transport system users to see essential details of the route ahead, including signalling systems and signage.</p>	<p>AO_{2.1} Outdoor lighting situated in excess of 4m above ground level is provided in accordance with Australian Standard AS1158.1.1:2005 – <i>Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>.</p>	<p>Complies: Any outdoor lighting situated in excess of 4m above ground level will be provided in accordance with the relevant requirements.</p>
<p>PO₃ Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.</p>	<p>AO_{3.1} The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.</p>	<p>Complies: The development site area does not contain land within the Environmental Significance Overlay.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₄ Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed to proactively address possible obtrusive light nuisance.</p>	<p>AO_{4.1} Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed in a manner to mitigate any light nuisance impacts from the existing lawful use by establishing:</p> <ul style="list-style-type: none"> (a) shielding or louvers on windows facing the light source; (b) orientating buildings and bedrooms so that external lighting does not impact on residents during night time hours; and (c) utilising earth embankments, landscaping or other physical measures to shield existing light sources. 	<p>N/A: The proposed development does not include a sensitive land use.</p>
Odour		
<p>PO₅ Development does not unreasonably affect the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts.</p>	<p>AO_{5.1} The development does not involve activities that create odorous air emissions. OR</p> <p>AO_{5.2} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i>.</p> <p>AO_{5.3} The development will not result in the release of noxious or offensive odours beyond the boundary of the site that cause environmental nuisance at any odour sensitive place, i.e. sufficient buffering is available within the development site itself to dissipate odour issues.</p>	<p>N/A Refer to response at AO_{5.2}.</p> <p>Complies: The development has been designed to ensure that air emissions are managed in accordance with the <i>Environmental Protection (Air) Policy 2008</i> and do not cause nuisance at any nearby sensitive receivers.</p> <p>Complies: Refer to response at AO_{5.2}.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary					
	<p><i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3..</i></p>						
<p>PO₆ Lot reconfigurations for residential or other environmentally sensitive land uses do not encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.</p>	<p>AO_{6.1} Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in Table 9.4.2:2 at the end of this code.</p> <p>AO_{6.2} Where lots for residential or other environmentally sensitive land uses are located within the distances from specific existing uses outlined in Table 9.4.2:2, an Odour Assessment Report has been provided to demonstrate that the development will achieve the following thresholds therefore minimising odour nuisance.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: #cccccc;">Existing Use/Activity</th> <th style="background-color: #cccccc;">Odour Level at Sensitive Receiving Environment.</th> </tr> </thead> <tbody> <tr> <td rowspan="2">All Activities</td> <td>2OU/m³ 3 minute average, 99.5th percentile.</td> </tr> <tr> <td>4OU/m³ 3 minute average, 99.9th percentile.</td> </tr> </tbody> </table>	Existing Use/Activity	Odour Level at Sensitive Receiving Environment.	All Activities	2OU/m ³ 3 minute average, 99.5th percentile.	4OU/m ³ 3 minute average, 99.9th percentile.	<p>N/A: The development does not seek Reconfiguring a Lot approval for the creation of lots.</p> <p>N/A</p>
Existing Use/Activity	Odour Level at Sensitive Receiving Environment.						
All Activities	2OU/m ³ 3 minute average, 99.5th percentile.						
	4OU/m ³ 3 minute average, 99.9th percentile.						
<p>PO₇ Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.</p>	<p>AO_{7.1} The development ensures that all putrescibles waste will be stored in a manner that prevents odour nuisance and fly breeding and will be disposed of at intervals not exceeding seven (7) days.</p>	<p>Complies: The development will be managed to ensure that any putrescible waste generated is stored and disposed to prevents odour nuisance and fly breeding.</p>					

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
Noise		
<p>PO₈ The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses.</p> <p>(a) Development:</p> <p>(i) is located in an appropriate zone;</p> <p>(ii) proposes best practice design and construction materials (in relation to noise attenuation); and</p> <p>(iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land uses.</p>	<p>AO_{8.1} The development will achieve the following noise levels (when measured at the nearest sensitive receiver):</p> <p>(a) Background (L₉₀) + 5dB(A) for variable noise between the hours of 7:00 am to 10:00 pm (measured at the facade of the sensitive land use);</p> <p>(b) Background (L₉₀) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am (measured within bedrooms assuming open windows);</p> <p>(c) Background (L₉₀) for continuous noise sources (measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and</p> <p>(d) maximum limit LA_{max} 45dB(A) inside dwellings; and</p> <p>The development will achieve the Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>. HOWEVER</p> <p>AO_{8.2} Where a development is unable to meet noise levels specified in AO_{8.1} an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).</p>	<p>Complies: The development has been designed to ensure that it will not generate noise that results in environmental nuisance at nearby residential premises. In this regard, the following aspects of the development are noted:</p> <ul style="list-style-type: none"> the subject allotment for the proposed commercial premises adjoins a residential property on the rear southern boundary which includes the rear yard of this property; the common boundary includes a 1.8m high double lapped timber screen fence consistent with the design of the adjoining child care centre to the east of the site; the proposed tenancies are for beauty services that will not generate adverse offsite noise impacts; and proposed operating hours will be between 7.00am to 7.00pm weekdays and 8.00am to 4.00pm Saturday. <p>On this basis, the proposed development is unlikely to generate adverse offsite environmental impacts in terms of noise.</p> <p>N/A: Refer to response at AO_{8.1}.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary																										
<p>PO₉ Development (other than licensed premises operating under a Liquor Licensing Approval) proposing the use of amplified sound equipment is designed, constructed and operated in a manner that is sensitive to the impacts of high and low frequency noise on adjoining sensitive land uses.</p>	<p>AO_{9.1} Where development (other than licensed premises operating under a Liquor Licensing Approval) proposes the use of amplified sound equipment, existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion:</p> <table border="1" data-bbox="792 692 1346 1038"> <thead> <tr> <th colspan="8">Frequency - Hz - "A" Weighted</th> </tr> <tr> <th></th> <th>31</th> <th>63</th> <th>125</th> <th>250</th> <th>500</th> <th>1K</th> <th>2K</th> <th>4K</th> </tr> </thead> <tbody> <tr> <th>Background Level SPL dB(A)</th> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> </tr> </tbody> </table>	Frequency - Hz - "A" Weighted									31	63	125	250	500	1K	2K	4K	Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	<p>Complies: The proposed development will not involve the use of amplified sound equipment.</p>
Frequency - Hz - "A" Weighted																												
	31	63	125	250	500	1K	2K	4K																				
Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)																				
<p>PO₁₀ Proposed sensitive land uses in close proximity to existing lawful land uses involving significant noise emissions such as entertainment venues, child care centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the development.</p>	<p>AO_{10.1} The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within the <i>Environmental Protection (Noise) Policy 2008</i>.</p> <p>AO_{10.2} Where the proposed sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development is designed and constructed to meet the internal sound level design criterion contained in Australian Standard AS2107:2000 Acoustics –</p>	<p>N/A: The proposed development does not involve a sensitive land use i.e. Shop.</p> <p>N/A</p>																										

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p style="text-align: center;"><i>Recommended design sound levels and reverberation times for building interiors.</i></p> <p>AO_{10.3} Where the sensitive land use is within or adjoining entertainment venues utilising amplified music the applicant has undertaken an acoustic assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).</p>	N/A
PO ₁₁ Proposed sensitive land uses adjoining Council controlled arterial roads (other than designated 'Transport Noise Corridors') are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	<p>Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors':</p> <p>AO_{11.1} The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>.</p> <p>AO_{11.2} The siting of buildings and selection of construction materials complies with the specifications of Australian Standard AS3671-1989 <i>Acoustics – Road traffic noise intrusion – Building siting and construction</i>.</p>	<p>N/A: The proposed development does not involve a sensitive land use i.e. Shop.</p> <p style="text-align: center;">N/A</p> <p style="text-align: center;">N/A</p>
PO ₁₂ Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	AO _{12.1} Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the <i>Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'</i> for all habitable rooms adjoining the corridor.	N/A: The proposed development does not involve a sensitive land use i.e. Shop.

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Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₁₃ Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive land uses.	AO _{13.1} Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers. AO _{13.2} Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to achieve a nil increase in background noise levels (L ₉₀) at the nearest sensitive receiver.	Complies: Plant equipment will be appropriately located and screened to ensure it is not audible from nearby receptors.
PO ₁₄ The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers.	AO _{14.1} Building work (including excavation and filling) is only conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays). AO _{14.2} Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	Complies: Building work associated with the construction of the development will be conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays). N/A: Refer to response at AO _{14.1} .
PO ₁₅ Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers.	AO _{15.1} Private sporting courts are not used between 10:00 pm and 7:00 am. AO _{15.2} Mechanical equipment such as ball throwing machines which create audible noise at the nearest sensitive receiver is not used between 7:00 pm and 7:00 am.	N/A: The proposed development does not involve private sporting courts.
PO ₁₆ Vibration from the development does not affect the amenity of surrounding sensitive land uses or cause environmental harm or nuisance..	AO _{16.1} The development does not result in vibration impacts outside of the development site. AO _{16.2} Where vibration may impact on surrounding sensitive land uses, the proponent has provided a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the level of vibration will not	N/A: The proposed development will not result in vibration impacts outside of the development site.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
Dust		
PO ₁₇ The construction phase of the development prevents or mitigates (to an acceptable level) the release of dust particles which have potential to cause environmental nuisance to adjoining sensitive receivers (including sensitive receivers along haulage routes during excavation and filling operations).	AO _{17.1} Off-site release of dust particles will be strictly managed to ensure that dust emissions do not travel beyond the property boundary and environmental nuisance does not occur. AO _{17.2} Areas of exposed fill, excavation and unsealed accesses on the site are watered regularly (particularly during periods of high or constant wind) to reduce dust generation. AO _{17.3} Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete. AO _{17.4} Stockpiles of aggregate, sand or other materials brought onto the site are sprayed with water (or treated with an alternative method) to minimise dust nuisance. The frequency of water spraying is increased during hot, dry periods or where wind conditions are such that a dust nuisance is likely to occur. Stockpiles are located away from adjoining sensitive land uses. Note: Where excavation and filling exceeds 1,000 cubic metres the development has submitted a 'construction management plan' which	Complies: Construction of the proposed development will be undertaken in accordance with the relevant requirements to minimise the off-site release of dust particles. Complies: Any areas of exposed fill, excavation or unsealed accesses will be watered regularly to minimise dust generation. Complies: Areas of fill or excavation will be graded, compacted and planted immediately after the dumping operation is complete. Complies: Any stockpiles will be appropriately treated to reduce off-site dust impacts.

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Performance outcomes	Acceptable outcomes	Compliance Summary
	adequately addresses dust mitigation measures. Measures must include strategies such as progressive rehabilitation and complaints processes.	
PO ₁₈ Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO _{18.1} Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of dwellings or other sensitive land uses affected by potential dust nuisance.	Complies: Haulage routes will be selected to minimise dust generation and impacts on sensitive land uses.
PO ₁₉ Water used for dust suppression activities does not itself create environmental harm.	AO _{19.1} Water approved as a method for controlling dust emissions must not be used in a manner that enables contaminated water to enter any stormwater system or natural drainage corridor outside of the site boundaries.	Complies: Any water used for controlling dust emissions will not enter any stormwater system or natural drainage corridor outside of the site boundaries.
PO ₂₀ The ongoing operation of the development site does not create dust nuisance for adjoining landholders.	AO _{20.1} Areas within the site that are frequently used for vehicular purposes are imperviously sealed. AO _{20.2} Industry-specific activities undertaken on site that create dust are performed in an enclosed shed or other structure with suitable dust extraction and filtration systems. AO _{20.3} Grain facilities are equipped with semi enclosed grain receiptal hoppers fitted with dust extraction and filtration systems. All conveyor belts and bulk grain processing equipment are enclosed to prevent dust emission. Bunker storage without dust extraction is only permitted whereby the release of dust will not impact on surrounding sensitive receivers. AO _{20.4} All development likely to generate any significant amount of dust must have an adequate water supply available at all times	Complies: The proposed development involves imperviously sealed vehicle manoeuvring areas. N/A: The proposed development does not involve an industry use and will not result in dust generation. N/A: The proposed development does not involve a grain facility. N/A: The proposed development will not generate offsite air quality (dust) impacts.

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>in order to undertake proactive dust reduction measures e.g. watering of access roads.</p> <p>AO_{20.5} Development that is likely to create ongoing significant dust issues has submitted a 'site based management plan' which adequately addresses dust mitigation measures.</p>	N/A: The proposed development will not generate offsite air quality (dust) impacts.
PO ₂₁ Proposed sensitive land uses are adequately separated from existing lawful land uses likely to generate dust emissions such as landfill sites, quarries, cropping land, motor sport facilities and other similar dust generating activities.	AO _{21.1} Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	N/A: The proposed development does not involve a sensitive land use i.e. Shop.
PO ₂₂ Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	AO _{22.1} Dustfall averaged over an annual period of time does not exceed 133mg/m ² /day when measured at the nearest sensitive receiver.	N/A: The proposed development will not generate dustfall in excess of 133mg/m ² /day when measured at the nearest sensitive receiver.
General Emissions		
PO ₂₃ Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	<p>AO_{23.1} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i>.</p> <p>AO_{23.2} Where a type of air emission is not listed within the <i>Environmental Protection (Air) Policy 2008</i> the proponent can demonstrate that the level of emission is in compliance with Australian ambient air quality standards; or If Australian standards do not exist, an ambient air quality standard from another country or organisation may be used with appropriate justification.</p> <p>AO_{23.3} Where a development is proposing to generate and release air emissions in excess of current air quality emission standards the</p>	<p>Complies: The proposed development will not generate adverse air emissions and will operate in accordance with the <i>Environmental Protection (Air) Policy 2008</i>.</p> <p>N/A: Refer to response at AO_{23.1}.</p> <p>N/A: Refer to response at AO_{23.1}.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
	proponent will provide an 'air quality impact assessment' which adequately addresses the impact of the release and provides justification as to why the industry cannot mitigate the levels further.	
PO ₂₄ Child Care Centres are well located to avoid any harmful impacts from air pollution.	AO _{24.1} Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	N/A: The proposed development does not involve a Child Care Centre.
PO ₂₅ Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.	AO _{25.1} Sensitive land uses in relation to air emissions are not located within the separation distances specified in Table 9.4.2:2.	N/A: The proposed development does not involve a sensitive land use i.e. Shop.
PO ₂₆ Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.	AO _{26.1} Emission levels from equipment and infrastructure comply with the relevant industry standards as demonstrated through an approved written statement or certification provided by the carrier to council i.e. Electromagnetic Energy report.	N/A: The proposed development does not involve telecommunication facilities or other uses that generate electromagnetic radiation.
PO ₂₇ Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	AO _{27.1} Car park exhaust stacks are located away from adjoining sensitive receivers. AO _{27.2} Emissions are discharged vertically and have an exit velocity of at least 10m/second. AO _{27.3} Spray booth exhaust stacks are at least 8m in height or 4m higher than the adjoining ridgeline of a neighbouring building (if the building is within 40m of the emission point), whichever is the greater. AO _{27.4} Tank venting for hydrocarbon fuel storage and LP Gas is located in accordance with AS1940-2004 <i>The Storage and handling of flammable and combustible liquids (for hydrocarbons)</i>	N/A: The development does not involve basement or above ground carparking that would otherwise require exhaust stacks. Complies: Where relevant, emissions will be discharged in accordance with relevant standards. N/A: The development does not involve a spray booth. N/A: The proposed development does not involve hydrocarbon fuel storage.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	and AS1596:2008 The Storage and Handling of LP Gas.	
Waste Management		
PO ₂₈ The development (excluding high rise buildings in excess of three (3) stories) is designed to ensure that waste storage and collection can be undertaken in a manner that complies with Council's <i>Technical Guidelines for New Developments Waste Storage and Collection Requirements</i> and the requirements of the <i>Environmental Protection (Waste) Regulations 2000</i> .	AO _{28.1} For commercial premises and industry activities (other than those premises utilising Council's wheelie bin waste collection program): <ul style="list-style-type: none"> (a) general waste and recycling containers are located within the curtilage of the property in an area that enables the waste collection truck to pick up the containers while entering and leaving the premises in a forward gear; (b) a container storage area is dedicated that is large enough to cater for the expected volume of general waste and recycling; (c) storage areas are screened either behind a building or using screening materials or landscaping to a minimum height of 1.5m; (d) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is roofed and bunded, contains an impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewerred areas, storage areas are drained to an area of 	Performance Solution: Refer to the response to AO _{28.4} .

	<p>significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention;</p> <p>(e) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is designed to enable bins to be washed out within the storage area and drained to a sewer system (requiring trade waste approval) within sewerred areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewerred areas; and</p> <p>(f) bin storage areas do not pose amenity issues for surrounding sensitive receivers, including odour during storage periods or noise issues resulting from collection programs.</p> <p>AO28.2 For a Multiple Dwelling of three (3) – six (6) units the development satisfies one of the following criteria:</p> <p>(a) a minimum road frontage is available within the immediate road reserve adjoining the development in order to place the required number of waste and recycling containers out for collection (2 x 240L wheelie bins per tenement) when calculated at 1m/bin e.g. a development requiring eight (8) bins must have at least 8m of useable road reserve (in terms of bin collection, excluding a 1m clearance around power poles and any area below a street trees canopy where bins cannot be collected);</p> <p>OR</p> <p>(b) the complex includes a communal bin storage area, whereby the body corporate will implement internal procedures requiring residents to</p>	<p>N/A</p>
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	<p>progressively fill bins and only place full bins out for collection; and</p> <p>(c) each tenement has an approved bin storage area that will not create amenity issues for surrounding sensitive land uses; and</p> <p>(d) bin storage areas are screened behind buildings for amenity purposes; and</p> <p>(e) storage areas are not within dwellings (including garages) and it is not necessary to take the bins through dwellings (including garages) for collection purposes; and</p> <p>(f) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and</p> <p>(g) where a rear storage area is not possible bins are stored in a minimum 1.5m high screened area in the front of the dwelling(s);</p> <p>OR</p> <p>(h) screened communal storage areas (to a minimum height of 1.5m) are proposed which contain an impervious floor, hose cock and grading/drainage towards a grassed area or other porous surface.</p> <p>AO28.3 For a Multiple Dwelling above six (6) units the development satisfies one of the following criteria:</p> <p>(a) The development incorporates 'internal collection' of either bulk bins or wheelie bins (in accordance with the waste management guideline that accompanies the environmental standard);</p> <p>OR</p> <p>(b) Communal bin storage areas contain a roof, bunding and bin 'washing' provisions in the form of either a sewer</p>	<p>N/A</p>
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	<p>connection (requiring trade waste approval) or where no sewer is available a connection to a waste water treatment device, drain to an area of significant landscaping or drain to a water quality improvement device e.g. Bioretention system is acceptable;</p> <p>OR</p> <p>(c) Where 'internal collection' is proposed the internal design complies with the waste management guideline that accompanies this environmental standard and a certification from a registered RPEQ has been provided to demonstrate that manoeuvrability is acceptable for an appropriately sized refuse vehicle.</p> <p>AO_{28.4} Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste:</p> <p>(a) utilise a maximum of four (4) wheelie bins i.e. less than 1 cubic metre;</p> <p>(b) store bins within the curtilage of the property in a designated area in close proximity to a hose cock, whereby any adjoining sensitive land uses will not experience amenity issues i.e. odour;</p> <p>(c) store bins on an impervious surface;</p> <p>(d) place bins on the road reserve for a maximum period of 24 hours during collection programs; and</p> <p>store bins in an area that is screened from public view either in a building, behind a building or within a purpose built screened storage area within a 1.5m minimum height</p>	<p>Complies: The development makes provision for a screened enclosure in the rear carpark that will accommodate four (4) x wheelie bins (i.e. 1 general waste and 1 x recycle waste wheelie bin per tenancy). The bins will be screened from public view, located on an impervious area and have sufficient storage capacity to accommodate waste generated by two (2) beauty services tenancies. The site's frontage has sufficient area to accommodate four (4) wheelie bins on collection day. Refer to the Proposed Site Plan at Appendix C.</p>
<p>PO₂₉ Development for a Community Residence, Residential Care Facility or Retirement Facility utilising communal bin storage areas ensure that residents have reasonable access to waste</p>	<p>AO_{29.1} For development involving a Community Residence, Residential Care Facility or Retirement Facility, bin storage areas are located within reasonable proximity to all units,</p>	<p>N/A: The development does not involve a Community Residence, Residential Care Facility or Retirement Facility.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
containers, where the development is for aged care purposes.	in accordance with Council's Environmental Guideline.	
PO ₃₀ High rise (in excess of three (3) storeys) residential developments and joint commercial and residential developments are designed to enable best practice waste management principles to be applied.	AO _{30.1} The applicant has provided a waste management plan that as a minimum has addressed the following issues: (a) likely waste quantity and waste type to be generated on site on a weekly basis; (b) likely recycling quantities to be generated on a weekly basis; (c) waste container and recycling container (type and volume) requirements for the residential component (based on 240L of general waste and 240L of recycling per unit) and the commercial component (if applicable); (d) waste storage area locations; (e) dual waste chutes for general waste and recycling; (f) bin room specifications and hygiene practices for waste handling areas, chutes, waste containers and other applicable equipment; (g) collection arrangements and manoeuvring diagrams (including overhead clearances); (h) waste minimisation practices; (i) use of compactors; (j) an impact assessment of waste management practices on any surrounding sensitive land uses; (k) air extraction fans, refrigeration or associated devices for refuse storage	N/A: The development does not involve a high rise in excess of three storeys.

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>areas to prevent odour, particularly where putrescibles are stored; and</p> <p>(l) clinical and related waste storage and collection issues (if applicable).</p>	
<p>PO₃₁ Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.</p>	<p>AO_{31.1} The development will be carried out in accordance with the waste management hierarchy outlined in the <i>Environmental Protection (Waste Management) Regulation 2000</i> and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.</p>	<p>Complies: Building activities will be carried out in accordance with the <i>Environmental Protection (Waste Management) Regulation 2000</i>.</p>
<p>PO₃₂ Development that involves the generation of 'clinical and related waste' as per the definition of the <i>Environmental Protection (Waste Management) Regulation 2000</i> is designed to adequately cater for legislative storage and collection requirements.</p>	<p>Where involving development that involves the generation of 'clinical and related waste' as per the definition of the <i>Environmental Protection (Waste Management) Regulation 2000</i>:</p> <p>AO_{32.1} The storage of 'clinical and related waste' is in accordance with <i>Environmental Protection (Waste Management) Regulation 2000</i> with storage locations being demonstrated on submitted site/floor plans.</p> <p>AO_{32.2} The development has proposed a method of disposing of 'clinical and related waste' and has demonstrated that an applicable waste collection vehicle is able to manoeuvre on site, while entering and leaving the premises in a forward gear.</p>	<p>Complies: Clinical and related waste will be stored and disposed of in accordance with the <i>Environmental Protection (Waste Management) Regulation 2000</i>.</p>
<p>PO₃₃ Residential development involving 'internal collection' of either bulk bins or wheelie bins is designed to a standard that enables heavy vehicle access and manoeuvring whilst</p>	<p>AO_{33.1} The development is designed and certified by a RPEQ and complies with the requirements outlined in Council's <i>Technical Guidelines for Waste Storage and Collection Requirements for New Developments</i>, including:</p>	<p>N/A: The development does not involve residential development.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>providing safety to residents and the protection of infrastructure.</p>	<ul style="list-style-type: none"> (a) appropriate manoeuvring is adequate with vehicles being able to enter and exit the property in a forward gear; (b) overhead clearance is adequate for the applicable refuse vehicle; (c) road surface is appropriate for a HRV; (d) side clearance is appropriate for wheelie bin collection; (e) collection areas are appropriate for either bulk bins or wheelie bins; (f) minimum road width of 5.5m; and (g) internal road networks enable the refuse vehicle to traverse the site without resident safety being jeopardised. 	
<p>PO₃₄ Development involving refuse storage and collection external to Council's waste contract utilise waste containers and hygiene practices that prevent odour issues and remove harbourage opportunities for vermin and mosquitoes.</p>	<p>AO_{34.1} The applicant will utilise the following control measures:</p> <ul style="list-style-type: none"> (a) putrescibles waste will be removed from the property at intervals not exceeding seven (7) days (putrescibles will be refrigerated where possible and appropriate); (b) tight fitting lid assemblies will be utilised on all waste containers to prevent the pooling of rainwater, thus minimising mosquito breeding opportunities; and (c) bins will be secured to ensure that vermin and pest animals do not have access to a potential food source; and (d) bins will be cleaned on an 'as needed' basis if odour is identified as an issue. 	<p>Complies: The development will utilise waste containers and hygiene practices that prevent odour issues and remove harbourage opportunities for vermin and mosquitoes.</p>

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Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
Stormwater Management		
<p>PO₁ Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.</p>	<p>AO_{1.1} Stormwater quality treatment measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p> <p>AO_{1.2} Pollutant load reductions are achieved in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p>	<p>Complies: Stormwater quality treatment measures will be incorporated into the design of the development in accordance with the relevant requirements; refer to the Stormwater Management Plan at Appendix E.</p> <p>Complies: Where relevant, pollutant load reductions will be achieved in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p>
<p>PO₂ Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.</p>	<p>AO_{2.1} Sediment and erosion control measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p>	<p>Complies: Sediment and erosion control measures will be implemented where required in accordance with the relevant requirements.</p>
<p>PO₃ Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters, having regard to:</p> <ul style="list-style-type: none"> (a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions. 	<p>AO_{3.1} Stormwater flow control measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p>	<p>Complies: Stormwater flow control measures will be incorporated into the design of the development in accordance with the relevant requirements.</p>
Waste Water Management		
<p>PO₄ Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice</p>	<p>AO_{4.1} Waste water management measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p>	<p>N/A: The development will not discharge waste water to a waterway or external to the site.</p>

Toowoomba Regional Planning Scheme 2012

Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
<p>environmental management for that site and has appropriate regard for:</p> <ul style="list-style-type: none"> (a) cumulative effects; (b) the applicable water quality objectives for the receiving waters; (c) adverse impact on ecosystem health of receiving waters; and (d) in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset. 		
Artificial Waterways and Water Bodies		
<p>PO₅ The waterway or water body is designed to integrate multiple functions, including:</p> <ul style="list-style-type: none"> (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management. 	<p>AO_{5.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	<p>N/A: The proposed development does not involve an artificial waterway or water body.</p>
<p>PO₆ The waterway is located and designed to be responsive to natural drainage features.</p>	<p>AO_{6.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	<p>N/A: The proposed development does not involve an artificial waterway or water body.</p>
<p>PO₇ The waterway or body is designed to minimise whole of life cycle costs.</p>	<p>AO_{7.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	<p>N/A: The proposed development does not involve an artificial waterway or water body.</p>
Flooding and Drainage		
<p>PO₈ Flooding and drainage characteristics upstream or downstream of the site are not worsened.</p>	<p>AO_{8.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	<p>Complies: Flooding and drainage characteristics upstream or downstream of the site will not be</p>

Toowoomba Regional Planning Scheme 2012

Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
		worsened; refer to the Stormwater Management Plan at Appendix E .
PO ₉ The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO _{9.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The drainage network has sufficient capacity to safely convey stormwater run-off from the site; refer to the Stormwater Management Plan at Appendix E .
PO ₁₀ Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Roof water will be collected and discharged in accordance with the relevant requirements; refer to the Stormwater Management Plan at Appendix E .
Water Cycle Management		
PO ₁₁ The design and management of the development integrates water cycle elements so that: (a) water is used efficiently and potable water demand is reduced; (b) wastewater production is minimised; (c) stormwater peak discharges and runoff volumes are not worsened; (d) natural drainage lines and hydrological regimes are maintained as far as possible; (e) large, uninterrupted impervious surfaces are minimised; (f) reuse of stormwater and grey-water is encouraged where public health and safety will not be compromised; and (g) water is used efficiently.	AO _{11.1} Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Integrated water management practices will be incorporated into the proposed development will be undertaken in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₁ 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.</p>	<p>AO_{1.1} Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2</p>	<p>Performance Solution: The development includes landscaping along the site's frontage that varies in width between 1.9m and 11m. This includes a feature tree at either end of the frontage. Landscaping is provided throughout the development including the provision of shade trees adjacent Carpark Nos 1, 8, 13 & 14. Refer to the Proposed Site Plan at Appendix C. Formal landscape plans will be prepared by suitably qualified professionals in accordance with the requirements of the Landscape Code in response to conditions of development approval.</p>
<p>PO₂ Landscape construction is undertaken by a suitably qualified landscape professional.</p>	<p>AO_{2.1} Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.</p>	<p>Complies: Landscape construction will be carried out by a member of the Queensland Association of Landscape Industries.</p>
<p>PO₃ 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.)</p>	<p>AO_{3.1} Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used.</p> <p>AO_{3.2} Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area.</p> <p>AO_{3.3} Existing site trees are integrated into the development.</p> <p>AO_{3.4} Species selection is reflective of cool temperature species.</p>	<p>Complies: Plant species will be selected to reflect and enhance the character of the locality.</p> <p>Performance Solution: The development will require the removal of the existing dwelling and domestic gardens including trees. Additional shade trees will be provided as part of proposed landscaping as described in the response to AO_{1.1}.</p> <p>Performance Solution: Refer to the response to AO_{3.2}. has been previously cleared of mature vegetation.</p> <p>Complies: Species selection will be reflective of cool temperate species.</p>
<p>PO₄ 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;</p>	<p>Where the development involves the creation of a new road:</p> <p>AO_{4.1} Street planting is carried out in accordance with the requirements of SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage.</p>	<p>N/A: The proposed design does not involve the creation of a new road.</p>

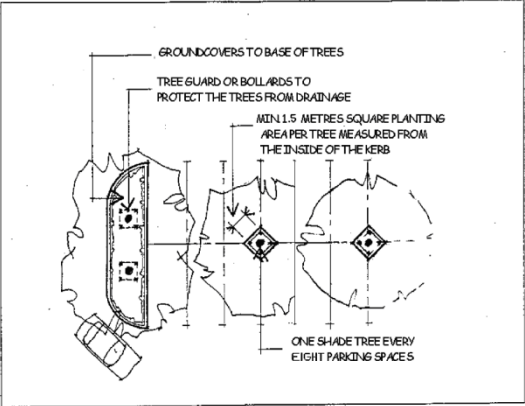
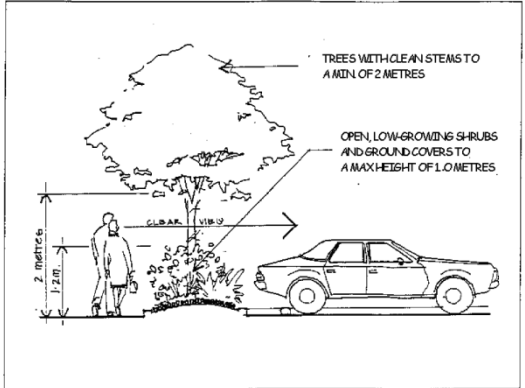
Toowoomba Regional Planning Scheme 2012

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
(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.	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.	
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 _{5.2} 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.	<p>N/A: The development does not include front fencing.</p> <p>N/A: Refer to response at AO_{5.1}.</p> <p>Performance Solution: The development proposes an acoustic barrier (i.e. 1.8m double-lapped timber screen fence) along the common boundary with adjoining residential properties to the south but no vegetated buffer; refer to the Proposed Site Plan at Appendix C. Given the proposed beauty services tenancies will only operate during business hours, it is considered the proposed buffering is acceptable in this instance.</p>
PO ₆ Location, design and provision of planting in carparks 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. Wheelstops or bollards are used to delineate planting	<p>Performance Solution: Landscaping is provided throughout the development including the provision of shade trees adjacent Carpark Nos 1, 8, 13 & 14. Refer to the Proposed Site Plan at Appendix C.</p> <p>Performance Solution: Refer to the response to AO_{6.1}.</p> <p>Performance Solution: Refer to the response to AO_{6.1}.</p>

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>bays where necessary and finished carpark surface levels fall toward planting areas.</p> <p>AO_{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.</p>  	<p>Performance Solution: Refer to the response to AO_{6.1}.</p>

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₇ Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.</p>	<p>AO_{7.1} Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits.</p> <p>AO_{7.2} Tree planting must be a minimum of 2m from any mains water easement and offset 4m from any sewer main or inspection chamber</p>	<p>Complies: Landscaping associated with the proposed development will not impact on utility infrastructure.</p> <p>Complies: Landscaping associated with the proposed development will not impact on utility infrastructure.</p>
<p>PO₈ Maintenance access points must be considered and accommodated for in the site planning and design process.</p>	<p>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.</p> <p>AO_{8.2} Functional maintenance vehicle circulation and access gates to be provided.</p>	<p>Complies: Maintenance and utility vehicles can appropriately access the proposed landscaping areas.</p> <p>Complies: Maintenance and utility vehicles will be provided with access to landscaping areas.</p>
<p>PO₉ On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided.</p>	<p>AO_{9.1} Landscape design takes advantage of the flow of water along overland flow paths.</p> <p>AO_{9.2} Landscaping is used to help maximise opportunities for on-site stormwater infiltration by:</p> <ul style="list-style-type: none"> (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. <p>AO_{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells.</p> <p>AO_{9.4} Sediment and erosion control measures are provided.</p>	<p>Complies: Landscape design will consider stormwater flow paths where relevant.</p> <p>Complies: Landscaping has been designed to maximise opportunities for on-site stormwater infiltration.</p> <p>Complies: The proposed landscaping has been designed to consider subsurface stormwater drainage.</p>

Toowoomba Regional Planning Scheme 2012

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	AO _{9.5} Planter boxes on podiums and building forecourts are plumbed to stormwater.	<p>Complies: The proposed development will incorporate sediment and erosion control measures where required.</p> <p>Complies: Where provided, planter boxes on podiums or forecourts will be installed in accordance with Council's standards.</p>
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.	<p>Complies: Landscaping has been designed in accordance with the relevant requirements to ensure it integrates with the character of the surrounding area.</p>
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 AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility	<p>Complies: The pedestrian paths on site will comply with the relevant sections of AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility.</p>
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: <ul style="list-style-type: none"> (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management. 	<p>Landscape design incorporates the following design measures:</p> <p>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 (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate.</p> <p>AO_{12.2} 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.</p>	<p>Complies: The development has been designed to respect CPTED principles with respect to:</p> <ul style="list-style-type: none"> (a) surveillance; (b) access control; (c) territorial reinforcement; and (d) space management.

Toowoomba Regional Planning Scheme 2012

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>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.</p> <p>AO_{12.4} Space Management: ensuring that public spaces are appropriately utilised and maintained by the use of vandal- and graffiti-resistant materials, easily accessed and maintained fixtures.</p>	

Toowoomba Regional Planning Scheme 2012

Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Driveway Crossovers		
<p>PO₁ Vehicular access arrangements:</p> <p>(a) are appropriate for:</p> <ul style="list-style-type: none"> (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and (iii) the function and configuration of the access road; <p>(b) minimise any potentially adverse impact on:</p> <ul style="list-style-type: none"> (i) the safety and efficiency of the road; (ii) the integrity of any infrastructure within the road reserve; and (iii) the safety of access to adjacent properties; and <p>(c) protect the amenity of premises in the vicinity.</p> <p><i>Note: Access to State-controlled Roads requires the approval of the Department of Transport and Main Roads.</i></p>	<p>AO_{1.1} Other than for a Dwelling House, Dual Occupancy, Home-based Business, vehicular access to a Council-controlled road is provided in accordance with Australian Standard AS 2890.1 – <i>Off Street Car Parking</i> (and Australian Standard AS 2890.2 where relevant).</p> <p>AO_{1.2} Where the vehicular access is for a Dwelling House, Dual Occupancy or Home-based Business, the driveway crossover:</p>	<p>Complies: The development includes the closure of the existing driveway crossover to Lot 1 on RP44881 with the new building relying access via the existing driveway crossover for the adjoining land described as Lot 0 on BUP6732 as a shared access arrangement. This will be achieved by means of the proposed access easements included in this development application. Any modifications required for the shared access will be undertaken in response to conditions of approval.</p> <p>N/A</p>

	<p>(a) is not:</p> <ul style="list-style-type: none"> (i) a second property access; (ii) located on a bend in the road of more than 45°; or (iii) to a State-controlled Road or a road with bluestone kerbing; <p>(b) is not within:</p> <ul style="list-style-type: none"> (i) 25m of a signalised road intersection; (ii) 20m of an unsignalised road intersection in an industrial or Centre's zone or 10m otherwise; (iii) 2m of any adjoining property access, including shared property accesses, at the property line; (iv) 1m of any street signage, power poles, street lights, manholes, stormwater gully pits, or other Council asset; or (v) the outer canopy of any street tree. <p>(c) does not:</p> <ul style="list-style-type: none"> (i) require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (ii) front a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (iii) require removal or modification of any existing bluestone kerbing; (iv) require any change to existing footpath/verge profiles; (v) have access restricted by an access restriction strip or link reserve; or (vi) access an unformed or unkerbed road; 	
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Toowoomba Regional Planning Scheme 2012

Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>(d) is constructed of gravel (but only in a non-urban zone), reinforced concrete, bitumen or pavers; and</p> <p>(e) is provided in accordance with the relevant diagram in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	
Car Parking Provision		
<p>PO₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.</p> <p><i>Note: Where the development does not meet the acceptable outcomes, or where no acceptable outcome is specified, a parking demand analysis report prepared by a suitably qualified person may assist in demonstrating compliance with the performance outcome.</i></p>	<p>AO_{2.1} Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of:</p> <p>(a) Non-Residential Use one (1) parking space per 50m² of GFA; and</p> <p>(b) Residential Use - one (1) parking space per dwelling.</p> <p>AO_{2.2} Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code.</p> <p><i>Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.</i></p> <p><i>Note: If the number of car parking spaces calculated in accordance with AO_{2.1} and AO_{2.2} is not a whole number, the number of parking spaces to be provided is rounded-up to next highest whole number.</i></p> <p><i>Note: Where application is made for establishment of two or more uses on the same premises, the</i></p>	<p>N/A: The material change of use for a Shop use is located on that part of the site in the Low-medium Density Residential Zone; refer to Appendix C.</p> <p>Performance Solution: The Transport, Access and Parking Code Table 9.4.6:3 requires the following carparking rate for a "Shop" use:</p> <ul style="list-style-type: none"> • Shop: One (1) space per 20m² GFA. <p>In this instance, the development has a gross floor area of 330m² which triggers the requirement to provide 16.5 or 17 carparks using the above carparking rate. The development makes provision for 15 carparks which does not comply with this requirement; refer to the Proposed Site Plan at Appendix C.</p> <p>It is noted the original proposal presented to Council's pre-lodgement meeting included 16 on-site carparks, however, Council requested removal of the most northern carpark near the site's frontage as a means to improve frontage landscaping.</p>

Toowoomba Regional Planning Scheme 2012

Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p><i>parking demand is calculated by totalling the requirements for each use.</i></p>	<p>Regardless, the development will rely on a shared carparking arrangement with the adjoining commercial premises described as Lots 0 – 2 on BUP6732; refer to the Proposed Site Plan at Appendix C. Reference is made to the Traffic Engineering Assessment prepared by Pekol Traffic and Transport at Appendix F that confirms proposed carparking will satisfy parking demand for this development.</p>

Toowoomba Regional Planning Scheme 2012

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Transport Network		
PO ₁ The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in SC 6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	No acceptable outcome is nominated.	Complies: The site takes access via South Street which is identified as a Distributor Road on the Toowoomba Road Hierarchy and is of adequate to accommodate the additional traffic generated by this development.
PO ₂ Development does not compromise the orderly provision or upgrading of the transport network.	No acceptable outcome is nominated.	Complies: The proposed development does not compromise the orderly provision or upgrading of the surrounding transport network.
PO ₃ Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land.	No acceptable outcome is nominated.	Complies: This section of South Street already includes a formed footpath in both road verges. Additional upgrades to the external road network are not required.
PO ₄ Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.	No acceptable outcome is nominated.	Complies: The site's frontage to South Street includes a formed footpath in both road verges. The development is located approximately 230m east of a public bus stop on Ramsay Street.
PO ₅ Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by	AO _{5.1} Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention</i>	Complies: Proposed car parking areas and associated vehicle manoeuvring areas have been designed to respect CPTED principles.

Toowoomba Regional Planning Scheme 2012

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
discouraging crime and anti-social behaviour, having regard to: (a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.	<i>Through Environmental Design (CPTED) Guidelines.</i>	
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: Directional signage will be provided where required.
Access		
PO ₇ Vehicle access arrangements and queuing areas are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; and (c) 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 <i>Australian Standard AS 2890.1 Part 1: Off Street Carparking</i> .	Complies: The proposed shared access (exiting) and internal driveway accords with the requirements of <i>Australian Standard AS 2890.1 Part 1: Off Street Car Parking</i> .
PO ₈ Access arrangements minimise any adverse impact on:	No acceptable outcome is nominated.	Complies: The proposed shared access has been designed to comply with the requirements of PO ₈ .

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Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) the integrity of any infrastructure within the road reserve; (b) the safety and convenience of pedestrians and cyclists; (c) the safety and convenience of access to adjacent properties; (d) the amenity of premises in the vicinity; and (e) street trees in the road reserve. 		
PO ₉ Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick-up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle.	No acceptable outcome is nominated.	Complies: The development does not trigger the requirement for a bus setdown and there is sufficient parking areas within the on-site carpark for a taxi/private vehicle setdown.
PO ₁₀ Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: <ul style="list-style-type: none"> (a) safe for pedestrians, cyclists and vehicles; (b) conveniently connected to the main component of the development by pedestrian pathway; and (c) designed to provide for pedestrian priority and clear sightlines. 	AO _{10.1} Bus pick-up/set-down areas: <ul style="list-style-type: none"> (a) allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting buses; (c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and (d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road 	Complies: Refer to the response to PO ₉ .

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Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>network. One clear traffic lane in each direction should be maintained.</p> <p>AO_{10.2} Car and taxi pick-up/set-down areas:</p> <ul style="list-style-type: none"> (a) allow a car to manoeuvre in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting cars; (c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and (d) avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. 	<p>Complies: Refer to the response to PO₉.</p>
Pedestrian and Cycle Facilities		
<p>PO₁₁ Provision is made for the safe and convenient movement of pedestrians on site and external to the site, having regard to desire lines, legibility, weather protection and the needs of people with disabilities.</p>	<p>AO_{11.1} Pedestrian pathways and crossings are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p> <p>AO_{11.2} Access for cyclists and pedestrians is clearly distinguished from vehicle access.</p> <p>AO_{11.3} Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s).</p>	<p>Complies: This section of South Street already includes a formed footpath in both road verges. Additional upgrades to the external road network are not required.</p>

Toowoomba Regional Planning Scheme 2012

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₂ Provision is made for safe and convenient cycle movement to the site and within the site having regard to desire lines, users' needs and legibility.	AO _{12.1} Shared paths and on-road cycle lane facilities are provided in accordance with SC6.2 PSP No.2 – Engineering Standards Roads and Drainage Infrastructure.	Complies: This section of South Street already includes a formed footpath in both road verges. Additional upgrades to the external road network are not required.
Parking and Circulation		
PO ₁₃ Car parking areas are designed to be: <ul style="list-style-type: none"> (a) clearly defined, marked and signed; (b) convenient, safe and accessible; and (c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrians movement within car park areas. 	AO _{13.1} The entry to the car park is clearly signposted. AO _{13.2} Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use. AO _{13.3} Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such. AO _{13.4} Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street. AO _{13.5} Public Safety: <ul style="list-style-type: none"> (a) The car park is located where it can be monitored by passers-by or the occupiers of the development. (b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with Australian Standard AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements. 	Complies: Directional signage will be provided where required. Complies: Proposed carparking spaces are freely available for use by staff, parents and visitors. Complies: Proposed carparking spaces are located in highly accessible areas. Complies Complies: Proposed carparking areas are designed to ensure casual surveillance by passers-by and staff.

Toowoomba Regional Planning Scheme 2012

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<ul style="list-style-type: none"> (c) Except in the case of residential development: <ul style="list-style-type: none"> (i) where the car park is not required at night, entry to the car park is physically restricted; and (ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light. (d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the risk of crime. 	
<p>PO₁₄ Car parking areas are designed to provide spaces which meet the needs of people with disabilities.</p>	<p>AO_{14.1} Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard AS2890.1 Part 1: Off Street Carparking.</p> <p>AO_{14.2} Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve.</p> <p>AO_{14.3} Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking.</p> <p>AO_{14.4} Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard AS1428.1: Design for Access and Mobility.</p>	<p>Complies: The proposed PWD carparking space will be provided/designed in accordance with Appendix C of Australian Standard AS2890.1 Part 1: Off Street Carparking.</p> <p>Complies: Refer to the response to AO_{14.1}.</p> <p>Complies: Refer to the response to AO_{14.1}.</p> <p>Complies: Refer to the response to AO_{14.1}.</p> <p>Complies: Refer to the response to AO_{14.1}.</p>

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Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO_{14.5} Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard <i>AS1428.1: Design for Access and Mobility</i>.</p> <p>AO_{14.6} The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.</p>	<p>Complies: Refer to the response to AO_{14.1}.</p>
<p>PO₁₅ Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.</p>	<p>For non-residential development on a site in, or adjoining, a residential zone:</p> <p>AO_{15.1} Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone.</p> <p>AO_{15.2} Landscape planting is used between the car park and driveway areas and the side boundary to soften the visual impacts of car park areas and to provide shade.</p> <p>AO_{15.3} An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.</p>	<p>Performance Solution: The development proposes an acoustic barrier (i.e. 1.8m double-lapped timber screen fence) along the common boundary with adjoining residential properties to the south but no vegetated buffer; refer to the Proposed Site Plan at Appendix C. Given the proposed beauty services tenancies will only operate during business hours, it is considered the proposed buffering is acceptable in this instance.</p> <p>Performance Solution: Refer to the response to AO_{15.1}.</p> <p>Complies: Refer to the response to AO_{15.1}.</p>

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Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₆ Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{16.1} Car parking is provided either at the rear of the development or beneath buildings.	Performance Solution: The development has been designed to ensure carparking does not dominate the streetscape. In this regard, proposed carparks are located behind the front building line and are to the side and rear of the proposed commercial premises; refer to the Proposed Site Plan at Appendix C .
PO ₁₇ Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO _{17.1} Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	N/A: The proposed development does not include above ground or multi-level parking areas.
PO ₁₈ Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO _{18.1} Aesthetics, glare, heat absorption and re-radiation. (a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and (b) Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.	Complies: Refer to the Proposed Site Plan attached at Appendix C .
PO ₁₉ Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	AO _{19.1} Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	Complies: Refer to the Proposed Site Plan attached at Appendix C .
PO ₂₀ Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.	AO _{20.1} A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a	Performance Solution: The development proposes an acoustic barrier (i.e. 1.8m double-lapped timber screen fence) along the common boundary with

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Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	boundary to an adjoining residential or other sensitive land use.	adjoining residential properties to the south but no vegetated buffer; refer to the Proposed Site Plan at Appendix C . Given the proposed beauty services tenancies will only operate during business hours, it is considered the proposed buffering is acceptable in this instance.
PO ₂₁ Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure.	AO _{21.1} The development is capable of meeting the requirements of Council's <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.	N/A: The development does not propose a vehicle cleaning or repair area.
Servicing		
PO ₂₂ Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	AO _{22.1} The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Table 9.4.6:3. AO _{22.2} Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in manner that makes it impractical to use them as storage or work areas. AO _{22.3} The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard AS 2890.2 – 1989 – <i>Off Street Parking – Commercial Vehicle Facilities</i> .	Performance Solution: Table 9.4.6:3 nominates a heavy rigid vehicle (HRV) service vehicle for a Shop use less than 500m ² GFA. In this instance, the applicant has confirmed the proposed beauty services tenancies will rely on deliveries of products via Australia Post on the adjoining site and do not require separate service vehicle access. Regardless, the development makes provision for on-site manoeuvring for a small rigid vehicle (SRV). Refer to the Transport Engineering Assessment including vehicle swept diagrams, prepared by Pekol Traffic and Transport attached at Appendix F .

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Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO_{22.4} Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so.</p> <p>AO_{22.5} Service vehicles can enter and leave the site in a forward gear.</p>	
PO ₂₃ Refuse collection vehicles are able to access on-site refuse collection facilities.	AO _{23.1} Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	N/A: The development will rely on kerbside collection of wheelie bins. Refer to the Proposed Site Plan attached at Appendix C .
PO ₂₄ Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	N/A: The development does not include servicing areas.
PO ₂₅ Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{25.1} Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	Complies: The development will utilise a screened refuse storage area for wheelie bins (general and recycle waste) adjacent the rear southern boundary; refer to the Proposed Site Plan at Appendix C .

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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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 <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . OR AO _{1.2} Where not in a water supply area, the development is provided with an on site water supply in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . 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> .	Complies: The development will be connected to Council's reticulated water supply in accordance with the requirements of <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . N/A
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} 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 AO _{2.2} Where not within a wastewater area, on-site wastewater treatment and disposal is provided which complies with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: The development will be connected to Council's reticulated sewerage scheme in accordance with the requirements of <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . N/A

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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	O _{2.3} Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	
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: The development will be connected to the electricity supply network servicing the area.
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: The development will be connected to the telecommunications network servicing the area.
PO ₅ Provision is made for future telecommunications services (e.g. fibre optic cable).	AO _{5.1} Conduits are provided in accordance with SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure.	Complies: Conduits will be provided in accordance with SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure.
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 (c) protects the infrastructure form physical damage; and (d) allows ongoing necessary access for maintenance purposes.	AO _{6.1} Setbacks and loadings comply with the Queensland Development Code QDC MP1.4.	Complies: The subject land includes two (2) underground sewer mains traversing the site; refer to Figure 4 . The development has been designed to ensure proposed buildings maintain required clearances to the sewer mains; refer to the Proposed Site Plan at Appendix C .
PO ₇ Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	Complies: The development will ensure that any additional infrastructure required to service the development will be integrated with existing networks.

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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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 SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies: Any new water meters will be installed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.
Movement Networks		
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: <ul style="list-style-type: none"> (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 (g) street lighting systems. 	AO _{9.1} Design and construction of external road works are undertaken in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure. AO _{9.2} Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m).	Complies: The development does not require external roadworks, however, if additional external roadworks are required they will be undertaken in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure. Complies: The site's frontage to South Street includes a formed footpath in both road verges.
PO ₁₀ Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with: <ul style="list-style-type: none"> (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 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure. AO _{10.2} Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m).	Complies: The site's frontage to Ramsay Street includes a formed pedestrian/cycleway in the road verge. Complies: The site's frontage to South Street includes a formed footpath in both road verges.
PO ₁₁ Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and ensures the	AO _{11.1} Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	Complies: Proposed parking areas will be designed and constructed in accordance with the requirements of the Transport, Access and Parking Code.

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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
safe passage of vehicles, pedestrians and cyclists.		
PO ₁₂ Movement networks can be easily and efficiently maintained.	AO _{12.1} Infrastructure is provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	Complies: Infrastructure will be provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.
Vehicular Access		
PO ₁₃ Vehicular access arrangements: <ol style="list-style-type: none"> 1. are appropriate for: <ol style="list-style-type: none"> (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle useage; and (c) the function and configuration of the access road; 2. minimise any potentially adverse impact on: <ol style="list-style-type: none"> (a) the safety and efficiency of the road; (b) the integrity of any infrastructure within the road reserve; and (c) the safety of access to adjacent properties; and 3. protect the amenity of premises in the vicinity. 	AO _{13.1} Other than for a House, Dual Occupancy, Bed and Breakfast Establishment or Home-based Business, vehicular access to a Council-controlled road is provided in accordance with Australian Standard AS 2890.1 – <i>Off Street Car Parking (and Australian Standard AS 2890.2 where relevant)</i> . AO _{13.2} Where the vehicular access is for a House, Dual Occupancy, Bed and Breakfast Establishment or Home-based Business, the driveway crossover:	Complies: The development includes the closure of the existing driveway crossover to Lot 1 on RP44881 with the new building relying access via the existing driveway crossover for the adjoining land described as Lot 0 on BUP6732 as a shared access arrangement. This will be achieved by means of the proposed access easements included in this development application. Any modifications required for the shared access will be undertaken in response to conditions of approval. N/A

	<ul style="list-style-type: none"> (a) is not: <ul style="list-style-type: none"> (i) a second property access; (ii) located on a bend in the road of more than 45%; or (iii) to a State-controlled Road or a road with bluestone kerbing; (b) is not within: <ul style="list-style-type: none"> (i) 25 m of a signalised road intersection; (ii) 20 m of an unsignalised road intersection in an industrial or Centre's zone or 10m otherwise; (iii) 2m of any adjoining property access, including shared property accesses, at the property line; (iv) 1m of any street signage, power poles, street lights, manholes, stormwater gully pits, or other Council asset; or (v) the outer canopy of any street tree; (c) does not: <ul style="list-style-type: none"> (i) require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (ii) front a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (iii) require removal or modification of any existing bluestone kerbing; (iv) require any change to existing footpath/verge profiles; (v) have access restricted by an access restriction strip or link reserve; or (vi) access an unformed or unkerbed road; (d) is constructed of gravel (but only in a non-urban zone), reinforced concrete, bitumen or pavers; and 	
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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(e) is provided in accordance with the relevant diagram in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	
Earthworks and Retaining Walls		
PO ₁₄ Earthworks result in stable landforms and structures.	AO _{14.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₁₅ Earthworks do not result in the contamination of land or water and avoid risk to people and property.	AO _{15.1} Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₁₆ 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 _{16.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₁₇ Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	AO _{17.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.

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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₈ Earthworks do not prevent access or create difficult access to the property.	AO _{18.1} Earthworks and the construction of retaining walls and batters ensure driveways can be provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₁₉ 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 _{19.1} Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₂₀ The transportation of material minimises adverse impact on the road system.	AO _{20.1} Material is transported in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Any material required for the development will be transported in accordance with Council's requirements.
Waste Management		
PO ₂₁ Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste such that: (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; and (c) the performance of the wastewater system is not put at risk.	No acceptable outcome is nominated.	Complies: The future collection, storage, treatment and disposal of trade waste will be undertaken in accordance with Council's requirements.
PO ₂₂ Appropriate refuse container storage areas are provided which are:	AO _{22.1} Refuse container storage areas are provided which: <ul style="list-style-type: none"> • 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; 	Complies: The development makes provision for a screened enclosure in the rear carpark that will accommodate four (4) x wheelie bins (i.e. 1 general waste and 1 x recycle waste wheelie bin per tenancy). The bins will be screened from public view, located on an impervious area and have sufficient storage

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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(a) in a building or enclosing structure or screened from public view;</p> <p>(b) of adequate size to accommodate the expected amount of refuse to be generated by the use;</p> <p>(c) in a position that is conveniently accessible for collection; and</p> <p>(d) able to be kept in a clean state at all times.</p>	<ul style="list-style-type: none"> are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; are within normal hose length of a hose cock; 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 are situated not closer than 6m to a road or 2m to any site boundary. <p>AO_{22.2} 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.</p> <p>AO_{22.3} For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.</p>	<p>capacity to accommodate waste generated by two (2) beauty services tenancies. The site's frontage has sufficient area to accommodate four (4) wheelie bins on collection day. Refer to the Proposed Site Plan at Appendix C.</p> <p>N/A: The site of the proposed development i.e. Lot 1 on RP44881 has a site area of 1,007m².</p> <p>N/A</p>
<p>PO₂₃ 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.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: Provision is made for recyclable waste in the existing refuse storage collection area.</p>

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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Construction Management		
PO ₂₄ Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	AO _{24.1} Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds.	Complies: Construction works will be undertaken in accordance with Council's requirements.
PO ₂₅ 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 _{25.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies: Construction works will be undertaken in accordance with Council's requirements.
PO ₂₆ While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	AO _{26.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies: Construction works will be undertaken in accordance with Council's requirements.
PO ₂₇ 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 _{27.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies: Construction works will be undertaken in accordance with Council's requirements.
PO ₂₈ Council and state infrastructure is not damaged by construction activities.	AO _{28.1} 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</i>	Complies: Construction works will be undertaken in accordance with Council's requirements.

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Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p><i>applicable, in consultation with the relevant service authority.</i></p> <p>AO_{28.2} Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the <i>Transport Infrastructure Act 1994</i>.</p>	

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Reconfiguring a Lot Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₁ The lots resulting from the rearrangement of boundaries does not contribute to:</p> <ul style="list-style-type: none"> (a) the proliferation of lots of rural land fragmentation; or (b) the potential to introduce uses or activities which conflict with the intent of the applicable zone for all or part of the site. 	<p>AO_{1.1} No additional lots are created by the rearrangement of boundaries.</p> <p>AO_{1.2} The resulting lots from rearranging boundaries are contained entirely within a single zone.</p>	<p>N/A: The proposed Reconfiguring a Lot application to subdivide land does not include a boundary realignment.</p> <p>N/A: The proposed Reconfiguring a Lot application to subdivide land does not include a boundary realignment.</p>
<p>PO₂ Lots resulting from rearrangement of boundaries do not require any new or additional infrastructure connections, or modification of existing connections.</p>	<p>AO_{2.1} All lots resulting from rearrangement of boundaries:</p> <ul style="list-style-type: none"> (a) retain all existing connections to water, sewer, electricity and other infrastructure wholly within the lot they serve; (b) do not require additional infrastructure connections or augmentation of existing connections; (c) except where in the Rural Zone, have sealed vehicle crossovers; (d) have stormwater drainage for lots 4000m² or less: <ul style="list-style-type: none"> (i) connected to adequately sized inter-allotment drainage; or (ii) that drains the entirety of each lot independently without fill to the kerb and channel or swale of the road frontage. 	<p>N/A: The proposed Reconfiguring a Lot application to subdivide land does not include a boundary realignment.</p>
<p>PO₃ Where in the rural zone, all lots resulting from rearrangement of boundaries are provided with all weather road access from the driveway crossover to the nearest formed road.</p>	<p>AO_{3.1} Where in the rural zone, all lots resulting from rearrangement of boundaries are provided with a formed gravel road from the driveway crossover to the nearest formed road in accordance with <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure</i>.</p>	<p>N/A: The proposed Reconfiguring a Lot application to subdivide land does not include a boundary realignment.</p>

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Reconfiguring a Lot Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Lot Sizes and Design		
<p>PO₄ All new lots provide sufficient area, frontage and dimensions, and road access that enable their future development to achieve relevant outcomes in applicable Use, Zone, Overlay, and Other Development Codes in relation to:</p> <ul style="list-style-type: none"> (a) dwellings, buildings and/or other structures (b) setbacks ; (c) landscaping; (d) on site car parking and vehicle access; (e) recreation areas (private open space); (f) cultural heritage and character streetscape values; (g) other design criteria. <p>Editors note:</p> <ul style="list-style-type: none"> i. Setback considerations include solar access, privacy and amenity of residents and adjoining neighbours, on-site effluent disposal. ii. A building envelope may demonstrate suitability to accommodate future development. 	<p>AO_{4.1} All lots are rectangular and have minimum width to depth ratios, areas, dimensions and frontages as prescribed in Table 9.4.5:4.</p> <p>AO_{4.2} Where in the Low Medium Density Residential Zone development for lots 450m² or less in area are capable of accommodating a rectangular building envelope with area and dimensions for:</p> <ul style="list-style-type: none"> (a) a dwelling, including ancillary buildings and structures such as garages, covered carports and decks, that comply with the minimum setback requirements of the overlay or zone in which the land is located and building regulations; (b) private open space and recreation areas; (c) vehicle access and on-site car parking in accordance with the Transport, Access and Parking Code. 	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p> <p>N/A: The subject land is partly located in the Low-medium Density Residential Zone (refer to Figure 9) but the development does not propose lots less than 450m² in site area.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Master Planning		
<p>PO₁ Except where in the Rural Zone (other than where in the Heinemann Road Transport Precinct) Limited Development (Constrained Land) Zone, Community Facilities Zone, Open Space Zone or Recreation Zone, development:</p> <ul style="list-style-type: none"> (a) occurs in a logical pattern and sequence; (b) is of a scale and density that facilitates an efficient land use pattern and facilitates a mix of lot sizes that provide for a range of residential dwelling choices; (c) is designed to create compact and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities; (d) creates a high quality streetscape and public open space network with connected public spaces and parks; (e) appropriately responds to constraints and natural values and mitigates any adverse impacts on areas of ecological significance; (f) is provided with all necessary infrastructure networks and is well serviced by community facilities; and (g) creates lots which are suitable for their intended use without requiring significant earthworks. 	<p>AO_{1.1} A Master Plan is prepared in accordance with SC6.4 PSP No. 4 Master Planning.</p>	<p>Complies: The subject land is partly located in the Local Centre Zone and partly in the Low-medium Density Residential Zone/Urban Residential Precinct; refer to Figure 9. The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
General		
<p>PO₂ The layout of streets, lots and infrastructure gives the locality a strong and positive identity by:</p> <ul style="list-style-type: none"> (a) responding to site characteristics, settings, landmarks, places of cultural heritage significance and views; (b) creating legible and interconnected movement and open-space networks; (c) locating community, retail, commercial and public transport facilities at focal points within convenient, safe and direct walking distance for residents/users; and (d) providing connections to existing facilities, services and movement networks in the surrounding area. 	<p>Where included in a local plan:</p> <p>AO_{2.1} Neighbourhood design and lot layout is consistent with the requirements of any local plan.</p> <p>All other circumstances:</p> <p>No acceptable outcome provided.</p>	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>
<p>PO₃ The layout of streets, lots and infrastructure responds appropriately to environmental features of the site or locality by:</p> <ul style="list-style-type: none"> (a) following the natural topography; (b) protecting and promoting views of landscape features, significant ridgelines, 	<p><i>In partial fulfilment of the performance outcome:</i></p> <p>AO_{3.1} A lot with an area of less than 450m² intended to be used for a dwelling house has a natural slope:</p> <ul style="list-style-type: none"> (a) across the width of the lot not exceeding 10%; and (b) along the length of the lot not exceeding 5%. 	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>mountains, hills, rocky outcrops or other geological formations;</p> <p>(c) minimising the need for earthworks;</p> <p>(d) minimising vegetation loss and/or fragmentation;</p> <p>(e) maintaining natural drainage features and floodways;</p> <p>(f) maintaining important wildlife corridors and habitat areas;</p> <p>(g) providing for adequate buffering of (d), (e) and (f);</p> <p>(h) protecting and maintaining areas of indigenous cultural significance; and</p> <p>(i) connecting streets and open space to existing streets and open space on adjoining land as necessary for the orderly development of the precinct.</p>		
<p>PO₄ Street blocks and lot types are generally rectilinear and arranged to provide:</p> <p>(a) an efficient neighbourhood pattern, that supports walking cycling and public transport use;</p> <p>(b) the highest densities are located around open space, amenity features or other focal points; and</p> <p>(c) a mix of lot sizes which provide a wide choice in affordable and accessible housing and achieve streetscape variety.</p>	<p><i>In partial fulfilment of the performance outcome</i></p> <p>AO_{4.1} Subdivision involving the creation of lots for residential use ensures lots within the block are arranged so that:</p> <p>(a) there are between four (4) and six (6) adjoining attached (terrace or row) house lots in a group (to enable group housing construction and integrated streetscape solution);</p> <p>(b) there are no more than eight (8) narrow frontage (less than 15m) lots in a row;</p> <p>(c) there are no more than four (4) lots with a width of 7.5m or less in a row unless serviced by a rear lane; and</p> <p>(d) there are no minor mismatches (e.g. less than 1m) in the rear corner lot boundaries</p>	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p style="text-align: center;">of adjoining lots (to minimise the risk of set out error);</p> <p>AO_{4.2} Subdivision involving the creation of lots for residential use ensures lots with access to a laneway intended to accommodate more than one dwelling have a:</p> <p style="margin-left: 20px;">(a) minimum width of 7.5m; and (b) minimum depth of 30m.</p> <p>AO_{4.3} Street blocks fronting local streets do not exceed 100m in length.</p>	<p>N/A: The development does not include the creation of an urban/street block.</p>
<p>PO₅ Reconfiguration avoids risk to human safety and the environment from natural hazards and contaminated land.</p>	<p><i>In partial fulfilment of the performance outcome</i></p> <p>AO_{5.1} Where contamination is suspected (e.g. former dips, industrial sites), provide a preliminary contamination report for Residential or Rural Residential subdivisions.</p>	<p>N/A</p>
<p>PO₆ The development is integrated with the surrounding urban or rural environment, having regard to:</p> <p>(a) the layout and dimensions of streets and lots;</p> <p>(b) connections to surrounding streets and pedestrian and cycle networks and other infrastructure networks;</p> <p>(c) provision for shared use of public facilities;</p> <p>(d) open space networks, retained habitat areas or corridors, landscape features and views and vistas; and</p> <p>(e) connections to centres.</p>	<p>No acceptable solution is nominated.</p>	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>
<p>PO₇ In a reconfiguration that involves the creation of a new street (other than in a Rural Zone or the Rural Residential Zone) streetscape and landscape treatments are provided that:</p>	<p>No acceptable solution is nominated.</p>	<p>N/A: The development does not involve the creation of a new street.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) create an attractive and legible environment with a clear character and identity; (b) use and highlight features of the site such as views, vistas, existing vegetation, landmarks and places of cultural heritage significance; (c) enhance safety and comfort, and meet user needs; (d) complement the function of the street in which they are located by reinforcing desired traffic speed and behaviour; (e) assist integration with the surrounding environment; (f) maximise infiltration of stormwater runoff; and (g) minimise maintenance costs through: <ul style="list-style-type: none"> (i) street pavement, parking bays and speed control devices; (ii) street furniture, shading, lighting and utility installations; (iii) retention of existing vegetation; and (iv) on street planting. 		
<p>PO₈ Neighbourhood design and lot mix provides sufficient opportunities for community, retail, commercial and other uses to meet community needs, where this is consistent with the intended character of the zone or precinct in which the land is located and appropriate to the size of development.</p>	<p>No acceptable outcome is nominated.</p>	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₉ Reconfigurations within the Low-medium Density Residential Zone and the Emerging Community Zone contribute to housing diversity and different levels of affordability to meet community needs by incorporating a mix of residential lot sizes drawing from the following lot types:</p> <ul style="list-style-type: none"> (a) Traditional: A traditional lot caters for large dwelling houses, typically on lots with a frontage of up to 20m and depth of 30m to 32m for single storey dwelling houses and 25m for two (2) storey dwelling houses. (b) Multi-family: A multi-family lot allows for small multiple dwellings (typically four (4) to six (6) dwellings). Multiple dwellings on multi-family lots contribute significantly to diversity within a neighbourhood. Multi-family lots will typically be provided on-street corners to reduce the negative impact of rows of garage doors. (c) Courtyard: A courtyard lot has an area between 375m² and 480m² and comfortably accommodates a smaller detached dwelling house on a lot with a frontage of approximately 15m. (d) Villa: A villa lot has an area between 250m² and 320m² and accommodates a smaller dwelling house on a lot with a frontage of approximately 10m. It is suited to the housing needs of an increasing number of one and two person households. A dwelling house on a villa lot is detached but usually built to one side boundary of the lot. 	<p>AO_{9.1} Reconfigurations incorporate the lot types identified in the performance outcome as follows:</p> <ul style="list-style-type: none"> (a) reconfigurations creating between 10 and 50 additional lots incorporate a mix of at least two (2) different lot types; and (b) reconfigurations creating more than 50 additional lots incorporate a mix of at least three (3) different lot types. 	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₀ Reconfigurations within the Low-medium Density Residential Zone achieve a residential density that makes efficient use of the land and associated physical infrastructure.	AO _{10.1} Reconfigurations in the Low-medium Density Residential Zone facilitate a minimum residential density of 30 dwellings per hectare.	N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C .
PO ₁₁ Reconfigurations within the Principal Centre Zone, Major Centre Zone, District Centre Zone or Local Centre Zone ensure an integrated, orderly and efficient development outcome is achieved across all lots in respect to access to the external road network, pedestrian and vehicle movement within the site and built form and function.	No acceptable outcome is nominated.	Complies: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements to ensure a shared access arrangement for commercial tenancies, limiting the number of accesses to South Street (Distributor Road).
Lot Sizes and Design		
PO ₁₂ Lot size in the Emerging Community Zone does not compromise the future development potential of the area for urban purposes.	AO _{12.1} Lots in the Emerging Community Zone have the minimum area and frontage as shown in Table 9.4.5:4.	N/A
PO ₁₃ In the Rural Zone, the productive capacity of rural land resources is protected from the reconfiguration of lots that facilitates inappropriate intensification of development in the zone.	AO _{13.1} Lots have a minimum area as shown in Table 9.4.5:4.	N/A
Movement network design		
PO ₁₄ The street and road network has a clear structure, with roads that conform to their function in the network, having regard to:	AO _{14.1} The street and road network is consistent with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A: The development does not propose new roads or external roadworks.

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) traffic volumes, vehicle speeds and driver behaviour; (b) on street parking; (c) sight distance; (d) provision for public transport routes and stops; (e) provision for pedestrian and cyclist movement, prioritising these where appropriate; (f) provision for waste collection and emergency vehicles; (g) lot access; (h) convenience; (i) public safety; (j) amenity; (k) the incorporation of public utilities and drainage; and (l) landscaping and street furniture. 		
PO ₁₅ The road network provides for convenient and safe movement between local streets and higher order roads.	AO _{15.1} The proposed road network complies with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A: The development does not propose new roads or external roadworks.
PO ₁₆ Local streets do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport).	No acceptable outcome is nominated.	Complies: The subject land has frontage to South Street which is identified as a Distributor Road on the Toowoomba Road Hierarchy and is of adequate standard to accommodate traffic generated by the development.
PO ₁₇ Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport.	AO _{17.1} Intersections and pedestrian and cyclist crossings are provided in accordance with	N/A: The development does not propose new roads or external roadworks.

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</i>	
PO ₁₈ Access arrangements for lots do not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads.	AO _{18.1} Access arrangements are consistent with the characteristics intended for the particular type of road or street specified in <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</i>	Complies: The development includes the closure of the existing driveway crossover to Lot 1 on RP44881 with the new building relying access via the existing driveway crossover for the adjoining land described as Lot 0 on BUP6732 as a shared access arrangement. This will be achieved by means of the proposed access easements included in this development application. Any modifications required for the shared access will be undertaken in response to conditions of approval.
PO ₁₉ On-road car parking is provided according to projected needs taking into account: (a) total parking demand; (b) car parking opportunities on lots; and (c) non-residential and external parking generators.	AO _{19.1} On-street parking is provided in accordance with the Transport, Access and Parking Code.	N/A: The proposed development does not make provision for on-street parking.
PO ₂₀ The movement network facilitates efficient and cost-effective provision and maintenance of infrastructure.	AO _{20.1} Infrastructure is provided in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</i>	Complies: The design of the development ensures efficient and cost-effective provision and maintenance of infrastructure. Any new infrastructure will be provided in accordance with the requirements of <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</i>
PO ₂₁ Rear lanes are designed to:	AO _{21.1} Rear lanes are designed in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</i>	N/A: The proposed development does not involve the creation of rear lanes.

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) provide enough width to enable safe and efficient vehicle movement, including service vehicles; (b) have either a straight or T configuration and not be dead ends or cul-de-sacs; (c) enable easy and safe access into and out of garages without using doors that open into the lane; (d) not create a more direct through-route alternative for vehicles than the adjoining street network; (e) ensure rear yards of properties can be fenced for security; (f) ensure any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards; and (g) not provide for visitor parking within the lane unless in specifically designated areas. 		
PO ₂₂ Development does not compromise the delivery of existing or future public transport routes and encourages a highly connected local street network that enables public transport to efficiently service the area without the need to 'repeat a part of a route as part of the one trip'.	AO _{22.1} Street networks in new developments are designed to accommodate the movements of a 14.5m long bus.	N/A: The development does not propose new roads or external roadworks.
Road design		
PO ₂₃ The geometric design features of each type of road:	AO _{23.1} Design of the roads comply with the SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A: The development does not propose new roads or external roadworks.

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) convey its primary function for all relevant design vehicle types; (b) have an adequate horizontal and vertical alignment that is not conducive to excessive speeds; (c) encourage traffic speeds and volumes to levels commensurate with road hierarchy function; and (d) ensure unhindered access by emergency vehicles. 		
Pedestrian and cyclist facilities		
PO ₂₄ A network of pedestrian and cycle ways is provided having regard to: <ul style="list-style-type: none"> (a) opportunities to link open space networks, and community facilities, including public transport stops, local activity centres and schools; (b) likely trip purpose; (c) topography; (d) cyclist and pedestrian safety; (e) cost effectiveness; (f) likely user volumes and types; (g) convenience; and (h) accessibility. 	AO _{24.1} In partial fulfilment of the performance criterion, pedestrian and cycle ways are provided in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> . AO _{24.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i> .	Complies: The site's frontage to South Street includes a formed footpath in both road verges. Complies: The site's frontage to South Street includes a formed footpath in both road verges.
PO ₂₅ The alignment of pedestrian paths and cycleways is designed so that they:	No acceptable outcome is nominated.	Complies: The site's frontage to South Street includes a formed footpath in both road verges.

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) allow for the retention of trees and other significant features; (b) maximise the visual interest provided by views and landmarks where they exist; (c) do not compromise the operation of or access to other infrastructure services; (d) are widened at potential conflict points; and (e) consider CPTED principles and disability access requirements. 		
PO ₂₆ Safe street crossings are provided for pedestrians and cyclists across major roads.	AO _{26.1} Crossings and intersections are provided in accordance with SC6.3 PSP No 2 – <i>Engineering Standards – Roads and Drainage Infrastructure and Austroads Guide to Road Design Part 4: Intersections and Crossings: General.</i>	N/A: The development does not propose new roads or external roadworks.
Public transport		
PO ₂₇ The movement network caters for the extension of existing or future public transport routes to provide services that are convenient and accessible to the community.	No acceptable outcome is nominated.	N/A: The development does not include extensions to a bus route.
PO ₂₈ Reconfiguration caters for the extension of public transport routes by locating the highest likely public transport 'trip generating' land uses in the vicinity of existing or potential public transport routes, where this is consistent with the intended character of the zone or precinct in which the land is located.	AO _{28.1} Except in the rural zone and the rural residential zone, at least 90% of proposed lots are within 400m safe walking distance from an existing or potential bus route or 500m walking distance of an identified bus stop.	Complies: The development is located approximately 230m east of a public bus stop on Ramsay Street.
PO ₂₉ Residential densities within walking distance of existing and potential public transport stations and routes are at levels that take advantage of the infrastructure where this is consistent with the	No acceptable outcome is nominated.	N/A: The development does not include extensions to a bus route.

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Performance outcomes	Acceptable outcomes	Compliance summary
intended character of the zone or precinct in which the land is located.		
Open Space Network		
PO ₃₀ Neighbourhood design and lot layout provides a balanced variety of park types, including: <ul style="list-style-type: none"> (a) small local parks, which are designed to: <ul style="list-style-type: none"> (i) provide a small open space setting for adjoining dwellings; (ii) incorporate and retain existing natural features; (iii) incorporate landscaping to assist in creating neighbourhood identity and way-finding; (b) neighbourhood parks, which are designed to: <ul style="list-style-type: none"> (i) be centrally located; (ii) support the local community's recreational needs; (iii) provide opportunities for community and special events; (c) lineal or corridor parks, which are designed to: <ul style="list-style-type: none"> (i) connect with existing or planned open space in the locality; (ii) incorporate pedestrian and cycle paths; (iii) protect significant natural features; (iv) convey stormwater; (v) provide for other recreational needs when not flooded; and (d) natural parkland areas which: 	AO _{30.1} The lot reconfiguration makes provisions for the establishment of public parks in accordance with Part 4 Local Government Infrastructure Plan.	N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C .

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Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (i) retain locally significant wetlands, remnant vegetation and habitat for fauna; (ii) continue ecological corridors and linkages to areas outside of the neighbourhood; (iii) maintain important landscape and visual quality values. 		
PO ₃₁ Where provision for a public park is required in Part 4 – Local Government Infrastructure Plan the design and lot layout provides for safe and secure, well distributed and located parkland that: <ul style="list-style-type: none"> (a) has passive surveillance by surrounding development; (b) is of a suitable size, shape and topography for its function; (c) is located on a suitable road; (d) is highly accessible to local communities; and (e) achieves an acceptable standard of flood immunity. 	AO _{31.1} The public park meets the requirements of section 4.5.5 of the planning scheme. AO _{31.1} The public park meets the standards identified in Table 9.4.5:3.	N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C .
PO ₃₂ Neighbourhood design and lot layout provides for safe and secure, well distributed and located parkland that: <ul style="list-style-type: none"> (a) provides a clear relationship between the public realm and adjoining land uses 	No acceptable outcome is nominated.	N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C .

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>through treatment including alignment, fencing and landscaping;</p> <p>(b) enhances the area's local identity and landscape amenity;</p> <p>(c) provides for a range of recreational opportunities to meet community needs;</p> <p>(d) forms a linkage to existing parkland or habitats;</p> <p>(e) respects and retains existing natural elements; and</p> <p>(f) protects biodiversity values and features.</p>		
Amenity		
<p>PO₃₃ Reconfiguration provides for sufficient buffering to minimise impacts on accommodation activities and other sensitive land uses from nearby incompatible uses.</p>	<p>No acceptable outcome is nominated.</p>	<p>Performance Solution: The development proposes an acoustic barrier (i.e. 1.8m double-lapped timber screen fence) along the common boundary with adjoining residential properties to the south but no vegetated buffer; refer to the Proposed Site Plan at Appendix C. Given the proposed beauty services tenancies will only operate during business hours, it is considered the proposed buffering is acceptable in this instance.</p>
<p>PO₃₄ The layout of lots created for industrial or commercial purposes facilitates the siting and design of development in a manner that ensures the amenity of accommodation activities and sensitive land uses is protected.</p>	<p>No acceptable outcome is nominated.</p>	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>
<p>PO₃₅ Where Reconfiguring a Lot on land in the Low-medium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High</p>	<p>AO_{35.1} Where Reconfiguring a Lot on land in the Low-medium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High</p>	<p>N/A: The subject land is partly located in the Low-medium Density Residential Zone (refer to Figure 9) but the land is not located within 250m of industrial zoned land.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>Impact Industry Zone it must not result in future sensitive uses within the site being exposed to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing.</p>	<p>Impact Industry Zone, it is demonstrated that a future sensitive use on proposed lots can meet:</p> <ul style="list-style-type: none"> (a) the indoor noise objectives set out in the <i>Environmental Projection (Noise) Policy 2008</i> are met; and (b) the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i>, are met through the use of measures such as: <ul style="list-style-type: none"> (i) landscaping and open space; (ii) setbacks; (iii) the orientation of lots away from the industrial area; (iv) barriers, mounds and fencing; and/or (v) screening. 	
Safety and security		
<p>PO₃₆ The reconfiguration discourages crime, vandalism and anti-social behaviour and facilitates:</p> <ul style="list-style-type: none"> (a) personal and property security; (b) casual surveillance of footpaths and parkland; and (c) activity and interaction within public spaces and movement networks. 	<p>AO_{36.1} The reconfiguration is designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines for Queensland</i>.</p>	<p>Complies: The reconfiguration can be designed in accordance with CPTED principles.</p>
Natural values		
<p>PO₃₇ Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible.</p>	<p>AO_{37.1} Development within a water supply area involving the creation of new lot/s is connected to council's reticulated water supply system and a water supply outlet located within a road reserve is within 40M of the following:</p>	<p>Complies: The development will be connected to Council's reticulated water supply in accordance with the requirements of <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(a) all of the land; or (b) a building envelope designated on each lot; or (c) the centre of each lot, excluding access handles (where no building envelope is designated); and (d) all existing or proposed buildings.	
PO ₃₈ The reconfiguration provides for lot sizes and titling arrangements that ensure areas of ecological significance remain intact as part of common property or within large lots.	No acceptable outcome is nominated.	Complies: The development site area for the proposed residential lots is outside areas of environmental significance.
PO ₃₉ The layout of roads, driveways and other infrastructure avoids crossing or otherwise fragmenting waterways, wetlands, habitat areas or ecological corridors.	No acceptable outcome is nominated.	N/A: Refer to the response to PO ₃₈ .
Climatic response		
PO ₄₀ The street, lot orientation and lot size facilitate buildings that conserve non-renewable energy sources through climate-responsive siting and design.	<i>In partial compliance with the performance outcome:</i> AO _{40.1} Neighbourhoods are generally designed so that: (a) the long axis of roads runs east-west; (b) the number of wide lots (lots with a width greater than 15m) is minimised on streets running north-south; and (c) lots are generally rectangular in shape and not splayed. AO _{40.2} Where they are proposed, built-to-boundary walls are located on the west-southwest boundary of lots except where these boundaries are on the higher side of a sloping lot.	N/A: The development does not involve the creation of new roads.

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Performance outcomes	Acceptable outcomes	Compliance summary
Services		
PO ₄₁ Services, including water supply, stormwater management, sewage disposal, waste disposal, drainage, electricity and telecommunications, are provided in a manner that: <ul style="list-style-type: none"> (a) is efficient; (b) minimises risk of adverse environmental or amenity related impacts; (c) promotes total water cycle management and the efficient use of water resources; and (d) minimises whole of life cycle costs for that infrastructure. 	No acceptable outcome is nominated.	Complies
Noise Impacts		
PO ₄₂ Lots are of a suitable size and dimensions to facilitate adequate noise management.	AO _{42.1} Lots near a rail corridor or a regional arterial, sub-arterial or distributor roads are of sufficient size and depth to ensure that future dwellings are not exposed to road or rail noise greater than 63dB ^L A10(18hr). AO _{42.2} Where it is not practical to achieve the required noise levels through lot layout and design, noise attenuation barriers are utilised to achieve the required noise levels.	Complies: The subject land is located on a Distributor Road i.e. South Street and the proposed development is for a non-residential use. N/A: Refer to the response to AO _{42.1} .

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Performance outcomes	Acceptable outcomes	Compliance summary
PO ₄₃ Noise attenuation measures: <ul style="list-style-type: none"> (a) are compatible with the local streetscape; (b) minimise whole of life cycle costs where they are to be located on or adjacent to public land or common property; and (c) are designed to discourage crime and anti-social behaviour, having regard to: <ul style="list-style-type: none"> (i) aesthetic quality and compatibility with streetscape; (ii) physical accessibility; (iii) provision of casual surveillance of public open space and movement networks; (iv) opportunities for concealments or vandalism; and (v) easy and economic maintenance. 	No acceptable outcome is nominated.	N/A
Air Quality		
PO ₄₄ Reconfiguration does not result in lots intended for accommodation activities or sensitive land uses being subject to adverse air quality or impacts.	No acceptable outcome is nominated.	Complies: The proposed residential lots will not be subject to adverse air quality impacts.
Additional requirements for volumetric subdivision		
PO ₄₅ The reconfiguration of the space above or below the surface of the land facilitates appropriate development in accordance with the intent of the zone or precinct in which the land is located or is consistent with a lawful approval that has not lapsed.	No acceptable outcome is nominated.	N/A: The proposed Reconfiguring a Lot does not involve a volumetric subdivision.

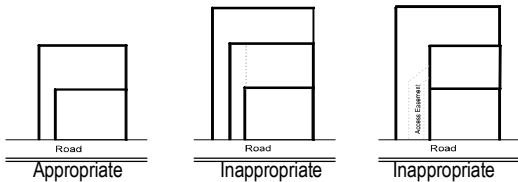
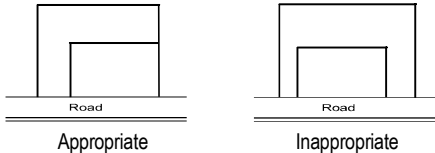
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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Hatchet Lots		
<p>PO₄₆ Lot reconfigurations only create hatchet lots as a means of increasing residential densities in within:</p> <ul style="list-style-type: none"> (a) Walking catchments around centres offering a broad range of goods, facilities and services (being 800m around Major and 400m around District centres and designated Local centres within the centre hierarchy); (b) Land that benefits visually from high quality parkland; (c) Walking catchments around major non-industrial employment areas (land within 800m walk of 1000 or more non-industrial jobs); (d) A central transport corridor bounded by Nelson, West, Jellicoe and Hume street, and (e) An 800m walking catchment of the University of Southern Queensland (Toowoomba campus). 	<p>AO_{46.1} Lot reconfigurations only create hatchet lots in the Low-medium Density Residential Zone.</p>	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>
<p>PO₄₇ The location and configuration of the access strip/easement and main body does not compromise:</p> <ul style="list-style-type: none"> (a) the streetscape qualities of the area; (b) the residential amenity of the area; or (c) the Street System. 	<p>AO_{47.1} Only 1 Hatchet Lot is created behind any full frontage lot as shown in Figure 1 below.</p>	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

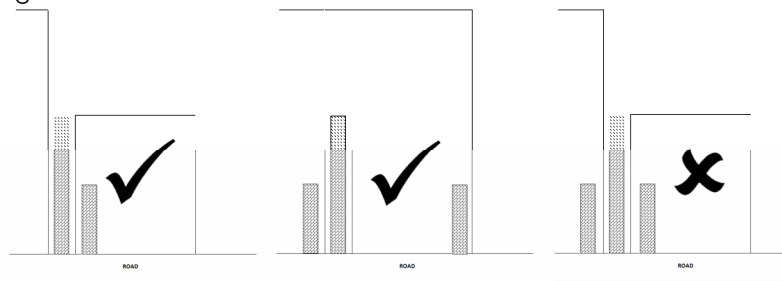
Performance outcomes	Acceptable outcomes	Compliance summary
	<p>Figure 1</p>  <p>AO_{47.2} The access strip/easement to the Hatchet Lot is located on only 1 side of the lot with direct frontage to the street as illustrated in Figure 2 below.</p> <p>Figure 2</p> 	
<p>PO₄₈ The configuration of hatchet lots maintain the ability of existing buildings and structures to –</p> <ul style="list-style-type: none"> (a) provide adequate daylight and ventilation to habitable rooms; (b) allow adequate light and ventilation to habitable rooms of buildings on adjoining lots; and 	<p>AO_{48.1} Where the lot reconfiguration creates a hatchet lots the new lot boundaries create setbacks to existing dwellings that comply with the minimum distances in the Queensland Development Code or relevant planning scheme code.</p>	<p>N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
(c) not adversely impact on the amenity and privacy of residents on adjoining lots.		
PO ₄₉ The access strip/easement: (a) has a minimum width of 6 metres for its full length; (b) is located on the southern or western side of the lot; (c) has a maximum length of 30 metres; (d) is located so that there is no more than one driveway serving an adjoining property within 6 metres of the access strip/easement boundary (see figure 3 below).	No acceptable outcome is nominated.	N/A: The proposed Reconfiguring a Lot application seeks approval for two (2) access easements and does not involve the creation of new lots. Refer to the Development Plans at Appendix C .

Figure 3



One driveway within 6m of access strip One driveway with 6m of access strip Two driveways within 6m of access street

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₅₀ Stormwater is discharged from the site 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.</p> <p>Note: Land over which Council has tenure or control does not include Council's open space network.</p>	<p>AO_{50.1} The site:</p> <ul style="list-style-type: none"> (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. 	<p>Complies: Refer to the Stormwater Management Plan attached at Appendix E.</p>
<h4>Reconfigurations creating lots less than 450m² in area in a residential zone</h4>		
<p>PO₅₁ Lot reconfigurations creating lots less than 450m² and at least 20 new lots, facilitate the orderly, neighbourly, integrated and timely development of those lots through a Plan of Development.</p> <p>Note:</p> <p><i>Orderly</i> neatly and methodically arranged.</p> <p><i>Neighbourly</i> exhibiting the qualities expected in a friendly neighbour.</p>	<p>AO_{51.1} Lot reconfigurations creating lots less than 450m² incorporate an Approved Plan of Development prepared by a suitably qualified professional(s) that sets development standards that comply with the performance outcomes within the Small Lot Housing Design Code and which includes, but is not limited to, the location of the following:</p>	<p>N/A: The development does not create lots with a site area less than 450m².</p>

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Performance outcomes	Acceptable outcomes	Compliance summary						
<p><i>Integrated</i> combining or coordinating separate elements so as to provide a harmonious, interrelated whole</p> <p><i>Timely</i> done or occurring at a favourable or useful time.</p>	<p>(a) the lot layout and streets, including lot numbers, lot areas, street reserve widths, street or road carriageways (may include bus stops, taxi ranks, loading zones and similar service areas where proposed), and location and width of footpaths;</p> <p>(b) land slope and major infrastructure items;</p> <p>(c) primary and secondary street frontages (if necessary);</p> <p>(d) public open space areas, including lot number and area;</p> <p>(e) built-to-boundary wall locations (including mandatory built-to-boundary situations);</p> <p>(f) where privacy fencing is required at an interface with a street or park; fencing and, if sloping land, retaining wall details;</p> <p>(g) for lots under 450m²:</p> <p style="margin-left: 20px;">(i) location, areas and dimensions of private open space;</p> <p style="margin-left: 20px;">(ii) building envelopes indicating minimum setbacks, access points, and heights; and</p> <p style="margin-left: 20px;">(iii) driveway crossovers</p>							
<p>PO₅₂ The lots are located on a road that is appropriate to accommodate small lots.</p>	<p>AO_{52.1} Small lots are located in accordance with the following table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #cccccc;"> <th style="text-align: left;">Proposed lot width</th> <th style="text-align: left;">Vehicle Access Location</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Lot width <10m</td> <td style="text-align: left;">Laneway, Local or collector roads only</td> </tr> <tr> <td style="text-align: left;">Lot width 10 – 12.4m</td> <td style="text-align: left;">Laneway, Local or collector roads only</td> </tr> </tbody> </table>	Proposed lot width	Vehicle Access Location	Lot width <10m	Laneway, Local or collector roads only	Lot width 10 – 12.4m	Laneway, Local or collector roads only	<p>N/A: The development does not create lots with a site area less than 450m².</p>
Proposed lot width	Vehicle Access Location							
Lot width <10m	Laneway, Local or collector roads only							
Lot width 10 – 12.4m	Laneway, Local or collector roads only							

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Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary				
	<table border="1"> <tr> <td>Lot width 12.5 – 14.9m</td> <td>Laneway, Local, collector or distributor roads only</td> </tr> <tr> <td>Lot width >15m</td> <td>Laneway, Local, collector, distributor or sub-arterial roads only</td> </tr> </table> <p>Note: Direct access is not typically available to sub-arterial roads and limited to distributor roads (see PSP No.2 Sc6.2.2.2).</p>	Lot width 12.5 – 14.9m	Laneway, Local, collector or distributor roads only	Lot width >15m	Laneway, Local, collector, distributor or sub-arterial roads only	
Lot width 12.5 – 14.9m	Laneway, Local, collector or distributor roads only					
Lot width >15m	Laneway, Local, collector, distributor or sub-arterial roads only					
PO ₅₃ Small lots are located so as to minimise the need to cut and fill the land.	AO _{53.1} Small lots are located on land with a pre-development gradient of less than 10%;	N/A: The development does not create lots with a site area less than 450m ² .				
PO ₅₄ Development provides a frequency of standard and small lots which are varied to facilitate housing variety.	AO _{54.1} There are no more than six (6) contiguous small lots along a street frontage, with groups of two (2) or more small lots separated by at least two (2) standard lots.	N/A: The development does not create lots with a site area less than 450m ² .				
Reconfigurations facilitating Dual Occupancy development						
PO ₅₅ Lot reconfigurations within the Low Density Residential Zone, Low-medium Density Residential Zone, Emerging Community Zone and Township Zone facilitate the integration of Dual Occupancy development into residential neighbourhoods in a manner that is dispersed and does not result in Dual Occupancy becoming the dominant form of housing within a street.	AO _{55.1} Lot reconfigurations designate lots for Dual Occupancy development; AO _{55.2} No more than 20 percent of the properties within a street block are designated for Dual Occupancy development.	N/A: The development does not propose Dual Occupancy lots. N/A: The development does not propose Dual Occupancy lots.				


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Reconfiguring a Lot Code – assessment benchmarks for assessable development

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	<p>AO_{55.3} No more than three (3) adjoining properties within a street block are designated for Dual Occupancy development.</p> <p>AO_{55.4} Hatchet lots are not designated as Dual Occupancy lots.</p> <p>See Figure 4</p> 	<p>N/A: The development does not propose Dual Occupancy lots.</p> <p>N/A: The development does not propose Dual Occupancy lots.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	 <p>Each red line in this figure is an example of the extent of a street block.</p> <p>No more than 20 percent of properties within the street block are designated for dual occupancy development.</p> <p>Figure 4</p>	
<p>PO₅₆ Lots designated for Dual Occupancy development by lot reconfigurations within the Low Density Residential Zone, Low-medium Density Residential Zone, Emerging Community Zone and Township Zone have an area, shape and dimensions suitable to accommodate their intended use.</p>	<p>AO_{56.1} Lots designated for Dual Occupancy development:</p> <ul style="list-style-type: none"> (a) have a minimum area of 500m² where in the Low-medium Density Residential Zone; or (b) have a minimum area of 700m² where in the Low Density Residential Zone, Emerging Community Zone or Township Zone; and (c) are rectilinear in shape; and (d) have a frontage that is consistent with the minimum frontage required for the applicable zone. 	<p>N/A: The development does not propose Dual Occupancy lots.</p>