ALPHA PLANNING
APPLICATIONS

PLANNING REPORT

Development Application

Material Change of Use for a "Multiple Dwelling" use (Four (4) Units) at 51 (Lot 3) Taylor Street, Toowoomba City Qld 4350

RECEIVED
28/07/2026
TOOWOOMBA
REGIONAL COUNCIL

Report Author:	**Melissa Saunders** **Senior Planner – Alpha Planning Applications** ***Bachelor of Laws (Honours) – University of Queensland*** ***Grad. Dip. - Urban & Regional Planning – University of Queensland***
Report Reviewed by:	**Andrew Hill** **Managing Director – Alpha Planning Applications** ***Bachelor of Business – RMIT University*** ***Grad Dip. - Urban & Regional Planning – University of New England***
Report Date:	**20 July 2026**

Table of Contents

1. Summary of Application Details

Applicant Details

Applicant Name:	CLL92 INVESTMENTS PTY LTD C/- Alpha Planning Applications
Applicant Contact Name:	Andrew Hill
Applicant Contact Address:	C/- Alpha Planning Applications PO Box 764, TOOWOOMBA QLD 4350
Applicant Contact Phone Number:	0439 373 414
Applicant Email Address:	andrew@alphaplanning.com.au

Proposal

Approval Type:	Development Permit
Development Type:	Material Change of Use
Proposed Development:	Four (4) x Four (4) bedroom units
Planning Scheme Definition:	"Multiple Dwelling" (Four (4) Units)
Level of Assessment:	Impact Assessable
Referrals:	Nil
Planning Scheme:	*Toowoomba Regional Planning Scheme 2012*

Site Details

Address:	51 (Lot 3) Taylor Street, Toowoomba City QLD 4350
Property Description:	Lot 3 SP184760
Site Area:	1,846m^2
Existing Use:	Vacant Residential Land
Planning Scheme Zone:	Low-Medium Density Residential Zone
Planning Scheme Precinct:	Urban Residential Precinct
Local Plan:	Nil
Planning Scheme Overlays:	Airport Environs Overlay Neighbourhood Character Overlay
Landowner:	CLL92 INVESTMENTS PTY LTD

Proposed Buildings/Sealed Areas

Proposed Number of Units:	**Four (4)**	
Proposed Bedrooms:	**Four (4) Bedrooms per Unit Total = 16 Bedrooms**	
Proposed Unit Size:	**Unit 1 – 240.3m² Unit 2 – 247.6m²**	**Unit 3 – 247.6m² Unit 4 – 238.7m² Total = 974.2m²**
Site Area:	**1,846m²**	
Proposed Building Footprint/Site Coverage:	**38.2% (704.8m²)**	
Proposed Sealed Areas:	**21.9% (405.6m²)**	
Proposed Total Impervious Areas:	**60.1% (1,110.4m²)**	
Number of Storeys:	**Two (2)**	
Maximum Height of Building/s:	**7.8 metres**	

Proposed Landscaping/Permeable Areas

Total Landscaping/Permeable Areas:	**39.9% (735.6m²)**	
Landscaping/Permeable Areas within Front Setback:	**29.2% (17.5m²) of Front Setback Area**	
Landscaping outside Front Setback:	**36.1% (667.3m²)**	
Private Open Space (POS) Areas:	**Unit 1 – 83.9m² Unit 2 – 145.7m²**	**Unit 3 – 145.4m² Unit 4 – 59.4m²**
Sealed Areas in Front Setback Areas:	**70.8% (42.4m²)**	

Proposed Car Parking & Infrastructure

On-site Unit Car Parking:	**Eight (8)**
On-site Visitor Car Parking:	**Four (4)**
Total On-site Car Parking:	**12**
Service Vehicle Provision:	**N/A**
Street Access:	**5m metre wide concrete sealed driveway crossover (via existing shared driveway / common property)**
Services/Infrastructure:	**All Urban Infrastructure**
Road Frontage/s:	**Taylor Street**

2. Introduction

This report has been prepared to support the development application for a Material Change of Use for a "Multiple Dwelling" (Four (4) units) at 51 (Lot 3) Taylor Street, Toowoomba City, described as Lot 3 SP184760. This report has been prepared on behalf of the applicant/owner, CLL92 INVESTMENTS PTY LTD.

Figure 1: Aerial View of Subject Address **(Source: TRC Online Mapping)**

The proposed development is for a Development Permit for a Material Change of Use, which is subject to Impact Assessment.

This report provides a comprehensive and detailed assessment against the Strategic Framework, Zone and Precinct Intent and applicable codes of the *Toowoomba Regional Planning Scheme 2012,* and state planning instruments including the *State Planning Policy*, *South-East Queensland Regional Plan* and the *Darling Downs Regional Plan*; and in accordance with the legislative requirements of the *Planning Act 2016*.

The proposed development generally complies with the *Toowoomba Regional Planning Scheme 2012* and applicable Council assessment requirements, and this report demonstrates this within.

3. Site

Site Description

The subject site is located at 51 (Lot 3) Taylor Street, Toowoomba City, described as Lot 3 SP184760 and has a site area of approximately 1,846m².

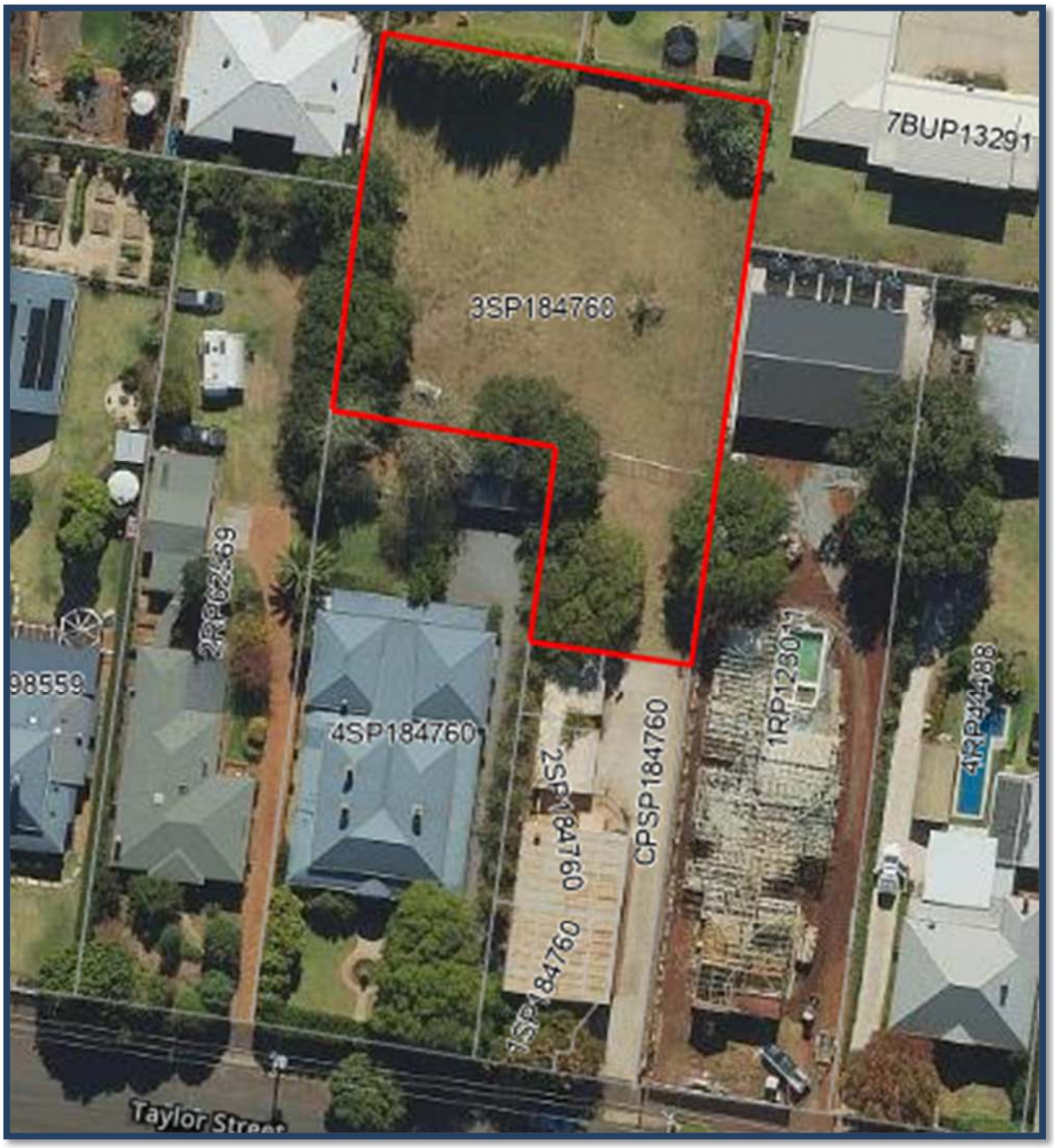


Figure 2: Aerial View of Development Site **(Source: State DA Mapping)**

The site is comprised of one (1) 'L' shaped allotment on a generally north to south axis. The site is located via Taylor Street, with a maximum width of approximately 39.7 metres and depth of up to approximately 57.5 metres.

The site is currently unimproved and gains access from Taylor Street via an existing approximately 5 metre wide concrete sealed driveway crossover contained within the common property of 51 Taylor Street Lot CP on SP184760.

Planning Designations

The subject land is located within the Low-Medium Density Residential Zone (Urban Residential Precinct), is covered by the Airport Environs Overlay (Light Restriction Zone C, Lighting Area Buffer (6 km) & 8km Wildlife Hazard Buffer Zone) and Neighbourhood Character Overlay, and is located on a Local Access Road (Taylor Street) under Council's Road Hierarchy. All surrounding and adjoining sites are also located within the Low-Medium Density Residential Zone.

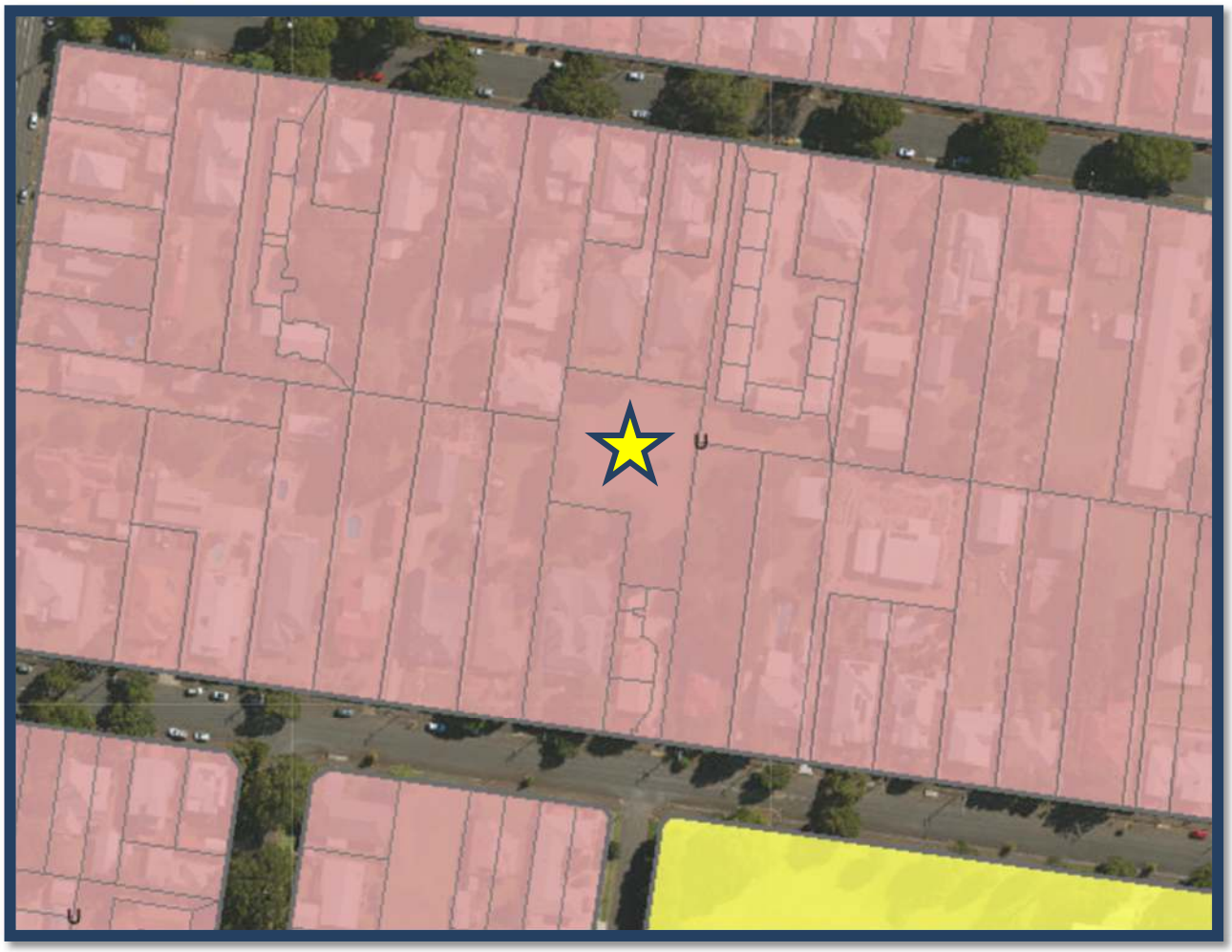


Figure 3: Zoning map of site and surrounds **(Source: TRC Online Mapping)**

Environment

Vegetation and Street Trees

The existing lot has been historically cleared of all significant stands of vegetation and generally contains some existing residential landscaping along the boundaries. There are no Street Trees located within the site's frontage.

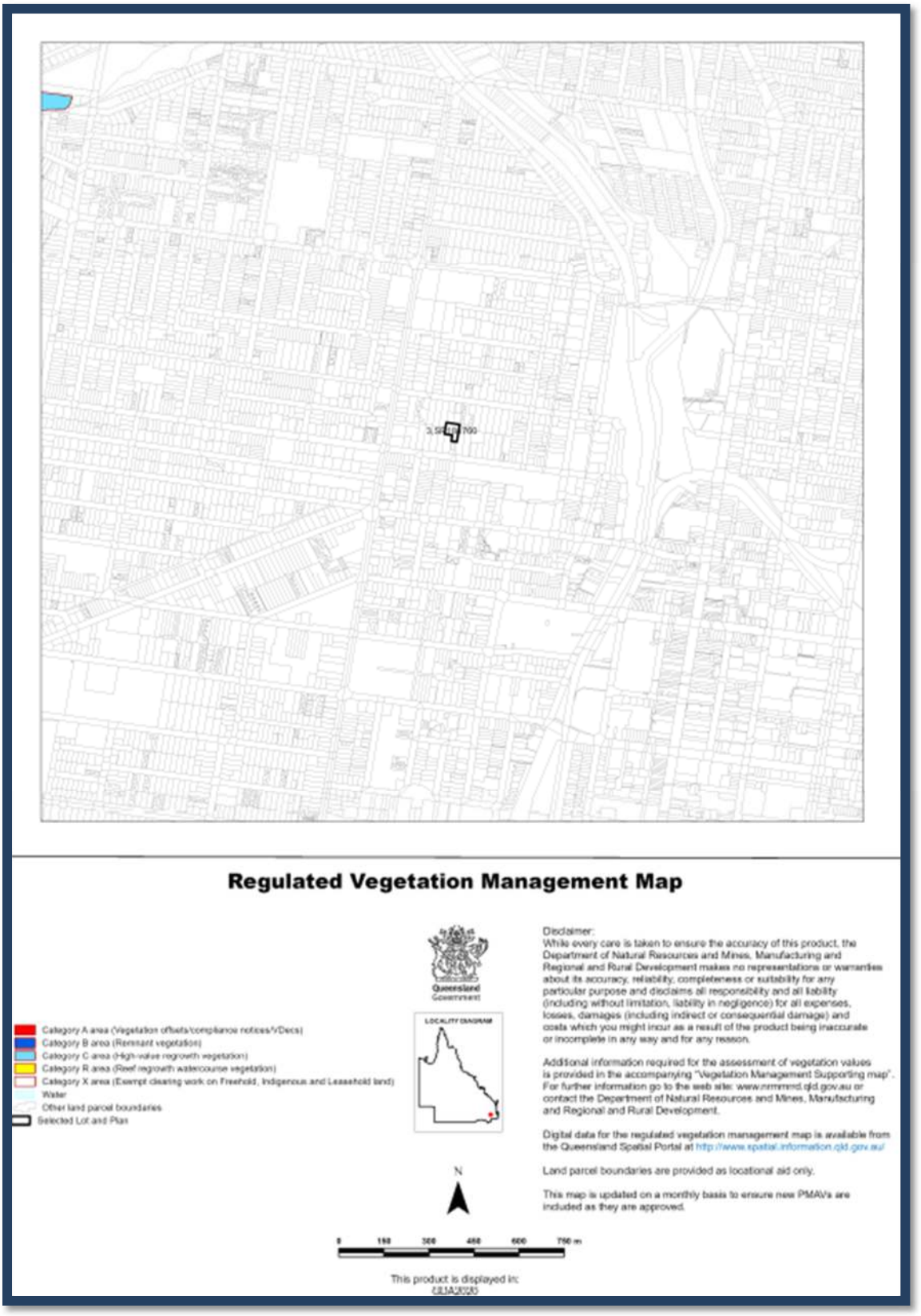


Figure 4: Regulated Vegetation Map **(Source: DNRM Website)**

Watercourses

The subject site does not contain identified watercourses.

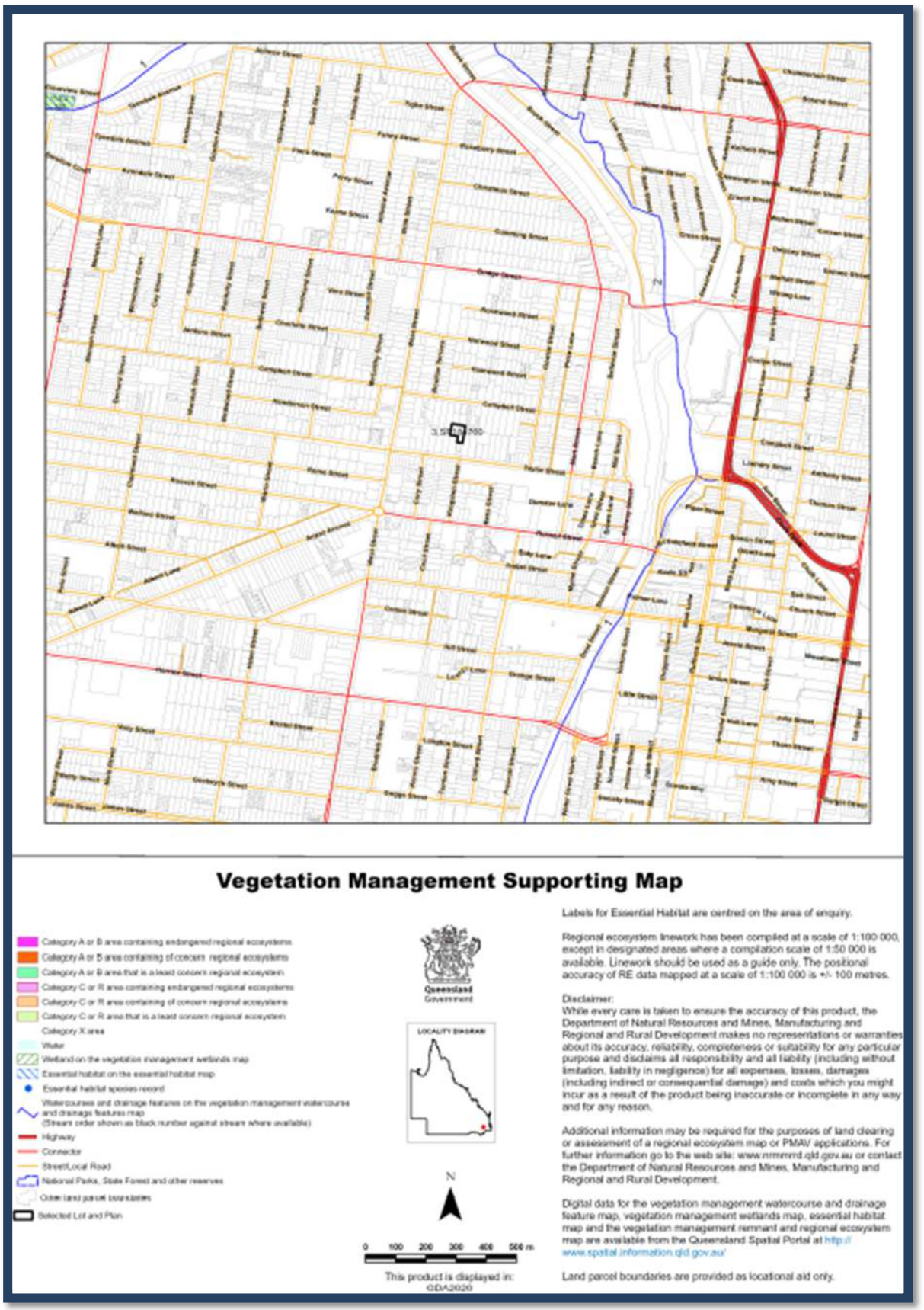


Figure 5: Vegetation Management Supporting Map **(Source: DNRM Website)**

Referrable Wetlands

The subject site is not within or adjacent to a referrable wetland.

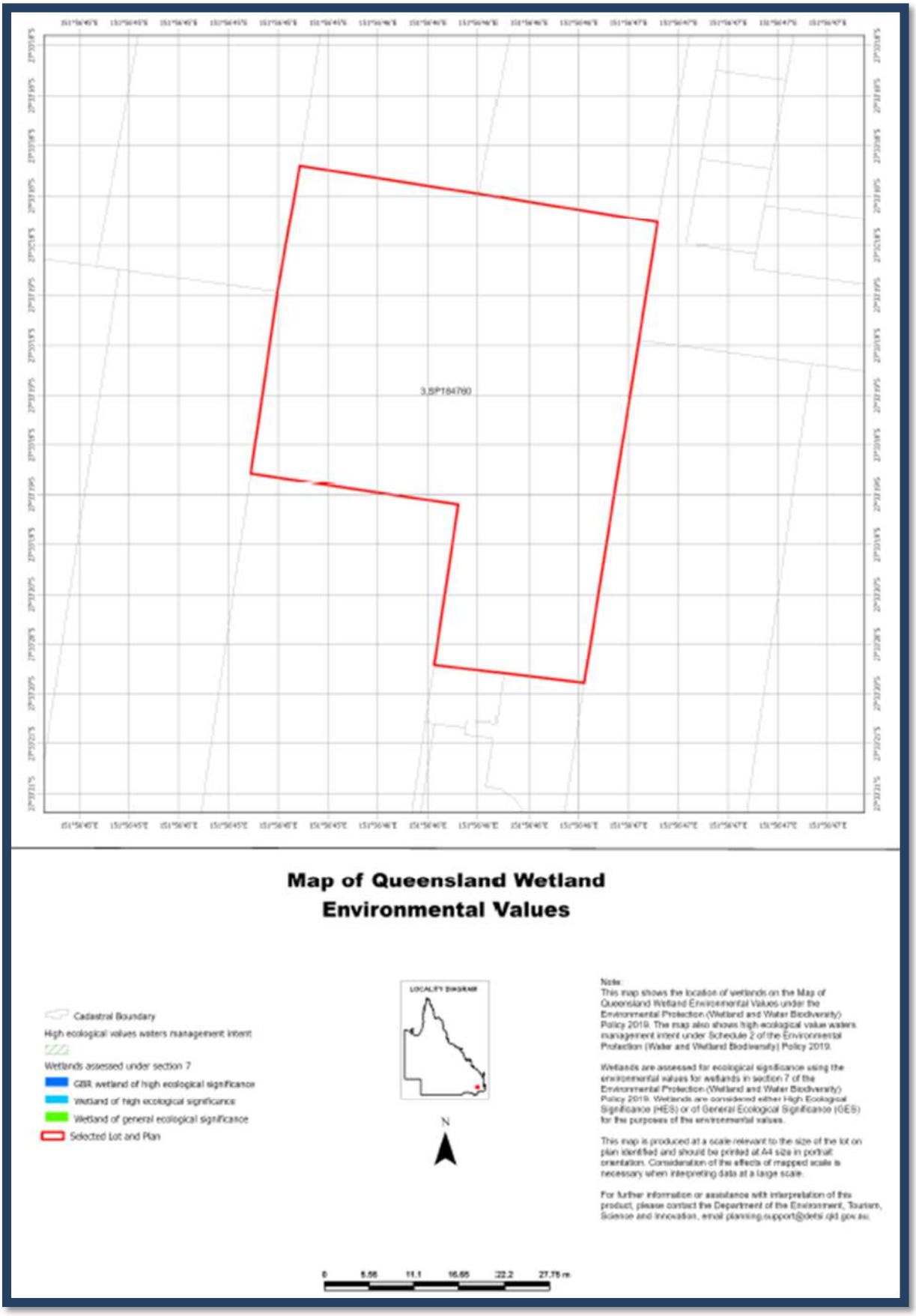


Figure 6: Referrable Wetlands (WPA) **(Source: DNRM Website)**

Infrastructure

The site has access and is connected to, or is capable of being connected to, all urban infrastructure including:

- Reticulated electricity (aboveground within Taylor Street reserve);
- Telecommunications (underground within Taylor Street reserve, including NBN);
- Sealed Roads:
    - Taylor Street – 15 metre wide bitumen sealed road, with kerb and channel, within a 20 metre wide road reserve.
- Reticulated sewer – 150mm concrete sewer main running through centre and eastern boundary of the site – with two (2) manholes within the site;
- Reticulated water supply – 100mm DI pipe running along Taylor Street road reserve; and
- Stormwater infrastructure – channel and underground pipe system within Taylor Street road reserve and within the site itself.

Figure 7: Infrastructure Mapping of site **(Source: TRC Online Mapping)**

Access

There is an existing approximately 5 metre wide bitumen sealed driveway crossover from Taylor Street for the existing shared driveway which provides access to the rear site (within the common property of 51 Taylor Street). The existing sealed driveway crossover contained within the common property of 51 Taylor Street (Lot CP on SP184760) gives lawful access from the subject lot to the street – see below from attached CMS.

Figure 8: View of site's existing access location (via existing shared driveway) (Source: Google Maps)

SCHEDULE B EXPLANATION OF THE DEVELOPMENT OF SCHEME LAND

STAGED DEVELOPMENT

The Scheme Land is intended to be developed progressively. There will only be one body corporate– namely the Body Corporate for Taylor Close Toowoomba Community Titles Scheme. It is intended that the Scheme will be developed in two (2) stages whereby the Scheme Land will be subdivided in the following manner as outlined on the attached Concept Plans marked "A" and "B".

Stage 1	Lots 1 and 2 and common property and a balance Standard Format Plan Lot (Lot 3) on SP 184760 will be created upon the establishment of the scheme. The lots will be created using a Standard Format Plan. The lots will be regulated under the Standard Module and will be used for residential purposes. Lot 3 will be later sub-divided to create further lots and common property.
Stage 2	Development Complete Lot 3 from Stage 1 will be cancelled and Lots 3, 4, 5 and 6 and common property will be created using a Standard Format Plan. The lots will be regulated under the Standard Module and will be used for residential purposes.

Figure 9: Excerpt from CMS demonstrating Lot 3 & its future development is entitled to use common property driveway (see Attachment G)

Figure 10: Aerial view of subject site and surrounding road network **(Source: Google Earth)**

Topography

The subject site gradually falls towards the east of the site, with an average slope of approximately 4.5%.

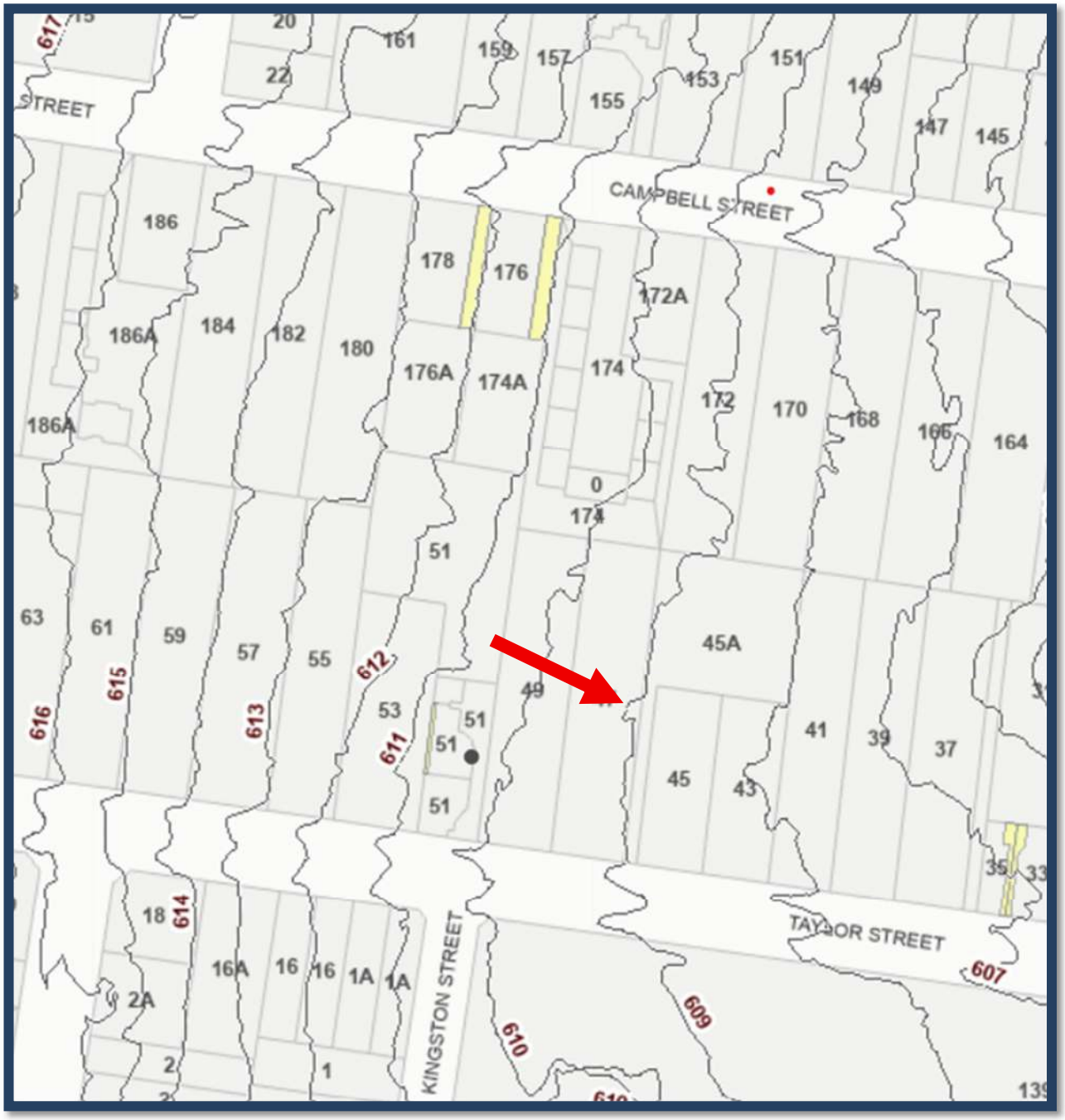


Figure 11: Contour Mapping of site **(Source: TRC Online Mapping)**

Site History

The subject site is vacant land and there are no relevant approvals over the subject site available on Council's Development.i portal. It is understood that the subject site was created as part of a previous subdivision approval over 51 Taylor Street.

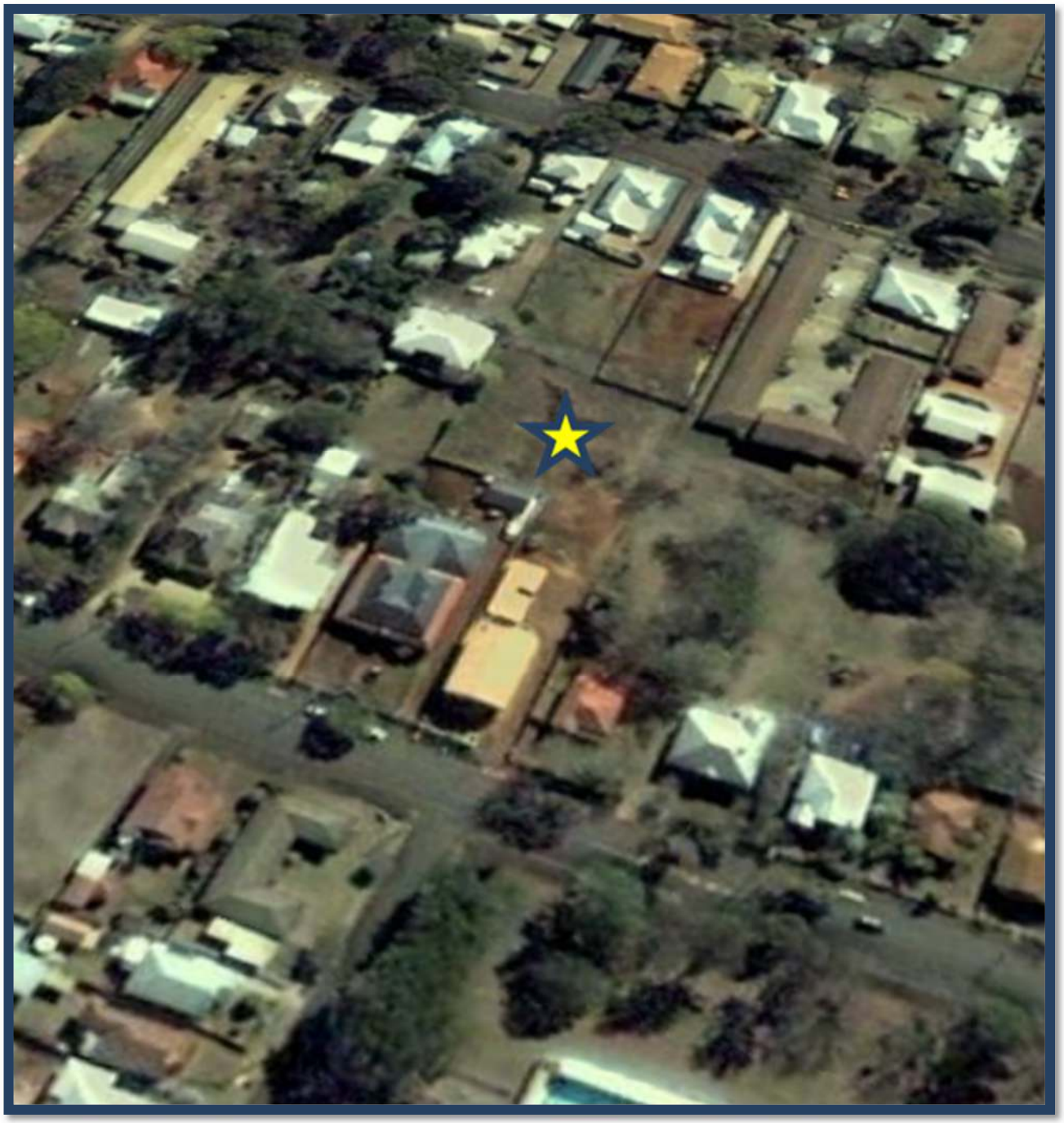


Figure 12: Historical (circa 2006) aerial image of subject site (Source: Google Earth)

4. Surrounding Uses

The subject site is located approximately 400 metres to the west of the Toowoomba CBD within a predominantly residential area. The site is located in close proximity to, and within walking distance to Newtown Park and Queens Park, and to several schools including Toowoomba North State School, St Ursula's College and St Mary's College; and is in close proximity to employment hubs, with the Toowoomba CBD only 400 metres to the east, and in close walking distance to Public Transport (Bus) routes (West Street and Mort Street).

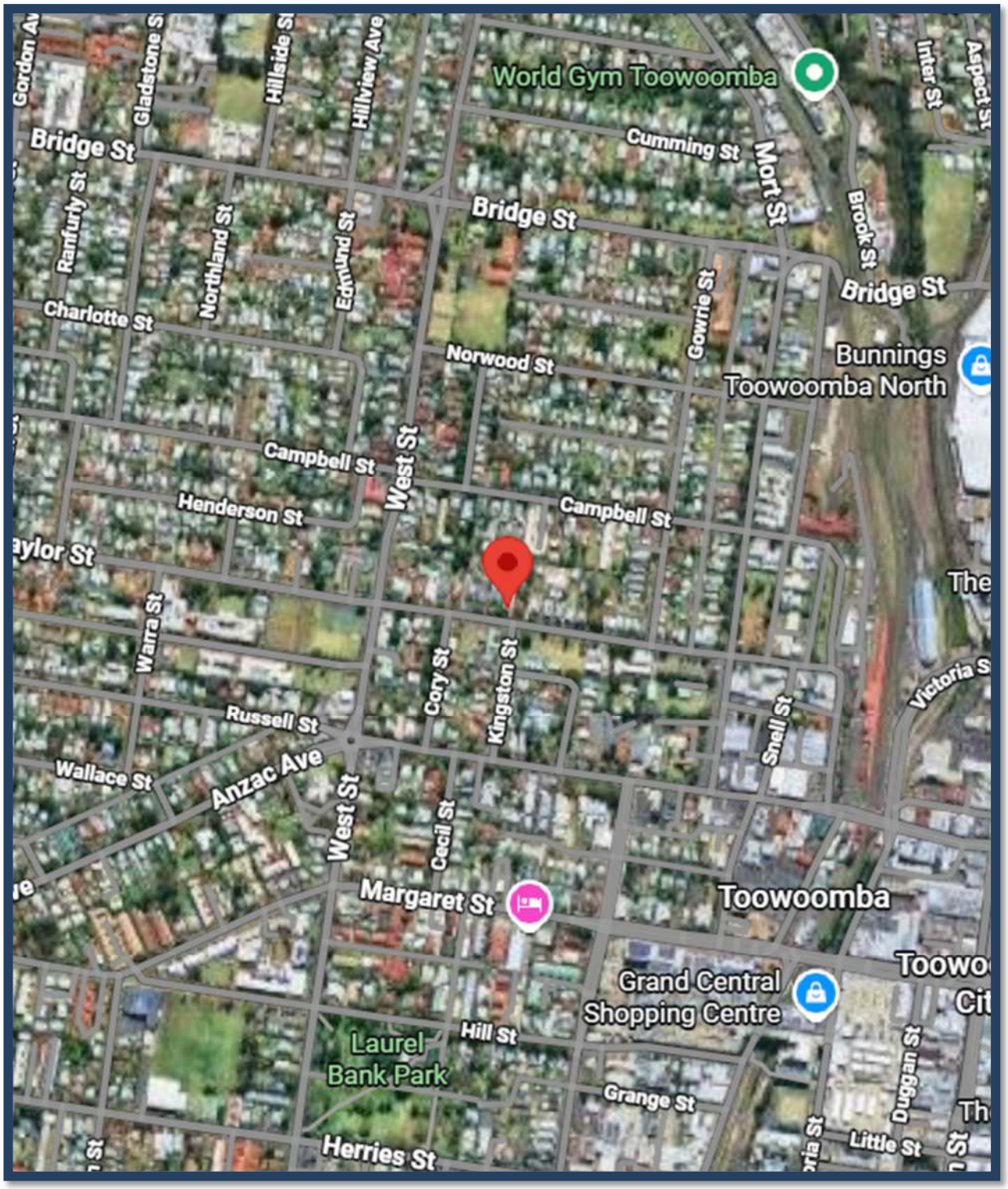


Figure 13: Surrounding Uses **(Source: Google Maps)**

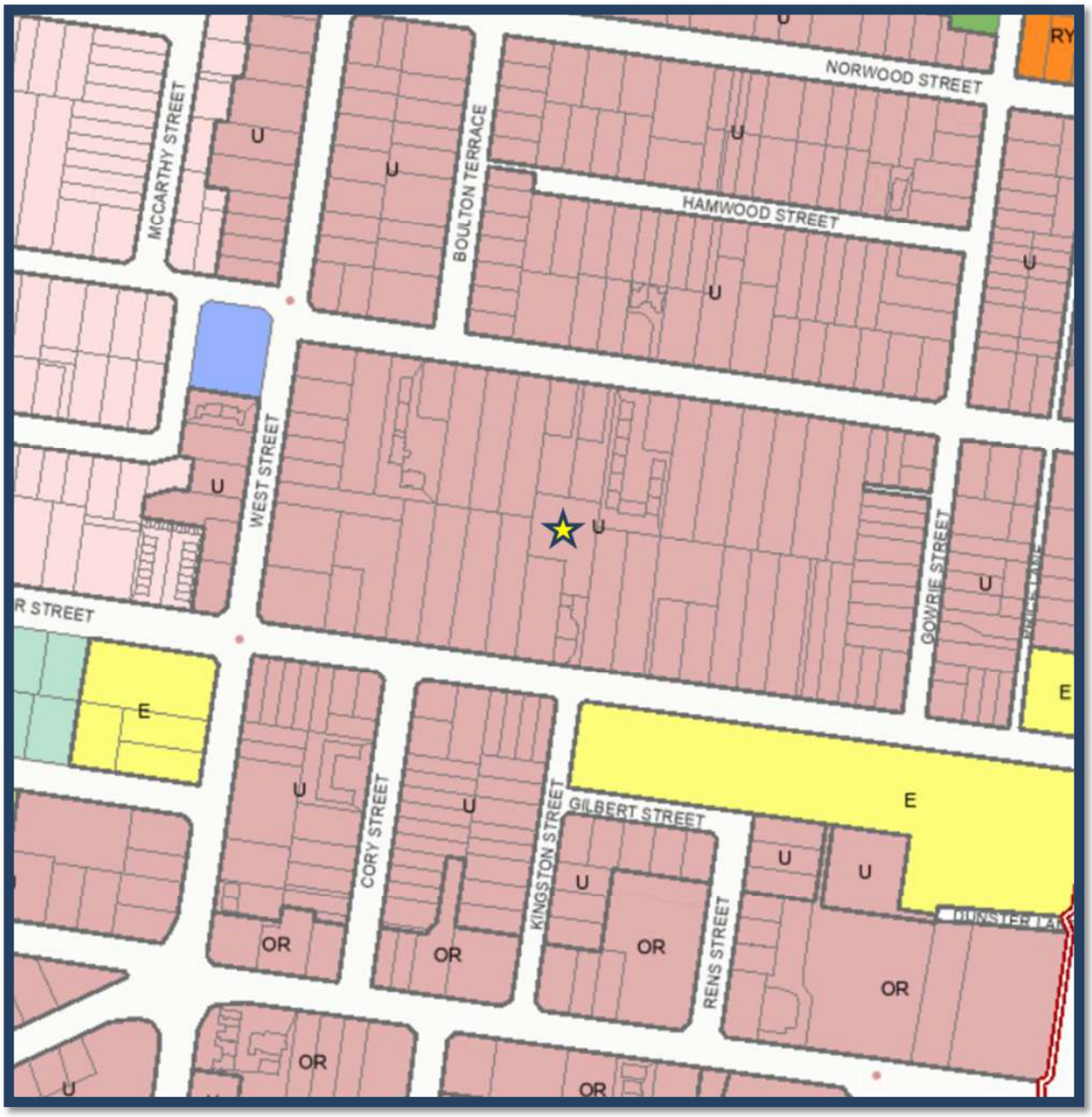


Figure 14: Surrounding Zones **(Source: TRC Online Mapping)**

5. Proposed Development

Description of Proposed Material Change of Use

The applicant is seeking a Development Permit for a Material Change of Use for a "Multiple Dwelling" use (Four (4) x Four (4) bedroom units) at 51 (Lot 3) Taylor Street, Toowoomba City (Lot 3 SP184760), which is contained within the Low-Medium Density Residential Zone. A summary of the details of the proposed development, as discussed above and herein, are provided below:

Details	Total	
General Description of Proposed Use:	Four (4) x Four (4) bedroom units	
Planning Scheme Description:	"Multiple Dwelling" (Four (4) units)	
Existing Site Use:	Vacant Land	
Proposed Total Number of units:	Four (4)	
Proposed Bedrooms:	Four (4) Bedrooms per Unit Total = 16 Bedrooms	
Proposed Unit Sizes:	Unit 1 – 240.3m² Unit 2 – 247.6m²	Unit 3 – 247.6m² Unit 4 – 238.7m² Total = 974.2m²
Site Area:	1,846m²	
Proposed Building Site Coverage:	38.2% (704.8m²)	
Proposed Sealed/Impervious Areas:	21.9% (405.6m²)	
Proposed Total Impervious Areas:	60.1% (1,110.4m²)	
Number of Storeys:	Two (2)	
Maximum Height of Building/s:	7.8 metres	
Total Landscaping/Permeable Areas:	39.9% (735.6m²)	
Landscaping/Permeable Areas within Front Setback:	29.2% (17.5m²) of Front Setback Area	
Landscaping outside Front Setback:	36.1% (667.3m²)	
Sealed Areas in Front Setback Areas:	70.8% (42.4m²)	
Private Open Space (POS) Areas:	Unit 1 – 83.9m² Unit 2 – 145.7m²	Unit 3 – 145.4m² Unit 4 – 59.4m²
On-site Unit Car Parking:	Eight (8)	
On-site Visitor Car Parking:	Four (4)	
Total On-site Car Parking:	12	

Service Vehicle Provisions:	**N/A**
Street Access:	**5m metre wide concrete sealed driveway crossover (via existing shared driveway / common property)**
Services/Infrastructure:	**All Urban Infrastructure**
Road Frontage/s:	**Taylor Street**

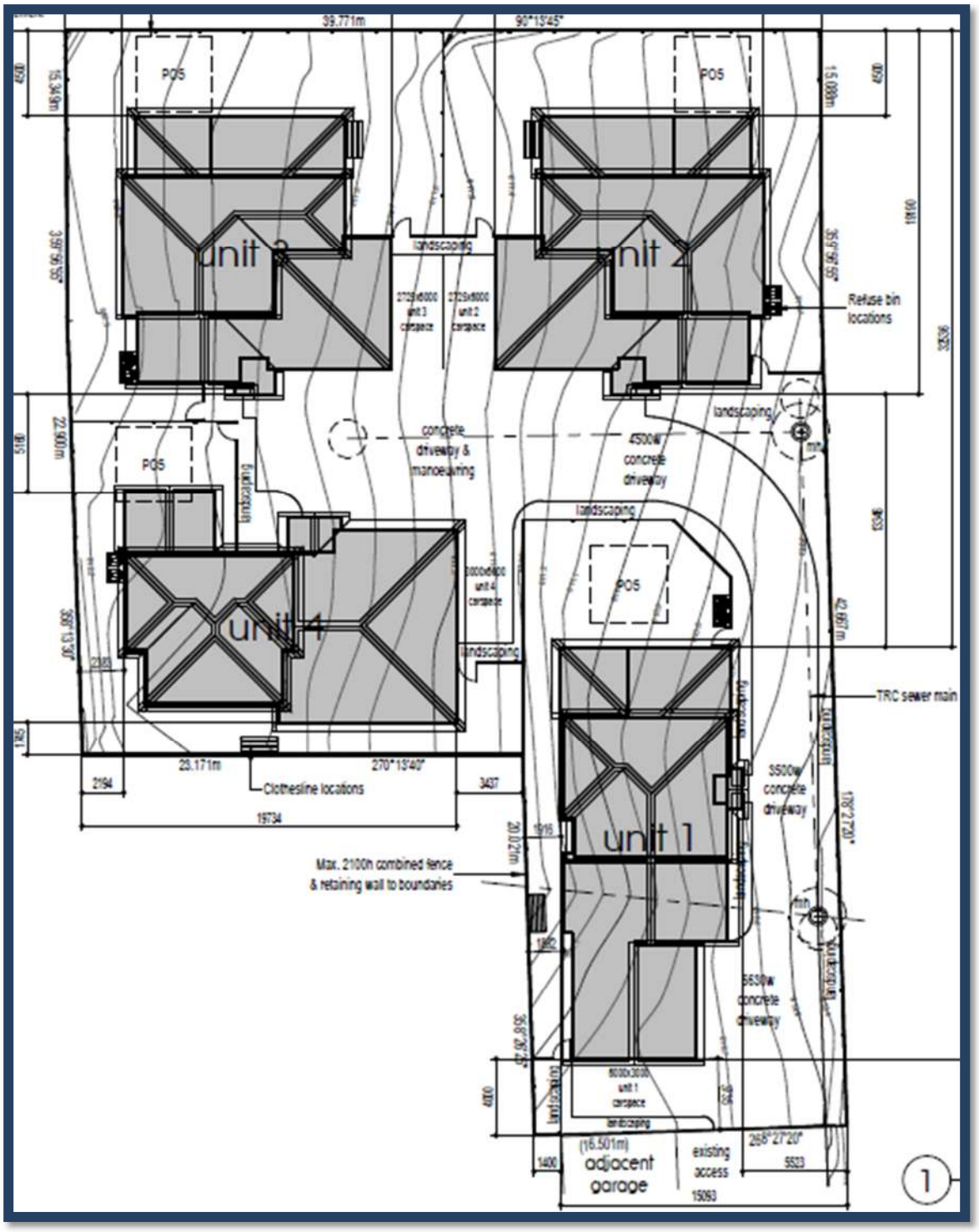


Figure 15: Proposed Site Plan (Source: Kunkel Building Design)

Built Form and Design

The proposed "Multiple Dwelling" units are comprised of Four (4) units contained within Four (4) separate double storey buildings located on an 'L' shaped lot and are generally oriented primarily to the shared internal driveway. The proposed units' density, height, bulk, scale, setbacks, site coverage, impervious areas, landscaping and design elements are generally compliant with, or well in excess of the Planning Scheme's requirements; and are in keeping with the intent of the Zone and the existing residential character/streetscape of the surrounding area. The proposed development is designed in a manner that responds to the site's opportunities and constraints and to the broader surrounding and streetscape contexts. The design of the development adequately and compliantly considers and responds to site specific qualities including the site's topography and slope, solar aspect and access, prevailing breezes, site access, services, on-site and on-street car parking, adjoining land uses' built form character and use areas and the views of adjoining uses.

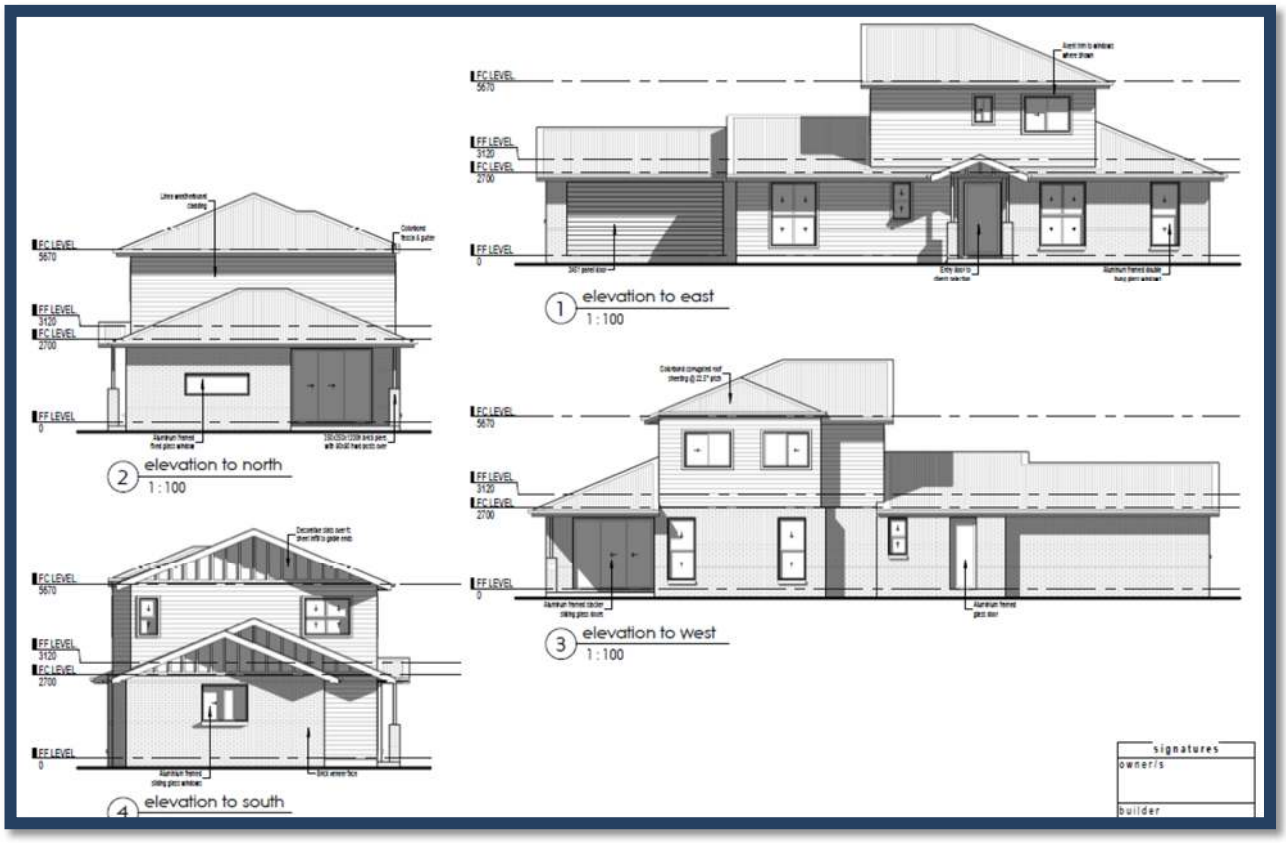


Figure 15: Unit 1 Elevation Plans **(Kunkel Building Design)**

The proposed Multiple Dwelling development is designed to a high aesthetic standard and will integrate with and enhance the streetscape, having regard to built form, open space, landscaping and the public realm, parking, access, solar access of both onsite and adjoining properties; and will achieve this by incorporating design elements/features including, but not limited to:

- Site coverage consistent with the intent of the zone, and significantly exceeding compliance with the Zone Code and Use Code requirements at only 38.2% (50% 'allowable'), which ensures that the proposed development maximizes setbacks, maximizes landscaping, ensures adequate useable outdoor areas, ensures adequate space for vehicle movement and parking areas, maximizes solar access for internal and external living spaces, does not compromise solar access for adjoining premises and does not result in overshadowing of adjoining properties – as per its compliance with, and exceedance of compliance with, Performance Outcome PO14 of the Low-Medium Density Residential Zone Code & Performance Outcome PO2 of the Medium Density Residential Code – and ensures an overall built form compliant with the intent of the zone;
- Minimum landscaping areas that are consistent with the intent of the zone, and exceed compliance with relevant Code requirements, which ensures development minimises hardstand areas, incorporates generous landscaping and minimises visual impacts of hardstand areas, promotes a garden streetscape character, the development is designed to a high aesthetic standard and appropriately integrates with and enhances the locality – as per its compliance with Performance Outcome PO5 of the Medium Density Residential Code.

- Planning Scheme compliant Building Height, consistent with that of the intended character of the zone and precinct, that will ensure that the development does not unduly reduce privacy or access to sunlight of habitable rooms and private open space areas and any existing/potential solar panels on adjoining lands – as per its compliance with, and exceedance of compliance with (only 7.8 metres high with 8.5 metre maximum allowable), the requirements of Performance Outcome PO8 of the Low-Medium Density Residential Zone Code;
- Front boundary setbacks that are generally compliant with the Planning Scheme's requirements. Noting that the proposed development is located on a rear hatchet lot and does not have a direct road frontage. The front boundary of the subject site is approximately 42.5 metres from the Taylor Street road frontage and does not contribute to the established streetscape character. Therefore, the minimum front boundary setbacks do not strictly apply and the prevailing front boundary setback is already established by the building within the frontage lot (Lot 1 SP184760). The front boundary setbacks are consistent with the established streetscape and surrounding and adjoining uses – demonstrating compliance with the requirements of Performance Outcome PO9 of the Low-Medium Density Residential Zone Code;
- Side/Rear boundary setbacks that generally comply with the requirements of the Planning Scheme, which ensures the enhancement of the appearance and character of streets and buildings, that setbacks are appropriate to the scale of the development and the intended character of the zone and precinct, provides for adequate daylight for habitable rooms and open space areas on and adjoining the site, are sufficient to minimise overshadowing and overlooking of adjoining premises, provide adequate separation and buffering between residential and non-residential premises and maximise opportunities for landscaping – as per its demonstrated compliance with Performance Outcome PO16 of the Low-Medium Density Residential Zone Code and Performance Outcome PO7 of the Medium Density Residential Code;
- Access and internal driveway design that provides variation in width and alignment, landscaping bordering sealed areas that exceeds the Planning Scheme's minimum requirements and quality materials. To ensure long, unvaried driveways to property boundaries are avoided and do not detract from the local streetscape – as per its demonstrated compliance with Performance Outcome PO17 of the Medium Density Residential Code;
- Provision of significant Private Open Space (POS) areas for all proposed units, that exceeds compliance with relevant Code's minimum requirements. Which ensures the development meets the needs of occupants for privacy, relaxation and entertainment, and accommodation of visitors – as per its exceedance of compliance with Performance Outcome PO8 of the Medium Density Residential Code;
- All Private Open Space areas have northern solar access opportunities compliant with the Planning Scheme's requirements;
- All units have compliant northern and north-eastern solar access to living areas;
- Minimal and compliant earthworks and retaining walls to ensure no potential adverse impacts result from retaining wall heights/earthworks. The development responds to the slope of the land in the siting, design and form of buildings and structures to minimise requirements for cut and fill (as per its compliance with Performance Outcome PO2 of the Medium Density Residential Code);
- Articulation in all elevations, compliant design features and design elements to achieve high aesthetic standards (all compliant with PO18, PO19 & PO20 of the Medium Density Residential Code) such as:
    - Varied materials and finishes – four (4) distinct wall materials/finishes proposed:
        - Brick Veneer;
        - Linea Weatherboard Cladding;
        - Fibre Cement Sheeting; and
        - Decorative Slats within Roof Gables.
    - Significant fenestration in all elevations;
    - Significant articulation in roofing;
    - Varied roof forms;
    - Significant and multiple articulation within all elevations – particularly where visible from the street;
    - Shade structures over alfresco areas; and
    - Roof overhangs/eaves;
- Roofing variation consisting of:

- Varying roof heights;
- Varied roof forms;
- Varied roof lines; and
- Articulated roofing.

- Entrance porches and footpaths facing the street and internal driveway;
- Varied use of roof overhangs;
- Units have front entries that provide full weather protection and have clearly defined front entries that are highly visible from the internal shared driveway; and
- Building facades incorporate external elements and treatments that are of a high quality finish, durable and need minimal maintenance.

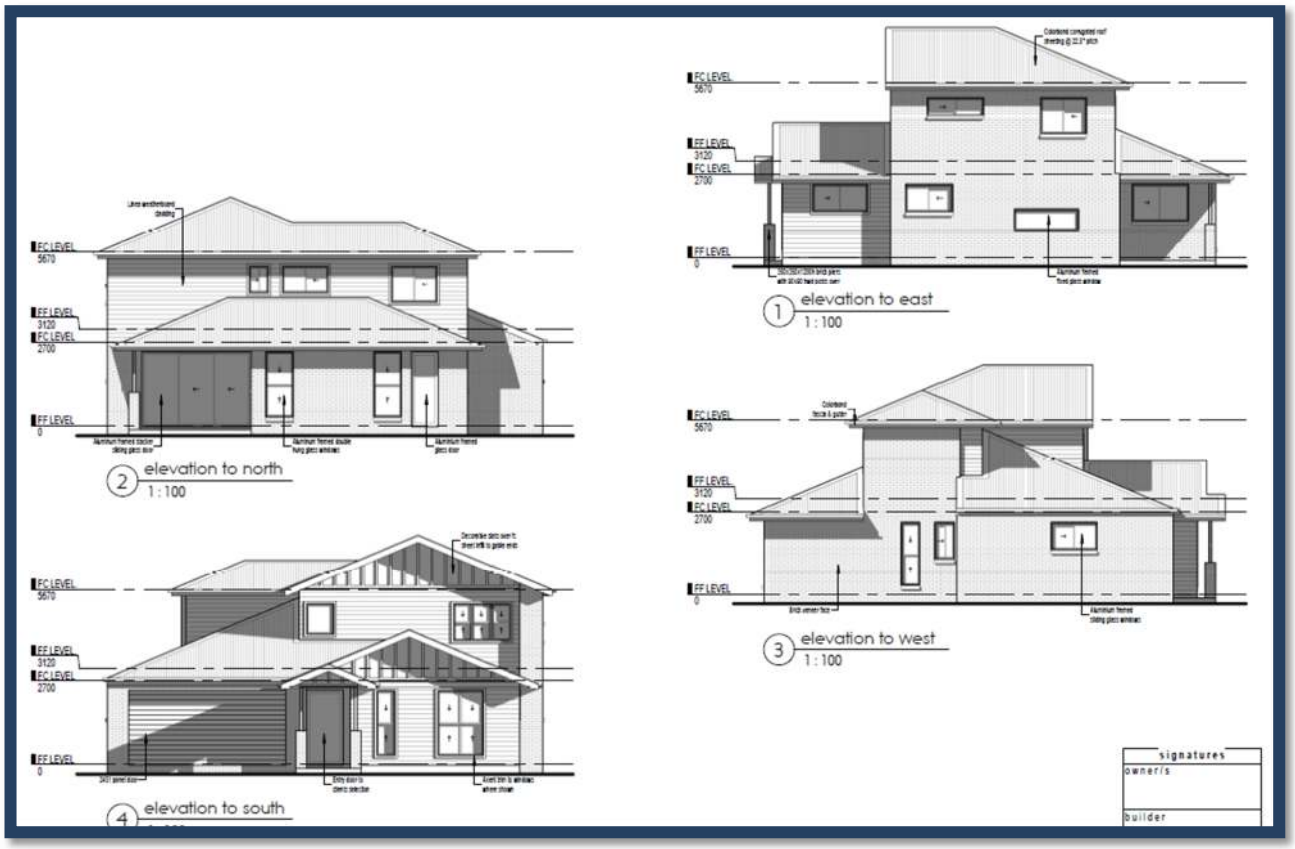


Figure 17: Unit 2 Elevation Plans **(Kunkel Building Design)**

The proposed use's design and presentation to the street is generally superior to that of the existing and surrounding uses and adequately reduces the overall bulk and scale of the development. Whilst also maximising the potential for landscaped and open space areas visible from the street. It is considered that the proposed design complies with the Planning Scheme's requirements, the intent of the Zone, is of a high standard and will improve the visual amenity and character of the streetscape; whilst also avoiding all potential adverse impacts upon the streetscape and adjoining uses.

As such, it is considered that no further regard is required to built form and design in the assessment of the application and/or the conditioning of the approval.

Neighbourhood Character

The proposed use will not affect or adversely impact upon the existing streetscape or the amenity of the surrounding area. The proposed development is located on a rear hatchet lot and is not visible from the street. Therefore it does not contribute to or conflict with the established streetscape character. Nonetheless, the development has been designed to be consistent with the surrounding local character. The design of the unit buildings consist of high quality materials and varied finishes including brick and weatherboard walls, as well as decorative slats and roof gables along the southern, street-facing elevations of all proposed units. The proposed building design, materials and finishes, as well as landscaping provisions, will comply with the

relevant Zone Code and Neighbourhood Character Overlay requirements and Zone and Precinct intents and the existing streetscape character.

Thus, it is considered that no further regard to Neighbourhood Character is required for the assessment or conditioning of the proposed development.

Access and Car Parking

Access and on-site car parking is provided in accordance with the Planning Scheme's requirements, including compliant on-site car parking space numbers (Two (2) spaces per unit), compliant on-site visitor spaces (Four (4) visitor spaces), and adequate/compliant garage dimensions (dimensions enable compliant manoeuvring) and manoeuvring areas, as demonstrated by the attached manoeuvring diagrams.

The proposed vehicle access is of a compliant width and is compliantly located to provide compliant sight distances and to avoid adverse impacts. Therefore, it is considered that no further regard is required to access or on-site car parking in the assessment of the application and/or the conditioning of the approval – apart from the inclusion of appropriate standard conditions of approval that require ongoing compliance with the proposed access, on-site car parking and manoeuvring arrangements.

Refuse Collection

Waste collection will be undertaken via Council's on-street collection service of wheeled bins. Adequate area exists within the road reserve for the temporary storage and collection of the refuse containers for all proposed Units. The development site is provided with compliant screened on-site refuse storage areas and will not result in any adverse amenity impacts on any use onsite or adjoining the subject premises.

As such, it is considered that no further regard is required to refuse storage and collection in the assessment of the application by Council, as the inclusion of appropriate standard conditions of approval by Council will ensure ongoing compliance with the Planning Scheme (including conditioning for appropriate screening, as proposed, of on-site bin storage areas).

Earthworks

All reasonable attempts have been made to reduce the extent and height of required/proposed earthworks. The proposed use's earthworks and retaining walls will be minimal and will be capable of achieving compliance with the Planning Scheme and the approval can be appropriately conditioned to ensure compliance; and detailed design and assessment can be carried out during the required Operational Works/Building Works application stage.

Therefore, it is considered that no further regard is required to earthworks and retaining walls in the assessment of the application and/or the conditioning of the approval – other than the inclusion of standard conditions generally requiring compliance with the proposal plans and supporting engineering plans.

Infrastructure

The site is connected to and has access to all available urban services and infrastructure. Therefore, it is considered that no further regard to infrastructure provision/issues is required in the assessment or conditioning of the proposed use than as may be discussed further below.

Electricity and Telecommunications

Existing electricity and telecommunications services, which are available within the street frontage, will be provided to service the proposed development. Council can appropriately condition the approval to ensure that the proposed development complies with relevant standards and requirements. Thus, it is considered that no further regard to electricity and telecommunications services is required in the assessment of the proposed use as the approval can be confidently conditioned to achieve compliance with the Planning Scheme and relevant standards.

Water Supply

The site is within Council's reticulated water supply area and the proposed use will be compliantly connected to the existing water supply infrastructure within Taylor Street in accordance with Council's standards; noting that the existing water supply infrastructure is considered to be adequate to service the proposed use. This will ensure that the proposed development is provided with compliant water supply and complies with relevant Planning Scheme assessment requirements – noting reasonable and relevant conditions can be confidently

imposed to ensure compliance. Consequently, it is considered that no further regard to water supply infrastructure provision/issues is required in the assessment of the proposed use and appropriate standard conditioning of the approval by Council will ensure compliance.

Stormwater

Stormwater drainage works for the subject site were previously approved under an Operational Works approval by Council (Council ref: OW/2006/2534) and the stormwater pipework was installed following this approval. Stormwater is proposed to be collected via a combination of overland flows and an underground stormwater drainage pipe system, and discharged to the existing private stormwater network which discharges to Taylor Street.

The proposed use will compliantly discharge stormwater to Taylor Street without creating a worsening effect, without concentrating flows that might cause scouring (or other adverse impacts) and without adversely impacting upon adjoining, surrounding or downstream uses. Refer to the attached Stormwater Management Report by Leroy Palmer Consulting Engineers – which proposes a stormwater management solution that complies with the QUDM and Council's Planning Scheme.

As such, it is considered that no further regard is required to stormwater in the assessment of the application by Council. As appropriate conditioning of the approval by Council can be confidently applied to the approval to ensure on-going compliance with the proposed stormwater management arrangements/methods – including the requirement for final detailed design to be submitted and assessed as part of the future Operational Works application.

Sewer

The subject site is within the Council's reticulated sewer network area and the proposed use will be compliantly connected to the existing Council sewer infrastructure within the site. Noting that the existing sewer infrastructure is considered to be adequate to service the proposed use and that relevant conditions of approval can ensure that compliance is achieved by the subject proposed use.

It is noted that the proposed use does not propose the construction of its built form (buildings/units) over the existing sewer line and that the proposed buildings will be provided with separation distances that are compliant with the requirements of the Queensland Development Code (QDC MP1.4); and as such the applicant should not be required to carry out any sewer infrastructure works, including the replacement of the existing sewer line, as compliant access for maintenance purposes will be provided/maintained.

Accordingly, it is considered that no further regard to sewer infrastructure provision/issues is required in the assessment of the proposed use and appropriate standard conditioning of the approval by Council will ensure compliance in line with the applicant's proposal generally as discussed above.

Traffic Impacts

The site has direct access to Council roads that are constructed to Council standards, are adequate to accommodate the proposed use, and proposed accesses, on-site car parking and manoeuvring areas all comply with the Planning Scheme's requirements. A formal Traffic Impact Assessment (TIA) has not been prepared for the proposed development as it is considered that the intensity and compliant design of the proposed use and the standard of the construction of the adjoining road does not warrant this. Hence, it is considered that no further regard to roads and traffic impact issues is required in the assessment of the proposed use as the approval can be confidently conditioned to achieve compliance with the Planning Scheme and relevant standards (i.e. access standards and on-site car parking requirements).

Landscaping

As discussed within this Report the proposed use will provide landscaping that is well in excess of that intended/required for the Zone and relevant Codes (39.9% proposed – 15% required). Noting that the proposed use's design will allow for and proposes significant internal landscaping areas and that the provision of landscaping within its front and side setback areas can be readily accommodated. The proposed landscaping will positively contribute to the streetscape and the desired outcomes of the Planning Scheme and will further reduce the bulk and scale and potential visual and amenity impacts of the proposed development's built form.

Accordingly, it is considered that no further regard to landscaping is required in the assessment of the proposed development; and Council can apply reasonable and relevant conditions of approval to ensure compliance with the Planning Scheme and relevant landscaping standards.

Acoustic Issues

The proposed development is for a low intensity residential use in an existing residential area and is unlikely to generate adverse additional or significant impacts to the existing acoustic amenity character of the area. The proposed use is not expected to significantly impact upon or exceed desired acoustic/noise levels. Consequently, it is considered that no further regard to acoustic impacts is required in the assessment or conditioning of the proposed development. If it deems it to be necessary, Council may choose to apply reasonable and relevant standard conditions to the approval to ensure on-going compliance with the Planning Scheme and relevant acoustic standards (e.g. Air Conditioning location, operation and maintenance).

Air Quality Issues

The proposed development is for a low intensity residential use and is unlikely to produce any air emissions/pollutants, due to the nature of the proposed use. As such, it is considered that no further regard to air quality impacts is required in the assessment of the proposed development. If it deems it to be necessary, Council may choose to apply reasonable and relevant standard conditions to the approval to ensure on-going compliance with the Planning Scheme and relevant standards – particularly in relation to the construction phase of the proposed development.

Lighting Issues

The proposed development is for a low intensity residential use and is unlikely to produce any notable lighting impacts or issues for adjoining or adjacent uses. Thus, it is considered that no further regard to potential lighting impacts is required in the assessment of the proposed development. If it deems it to be necessary, Council may choose to apply reasonable and relevant standard conditions to the approval to ensure on-going compliance with the Planning Scheme and relevant standards.

6. Statutory Planning Framework

Planning Act 2016 (PA)

The *Planning Act 2016* (PA) requires that the applicant obtain a Development Permit for an Impact Assessable Material Change of Use for a "Multiple Dwelling" use.

Section 45 of the *PA* requires that Council assess the Impact Assessable application against all relevant sections of the *Toowoomba Regional Planning Scheme 2012*.

In accordance with *Section 68(1)* of the *PA* this application is submitted and should be assessed in accordance with the *Development Assessment Rules*.

State Planning Policy (July 2017)

The Queensland Government's State Planning Policy (SPP) July 2017 provides a comprehensive set of principles which underpin Queensland's planning system to guide the State and local government in land use planning and development assessment. *The SPP expresses the state's interests in land use planning and development.*

The State Planning Policy applies to the proposed development. The State Planning Policy identifies all state interests in one policy and replaces previous State Planning Policies.

The policy seeks to guide local governments and relevant state agencies in their planning processes. The State Planning Policy contains 17 state interests contained within five (5) broad themes, as follows:

- Liveable Communities and Housing;
- Economic Growth;
- Environment and Heritage;
- Safety and Resilience to Hazards; and
- Infrastructure.

Schedule 2 of the *Planning Act 2016* defines state interests as an interest that the Minister considers:

(a) affects an economic or environmental interest of the State or a part of the State; or

(b) affects the interest of ensuring this Act's purpose is achieved.

State Planning Policy Mapping

The SPP Mapping Layers that apply to the subject land (as shown on DSDIPs SPP Interactive Mapping System (DA)) are listed below:

1. Natural Hazards Risk and Resilience
    - Flood hazard area – Local Government flood mapping area

Figure 18: State Planning Policy Map **(Source: State Planning Policy Mapping)**

State Planning Policy (SPP) Development Assessment Benchmarks

In order to demonstrate compliance with the state interests the proposal must be assessed against the applicable Interim Development Assessment Requirements of the State Planning Policy.

Part E of the SPP lists the state interests for which interim development assessment requirements have been prepared by the State when the requirements apply to development and what the development application is to be assessed against.

These state interests are:

- Housing Supply and Diversity;
- Liveable Communities;
- Agriculture;
- Development and Construction;
- Mining and extractive resources;
- Tourism;
- Biodiversity;
- Coastal environment;
- Cultural Heritage;
- Water quality;
- Emissions and hazardous activities;
- Natural Hazards, Risk and Resilience;
- Energy and Water Supply;
- Infrastructure Integration;
- Transport Infrastructure;
- Strategic Airports and Aviation Facilities;
- Strategic Ports.

The proposed development has been assessed against the applicable state interests included under *Part E: State Interest Policies and Assessment Benchmarks* of the SPP and where relevant is considered to comply accordingly.

Liveable Communities and Housing

Housing Supply and Diversity

Diverse, accessible and well-serviced housing, and land for housing, is provided and supports affordable housing outcomes.

This state interest does not apply to the proposed development.

Liveable Communities

Liveable, well-designed and serviced communities are delivered to support wellbeing and enhance quality of life.

The Liveable communities state interest development assessment requirements apply to a development application in an urban area involving premises that is, or will be, accessed by common private title, for:

(1) a material change of use, or reconfiguring a lot; and

(2) the application involves buildings – either attached or detached – that are not covered by other legislation or planning provisions mandating fire hydrants.

This state interest does not apply to the proposed development.

Economic Growth

Agriculture

The resources that agriculture depends on are protected to support the long-term viability and growth of the agricultural sector.

This state interest does not apply to the proposed development.

Development and Construction

Employment needs, economic growth, and a strong development and construction sector are supported by facilitating a range of residential, commercial, retail, industrial and mixed use development opportunities.

This state interest does not apply to the proposed development.

Mining and Extractive Resources

Extractive resources are protected and mineral, coal, petroleum and gas resources are appropriately considered to support the productive use of resources, a strong mining and resource industry, economical supply of construction materials, and avoid land use conflicts where possible.

The Mining and extractive resources state interest development assessment requirements apply to a

(1) reconfiguring a lot within a KRA; or

(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.

However, requirements (2) and (3) above do not apply to the assessment of a material change of use for a:

(a) dwelling house on an existing lot; or

(b) home-based business (where not employing more than two non-resident people on a full-time equivalent basis); or

(c) caretaker's accommodation (associated with an extractive industry); or

(d) animal husbandry; or

(e) cropping.

This state interest does not apply to the proposed development.

Tourism

Tourism planning and development opportunities that are appropriate and sustainable are supported, and the social, cultural and natural values underpinning tourism developments are protected.

This state interest does not apply to the proposed development.

Environment and Heritage

Biodiversity

Matters of environmental significance are valued and protected, and the health and resilience of biodiversity is maintained or enhanced to support ecological processes.

This state interest does not apply to the proposed development.

Coastal Environment

The coastal environment is protected and enhanced, while supporting opportunities for coastal-dependent development, compatible urban form, and maintaining appropriate public use of and access to, and along, state coastal land.

This state interest does not apply to the proposed development.

Cultural Heritage

The cultural heritage significance of heritage places and heritage areas, including places of Aboriginal and Torres Strait Islander cultural heritage, is conserved for the benefit of the community and future generations.

This state interest does not apply to the proposed development.

Water Quality

The environmental values and quality of Queensland waters are protected and enhanced.

The Water Quality state interest applies to:

***For Receiving Waters, a development application for**:*

(1) a material change of use for an urban purpose that involves premises 2500 metres^2 or greater in size and;
  (a) will result in six or more dwellings; or
  (b) will result in an impervious area greater than 25 per cent of the net developable area; or

(2) reconfiguring a lot for an urban purpose that involves premises 2500 metres^2 or greater in size and will result in six or more lots; or

(3) operational works for an urban purpose that involves disturbing a land area 2500 metres^2 or greater in size.

The Water quality state interest development assessment requirements do not apply to the proposed development.

Safety and Resilience to Hazards

Emissions and hazardous activities

Community health and safety, and the natural and built environment, are protected from potential adverse impacts of emissions and hazardous activities. The operation of appropriately established industrial development, major infrastructure, and sport and recreation activities is ensured.

This state interest does not apply to the proposed development.

Natural Hazards, Risk and Resilience

The risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards.

The Natural Hazards state interest development assessment requirements apply to *a development application for a material change of use, reconfiguration of a lot or operational works on premises in any of the following:*

(1) bushfire prone areas
(2) flood hazard areas
(3) landslide hazard areas
(4) storm tide inundation areas
(5) erosion prone area.

This state interest does apply to the proposed development – Flood Hazard. However, this state interest is addressed within the Planning Scheme's Flood Hazard Overlay Code, to which the proposed development complies – as the site is not identified as being 'Flood Prone' (not covered by Flood Hazard Overlay Code).

Infrastructure

Energy and Water Supply

The timely, safe, affordable and reliable provision and operation of electricity and water supply infrastructure is supported and renewable energy development is enabled.

This state interest does not apply to the proposed development.

Infrastructure Integration

The benefits of past and ongoing investment in infrastructure and facilities are maximised through integrated land use planning.

This state interest does not apply to the proposed development.

Transport Infrastructure

The safe and efficient movement of people and goods is enabled, and land use patterns that encourage sustainable transport are supported.

This state interest does not apply to the proposed development.

Strategic Airports and Aviation Facilities

The operation of strategic airports and aviation facilities is protected, and the growth and development of Queensland's aviation industry is supported.

This state interest does apply to the proposed development. However, this state interest is addressed within the Planning Scheme's Airport Environs Overlay Code, to which the proposed development complies.

Strategic Ports

The operation of strategic ports and priority ports is protected and their growth and development is supported.

This state interest does not apply to the proposed development.

Referral Agencies

Mapping of State Interests

The SDAP Mapping Layers that apply to the subject land as shown on DSDIPs DA Mapping System are listed below:

1. SEQ Regional Plan
    - SEQ regional plan land use categories – Urban Footprint
2. Water Resources
    - Water resource planning area boundaries
    - Great artesian water resource plan area

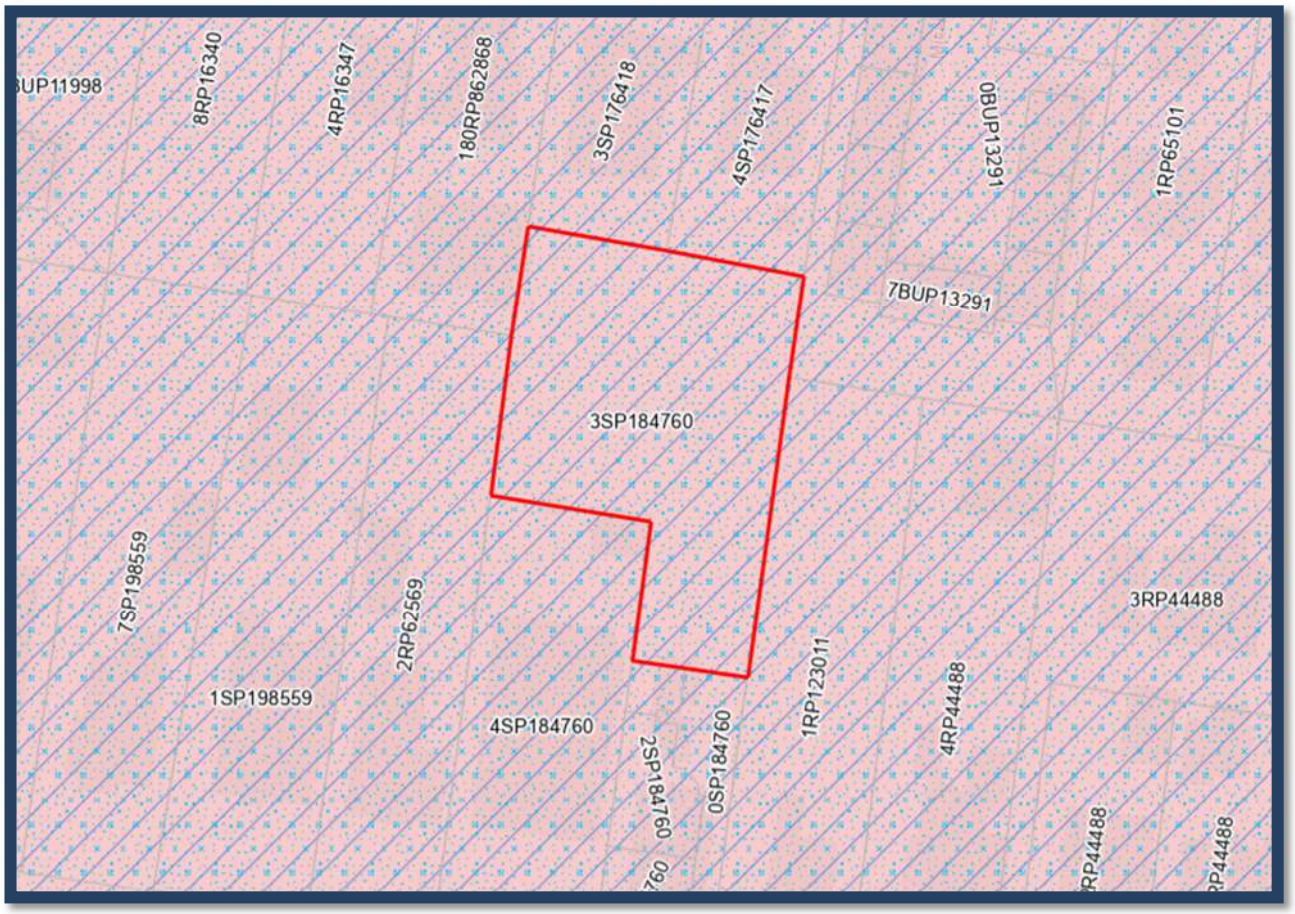


Figure 19: State Interests Map **(Source: State DA Mapping)**

State Referral Triggers

There are no Concurrence referrals applicable to the proposed use – as per the *Planning Regulation 2017*.

State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) set out matters of interest to the state for development assessment, where the chief executive administering the *Planning Act 2016* (the Act) is responsible for assessing or deciding development applications.

The SDAP contains the criteria for assessment by the chief executive as either an assessment manager or a referral agency.

The SDAP is not applied by local government in the assessment of development applications and only applications that trigger referral to the state must be assessed against the applicable provisions (SDAP).

South East Queensland (SEQ) Regional Plan

The purpose of the South East Queensland Regional Plan 2009 – 2013 (SEQ Regional Plan) is to manage regional growth and change in the most sustainable way to protect and enhance quality of life in the region. The following parts of the SEQ Regional Plan are relevant when assessing a development application…

- *the sub-regional narratives in Part C*
- *the regional policies in Part D.*

An application conflicts with the SEQ Regional Plan if it does not comply with the sub-regional narratives in Part C or the regional policies in Part D.

The SEQ Regional Plan allocates all land into one of three regional land use categories:

- *Regional Landscape and Rural Production Area*
- *Urban Footprint*
- *Rural Living Area*

The proposed development is within the Low-Medium Density Residential Zone, is within the "Urban Footprint", and is not unsuitable for urban development due to other constraints (e.g. slope, flooding, significant biodiversity values or scenic amenity).

Therefore, it complies with the requirements of the SEQ Regional Plan, and does not require statutory referral to the Department of State Development, Infrastructure and Planning (DSDIP).

Darling Downs Regional Plan

The Darling Downs region has long been one of Queensland's most important agricultural assets, accounting for around a quarter of the state's agricultural production. From agriculture, the region developed into a diverse and resilient economy. Mining has also been a mainstay of the Darling Downs economy. The large reserves of thermal coal and coal seam gas in the Surat Basin continue to attract international investment.

The Darling Downs Regional Plan, adopted on 14 October 2013, covers the local authority areas of:

- Balonne Shire Council
- Goondiwindi Regional Council
- Maranoa Regional Council
- Southern Downs Regional Council
- Toowoomba Regional Council
- Western Downs Regional Council

The policies contained in the regional plan will contribute towards the protection of strategic areas of priority agricultural land use from potentially incompatible resource activities and maximise opportunities for co-existence of resources and agricultural land use.

It is considered that the proposed development satisfies the outcomes of the Darling Downs Regional Plan.

7. *Toowoomba Regional Planning Scheme 2012*

The following provides an assessment of the proposed development against the applicable provisions of the *Toowoomba Regional Planning Scheme 2012*.

Definition of Proposed Use/Development

The proposed development is defined as a "Multiple Dwelling" use under the *Toowoomba Regional Planning Scheme 2012*.

Level of Assessment

The proposed "Multiple Dwelling" use is Impact Assessable Development under the *Toowoomba Regional Planning Scheme 2012.* The proposed development is assessable against the entire Planning Scheme, including the Strategic Framework and Zone Intent, as well as the applicable codes of the Planning Scheme herein.

Assessment Against Strategic Framework

The following provides an assessment of the proposed development against the Planning Scheme's Strategic Framework:

Themes	Response
Settlement Pattern	The proposed development is generally consistent with and will not result in a conflict with this 'theme' as the proposed development seeks to support the provision of 'residential growth' (additional housing stock) as infill development within an existing urban residential area at densities generally consistent with that intended for the area/zone in which the site is located. Refer also to the applicant's assessment of the proposed use against the Zone and Precinct Intents. The proposed development will provide much needed increased residential densities in the form of 'appropriate infill development' at densities that are generally consistent with the Strategic Outcomes sought; and without adverse impacts upon and without conflict with the other themes of the Strategic Framework. Furthermore, the proposed development will not adversely impact upon the 'network of towns', desired 'compact urban form', 'suburban neighbourhoods', or 'urban neighbourhoods', will positively contribute to sustainable urban development' will not adversely impact upon 'natural places', is not subject to 'development constraints', and generally maintains the existing amenity and character within the locality.
Natural Environment	As discussed within this report the proposed development will not have an adverse impact upon the natural environment; and therefore will not result in a conflict with this 'theme'. The proposed use will adequately mitigate its limited potential impacts (i.e. stormwater).
Community Identity	The proposed use will not result in a conflict with this 'theme' and maintains and improves upon the existing character of

	the area; and will positively contribute to the achievement of the 'housing diversity and affordability' element of this theme.
Natural Resources and Landscape	The proposed development will not adversely impact upon natural resources and scenic landscapes. Therefore, the proposed development will not result in a conflict with this 'theme'.
Access and Mobility	The proposed development will not result in a conflict with this 'theme' as the proposed development will be adequately and appropriately serviced by, and able to gain appropriate access to, the available transport and public transport networks/services; and can enable residents to obtain access to relevant services and recreation areas by alternate transport methods such as walking and cycling (refer to 'Surrounding Uses' section within Section 4 of this Report).
Infrastructure and Services	The proposed development will not result in a conflict with this 'theme' as it will not adversely impact upon existing or future infrastructure delivery/services and will not compromise existing/future infrastructure networks. Whilst also ensuring that the development will be serviced by all urban infrastructure networks.
Economic Development	The proposed development will not result in a conflict with this 'theme' and will positively contribute to the achievement of the relevant elements of this theme by providing urgently needed housing stock to accommodate the growing population of the region that contributes to the economic growth and prosperity of the region.

Therefore it is considered that the proposed use is generally consistent with, and certainly is not in conflict with, the Strategic Framework of the Planning Scheme.

Assessment Against Purpose and Intent of the Low-Medium Density Residential Zone Code

The following provides an assessment of the proposed development against the Purpose and Intent of the Low-Medium Density Residential Zone:

(1) The purpose of the Low-medium Density Residential Zone Code is to provide for a range and mix of dwelling types including dwelling houses and multiple dwellings and community uses and small-scale services, facilities and infrastructure that cater for local residents.

The code will ensure that the amenity and lifestyle of residents in the Low-medium Density Residential Zone is conserved while providing mechanisms to promote and implement a mix of housing forms at a density appropriate to each locality and precinct located within the zone A limited mix of small scale and low intensity non-residential uses that service the day to day needs of the immediate local residential community and do not undermine the viability of a nearby centre occurs within the zone.

Complies – the proposed use is for a "Multiple Dwelling" use which is intended to occur in the Low-Medium Density Residential Zone. The proposed development will contribute to the provision of a range of housing forms/dwelling types within the locality.

(2) The overall outcomes sought for the zone code are as follows:

(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 intended scale of the Low-medium Density Residential Zone;

Complies – the proposed development will provide for a "Multiple Dwelling" use which is a dwelling type intended to occur within 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;

Complies – the proposed development will provide for a "Multiple Dwelling" use which is a dwelling type intended to occur within the Low-Medium Density Residential Zone. The proposed development will not introduce adverse amenity impacts to the surrounding area.

(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;

Complies – the proposed development is in close proximity to schools and parks and public transport routes that will enable easy and safe access to shops, community facilities etc.

(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;

Complies – the proposed development will have a residential density of 21.7 dwellings per hectare (one (1) per 461.5m²). Although this is less than the density expected for new development in the Zone, it is considered appropriate to the surrounding locality which is predominantly low density residential dwellings, as well as the location and layout of the site, being a rear 'L' shaped hatchet lot with no direct road frontage.

(e) dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street;

N/A

(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;

Complies – the proposed development is designed to be sensitively integrated into the existing urban landscape and streetscape.

(g) Hatchet lots are occupied by a single dwelling house only;

Does not comply – The proposed development is located on a hatchet lot and comprises a small-scale "Multiple Dwelling" use. Nonetheless, the site is considered suitable for the development of a "Multiple Dwelling" as it has a large land size of 1,846m^2 and the development has a density much lower than that anticipated in the Urban Residential Precinct. Moreover, the proposed dwelling units comprise four (4) separate buildings which each take the form of a dwelling house, rather than integrated townhouses or multi-storey units.

(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;

N/A

(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, where all car parking needs can be met on site, and it does not detract from the residential amenity of the area;

N/A

(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;

Complies – see above and 'Built Form and Design' section of Section 5 of this Report and 'Surrounding Uses' section within Section 4 of this Report.

(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;

Complies – the proposed use will enable the 'efficient use' of subject site at densities that are generally consistent with and intended within the Zone and provided with connections to the local transport network and in close proximity to essential urban services and amenities (e.g. schools and parks).

(m) development responds to land constraints, including but not limited to topography, bushfire and flooding constraints;

Complies – refer to relevant sections within Section 5 of this Report and assessment against relevant/applicable codes within this Report.

(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

Complies – refer to relevant sections within Section 5 of this Report and assessment against relevant/applicable codes within this Report. Noting that the proposed development complies with all relevant assessment criteria of all applicable Codes and minimises the use of earthworks and retaining walls.

(o) development is supported by necessary infrastructure including utility installations to support the needs for the local community.

Complies – refer to 'Infrastructure' section within Section 5 of this Report.

(p) non-residential uses occur only where such uses:

- ***(i) primarily function to directly support the day to day convenience needs of the immediate local residential community;.***
- ***(ii) provide a local community or limited business function and include:***
  - ***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;***
- ***Veterinary services only where reuse of existing building used for a business activity.***

N/A

(o) non-residential uses only occur within the zone where development:

(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, sub-arterial 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:

- ***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.

N/A

Urban Residential Precinct

(4) The overall outcomes of the Urban residential precinct within the Low-medium Density Residential Zone are that:

(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;

Complies – the proposed "Multiple Dwelling" use will be two (2) storeys and is designed to maintain amenity and privacy for residents within and adjacent to the site. The unit buildings have been designed to a high standard to ensure the development positively contributes to the streetscape.

(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;

N/A

(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.

Complies – the proposed development will have a residential density of 21.7 dwellings per hectare (one (1) per 461.5m²). Although this is less than the density expected for new development in the Urban Residential Precinct, it is considered appropriate to the surrounding

locality which is predominantly low density residential dwellings, as well as the location and layout of the site, being a rear 'L' shaped hatchet lot with no direct road frontage.

(d) non-residential uses are limited in this precinct in accordance with (2)(p)(ii).

N/A

The proposed "Multiple Dwelling" use is considered to comply with, and will not result in a conflict with, the Purpose and Intent of the Low-Medium Density Residential Zone (Urban Residential Precinct) as discussed above.

Applicable Codes

The following Codes within the *Toowoomba Regional Planning Scheme 2012* apply to the proposed development/use, and an overview of the assessment of the proposal's compliance with said Codes is outlined below:

- Low-Medium Density Residential Zone Code;
- Medium Density Residential Code;
- Environmental Standards Code;
- Integrated Water Cycle Management Code;
- Landscaping Code;
- Transport, Access and Parking Code;
- Works and Services Code;
- Airport Environs Overlay Code; and
- Neighbourhood Character Overlay.

The proposed development generally complies with the applicable planning scheme codes. See detailed assessment against the applicable Codes attached within Appendix G and Section 5 of this report.

Public Notification

As the application is Impact Assessable, Public Notification of the application will be required to be carried out pursuant to the *Planning Act 2016*, and will be carried out in accordance with the Development Assessment Rules after completion of the Confirmation and/or Information Request Stages of the subject application.

8. Conclusion

The proposed Material Change of Use for a "Multiple Dwelling" use (Four (4) x Four (4) bedroom units) at 51 (Lot 3) Taylor Street, Toowoomba City (Lot 3 SP184760) is contained within the Low-Medium Density Residential Zone in an existing urban area.

The proposed development generally complies with the Strategic Outcomes and Purpose and Intent of the Low-Medium Density Residential Zone and with the applicable codes of the *Toowoomba Regional Planning Scheme 2012*; or, where there may be a perceived conflict, the pragmatic consideration of other 'relevant matters' and the application of appropriate 'weight' to these matters justifies approval of the proposed use despite any perceived or actual conflict. Furthermore, any potential adverse impacts can be adequately addressed and mitigated via the appropriate conditioning of the approval by Council.

As it has been demonstrated that the proposed Material Change of Use complies with the requirements of the *Planning Act 2016*, the *South-East Queensland Regional Plan* and *Darling Downs Regional Plan*, the *State Planning Policy*, and the *Toowoomba Regional Planning Scheme 2012*, it is considered that approval of the subject application is warranted by Council; and thus, the approval of the application is respectfully recommended.

Appendix A

Proposal Plans

Appendix B

Stormwater Management Report

Appendix C

Engineering Plans

Appendix D

Engineering Survey Plan

Appendix E

Engineering Design Certificate

Appendix F

DA Form 1

Appendix G

Taylor Close CMS & Form 14

Appendix H

Detailed Assessment of Applicable Planning Scheme Codes

Low-Medium Density Residential Zone Code

Performance outcomes	Acceptable outcomes	Response
Caretaker's accommodation		
PO_1 Development provides for the accommodation of a caretaker, and their family members, involved in the running of a non-residential use, in a manner that: **(a) does not compromise the productivity of the use;** **(b) is safe and comfortable for the amenity of residents; and** **(c) has regard to the landscape and private recreation needs of the residents.**	**$AO_{1.1}$** A caretaker's accommodation is: (a) separated from significant levels of emissions (adverse to human health or amenity) generated by the non-residential use/s of the site by at least 6m; (b) provided with a private landscape and recreation area which: (i) is directly accessible from a habitable room; (ii) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (iii) if a balcony, a veranda or a deck, has a minimum area of 8m² with minimum dimensions of 2.4m. **$AO_{1.2}$** No more than one (1) caretaker's accommodation is established per non-residential use.	**N/A**
Dwelling Unit		
PO_2 Development incorporating a dwelling unit is provided in a manner that: **(a) integrates visually with the non-residential use through the use of materials, colours and finishes, architectural treatments and landscaping treatments;** **(b) ensures residents have a high level of safety, security, privacy and amenity;** **(c) ensures residents are not exposed to noise and light**	**$AO_{2.1}$** Separate entrances are provided to the dwelling unit and non-residential uses on the same site. **$AO_{2.2}$** Entries to the dwelling unit are clearly identifiable from the street and have a defined pathway. **$AO_{2.3}$** Dwelling units are readily distinguishable from the non-residential use for emergency service providers. **$AO_{2.4}$** The dwelling unit number is clearly displayed on the unit and letter box.	**N/A**

nuisance from the non-residential use; and **(d) provides residents access to private outdoor recreation spaces directly from the dwelling unit.**	**AO2.5** The dwelling unit is provided with a private landscape and recreation area which: (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[1] area of 8m² with minimum dimensions of 2.4m. **AO2.6** Habitable rooms of the dwelling unit are protected from overlooking of the non-residential use/area by: (a) separation of 9m from a window or activity area of the non-residential use; or (b) screening the outlook from windows, balconies or activity area of the non-residential use within a direct view of 9m to the habitable room or private open space of the dwelling unit.	
Non-residential Uses and building work – Scale of use where involving the reuse of an existing building		
PO3 The non-residential use is of a 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.	**AO3.1** The use: (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.	**N/A**
Non-residential Uses and building work – Noise Amenity		
PO4 The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or the	**AO4.1** New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses.	**N/A**

	intended residential streetscape character.		
Non-residential Uses and building work – Privacy and Screening			
PO5	**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.	**N/A**
Non-residential Uses and building work– Outdoor Lighting			
PO6	**Outdoor lighting for non-residential uses maintains the amenity of the surrounding residential area and does not adversely impact the safety for vehicles or pedestrians on the adjoining street as a result of light emissions, either directly or by reflection.**	**$AO_{6.1}$** 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 and requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting.	**N/A**
Utilities and Stormwater			
PO7	**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 Engineering Standards – Water and Wastewater Infrastructure.	**Complies – refer to Section 5 of this Report.**

PO8 **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 Engineering Standards – Water and Wastewater Infrastructure.	**Complies – refer to Section 5 of this Report.**
PO9 **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 – Engineering Standards – Roads and Drainage Infrastructure.	**Complies – refer to Section 5 of this Report.**
PO10 **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 – refer to Section 5 of this Report.**
Waste Management		
PO11 **Appropriate refuse container storage areas are provided which are:** **(a) in a building or enclosing structure or screened from public view;** **(b) of adequate size to accommodate the expected amount of refuse to be generated by the use;** **(c) in a position that is conveniently accessible for collection; and** **(d) able to be kept in a clean state at all times, and waste is captured and**	**$AO_{11.1}$** Refuse container storage areas are provided that : (a) are screened from public view in a location that is: (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;	**Complies – refer to Section 5 of this Report.**

discharged to an approved collection point.	(b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; and (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use.	
Non-residential uses and building work - Access and on-site manoeuvring		
PO12 Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and: **(a) to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.** **(b) to ensure that off-street carparking areas do not dominate the appearance in the streetscape.**	**AO12.1** Where not involving a reuse car parking is provided in accordance with the Transport, Access and Parking Code. **AO12.2** Where involving the reuse of a premises: (a) There is no reduction in existing or previously approved on-site car parking; (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.	**N/A**
Non-residential uses and building work - Landscaping		
PO13 Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	**AO13.1** Where involving the reuse of a premises there is no reduction in the area or quantity of established or previously approved landscaping.	**N/A**

Table 6.2.2:2 – 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	Response
Non-residential uses - Hours of Operation		
PO1 **Hours of operation are controlled so that the non-residential use does not impact on the amenity or privacy of adjoining residential uses.**	**$AO_{1.1}$** Hours of operation, including for deliveries, are limited to hours between 6:00 am to 9:00 pm.	**N/A**
Non-residential Uses – Impact on Road Network		
PO2 **Non-residential uses are located on major roads and do not introduce non-residential traffic into local streets.**	**$AO_{2.1}$** Non-residential uses: (a) have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road; and (b) vehicle access to the development does not occur from a local street.	**N/A**

Table 6.2.2:3 – Low-medium Density Residential Zone Code – assessment benchmarks for assessable development[19]

Performance outcomes	Acceptable outcomes	Response
Uses		
PO1 **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.	**Complies**
PO2 **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.	**N/A**

Residential Density		
PO3 **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.	**Alternate Outcome – Complies with PO – the proposed development proposes a density of approximately 21.7 dwellings per hectare.** **Nonetheless, this density is considered appropriate to the surrounding locality which is predominantly low density residential dwellings, as well as the location and layout of the site, being a rear 'L' shaped hatchet lot with no direct road frontage. The development maximises the number of dwellings provided on the site, whilst taking account of the site's context and constraints.**
Non-residential uses – Scale & Function (except where in the Hospital Support Precinct or Office Residential Precinct)		
PO4 **Non-residential uses establish only where they:** **(a) except for child care centres, provide for the day to day convenience needs or local service of the immediate local residential community;** **(b) do not undermine the viability of a nearby centre and are not of a scale that impacts on the role or function of the centres network;**	No acceptable outcome is nominated.	**N/A**

(c) do not contribute to strip development or expansion of an existing centre; (d) are a of a small scale and have low intensity operation and employment; (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; (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; (h) do not unduly detract from or/or adversely impact the amenity, safety or privacy of nearby residences.		

Non-residential uses – Scale and Function where in the Urban Consolidation Precinct		
PO5 Non-residential uses are located: **(a) within a mixed use development on the site that is predominately residential;** **(b) on the ground floor, addressing and overlooking the street to create an active frontage.**	**No acceptable outcome is nominated.**	**N/A**
Non residential uses – Scale and Function where in the Hospital Support Precinct		
PO6 Non-residential uses establish in the Hospital Support Precinct only where: **(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**
Non-residential uses – Scale and Function where in the Office Residential Precinct		
PO7 Non-residential uses establish in the Office Precinct only where they: **(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;**	**No acceptable outcome is nominated.**	**N/A**

	(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:** **(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;** **(d) do not unduly detract from or adversely impact the amenity, safety or privacy of nearby residences.**		
Built Form			
PO8	**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 – Maximum of two (2) storeys and the maximum height does not exceed 8.5 metres above natural ground level (7.8 metres high max. above finished ground level).**
PO9	**The front building setback is consistent with the prevailing**	**$AO_{9.1}$** Buildings are set back from the road frontage:	**Complies with PO – The proposed development is located on a rear hatchet**

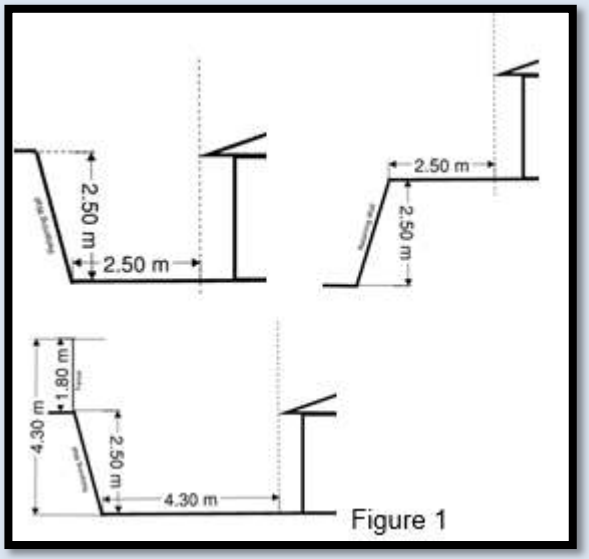
front setbacks of other buildings in the street. **Note: The prevailing setback of the street is determined by the setbacks of the buildings on any lot along the road within 100m of the site.**	(a) within 10% of the average front setback of existing residential buildings within 100m of the site; or (b) where there are no adjoining buildings the front setback is provided in accordance with Table 1. Table 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. porch, verandah, balcony or carport) | 3.5m (or 3m where secondary road frontage) **AO9.2** Where the site has frontage to road other than a collector or local road, and buildings are not located in the Hospital Support Precinct: (a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code. (b) non-residential buildings are set back from the frontage by 6m. **AO9.3** Where involving a non residential use, buildings are set back a minimum 6m from the road frontage.	**lot and does not have a direct road frontage. Therefore, AO9.1 does not directly apply to the development.** **The prevailing front setback of the street is already established by the building within the frontage lot (Lot 1 SP184760), which sits between the subject site and the road. The front boundary of the subject site is approximately 42.5 metres from the Taylor Street road frontage and does not contribute to or conflict with the established streetscape character.** **Nonetheless, the proposed development adopts a setback of 3.7-4 metres between the subject site's front boundary line and the front building (Unit 1) garage wall. This exceeds the minimum setbacks in Table 1, demonstrating consistency with the intent of AO9.1 despite it not strictly applying. The front setback will ensure the unit buildings on the subject site and the front adjoining premises are adequately separated, and the proposed units will not cause adverse amenity impacts or visual dominance from the shared driveway.** **AO9.2 – N/A** **AO9.3 – N/A**
PO10 Buildings are designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to built form, open space, landscaping	No acceptable outcome is nominated.	**Complies – refer to 'Built Form & Design' section within Section 5 of this Report.**

and the public realm parking, access, solar access of both onsite and adjoining properties.		
PO11 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 and that complements the existing streetscape including:- **(a) buildings orient to and addresses the street frontage;** **(b) the main building entry faces the street at ground level;** **(c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ;** **(d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours** **Editor's note – examples of façade treatment to avoid expanses of blank wall may include (but is not limited to):** **• 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.**	No acceptable outcome is nominated.	**N/A**
PO12 Where appropriate, development facilitates active transport and open space connections through the neighbourhood.	No acceptable outcome is nominated.	**N/A**

PO13 The site layout responds sensitively to on- site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, such that: **(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.**	No acceptable outcome is nominated.	**Complies – refer to relevant sections within Section 5 of this Report:** **(a) no potential hazards to people or property other than stormwater – proposed stormwater ensures non-worsening effect downstream and no adverse impacts on adjoining or surrounding uses;** **(b) earthworks are minimised and will not result in adverse impacts;** **(c) natural drainage lines are generally retained via proposed earthworks & stormwater solutions – including point of discharge (to street);** **(d) vegetation retained where possible and compliant landscaping proposed;** **(e) infrastructure protected in compliance with Planning Scheme requirements and QDC standards;** **(f) adequate separation and buffering is provided to adjoining uses via the provision of compliant side boundary setbacks.**

Amenity and Safety		
PO14 Except for Dwelling Houses site coverage: **(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 – Development does not exceed Two (2) storeys and proposes a maximum site coverage of only 38.2%. Noting also that the proposed development:** • **maximises and provides adequate front, side and rear boundary setbacks;** • **provides significant landscaping within the site that 'exceeds compliance' with the Planning Scheme's requirements – as highlighted by total impervious and landscaped/permeable areas proposed;** • **provides significant useable Private Open Spaces areas that generally exceed the Planning Scheme's minimum requirements;** • **maximises and achieves compliance with the Planning Scheme's solar access requirements;** • **will not impact upon the solar access or privacy of adjoining uses and will not result in adverse overshadowing impacts; and** • **complies with the Planning Scheme's requirements for stormwater discharge.**

PO15 Impervious site coverage: **(a) ensures development maximizes on- site infiltration and minimizes the additional burden on drainage infrastructure;** **(b) reduces the visual impact of additional hardstand;** **(c) respects the existing or preferred neighbourhood character and responds to the features of the site; and** **(d) allows for the provision of an appropriate supply of landscaping and open space.**	**$AO_{15.1}$** Impervious areas of the site do not exceed 70% of the site area.	**Complies – 60.1% impervious areas proposed.** **Furthermore, the proposed use:** • **provides minimal sealed areas that are visible from the street, adjoining uses and/or public places;** • **provides significant landscaping within the site that exceeds compliance with the Planning Scheme's requirements – as highlighted by total landscaped/permeable areas proposed;** • **provides significant useable Private Open Spaces areas that generally exceed the Planning Scheme's minimum requirements; and** • **complies with the Planning Scheme's requirements for stormwater discharge - stormwater discharge does not result in a 'worsening effect' and/or additional burden on drainage infrastructure, as demonstrated within the attached Stormwater Management Report.** **Noting also that the Planning Scheme requires the provision of a minimum 20% landscaped/permeable areas, and the proposed development will provide 39.9% landscaped/permeable areas.**

PO16 Side and rear building setbacks: **(a) enhance the appearance and character of streets and buildings;** **(b) are appropriate to the scale of the development and the intended 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.**	**AO16.1** Buildings built to side boundaries have: (a) a maximum height of 3m; and (b) a maximum length of 9m. Note: Built to boundary walls require a 0.00m lot alignment. **OR** **AO16.2** 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. **AO16.3** 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.  Figure 1	**AO16.1 – N/A (no buildings built to side boundary line).** **AO16.2 – Complies. All proposed units are setback from the side boundaries by over 1m at ground level and 1.5m at upper level, as required under Table 6.2.2:4.** **AO16.2 – Complies. All proposed units are setback from the rear boundary by well over 1m as required under Table 6.2.2:4.**

PO17 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**
PO18 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. **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.	**AO18.1 - N/A** **AO18.2 – Complies**
PO19 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**	No acceptable outcome is nominated.	**Complies** **See also 'Built Form and Design' section of Section 5 of this Report.**

(g) building entrances, loading and storage areas being well lit and lockable after hours.		
PO20 Development is designed to incorporate graffiti - prevention measures.	**$AO_{20.1}$** Building design and layout incorporates the following features where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.[20]	**Complies – see 'Built Form and Design' section of Section 5 of this Report.**
PO21 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: (a) the indoor noise objectives set out in the Environmental Projection (Noise) Policy 2008 are met; and (b) the air quality objectives in the Environmental Protection (Air) Policy 2008, are met. Note: Design measures that may assist in achieving the acceptable outcome may include: (a) landscaping; (b) setbacks; (c) the orientation of buildings away from the industrial area; (d) barriers, mounds and fencing; and/or screening.	**N/A**
PO22 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**

PO23 Large trees are provided and maintained in building setback and open space areas to: **(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.**	**$AO_{23.1}$** 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.	**Complies – The retention of significant areas for landscaping area and appropriate plantings will achieve compliance with the Acceptable Outcome & Performance Outcome (can be appropriately conditioned).** **Even with complying side boundary setbacks, it is inappropriate to provide such landscaping (large trees) within side and rear boundary setback areas due to the potential damage to buildings and danger to occupants. The eaves and proposed setbacks will provide sun protection and privacy.**
Non-residential uses - Landscaping		
PO24 Development for non-residential uses provides landscaping that: **(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:** **(i) the privacy and amenity for adjoining residential uses;** **(ii) sight lines and overlooking to public spaces and the street to enable casual surveillance;**	**$AO_{24.1}$** Where not involving the reuse of premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site.	**N/A**

(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		
PO25 Development for non-residential uses provide car parking and loading and servicing areas that: **(a) are located to minimise impact on any adjoining residential premises 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.	**N/A**
Development Up to 3 Storeys Height in all Precincts		
PO26 Where a building of three (3) storeys or less, site coverage: **(a) ensures development maximises on- site infiltration and minimises the**	**$AO_{26.1}$** Site cover does not exceed 50% of the site area.	**N/A**

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.**		
PO27 Side and rear building setbacks: **(a) enhance the appearance and character of streets and buildings;** **(b) are appropriate to the scale of the development and the intended 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.**	*For accommodation activities (other than dwelling house and dual occupancy):* **AO27.1** Buildings are built to side boundaries where: (a) a maximum height of 3m; and (b) a maximum length of 9m. OR **AO27.2** Buildings are set back from a side boundary in accordance with Table 6.2.2:4. **AO27.3** Buildings are set back a minimum of 1m from a rear boundary. *For non-residential development:* **AO27.4** 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. **AO27.5** Buildings are set back from a rear boundary whichever is the greater: (a) a minimum of 3m; or (b) the distance equivalent to the cumulative height of the retaining wall and fence on the rear boundary. Where the retaining wall extends into the site , the setback is measured from the base or top of the retaining wall.	**N/A**

Other Requirements for the Urban Consolidation Precinct		
PO28 Redevelopment of the Orfords Refrigeration site (256-264 Herries Street) provides for: **(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**
PO29 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**
PO30 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		
PO31 Non-residential development exhibits design elements that are	**AO$_{33.1}$** Windows and/or doors are provided in any building facade facing any public or communal space.	**N/A**

characteristic of, or compatible with, Dwelling Houses in the surrounding area.	**AO33.2** Awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design. **AO33.3** 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.	
PO32 The development addresses, and provides for surveillance of, the street.	**AO32.1** 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		
PO33 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;** **(c) are appropriate to the scale of the development;** **(d) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; and** **(e) are sufficient to minimise overshadowing and overlooking of adjoining premises.**	**AO31.1** Buildings are setback at least 6m from the front boundary. **AO31.2** Buildings are setback a minimum of 4m from side boundaries for the extent of the building(s) within 10m of the front boundary. **AO31.3** Buildings are setback at least 6m from the rear boundary. **AO31.4** 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.	**N/A**

PO34 The development addresses, and provides for surveillance of the street.	**AO$_{34.1}$** The building: (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 (b) has the main entry, and windows at Ground Level, to the principal street (not being Prosser Street).	**N/A**
PO35 Parking and vehicular access is located to minimise the impact on any adjoining residential premises not in the Precinct.	**AO$_{35.1}$** Vehicular access point and car parking is setback a minimum of 3m with any residential premises not in the Precinct. **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.	**N/A**

Table 6.2.2:4 – Side Boundary Setbacks

Width of lot frontage								
10.0m - 12.4m		**12.5m – 14.9m**		**15.0m -19.9m**		**20m +**		**All lots**
Ground floor (up to 3.5m high)	First floor (up to 7.5m high)	Ground floor (up to 3.5m high)	First floor (up to 7.5m high)	Ground floor (up to 3.5m high)	First floor (up to 7.5m high)	Ground floor (up to 3.5m high)	First floor (up to 7.5m high)	Second floor (above 7.5m)
0.9m	0.9m	1m	1m	1m	1.5m	1.2m	2m	2m

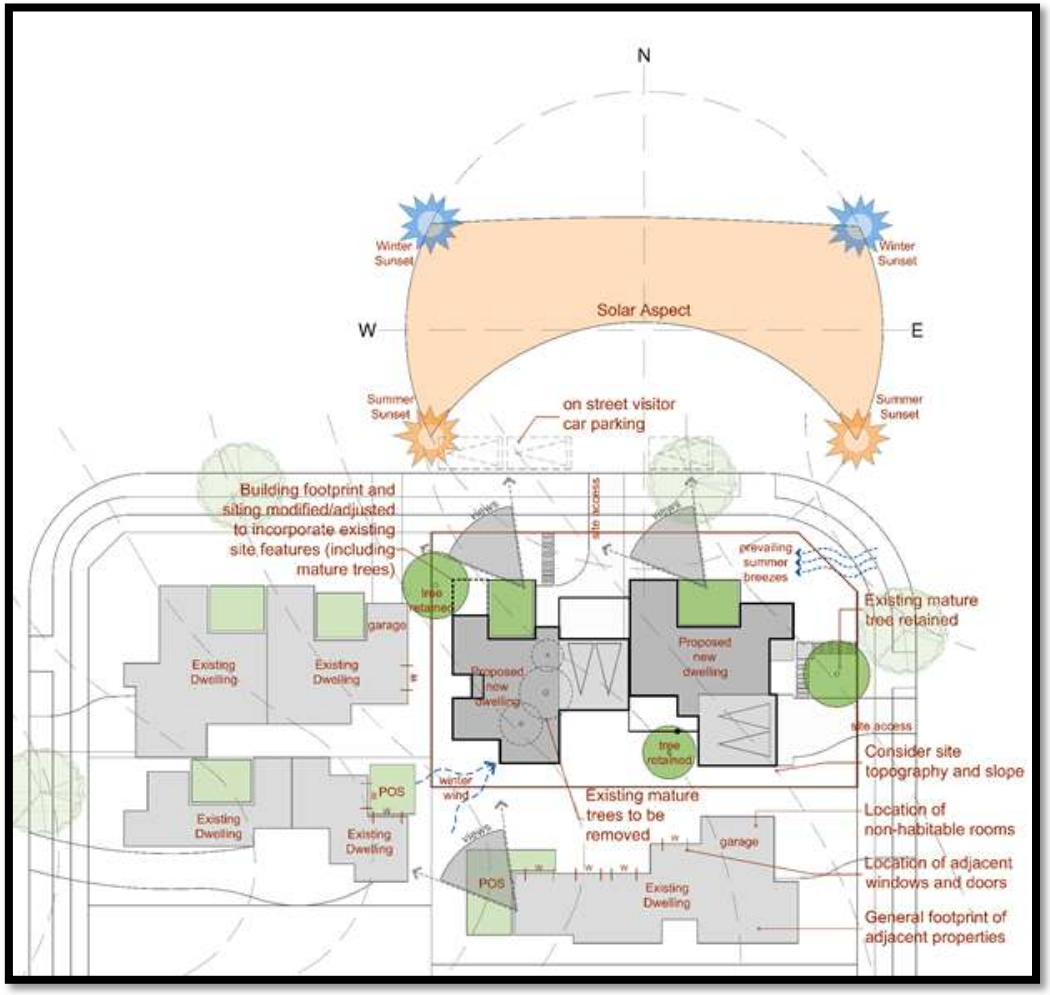
Medium Density Residential Code

Table 9.3.7:1 – Medium Density Residential Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Response
Where a Dual Occupancy		
PO1 **Dual Occupancy development is dispersed within residential neighbourhoods, not clustering in groups of more than three adjoining or opposite sites, and does not become the dominant form of housing within a street by occupying more than 20 percent of properties within a street block.**	**AO1.1** In Greenfield Areas Dual Occupancy development occurs on designated Dual Occupancy lots.	**N/A – not a Dual Occupancy**
PO2 **The development is designed in a manner that responds to the sites opportunities and constraints, including any existing building on the lot, and to the broader urban and streetscape contexts.** **Note: Development should be designed and documented by a suitably qualified professional (i.e. architect or building designer). Details of professional qualifications should be noted on drawings submitted with any development application**	**$AO_{2.1}$** The design of the development considers and responds to: a) Site specific qualities including: i) site topography and slope (contours at a minimum of 1m intervals); ii) Views iii) solar aspect and access; iv) prevailing breezes v) existing buildings on the site; vi) site access vii) services viii)identification of buildings to be demolished; ix) existing vegetation (locations to be surveyed and the diameter of the trunk at 1m above ground level shown. On highly buttressed trees the extent of buttressed roots is to be shown);	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response
	x) proposed position of new buildings overlaid b) Nearby features including: i) opportunities for on street visitor car parking; ii) buildings on adjoining land iii) important views from neighbouring properties iv) features and character of adjoining land and buildings including doors & windows v) street fixtures; c) Local qualities and amenities including: i) available public transport; ii) nearby amenities such as parks, shops **$AO_{2.2}$** Site design retains all existing street trees. Note: See Figure 1 below for examples of site analysis and nearby feature plans.	

Performance Outcomes	Acceptable Outcomes	Response



Performance Outcomes	Acceptable Outcomes	Response
PO3 Development responds to the slope of the land in the siting, design and form of buildings and structures to minimise requirements for cut and fill.	**AO3.1** Cut and fill beyond natural ground level does not exceed a vertical distance of 1m, unless contained within building walls and in accordance with the requirements outlined in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. Note: See Figure 2. **AO3.2** Batters and earth-retaining structures are constructed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**N/A – not a Dual Occupancy**

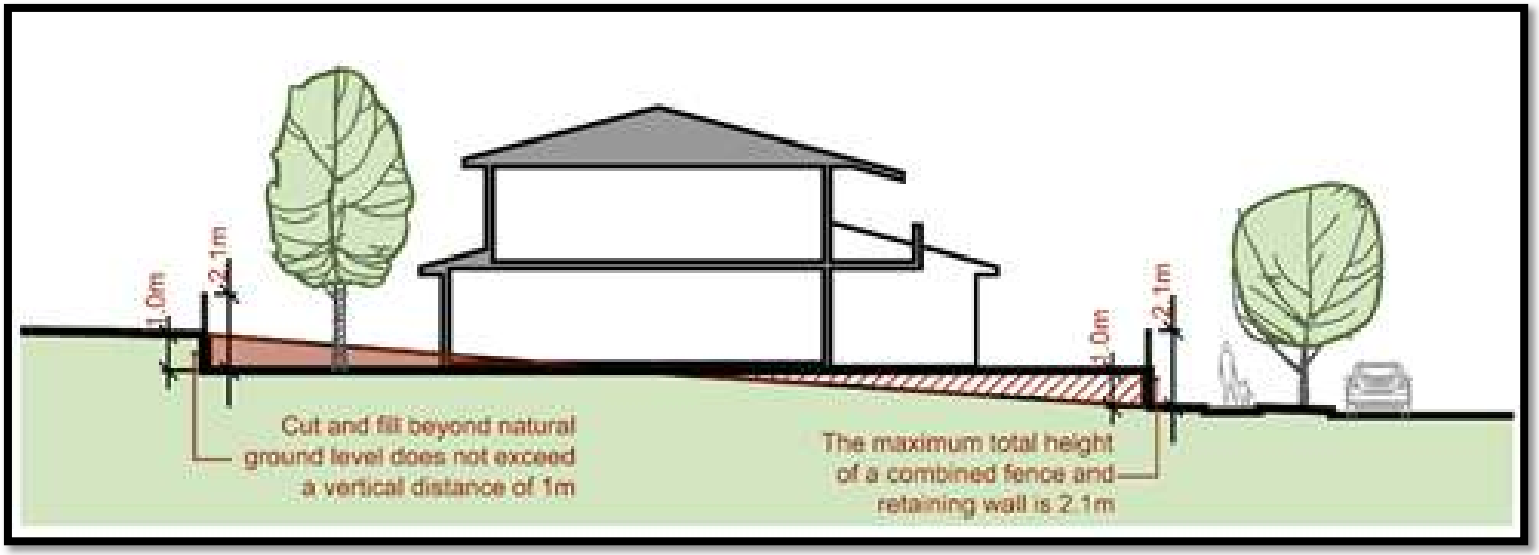


Figure 2

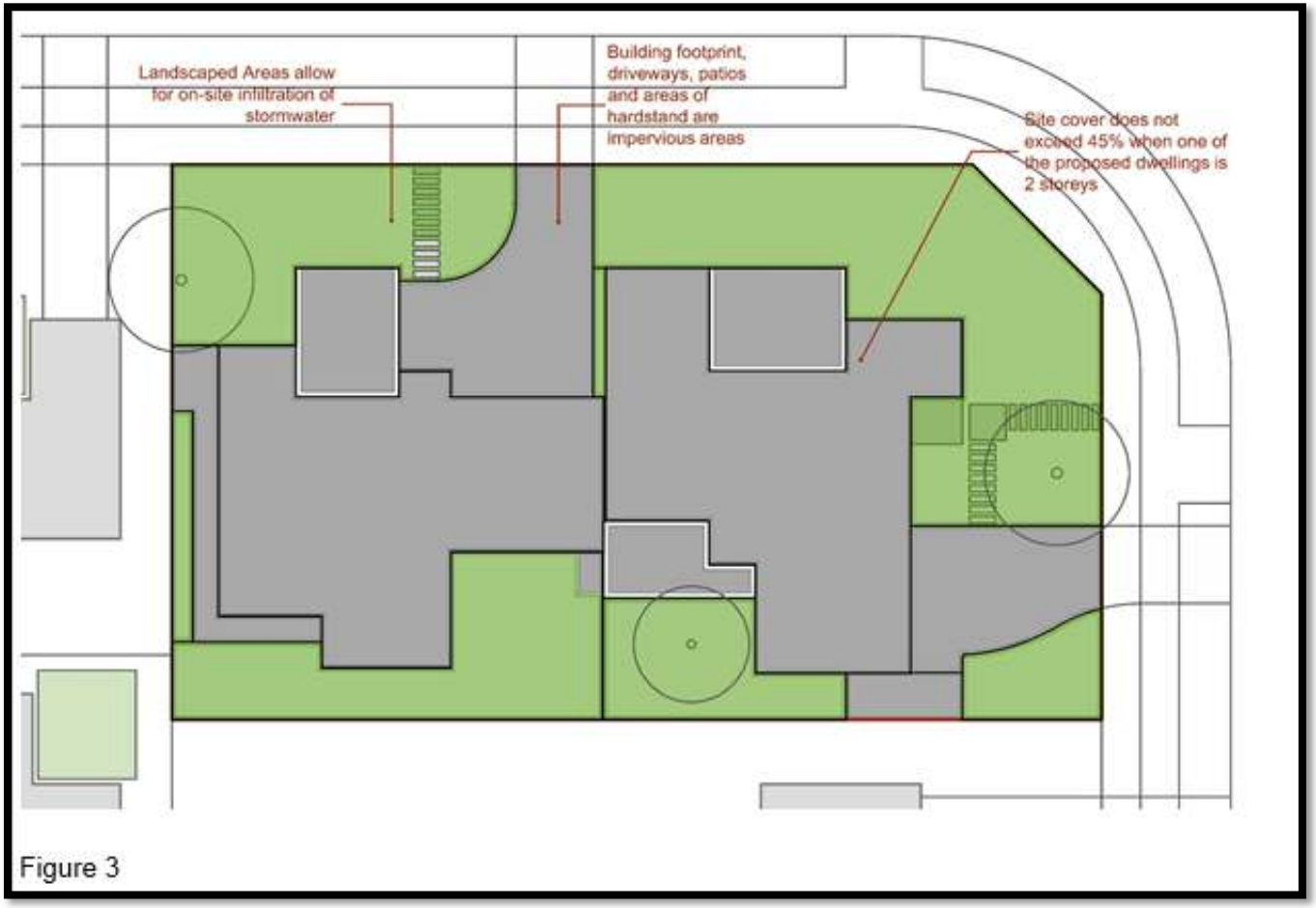
<table>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Response</th></tr>
<tr><td>PO4 Development is designed to facilitate the retention of any existing street tree adjacent to the site.</td><td>AO4.1 Development does not compromise or require the removal of any street tree</td><td>N/A – not a Dual Occupancy</td></tr>
<tr><td>PO5 Development:

(a) provides for the on-site infiltration of stormwater and minimises the additional burden on drainage infrastructure;

(b) minimises the visual impact of hard surface areas; and

(c) respects the existing or preferred neighbourhood character and responds to the features of the site.</td><td>AO5.1 The impervious site cover does not exceed Table 1:
<table><tr><th colspan="2">Table 1</th></tr><tr><td>Average building height</td><td>Maximum impervious site cover</td></tr><tr><td>If both of the proposed dwellings are 1 storey</td><td>70%</td></tr><tr><td>If one or both of the proposed dwellings is 2 storeys</td><td>65%</td></tr></table>
AO5.2 No more than 50% of the front setbacks area is impervious.

AO5.3 Site cover does not exceed rates specified in Table 2.
<table><tr><th colspan="2">Table 2</th></tr><tr><td>Dwelling Height</td><td>Maximum site cover</td></tr><tr><td>If both of proposed dwellings are 1 storey</td><td>50%</td></tr><tr><td>If one of proposed dwellings is 2 storeys</td><td>45%</td></tr></table>
Note: See Figure 3.</td><td>N/A – not a Dual Occupancy</td></tr>
</table>

Performance Outcomes	Acceptable Outcomes	Response
 Figure 3		
PO6 Areas of hardstand required for parking and pathways: **(a) are minimised,**	**AO6.1** Landscaped areas are provided in accordance with Table 3:	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response
(b) incorporate generous landscaping: **(i) to promote a garden streetscape character, and** **(ii) to minimise visual impacts of views to hardstand areas for occupants and the public, particularly in the front garden.**	Table 3 Building height: 1-2 storeys — Minimum landscaped area: Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of: 10% site area; Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of: 15% site area Building height: 3 storeys — 12.5% site area — 17.5% site area Building height: 4+ storeys — 15% site area — 20% site area Note: Landscaped areas included in the calculations consist of garden beds and lawn areas throughout the site with a width of no less than 1.5m; Excludes all paved and other impervious areas such as driveways, patios, terraces, car parking spaces and bin and other utility areas. See Figure 4.	

Performance Outcomes	Acceptable Outcomes	Response

Figure 4

PO7 The front building setback is consistent with the prevailing front setbacks of other residential buildings in the street. **Note: The prevailing setback of the street is determined by the setbacks of the**	**AO7.1** Buildings are setback from the road frontage: (a) within 10% of the average front setback of existing residential buildings within 100m of the site; or (b) where there is no adjoining buildings the front setback is provided in accordance with Table 4.	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response
residential buildings on any lot along the road within 100m of the site.	Table 4 Building element / Minimum setback Solid building wall (other than a garage) / 4.0m Solid building wall (where for a garage) / 5.5m Permeable or non-enclosed elements (e.g. porch, verandah, balcony or carport) / 3.5m (or 3m where secondary road frontage) Note: See Figure 5.	

Performance Outcomes	Acceptable Outcomes	Response

Figure 5

Performance Outcomes	Acceptable Outcomes	Response
PO8 Side and rear building setbacks: **(a) are appropriate to the scale of the development and the intended character of the zone and/or precinct and local plan in which the site is located;** **(b) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; and** **(c) are sufficient to minimise overshadowing and overlooking of adjoining premises.**	**AO8.1** Any part of a building built to a side boundary: (a) must not exceed a maximum height of 3.5m; (b) must not exceed a maximum length of 9m; (c) must be a minimum distance of 2.4m from any other wall built to the side boundary (whether on the site or an adjoining site) or be joined to another built to boundary wall if on a adjoining site; and (d) must not exceed a maximum total length of 50% of the side boundary. **OR** **AO8.2** Buildings are set back from side boundaries in accordance with the following: (a) For lots with frontages less than 20m: (i) 1.2m for any part of the building up to 3.5m high; and (ii) 2m for any part of the building above 3.5m high. (b) For lots with frontages greater than 20m: (i) 1.8m for any part of the building up to 3.5m high; and (ii) 2.4m for any part of the building above 3.5m high. **AO8.3** Buildings are set back from the rear boundary a minimum of 3m. **AO8.4** Development ensures that solar access to habitable rooms and private open space of adjoining premises: - (a) achieves a minimum of 3 hours of sunlight between 9am and 3pm on June 21; or (b) is not further reduced where existing solar access is less than that specified in (a). Note: See Figure 6.	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response
PO9 Development provides adequate and suitable private open space to meet the needs of occupants for privacy, relaxation and entertainment and to accommodate visitors.	**AO9.1** Private open space has a minimum area of 16m² and minimum dimensions of 4 metres by 4 metres. **AO9.2** Private open space is: (a) is oriented to receive at least three hours of sun between 9am and 5pm on 21 June. (b) directly accessible from a living area or kitchen; (c) fenced or landscaped to achieve privacy for occupants; (d) clear of bins, clothes lines, hot water systems, air conditioning units, above ground water tanks and associated infrastructure and other forms of ancillary equipment and (e) not located within the front setback area. Note: See Figure 7.	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response

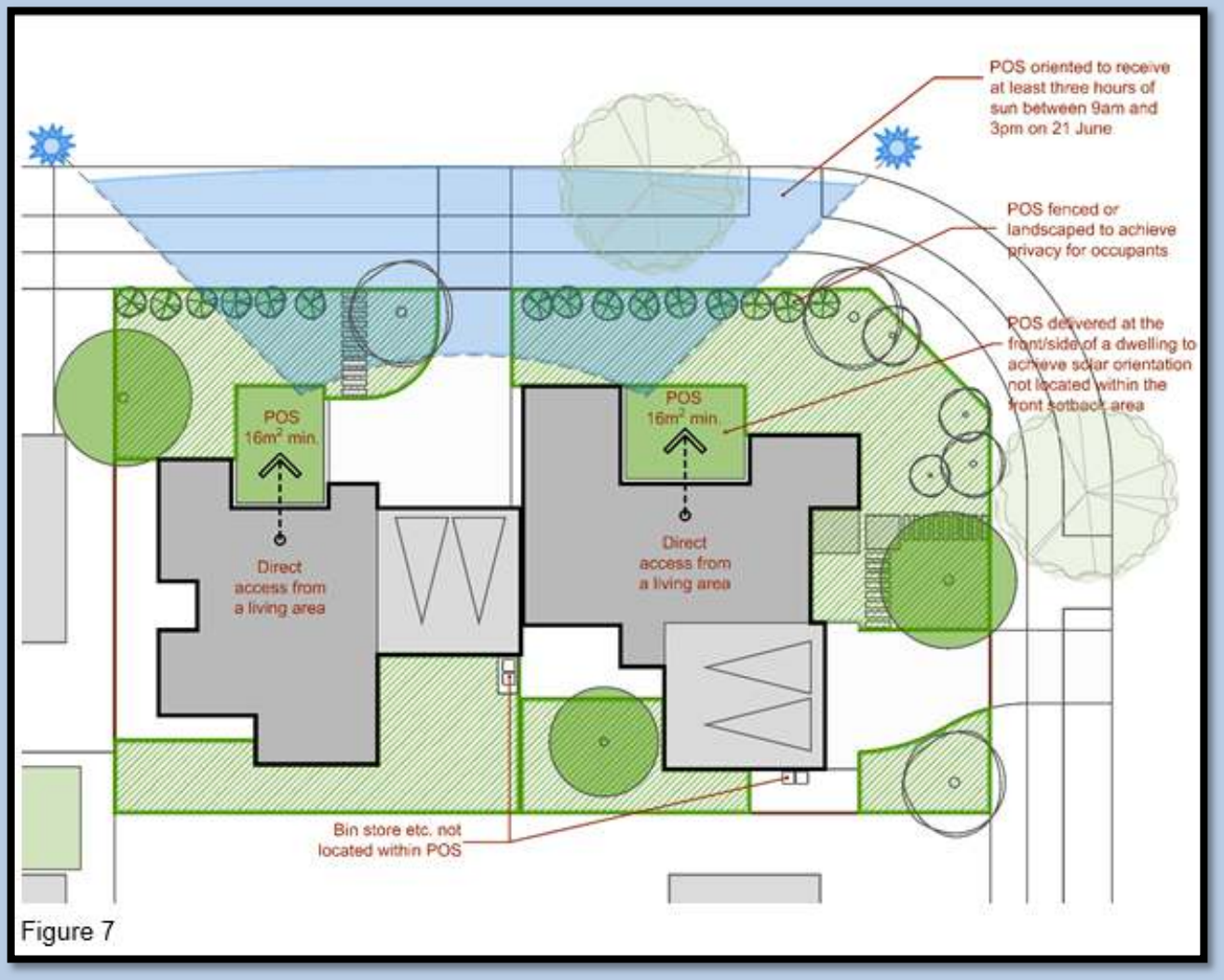
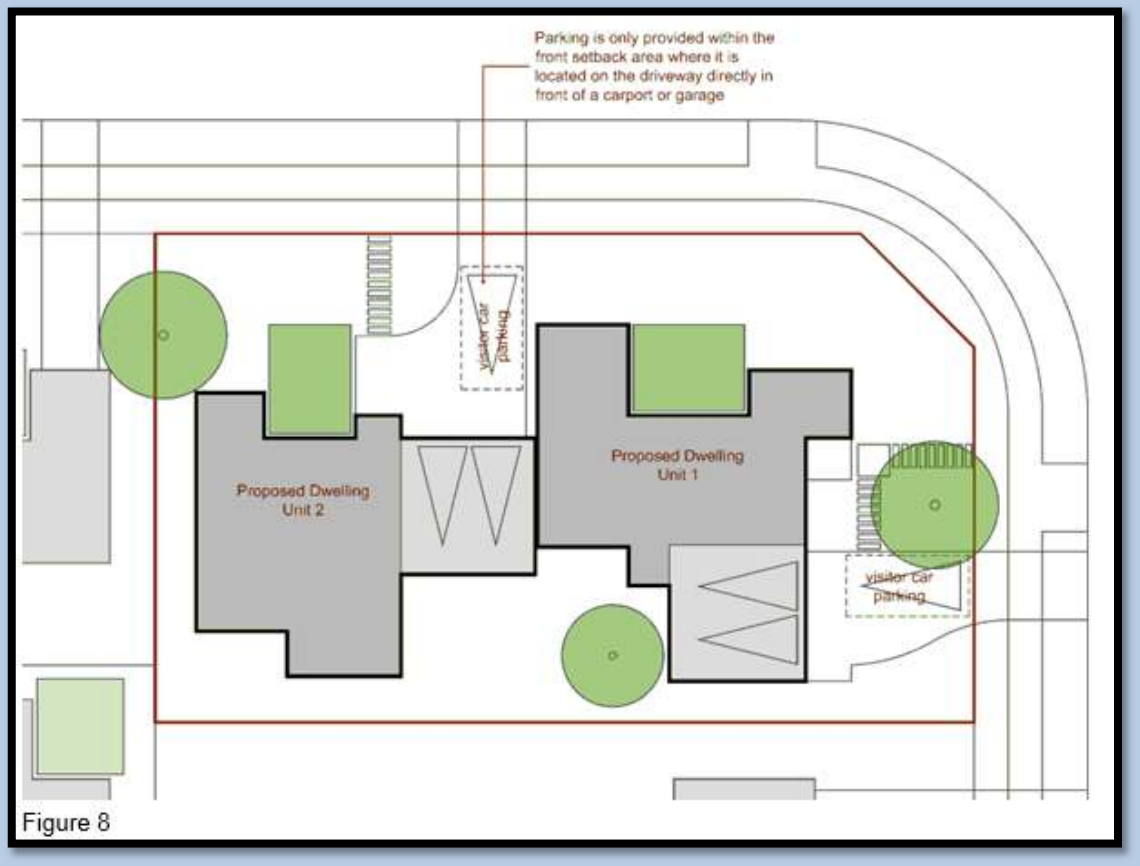


Figure 7

Performance Outcomes	Acceptable Outcomes	Response
PO10 All car parking is designed to accommodate a standard car (B85 vehicle) and incorporates adequate manoeuvring area to parking spaces (including carports and garages).	**AO10.1** Design of the site layout must ensure a B85 vehicle (as defined in AS 2890.1:2004 Parking facilities - Off-street car parking) is able to enter an enclosed garage or visitor car park in a single forward manoeuvre and exit in a single reverse manoeuvre.	**N/A – not a Dual Occupancy**
PO11 Development provides resident and visitor car parking which is integrated into the site and building design and: **(a) does not negatively impact the amenity of the site, adjoining sites or streetscape;** **(b) is not a prominent visual feature from the street or other public spaces; and** **(c) contributes to the establishment of a garden setting by avoiding large areas of visible hardstand.**	**AO11.1** Parking is only provided within the front setback area where it is: (a) located on the driveway directly in front of a carport or garage; and (b) not covered. Note: Where car parking is provided in accordance with AO11.1(a) the driveway should have a minimum length of 5 metres to avoid parked vehicles extending beyond the site boundary. **AO11.2** Where car parking is provided below ground: (a) Access ramps are not located within 6m of the street boundary and do not exceed an opening width of 6m; and (b) Entry to the site for pedestrians is provided separate from vehicle entries by way of a safe, well lit and clearly identifiable pathway or gatehouse; **AO11.3** All car parking is freely available for use by to the applicable occupants and visitors of the development. Note: See Figure 8.	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response
 Figure 8		
PO12 Garages and carports (except those with frontage to a rear lane) do not dominate the street frontage.	**AO12.1** Garages and/or carports facing a street make up no more than 30% of the width of the site. **AO12.2** Garages and/or carports facing a street are setback a minimum of 1 metre behind the main face[36] of the dwelling. Note: See Figures 9 and 10.	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response

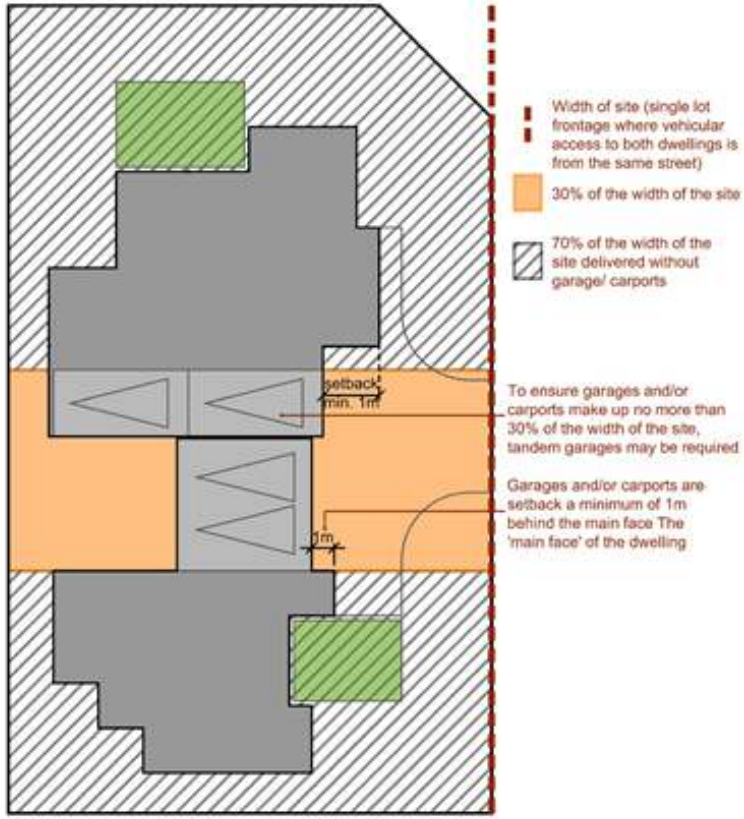


Figure 9

Performance Outcomes	Acceptable Outcomes	Response

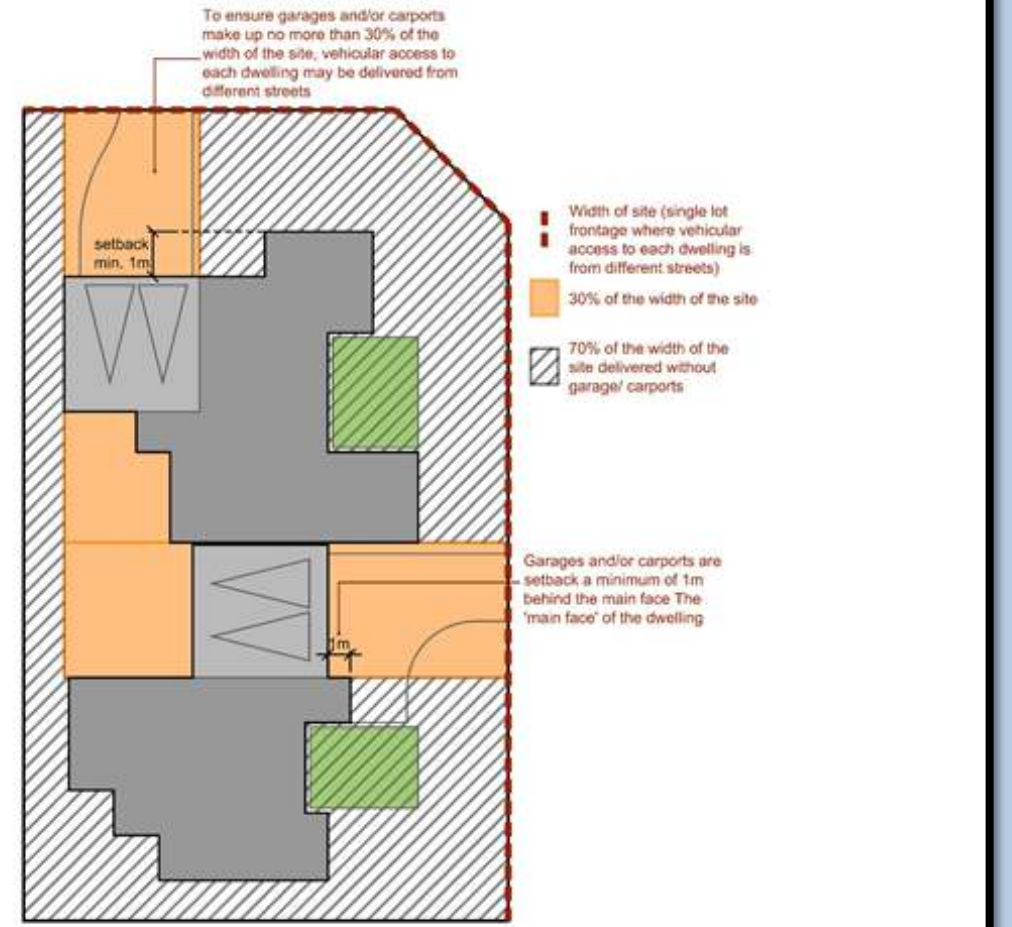


Figure 10

Performance Outcomes	Acceptable Outcomes	Response
PO13 Safe and equitable access for both pedestrians and vehicles is provided, to and from buildings and the street whilst minimising the extent and number of driveways.	**AO13.1** Where vehicular access to both dwellings is from the same street the driveway is shared and has a maximum crossover width of 5m. **AO13.2** Where vehicular access to each dwelling is from different streets the driveway has a maximum crossover width of 3m. **AO13.3** Where the site abuts a lane vehicle access is provided from the lane. **AO13.4** Separate pedestrian access is provided to each dwelling, clearly distinguishable from the vehicle zone. Note: See Figure 11.	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response

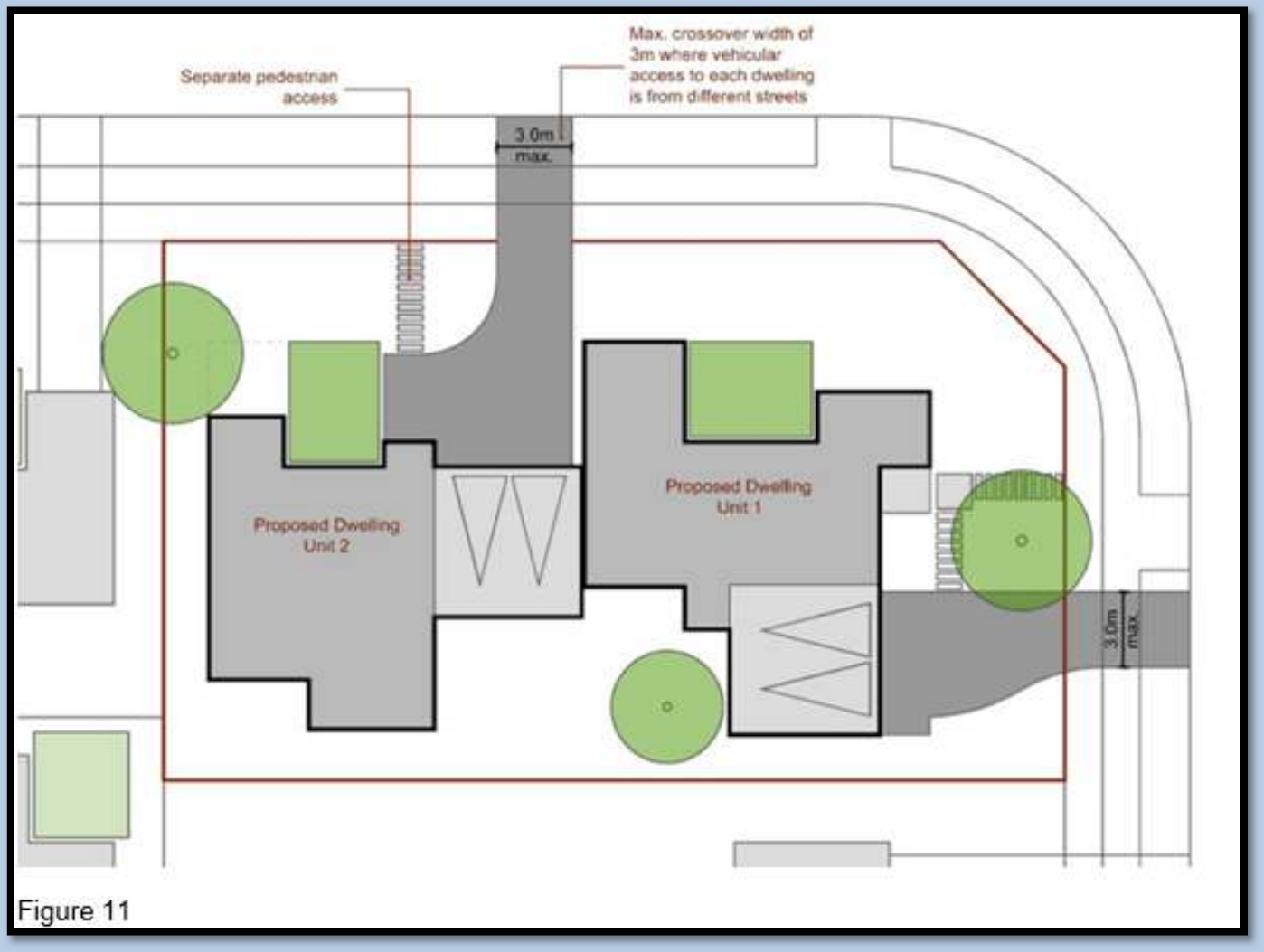


Figure 11

Performance Outcomes	Acceptable Outcomes	Response
PO14 The privacy of residents of the development or adjoining premises is protected when they are inside a dwelling or in a private open space area.	**AO14.1** Habitable room windows of a dwelling are separated a minimum of 9m from a habitable room window or private open space of another dwelling on the same or an adjoining site. **OR** **AO14.2** Where there is a direct view within 9m into a habitable room or private open space of another dwelling on the same or an adjoining site (a) the elements with the view such as windows, balconies, or terraces of a dwelling must be screened in accordance with AO14.3; or (b) the Windows have translucent glazing up to or sill heights of at least 1.5m from the internal floor level; or (c) a solid fence or masonary wall with a minimum height of 1.5m is positioned between the elements with the view. **AO14.3** Where screening is used, it: (a) is a solid translucent screen or a louvre perforated panel, trellis or the like that has a maximum of 50% open to solid ratio; and (b) is a fixed, permanent element of a design that complements the style, detailing and materials of the development. Note: See Figure 12.	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response

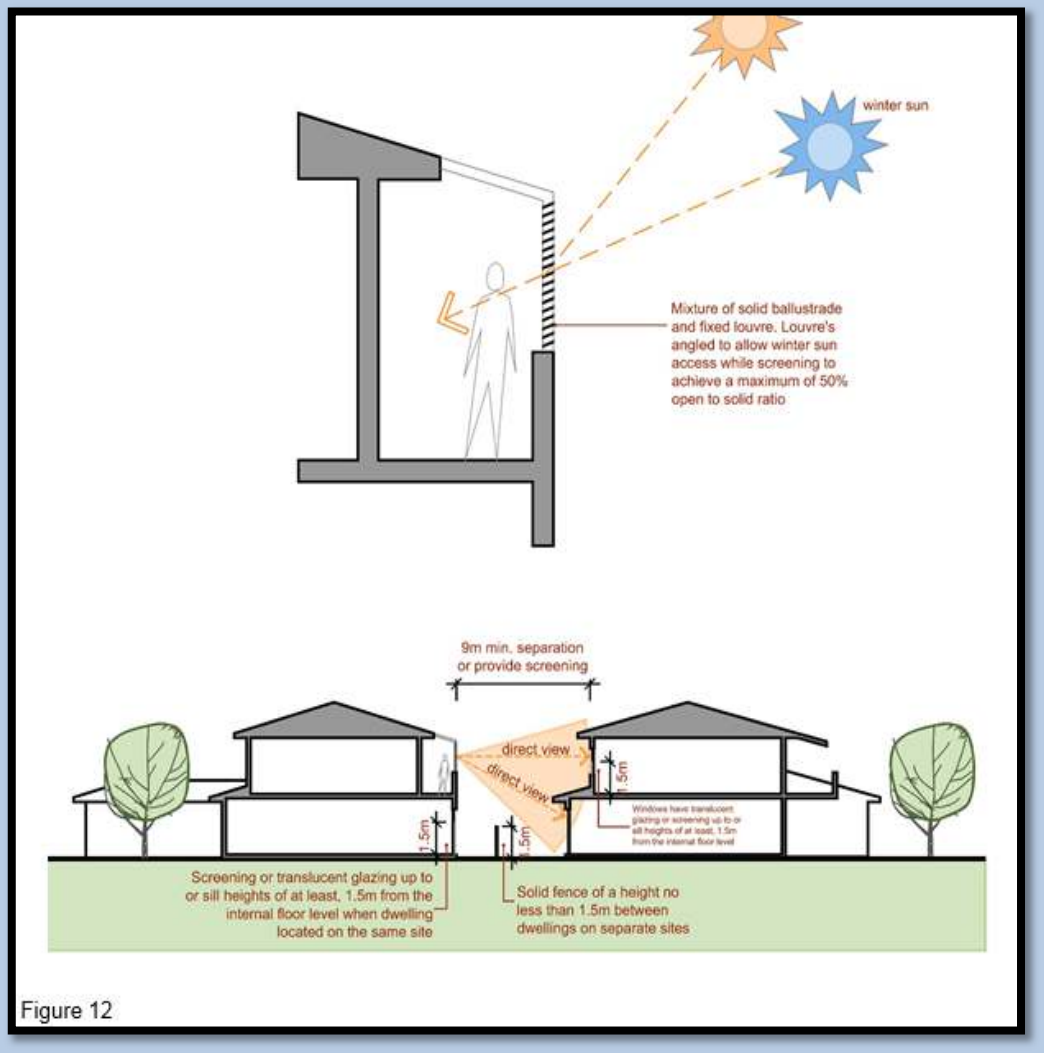


Figure 12

Performance Outcomes	Acceptable Outcomes	Response
PO15 The development is designed so that occupants are not adversely affected by adjoining non-residential uses.	**AO15.1** A 1.8m high solid screen fence and 2m wide vegetated buffer is provided along any section of the site boundary that is common with vehicle movement and/or parking areas associated with a non-residential use on an adjoining site.	**N/A – not a Dual Occupancy**
PO16 Buildings are designed to a high aesthetic standard providing: **(a) prominent features towards the street frontage;** **(b) detailing and finishes appropriate to the scale, quality and character of the street and to help differentiate between dwellings** **(c) opportunities for informal surveillance of the street and other public spaces;** **(d) clear and visible entries; and elements that complement or enhance the character of the local neighbourhood.**	**AO16.1** Buildings: (a) are oriented to and address the street frontage; (b) have front entries that provide full weather protection and where within 10m of any street, have clearly defined front entries that are visible from the street; (c) where within 10m of any street; have one or more habitable rooms facing the street boundary that have windows or doors with a minimum area of clear glazing of 0.25m2 for each linear metre of street frontage; and (d) are designed to deliver depth in the façade facing the street or public space with a variation not less than 2m deep for a minimum 50% of the building width at ground level. Note: Variation in building façade may be achieved through delivery of balconies, patios or building footprint articulation. The roofline over a balcony or patio may remain consistent with the dominant roof form. Note: See Figure 13	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response

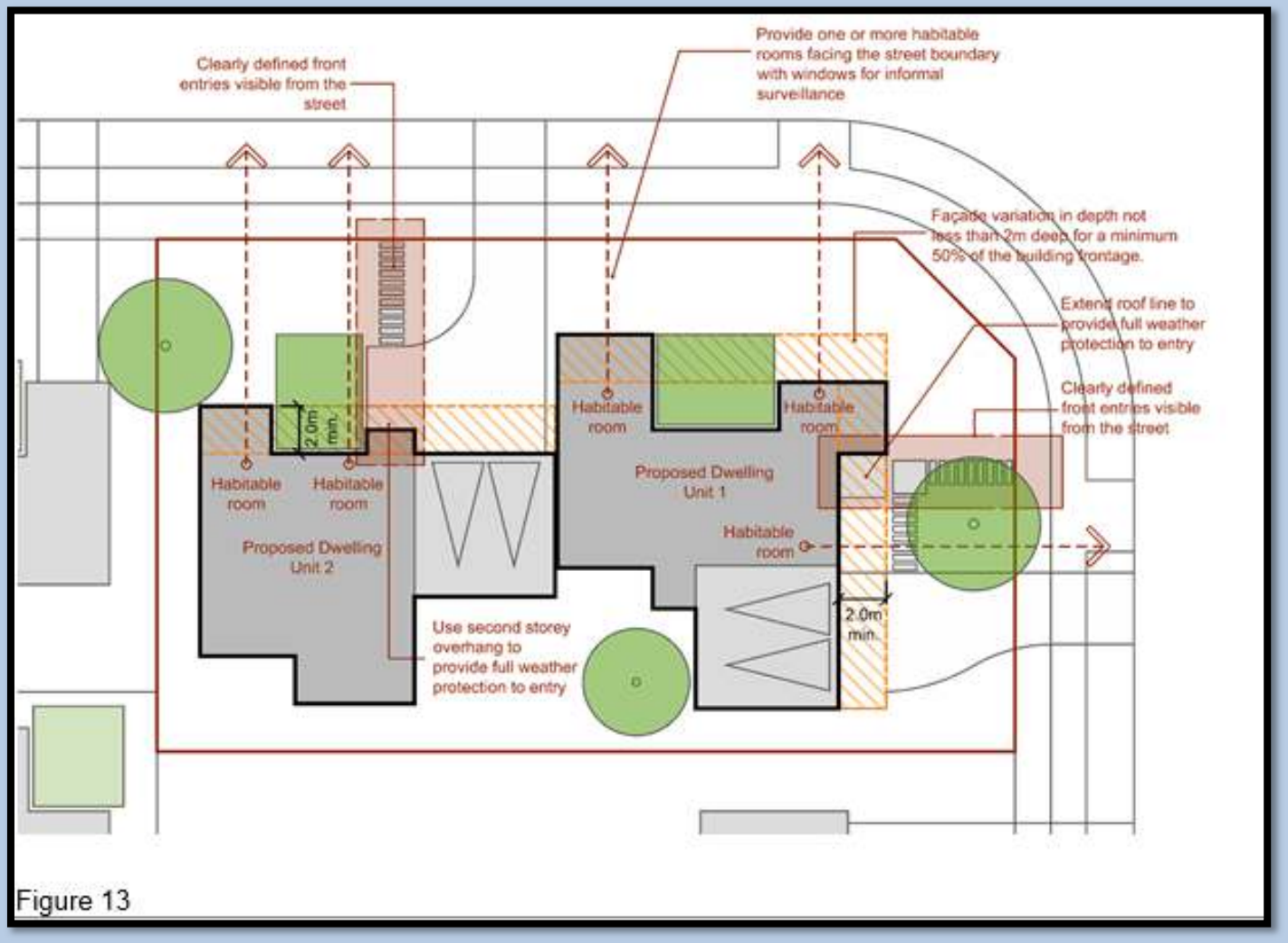


Figure 13

Performance Outcomes	Acceptable Outcomes	Response
PO17 Development incorporates typical domestic detailing to achieve a residential scale living environment with aesthetic standards and amenity for occupants similar to those of single dwellings in the neighbourhood.	**AO17.1** The maximum single wall length of a building is 32m with offsets of 600mm minimum provided every 7.5m; Note: Building walls separated by a distance of less than 10% of their combined length are considered as one wall. **AO17.2** Building bulk is minimised through articulation and other measures, including the provision of at least one (1) element from at least three (3) of the following element groups: (a) verandahs, porches, pergolas or balconies; (b) roof overhangs (minimum 600mm deep); (c) window hoods/screens; (d) awning and shade structures; or (e) 600mm vertical gutter offset to create roof articulation. Note: See Figure 14.	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response

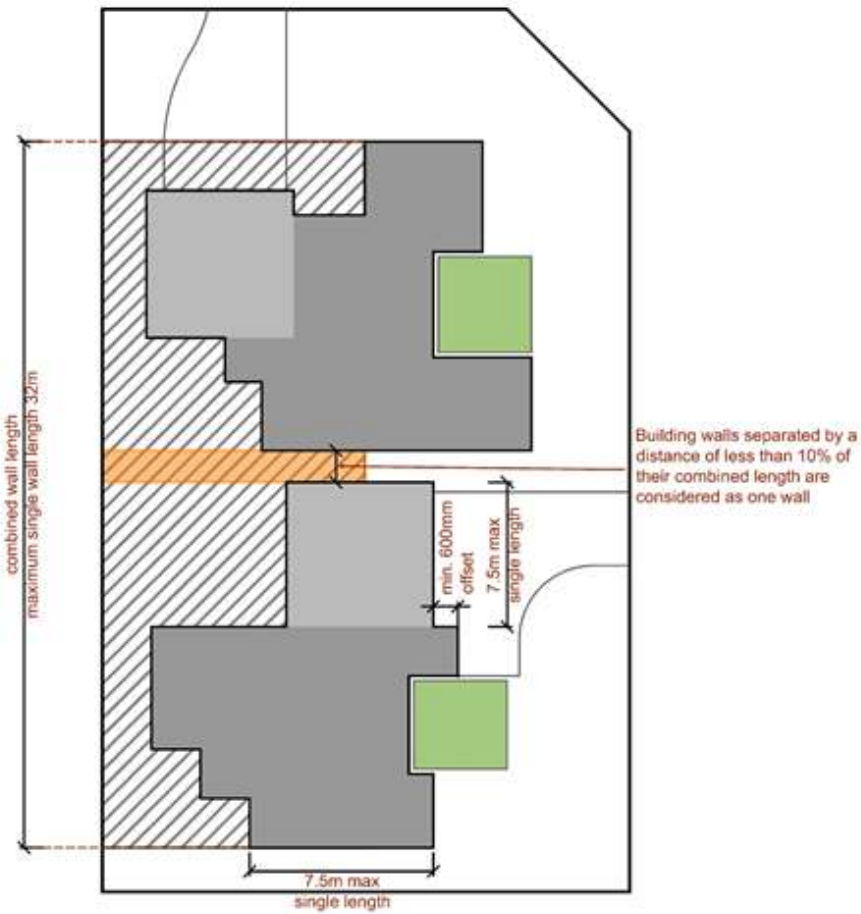
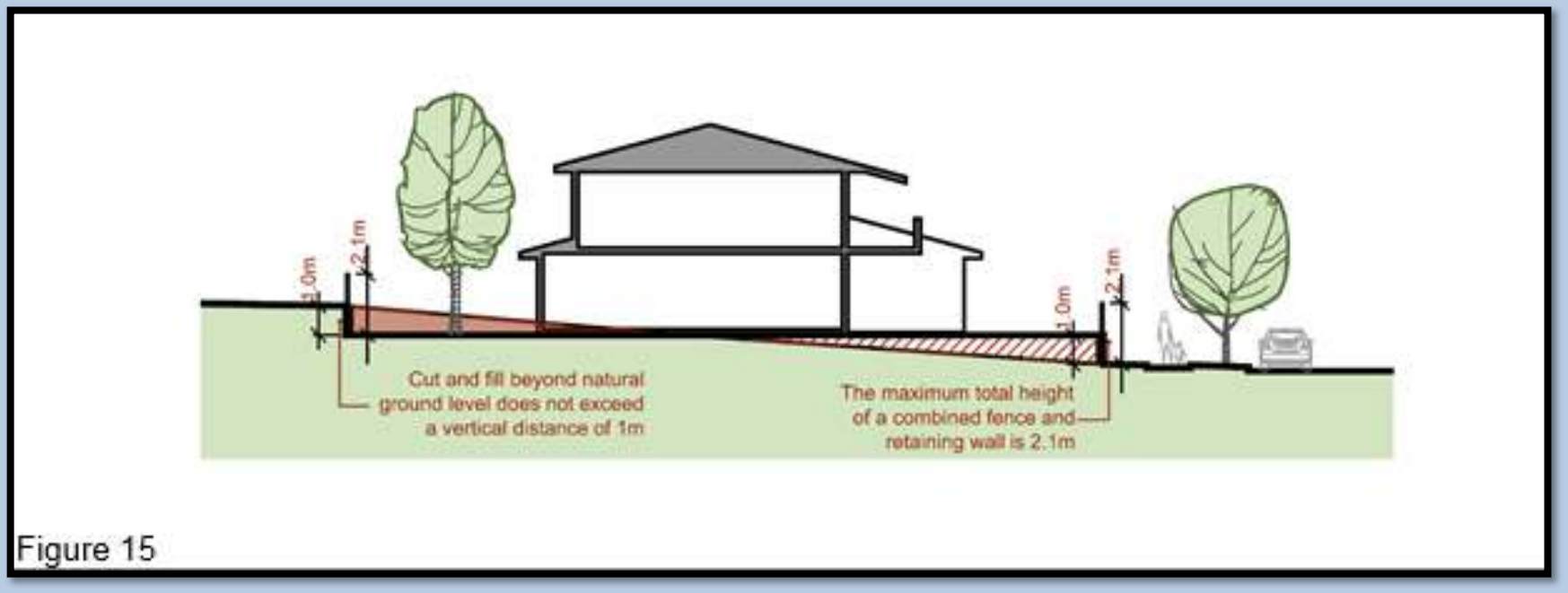


Figure 14

Performance Outcomes	Acceptable Outcomes	Response
PO18 Development provides landscaping that contributes to the landscape character, shade and the micro-climate of the neighbourhood and site through the retention or provision of at least one canopy tree.	**AO18.1** One (1) tree capable of achieving a height of at least six (6) metres and canopy spread of at least five (5) metres at maturity is provided.	**N/A – not a Dual Occupancy**
PO19 The treatment of fencing and retaining walls in all situations reinforces the high quality, amenity and safety of the development.	**AO19.1** The maximum total height of a combined fence and retaining wall is 2.1m, as measured from the base of the retaining wall to the top of the fence. **AO19.2** Where a combined fence and retaining wall is located on the front boundary, the fence has a minimum transparency of 30% when viewed from in front of the fence (at 90 degree angle to the fence). **AO19.3** Retaining walls and fences are constructed of high quality materials and contribute to residential amenity **AO19.4** Any fence on the front boundary has a minimum 30% transparency when viewed from in front of the fence (at 90 degree angle to the fence). Note: Where retaining walls are set off the property boundary by a minimum of 600mm, they are not considered to be combined with the fencing. (See Figure 15.)	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response
 Figure 15		
PO20 Front fencing contributes to privacy, screening, security, and street character while maintaining a visual relationship between dwellings and public spaces.	**AO20.1** Fences located on a front property boundary or a common boundary with an adjacent park or within the front setback area: (a) have a maximum height of 1.2 metres; **OR** (b) have a maximum height of 1.5 metres and a minimum transparency of 30% when viewed from in front of the fence (at 90 degree angle to the fence).	**N/A – not a Dual Occupancy**

Performance Outcomes	Acceptable Outcomes	Response
	Note: In instances where the fence is located in conjunction with a retaining wall refer PO19.	
PO21 Stormwater discharge from the site is to a lawful point of discharge as defined in the Queensland Urban Drainage Manual (QUDM), without the use of pumped or charged pipe systems, and not to private land other than to an easement for stormwater purposes befitting the site and allowing discharge to a lawful point of discharge in land over which Council has tenure or control.	**AO21.1** The site: (a) has a natural surface with an elevation that is higher than the abutting road and enables stormwater to drain gravitationally to the abutting road via subsurface pipes; or (b) has a natural surface with an elevation that is higher than Council's stormwater drainage network in the abutting road and enables stormwater to drain gravitationally to the stormwater drainage network in the abutting road via subsurface pipes; or (c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development.	**N/A – not a Dual Occupancy**
Where a Dwelling House on a Hatchet Lot		
PO22 The configuration and finish of the access strip/easement: **(a) enhances the streetscape qualities of the area and any adjoining premises;** **(b) enhances the residential amenity of the area; and** **(c) contributes to a high quality residential outcome for the site, by the incorporation of landscaping, provision for adequate setbacks and use of high quality materials.**	**AO22.1** Any area of hardstand, including the driveway, within the access strip / easement: (a) has a maximum width of 3m; and (b) is sealed with a rigid pavement. **AO22.2** The access strip/easement has a landscaped area/s with a combined minimum width of 2m for its full length. **AO22.3** The driveway landscaping must continue for the full length of the driveway for a minimum width of 0.5m.	**N/A**

Performance Outcomes	Acceptable Outcomes	Response
	AO22.4 Any fence on the inside boundary of the access strip / easement has a maximum height of one (1) metre for the first six (6) metres from the front boundary.	
PO23 The dwelling does not result in a reduction of amenity, privacy, or loss of solar access for any adjoining property.	**AO23.1** The dwelling does not exceed a maximum height of 2 storeys or 8.5m above ground level. **AO23.2** The dwelling is setback a minimum of 2m from all boundaries **AO23.3** North-facing windows to habitable rooms and/or the private outdoor space of an adjoining premises does not have sunlight reduced to less than 3 hours of solar gain between 9 a.m. and 3 p.m. on 21 June.	**N/A**
PO24 Stormwater discharge from the site is to a lawful point of discharge as defined in the Queensland Urban Drainage Manual (QUDM), without the use of pumped or charged pipe systems, and not to private land other than to an easement for stormwater purposes befitting the site and allowing discharge to a lawful point of discharge in land over which Council has tenure or control. **Note: Land over which Council has tenure or control does not include Council's open space network.**	**AO24.1** The site: (a) has a natural surface with an elevation that is higher than the abutting road and enables stormwater to drain gravitationally to the abutting road via subsurface pipes; or (b) has a natural surface with an elevation that is higher than Council's stormwater drainage network in the abutting road and enables stormwater to drain gravitationally to the stormwater drainage network in the abutting road via subsurface pipes; or (c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development.	**N/A**

Table 9.3.7:2 – Medium Density Residential Code – Assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Response
Building Design		
PO1 The development is designed in a manner that responds to the sites opportunities and constraints and to the broader urban and streetscape contexts. **Note: Development should be designed and documented by a suitably qualified professional (i.e. architect or building designer). Details of professional qualifications should be noted on drawings submitted with any development application**	**AO1.1** The design of the development considers and responds to: (a) Site specific qualities including: i) site topography and slope (contours at a minimum of 1m intervals); ii) Views iii) solar aspect and access; iv) prevailing breezes v) existing buildings on the site; vi) site access vii) services viii) identification of buildings to be demolished; ix) existing vegetation (locations to be surveyed and the diameter of the trunk at 1m above ground level shown. On highly buttressed trees the extent of buttressed roots is to be shown); x) proposed position of new buildings overlaid (b) Nearby features including: i) opportunities for on street visitor car parking; ii) buildings on adjoining land iii) important views from neighbouring properties iv) features and character of adjoining land and buildings including doors & windows v) street fixtures; (c) Local qualities and amenities including: i) available public transport; and ii) nearby amenities such as parks, shops. **AO1.2** Site design retains all existing street trees. Note: See Figures 1 and 2.	**Complies – refer to Section 5 of this Report and assessment of relevant criteria herein.**

Performance Outcomes	Acceptable Outcomes	Response

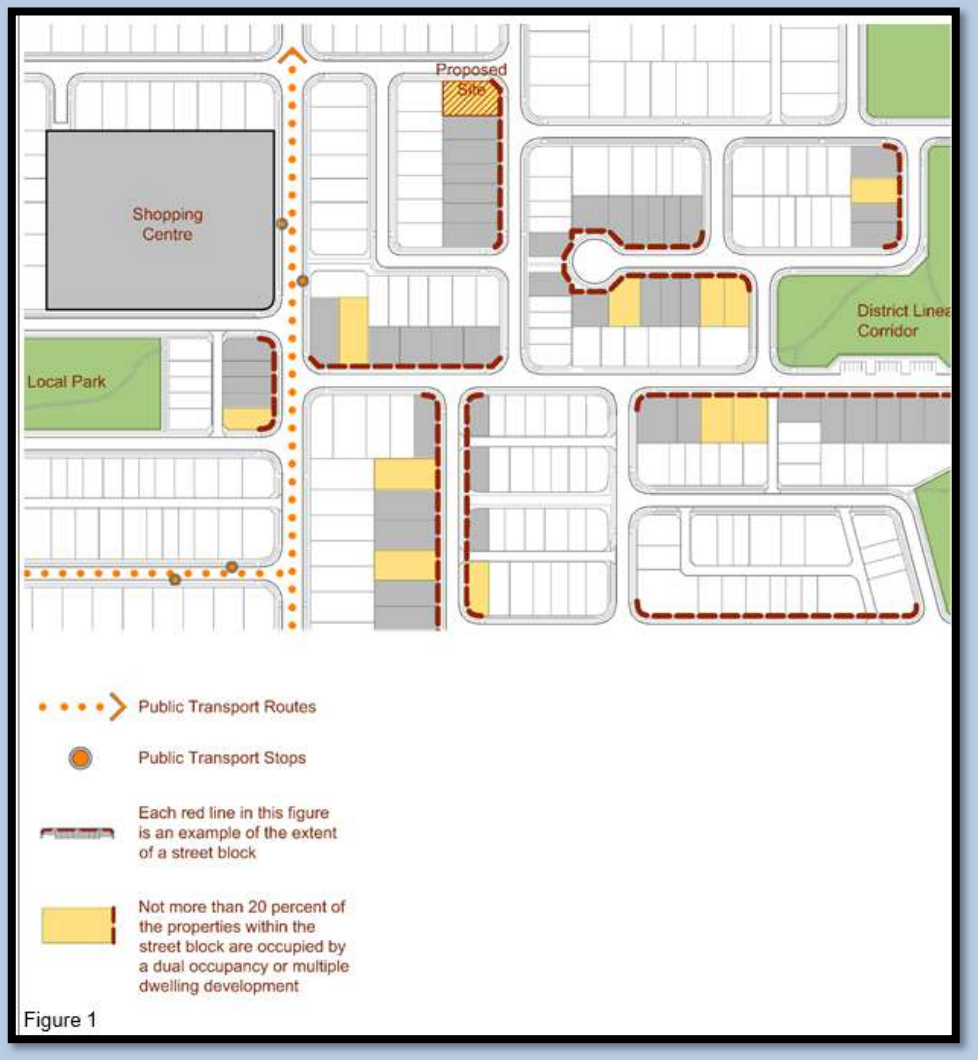


Figure 1

Performance Outcomes	Acceptable Outcomes	Response

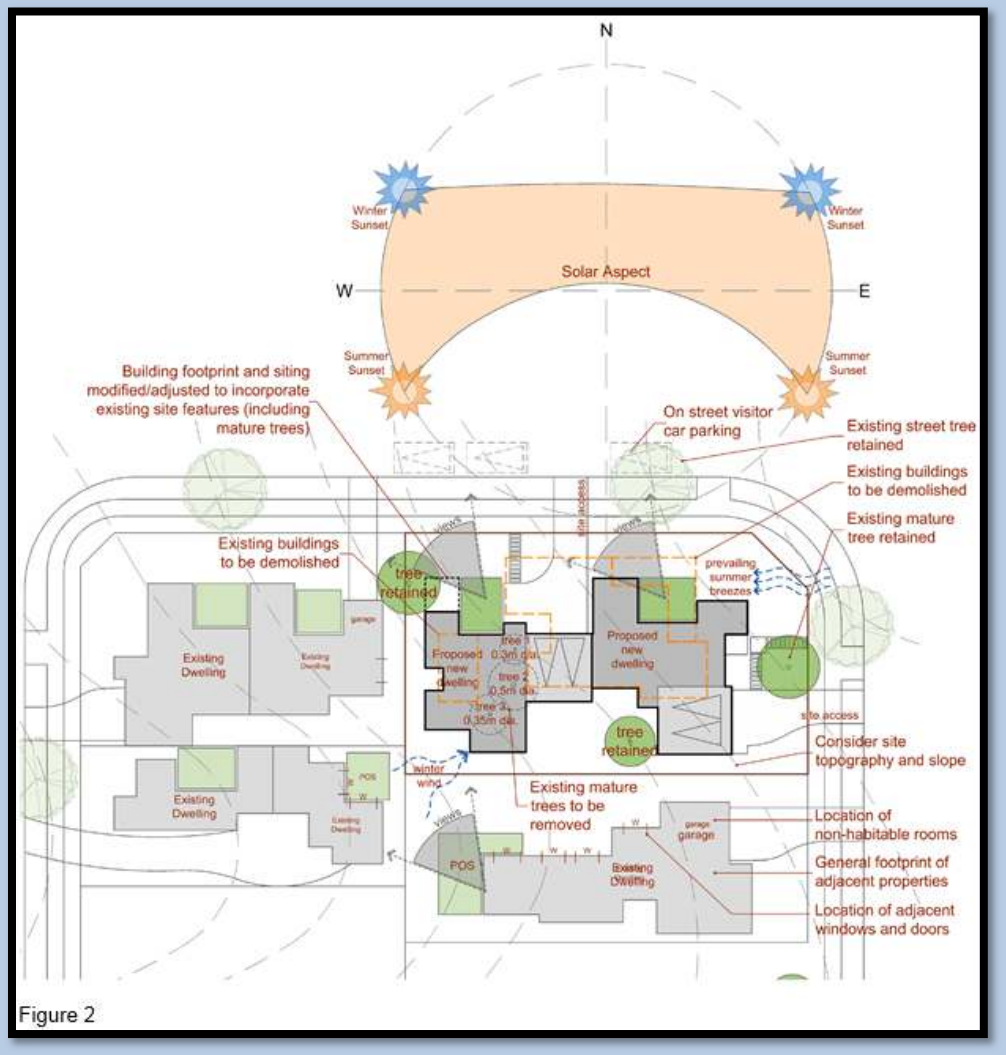
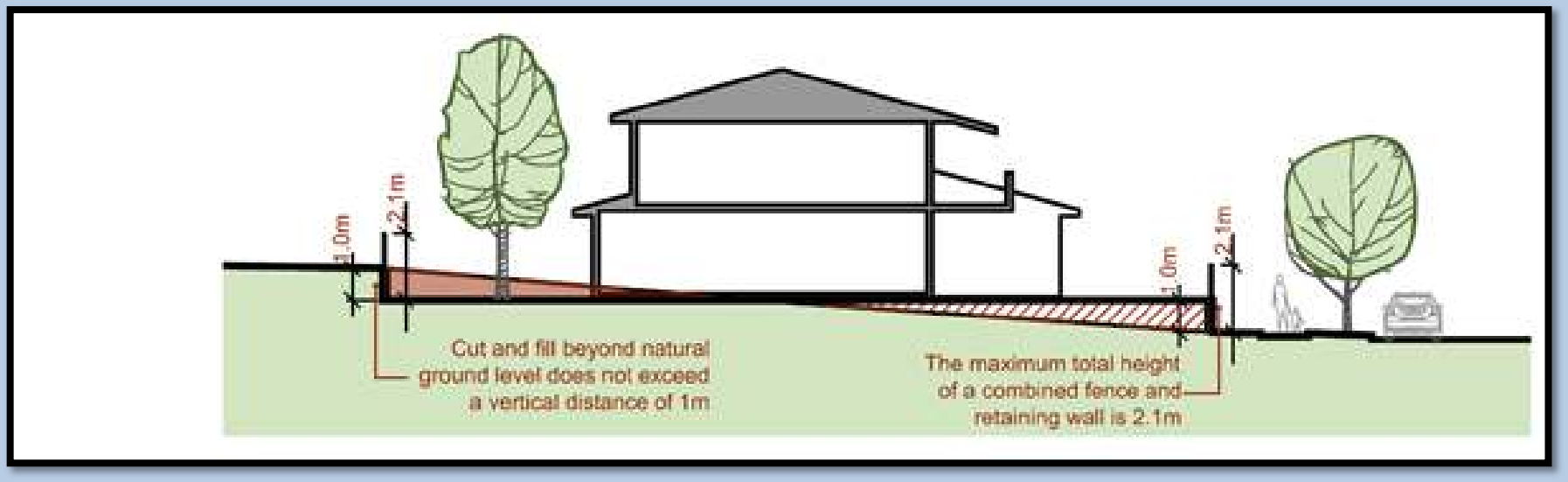


Figure 2

Performance Outcomes	Acceptable Outcomes	Response
PO2 Development responds to the slope of the land in the siting, design and form of buildings and structures to minimise requirements for cut and fill.	**AO2.1** Cut and fill beyond natural ground level does not exceed a vertical distance of 1m, unless contained within building walls and in accordance with the requirements outlined in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. The extent of cut and fill must be shown on the proposed site plan and elevations. **AO2.2** Batters and earth-retaining structures are constructed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. Note: See Figure 3.	**Complies. Can be conditioned to ensure compliance.**



<table>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Response</th></tr>
<tr><td>PO3 Development is designed to facilitate the retention of any existing street tree adjacent to the site.</td><td>AO3.1 Development does not compromise or require the removal of any street tree.</td><td>Complies</td></tr>
<tr><td>PO4 Development:

(a) provides for the on-site infiltration of stormwater and minimises the additional burden on drainage infrastructure;

(b) minimises the visual impact of hard surface areas; and

(c) respects the existing or preferred neighbourhood character and responds to the features of the site.</td><td>AO4.1 The impervious site cover does not exceed

Table 1:
<table><tr><th colspan="2">Table 1</th></tr><tr><th>Average building height</th><th>Maximum impervious site cover</th></tr><tr><td>If more than 50% of the proposed dwellings are 1 storey</td><td>70%</td></tr><tr><td>If more than 50% of the proposed dwellings are 2 storeys</td><td>65%</td></tr><tr><td>If more than 50% of the proposed dwellings are 3 or more storeys</td><td>60%</td></tr></table>
AO4.2 No more than 50% of the front setbacks area is impervious.

A04.3 Site cover does not exceed rates specified in Table 2.</td><td>AO4.1 – Complies – approximately 60.1% impervious area proposed.

AO4.2 – Alternate Outcome – approximately 29.2% of the front setback area is landscaped/permeable areas. Nonetheless, the proposed development significantly exceeds the minimum landscape provisions of 15% across the site, with 39.9% of the site comprising landscaped/permeable areas. The visual impact of hard surfaces is minimised to the greatest extent possible, taking account of the irregular site layout and constraints.

AO4.3 - Complies – the Two (2) storey development proposes less than the required 45% site coverage at only 38.2%.</td></tr>
</table>

Performance Outcomes	Acceptable Outcomes	Response
	Table 2 **Dwelling Height** / **Maximum site cover** If more than 50% of proposed dwellings are 1 storey — 50% If more than 50% of proposed dwellings are 2 storeys — 45% If more than 50% of proposed dwellings are 3 storeys — 40% If more than 50% of **Note: See Figure 4.**	

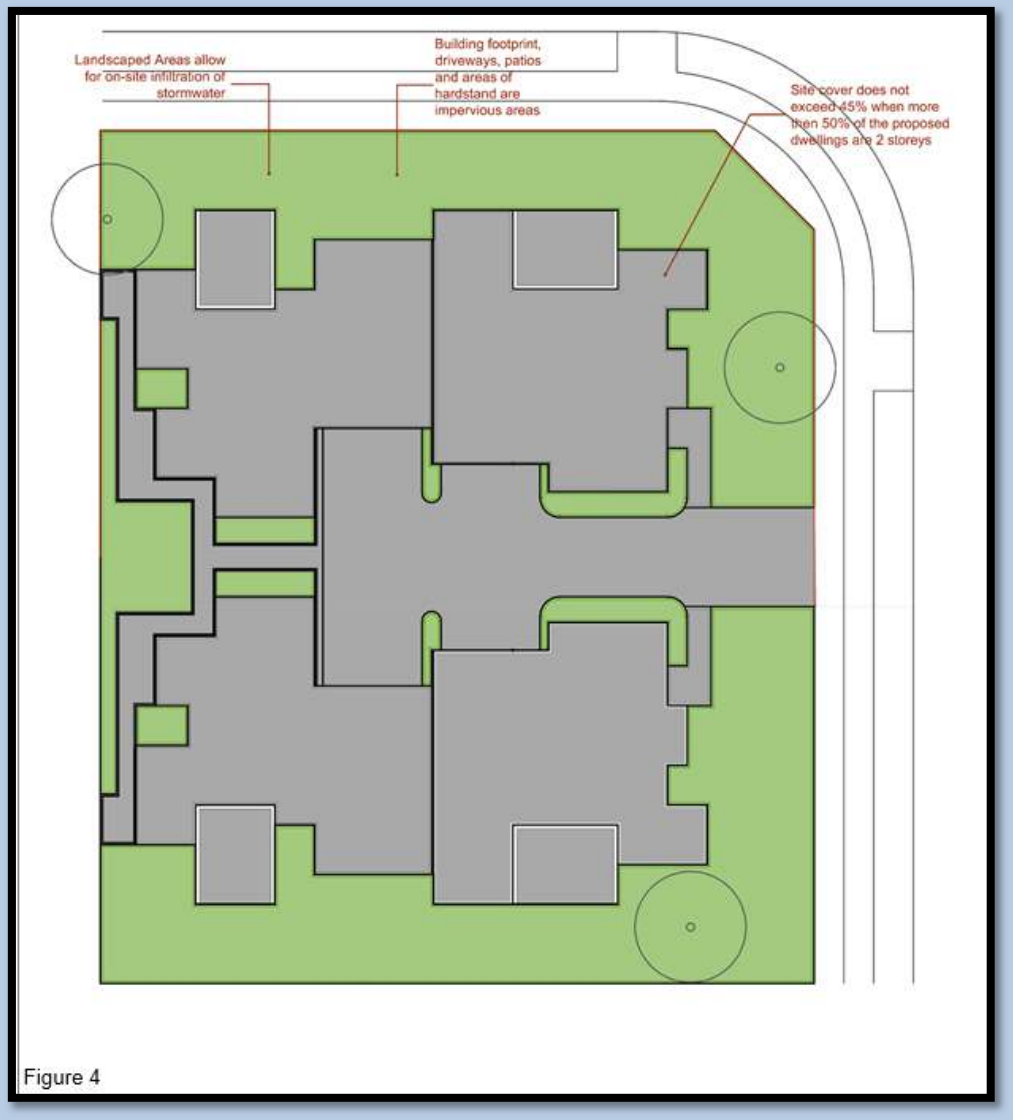

Landscaped Areas allow for on-site infiltration of stormwater
Building footprint, driveways, patios and areas of hardstand are impervious areas
Site cover does not exceed 45% when more then 50% of the proposed dwellings are 2 storeys

Figure 4

Performance Outcomes	Acceptable Outcomes	Response
PO5 Areas of hardstand required for parking and pathways: **(a) are minimised,** **(b) Incorporate generous landscaping:** **(i) to promote a garden streetscape character, and** **(ii) to minimise visual impacts of views to hardstand areas for occupants and the public, particularly in the front garden.**	**$AO_{5.1}$** Landscaped areas are provided in accordance with Table 3: Table 3 Building height / Minimum landscaped area Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of: Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of: 1-2 storeys: 10% site area / 15% site area 3 storeys: 12.5% site area / 17.5% site area 4+ storeys: 15% site area / 20% site area Note: Landscaped areas included in the calculations consist of garden beds and lawn areas throughout the site with a width of no less than 1.5m;	**Complies – approximately 29.2% of front setback is landscaped/permeable areas and approximately 39.9% of the remainder of site is landscaped/impervious areas. Noting that the significant amount of landscaping that is proposed will easily achieve compliance with the AO's and the PO.**

Performance Outcomes	Acceptable Outcomes	Response
	Excludes all paved and other impervious areas such as driveways, patios, terraces, car parking spaces and bin and other utility areas. See Figure 5.	

Figure 5

Performance Outcomes	Acceptable Outcomes	Response
PO6 The front building setback is consistent with the prevailing front setbacks of other residential buildings in the street. **Note: The prevailing setback of the street is determined by the setbacks of the residential buildings on any lot along the road within 100m of the site.**	**$AO_{6.1}$** Buildings are setback from the road frontage: (a) within 10% of the average front setback of existing residential buildings within 100m of the site; or (b) where there is no adjoining buildings the front setback is provided in accordance with Table 4. Table 4 Building element / Minimum setback Solid building wall (other than a garage) / 4.0m Solid building wall (where for a garage) / 5.5m Permeable or non-enclosed elements (e.g. porch, verandah, balcony or carport) / 3.5m (or 3m where secondary road frontage) **Note: See Figure 6.**	**Complies – refer to assessment against PO9 of the Low-Medium Density Residential Zone Code.**


minimum front setback = (existing setbacks within 100m / a + b + c / 3) x 90%
y
100m
100m
setback from the road frontage within 10% of the average front setback of existing residential buildings within 100m of the site
Existing Dwelling
a
Existing Dwelling
Existing Dwelling
b
Existing Dwelling
Existing Dwelling
c
Figure 6

PO7 Side and rear building setbacks: **(a) are appropriate to the scale of the development and the intended character of the zone and/or precinct or local plan in which the site is located;** **(b) provide for adequate daylight for habitable rooms and open space areas for buildings on and adjoining the site; and** **(c) are sufficient to minimise overshadowing and overlooking of adjoining premises.**	In partial fulfilment of the performance outcome **$AO_{7.1}$** Any part of a building built to a side boundary: (a) must not exceed a maximum height of 3.5m (b) must not exceed a maximum length of 9m; (c) must be a minimum distance of 2.4m from any other wall built to the side boundary (whether on the site or an adjoining site) or joined to another built to boundary wall if on an adjoining site; and (d) must not exceed a maximum total length of 50% of the side boundary. **OR** **$AO_{7.2}$** Buildings are set back from side boundaries in accordance with the following: (a) For lots with frontages less than 20m: (i) 1.2m for any part of the building up to 3.5m high; and (ii) 2m for any part of the building above 3.5m high. (b) For lots with frontages greater than 20m: (i) 1.8m for any part of the building up to 3.5m high; and (ii) 2.4m for any part of the building above 3.5m high. **$AO_{7.3}$** Buildings are set back from the rear boundary a minimum of 2m. **$AO_{7.4}$** Development ensures that solar access to habitable rooms and private open space of adjoining premises: -	**AO7.1 – N/A – no built to boundary walls proposed.** **AO7.2 – Alternate Outcome – Complies with PO – All proposed units exceed the minimum ground floor setback of 1.2m and minimum upper floor setback of 2m, with the very minor exception of the upper level of the western side of Unit 1, which is setback 1.916m from the boundary line. This setback will not cause any loss of sunlight or overshadowing impacts to the adjoining premises, as Unit 1 only adjoins a shed to the east.** **AO7.3 – Complies – The units adjoining the rear boundary will be setback 4.5m from the boundary.** **AO7.4 – Complies – The orientation/location of proposed buildings and existing buildings on**

Performance Outcomes	Acceptable Outcomes	Response
	(a) achieves a minimum of 3 hours of sunlight between 9am and 3pm on June 21; or (b) is not further reduced where existing solar access is less than that specified in (a). Note: See figure 7.	**adjoining premises ensure no adverse impacts on adjoining uses' solar access.**

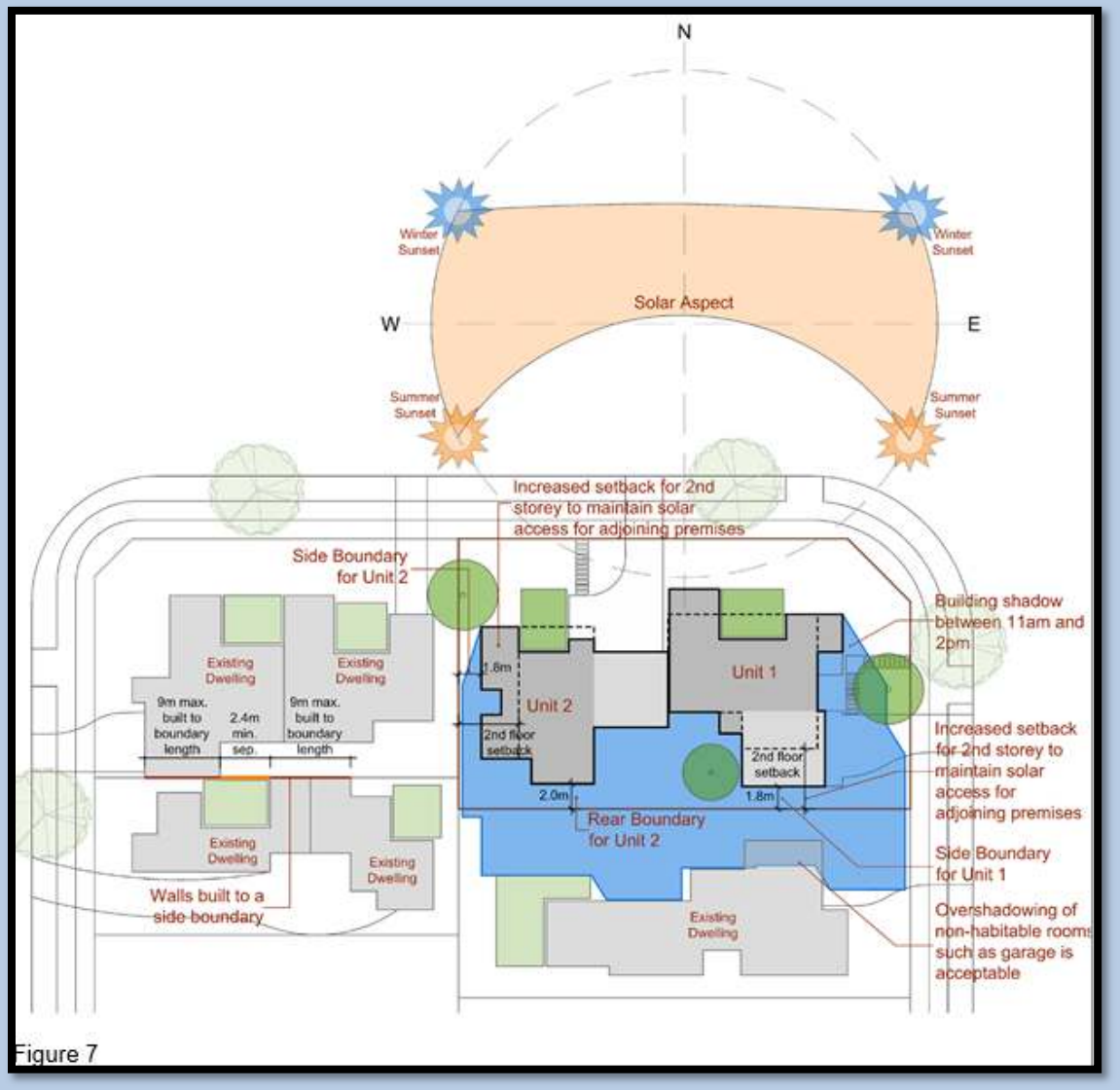

N
W
E
Winter Sunset
Winter Sunset
Solar Aspect
Summer Sunset
Summer Sunset
Increased setback for 2nd storey to maintain solar access for adjoining premises
Side Boundary for Unit 2
Existing Dwelling
Existing Dwelling
9m max. built to boundary length
2.4m min. sep.
9m max. built to boundary length
1.8m
Unit 2
Unit 1
2nd floor setback
2nd floor setback
2.0m
1.8m
Rear Boundary for Unit 2
Existing Dwelling
Existing Dwelling
Walls built to a side boundary
Existing Dwelling
Building shadow between 11am and 2pm
Increased setback for 2nd storey to maintain solar access for adjoining premises
Side Boundary for Unit 1
Overshadowing of non-habitable rooms such as garage is acceptable

Figure 7

PO8 Development provides adequate and suitable communal and private open space to meet the needs of occupants for privacy, relaxation and entertainment and accommodate visitors.	**$AO_{8.1}$** Development provides communal and private open space in accordance with Table 5. Table 5 No. of Dwellings / Min. Communal Open Space per Dwelling / Min. Ground Floor Private Open Space per Dwelling / Min. Private Open Space above Ground Floor per Dwelling 1-10 / 0m² / 16m² / 8m² 11-15 / 20m² / 16m² / 8m² 16+ / 25m² / 16m² / 8m² **$AO_{8.2}$** Communal and private open space has a minimum dimension in accordance with Table 6. Table 6 Type / Area / Minimum Dimension Private Open Space Ground Floor / 16m² / 4m* First Floor / 8m² / 2.7m* Communal Open Space All / <100m² / 5m All / 100m²+ / Length to breadth ratio of 2.5:1 *Min length required for both length and width.	**AO8.1 – Complies – proposed development exceeds compliance.** **AO8.2 – N/A**

Performance Outcomes	Acceptable Outcomes	Response
	AO$_{8.3}$ Private open space is: a) is oriented to receive at least three hours of sun between 9am and 3pm on 21 June. b) directly accessible from a living area or kitchen; c) fenced or landscaped to achieve privacy for occupants; d) clear of bins, clothes lines, hot water systems, air conditioning units, above ground water tanks and associated infrastructure and other forms of ancillary equipment; and e) not located within the front setback area. **Note: See Figure 8.**	**AO8.3 – Complies – large POS areas are all oriented to the north.**

Performance Outcomes	Acceptable Outcomes	Response

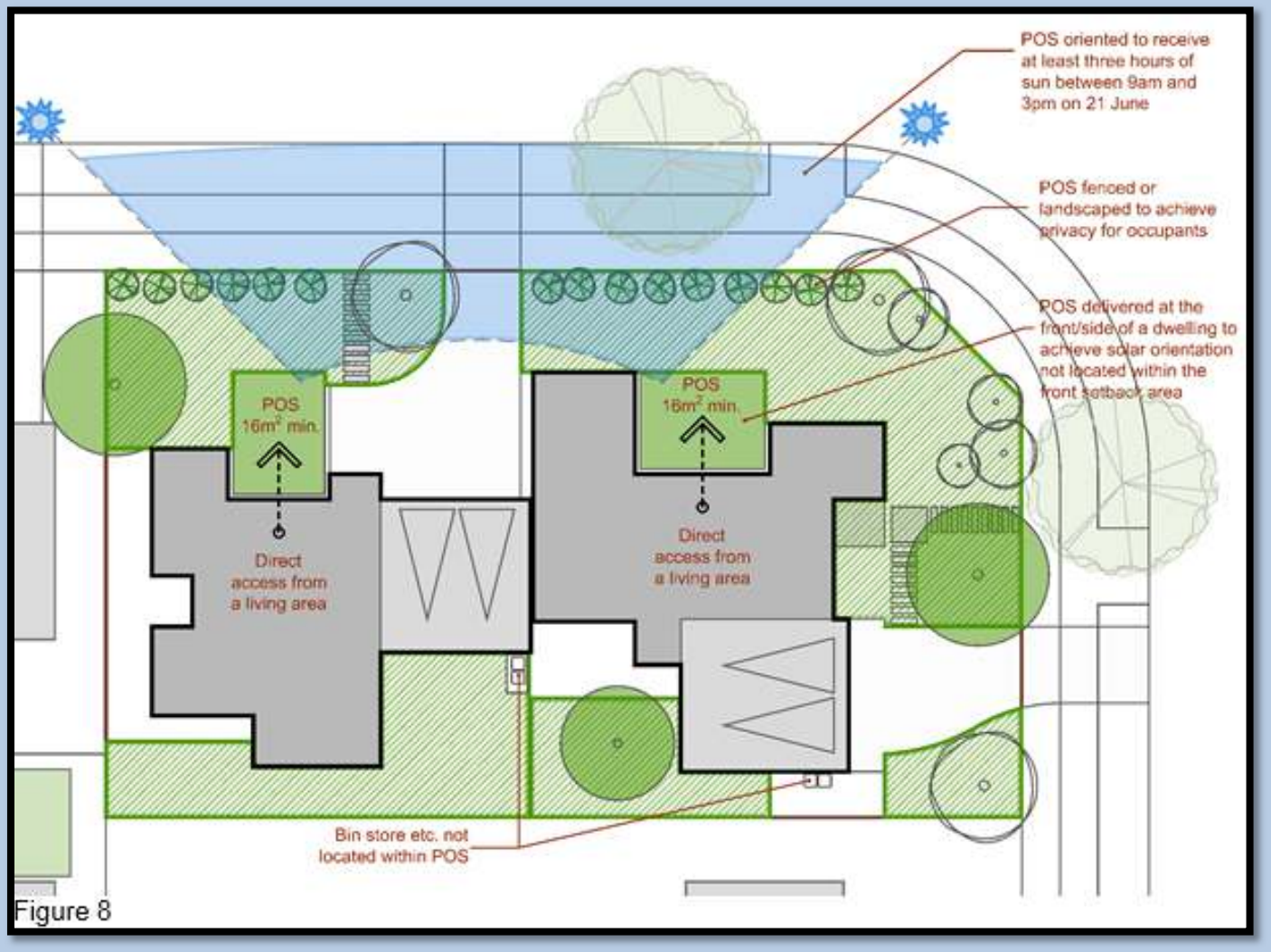
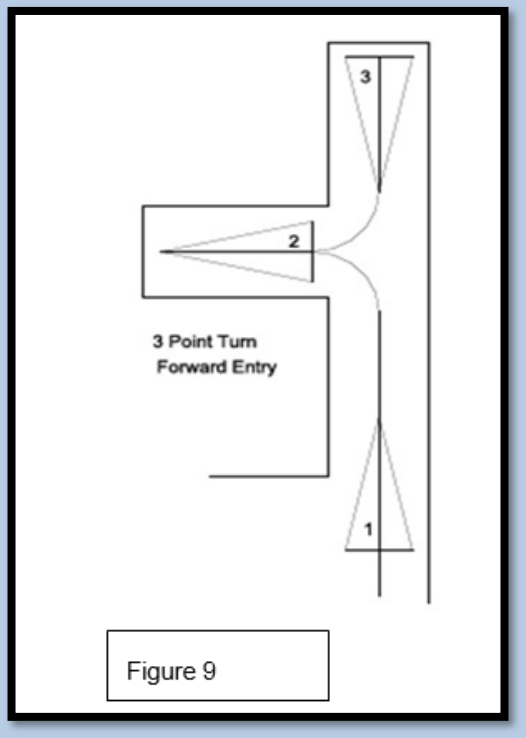


Figure 8

Performance Outcomes	Acceptable Outcomes	Response
PO9 All car parking is designed to accommodate a standard car (B85 vehicle for occupant car parking and B99 vehicle for visitor car parking) and: **(a) is clearly identifiable and of adequate dimensions;** **(b) incorporates adequate manoeuvring area to parking spaces (including carports and garages); and** **(c) incorporates a clear, safe and effective circulation system.**  Figure 9	**$AO_{9.1}$** Design of the site layout must ensure a B85 vehicle (as defined in AS 2890.1:2004 Parking facilities - Off-street car parking) is able to enter an enclosed garage or visitor car park in a single forward manoeuvre and exit in a single reverse manoeuvre prior to departing the site in a forward direction. **$AO_{9.2}$** Design of the site layout must ensure a B99 vehicle (as defined in AS 2890.1:2004 Parking facilities - Off-street car parking) is able to enter a visitor car park in a single forward manoeuvre and exit in a single reverse manoeuvre prior to departing the site in a forward direction. Note: See Figure 9.	**Complies with PO – see attached Vehicle Swept Paths.**

Performance Outcomes	Acceptable Outcomes	Response
	AO9.3 Each parking space has minimum dimensions as per Table 7:	

Table 7

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

Performance Outcomes	Acceptable Outcomes	Response
PO10 Development provides resident and visitor car parking which is integrated into the site and building design and: **(a) Does not negatively impact the amenity of the site, adjoining sites or streetscape;** **(b) Is not a prominent visual feature from the street or other public spaces; and** **(c) Contributes to the establishment of a garden setting by avoiding large areas of visible hardstand.**	**$AO_{10.1}$** Parking is only provided within the front setback area where it is: (a) uncovered and located on a driveway directly in front of a carport or garage; **or** (b) the front setback is a least 6m, **and** (c) the car park surface is permeable; (d) a minimum 2m wide densely planted landscape buffer is provided between the car park and the front boundary for the full length of the car park; (e) the location of the car park does not compromise the ability of the dwelling to provide casual surveillance of the public realm; and (f) at least 60% of the front setback area is landscaped area. **$AO_{10.2}$** Where car parking is provided below ground: (a) Access ramps are not located within 6m of the street boundary and do not exceed an opening width of 6m; and (b) Entry to the site for pedestrians is provided separate from vehicle entries by way of a safe, well lit and clearly identifiable pathway or gatehouse; **$AO_{10.3}$** All car parking: (a) is clearly signposted; and (b) is freely available for use by to the applicable occupants and visitors of the development. **Note: See Figures 10 and 11.**	**AO10.1 – Complies – The Unit 1 car parking space is located within the front setback area, however it is uncovered and is directly in front of the Unit 1 garage.** **AO10.2 - N/A** **AO10.3 – Can be conditioned to comply**

Performance Outcomes	Acceptable Outcomes	Response

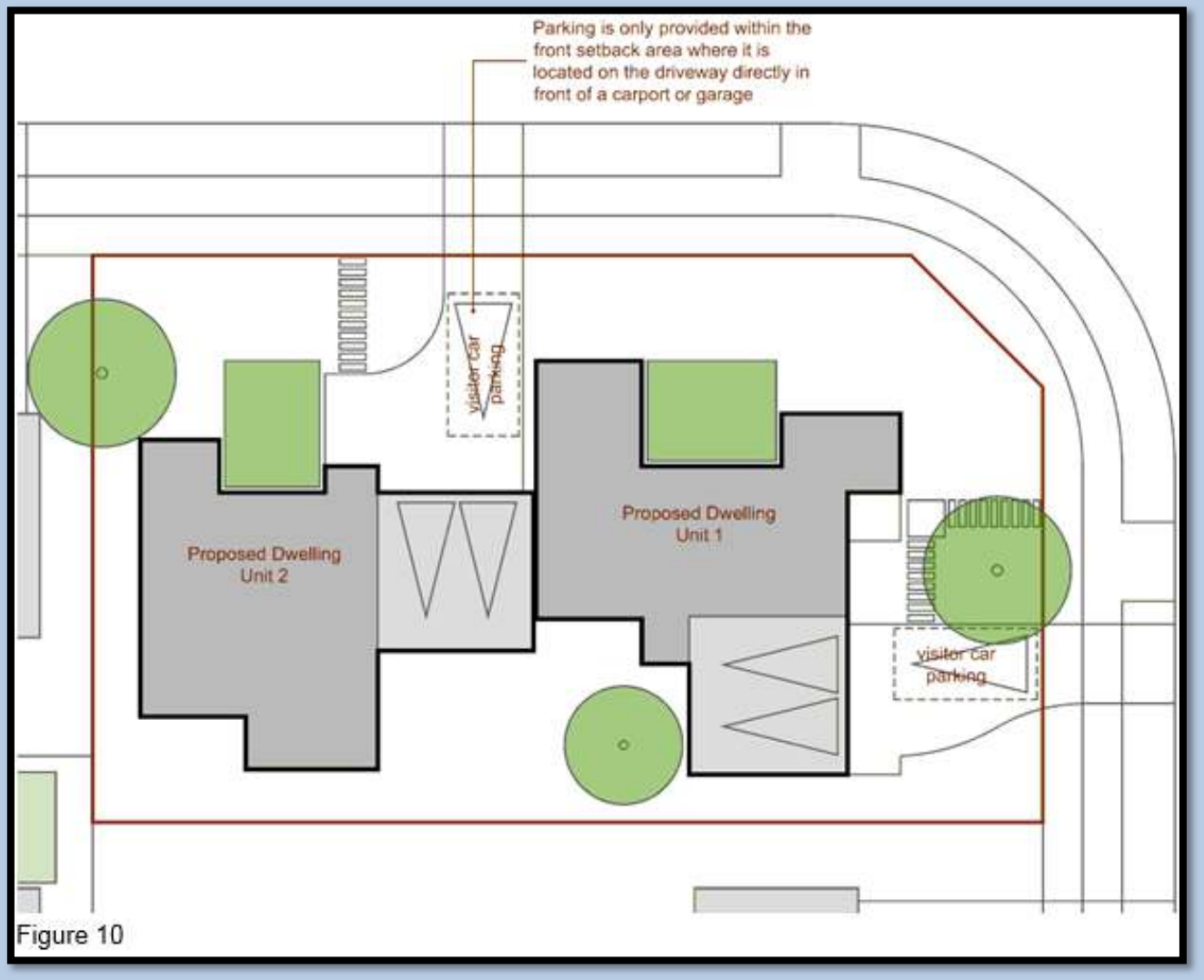


Figure 10

Performance Outcomes	Acceptable Outcomes	Response

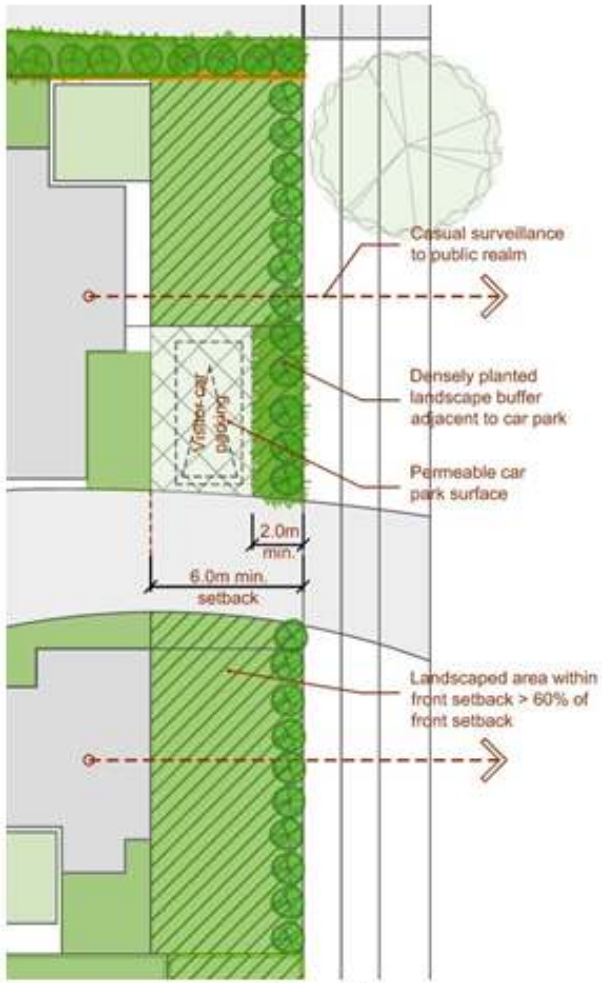
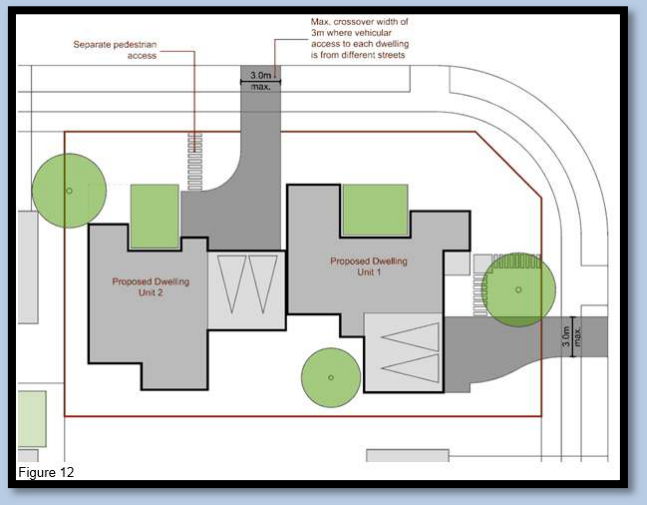


Figure 11

Performance Outcomes	Acceptable Outcomes	Response
PO11 Safe and equitable access for both pedestrians and vehicles is provided, to and from buildings and the street whilst minimising the extent and number of driveways.	In partial fulfilment of the performance outcome: **AO11.1** Vehicular access from the street is provided via a single shared driveway with a maximum crossover width of 5m. **AO11.2** Where the site abuts a lane vehicle access is provided from the lane. Note: See Figure 12.	**AO11.1 – Complies – The proposed driveway will connect to an existing shared driveway located within the common property of 51 Taylor Street.** **AO11.2 – N/A**
	 Figure 12	
PO12 The privacy of residents of the development or adjoining premises is protected when they are inside a dwelling or in a private open space area.	**$AO_{12.1}$** Habitable room windows of a dwelling are separated a minimum of 9m from a habitable room window or private open space of another dwelling on the same or an adjoining site. **OR**	**Complies – can be conditioned to ensure compliance.**

Performance Outcomes	Acceptable Outcomes	Response
	AO$_{12.2}$ Where there is a direct view within 9m into a habitable room or private open space of another dwelling on the same or an adjoining site: (a) The elements with the view such as windows, balconies, or terraces of a dwelling must be screened in accordance with AO13.3; or (b) The Windows have translucent glazing up to or sill heights of at least, 1.5m from the internal floor level; or (c) A solid fence or masonary wall with a minimum height of 1.5m is positioned between the elements with the view. **AND** **AO$_{12.3}$** Where screening is used, it: (a) is a solid translucent screen or a louvre perforated panel, trellis or the like that has a maximum of 50% open to solid ratio; and (b) is a fixed, permanent element of a design that complements the style, detailing and materials of the development. Note: See Figure 13.	

Performance Outcomes	Acceptable Outcomes	Response

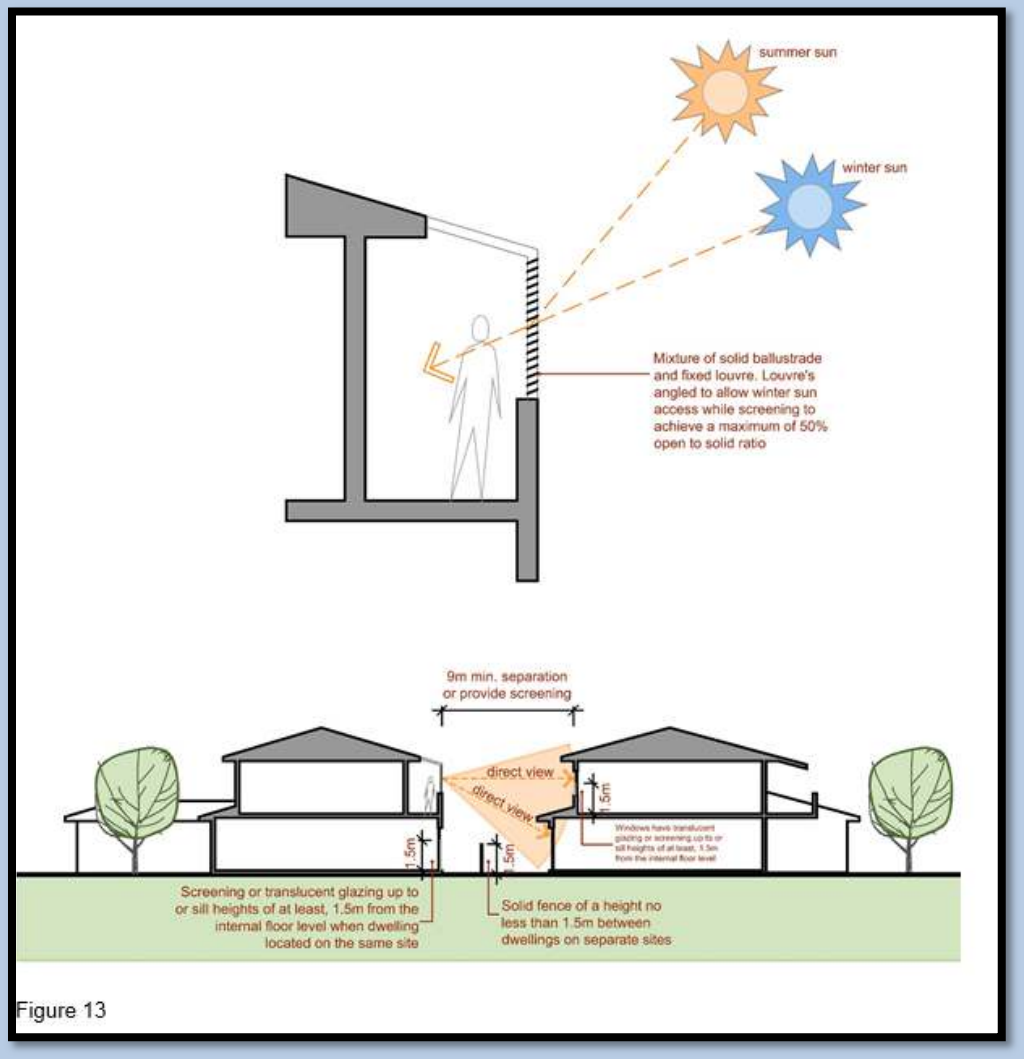


Figure 13

Performance Outcomes	Acceptable Outcomes	Response
PO13 The development is designed so that occupants are not adversely affected by adjoining non-residential uses.	In partial fulfilment of the performance outcome **AO$_{13.1}$** A 1.8m high solid screen fence and 2m wide vegetated buffer is provided along any section of the site boundary that is common with vehicle movement and/or parking areas associated with a non-residential use on an adjoining site.	**N/A**
PO14 Noise from the development does not unreasonably impact on existing or likely future dwellings on nearby land.	**AO$_{14.1}$** For developments of six (6) dwellings or more, vehicle movement areas are located a minimum of 3m from any adjoining dwellings. **AO$_{14.2}$** Swimming pools, BBQs, dining areas and other recreational facilities located within communal open areas are located a minimum of 3m from adjoining dwellings. **OR** **AO$_{14.3}$** Provide acoustic screening in accordance with an acoustic engineer's design where vehicle movement or recreational areas are located closer than 3m to any adjoining dwellings. Note: A minimum 1.5m vegetation buffer will be required with any acoustic fence to provide amenity. (See Figures 14 and 15.)	**Complies**

Performance Outcomes	Acceptable Outcomes	Response

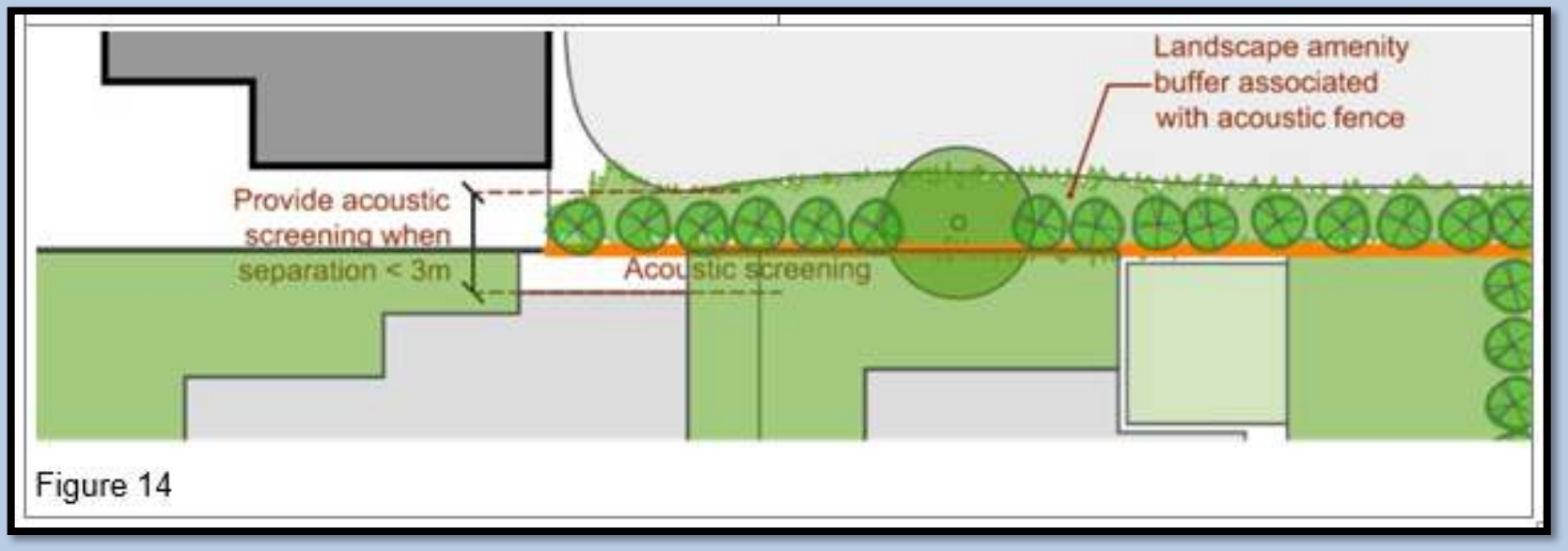


Figure 14

Performance Outcomes	Acceptable Outcomes	Response

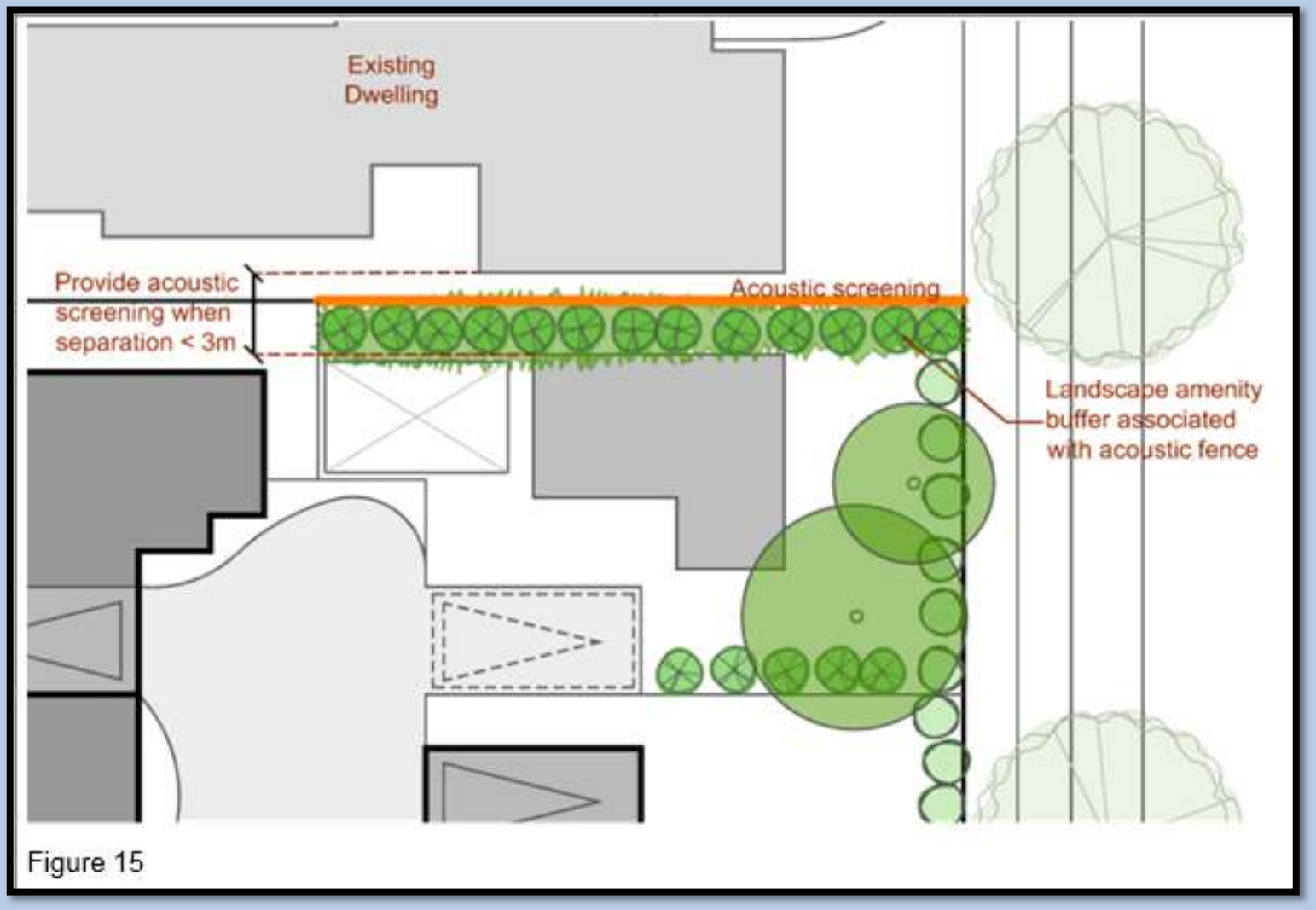


Figure 15

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

Performance Outcomes	Acceptable Outcomes	Response

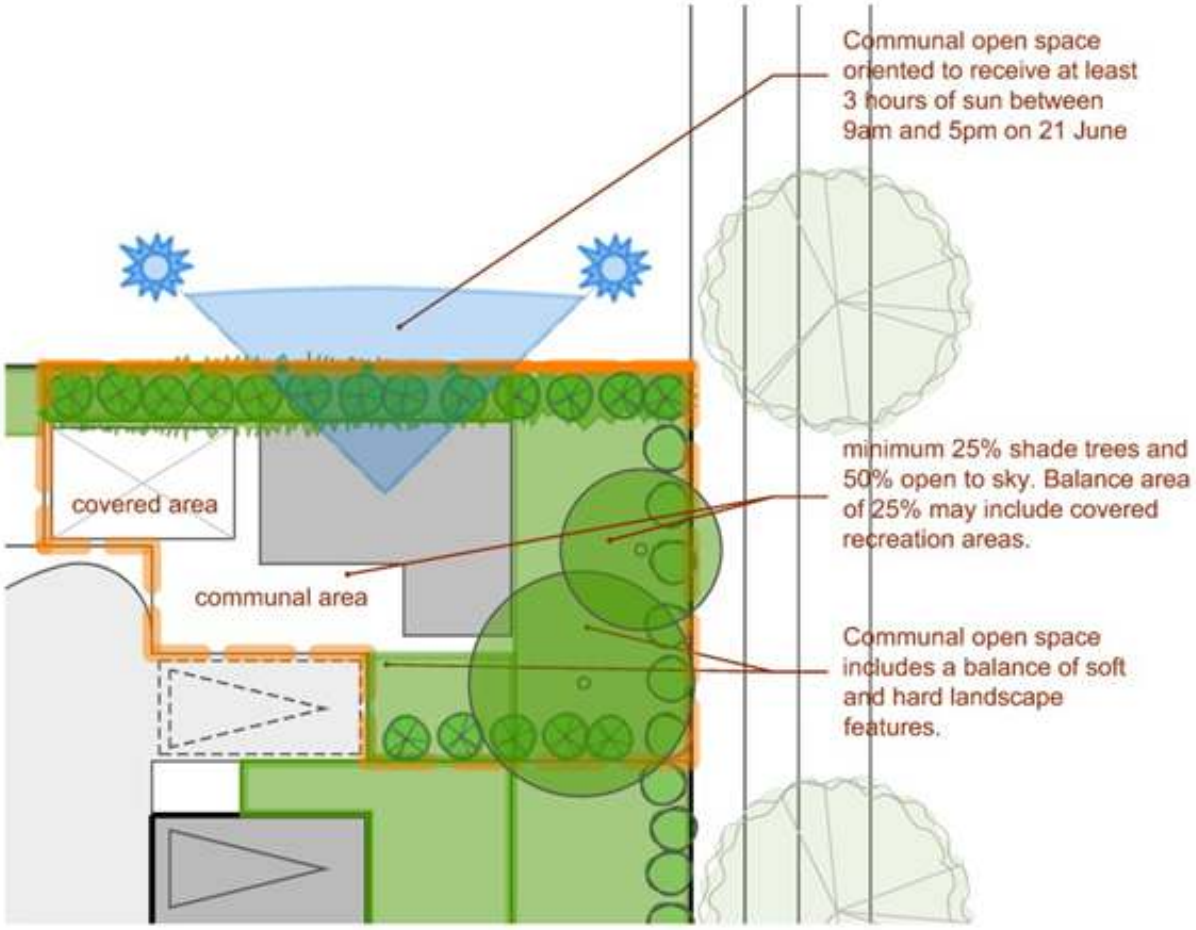


Figure 16

Performance Outcomes	Acceptable Outcomes	Response
PO16 Bin storage and access to the collection point is provided in a manner which is convenient, hygienic and will not result in an amenity impact on any use onsite or adjoining the premises.	**AO$_{16.1}$** Bin storage is: (a) not located within the minimum private open space area required for the development; (b) not located within 2m of any fresh air intake of any dwelling on the premises or adjoining premises; and (c) if in an area which is accessible by more than one dwelling, is clearly identified as the storage area for the relevant unit/dwelling. **AO$_{16.2}$** A path of access is provided between any bin storage area and the collection point which: (a) is a minimum of 1.2m wide; (b) is clear of any obstruction (i.e. retaining wall, landscaping, hot water tank); (c) does not traverse through any habitable room (other than a garage); (d) provides an at grade path of access (i.e. no steps); and (e) is no longer than 30m. Note: See Figure 17.	**Complies – can be conditioned to comply – areas are available for compliant bin storage areas - as shown on the proposal plans.**

Performance Outcomes	Acceptable Outcomes	Response

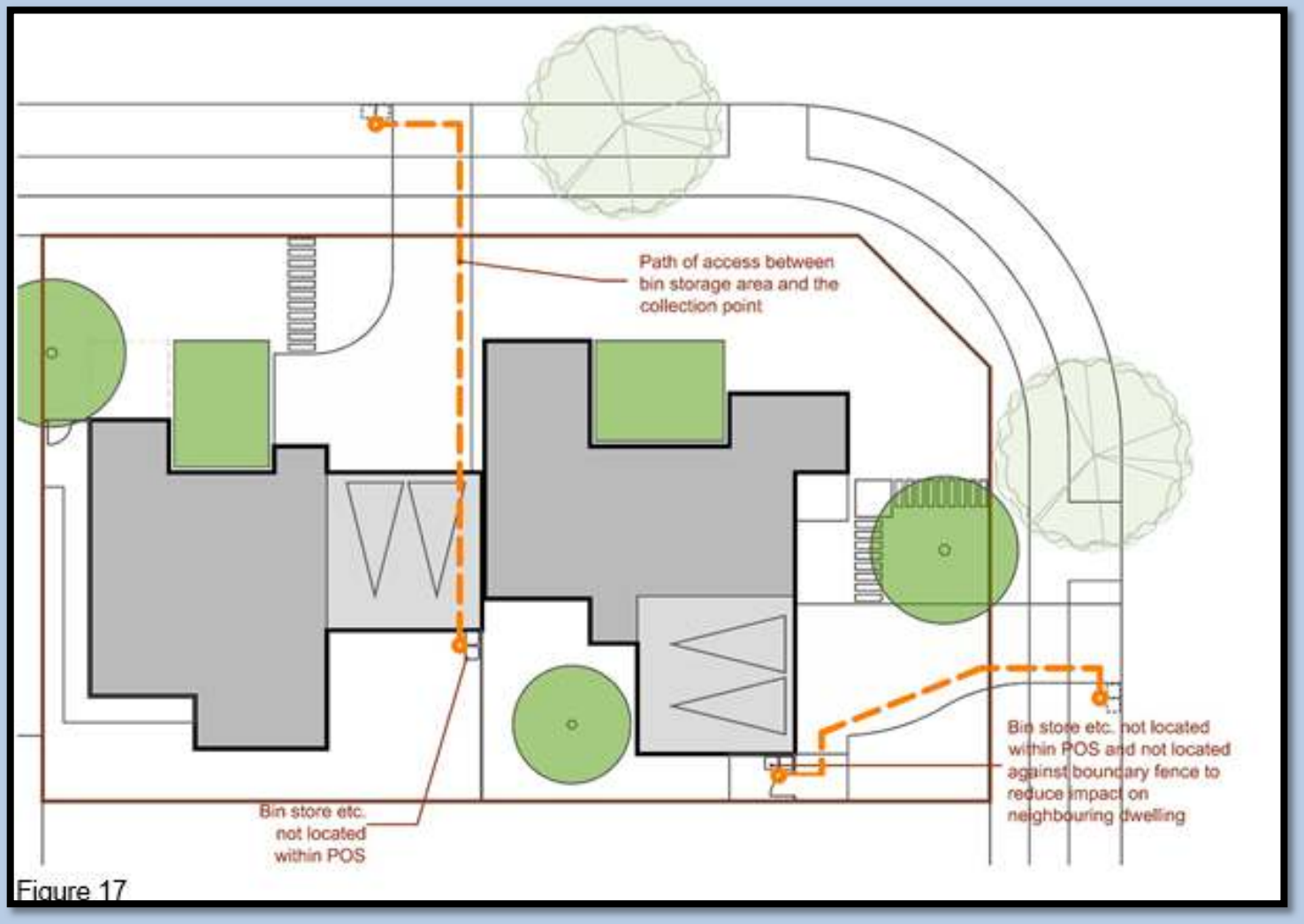


Figure 17

Performance Outcomes	Acceptable Outcomes	Response
PO17 Long, unvaried driveways to property boundaries are avoided and do not detract from the local streetscape.	**AO17.1** Driveways are setback from side boundaries a minimum of 1.5m for the first 6m and 750mm thereafter incorporating a continuous densely planted landscape strip between the edge of the driveway and side boundary. **AO17.2** Driveways that exceed 40 metres in length must incorporate a change of alignment of a minimum of 1m. Note: See Figure 18.	**AO17.1 – Complies.** **AO17.2 – Complies. The driveway incorporates varied changes in alignment and directions as shown on the proposal plans.**

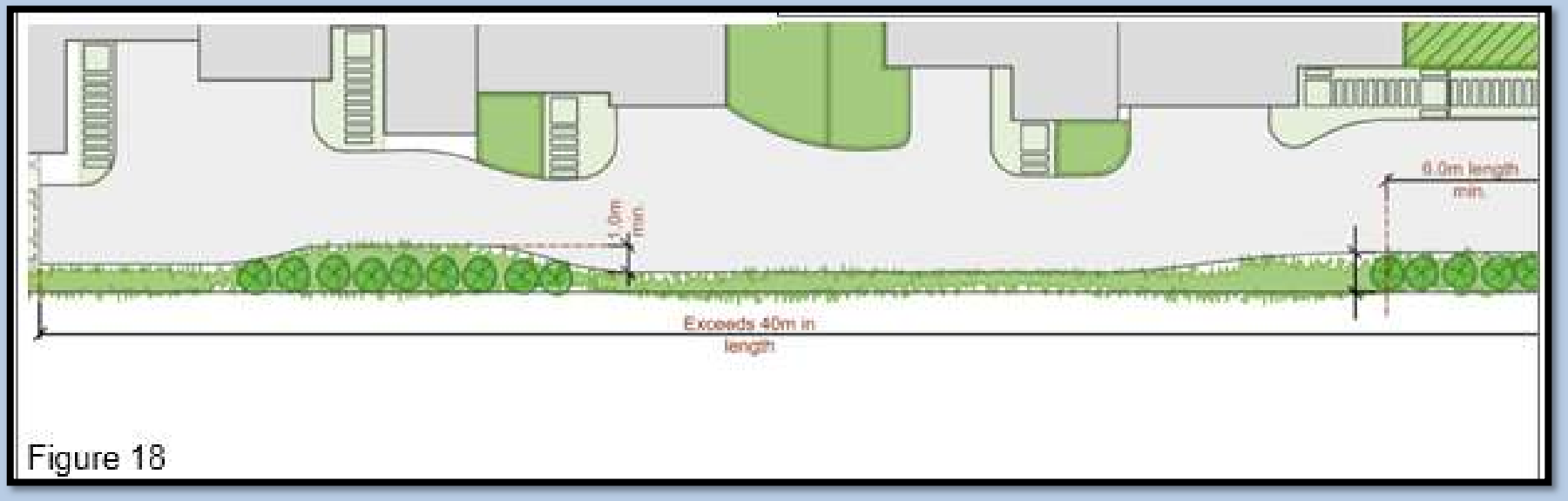


Figure 18

Performance Outcomes	Acceptable Outcomes	Response
PO18 Buildings are designed to a high aesthetic standard providing: **(a) prominent features towards the street frontage;** **(b) detailing and finishes appropriate to the scale, quality and character of the street and to help differentiate between dwellings;** **(c) opportunities for informal surveillance of the street and other public spaces;** **(d) clear and visible entries; and** **(e) elements that complement or enhance the character of the local neighbourhood.**	In partial fulfilment of the performance outcome: **$AO_{18.1}$** Buildings: (a) where at the front of the site, are oriented to and address the street; (b) have front entries that provide full weather protection and where within 10m of any street, have clearly defined front entries that are visible from the street; (c) where within 10m of any street; have one or more habitable rooms facing the street boundary that have windows or doors with a minimum area of clear glazing of 0.25m2 for each linear metre of street frontage; and (d) are designed to deliver depth in the façade facing the street or public space with a variation not less than 2m deep for a minimum 50% of the building width at ground level. Note: See Figure 19.	**Complies – refer to Section 5 ('Built Form and Design' section) of this Report.**

Performance Outcomes	Acceptable Outcomes	Response

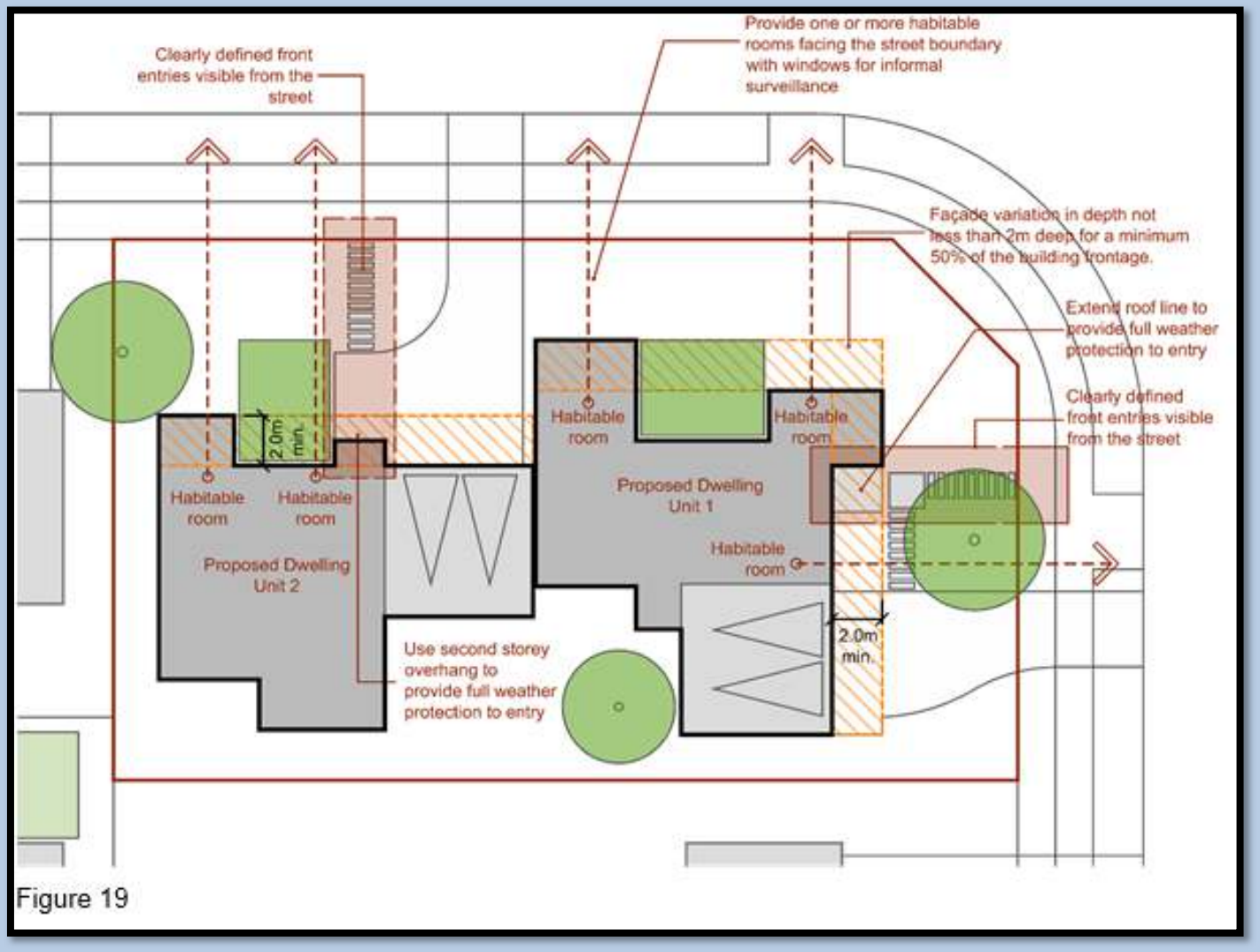
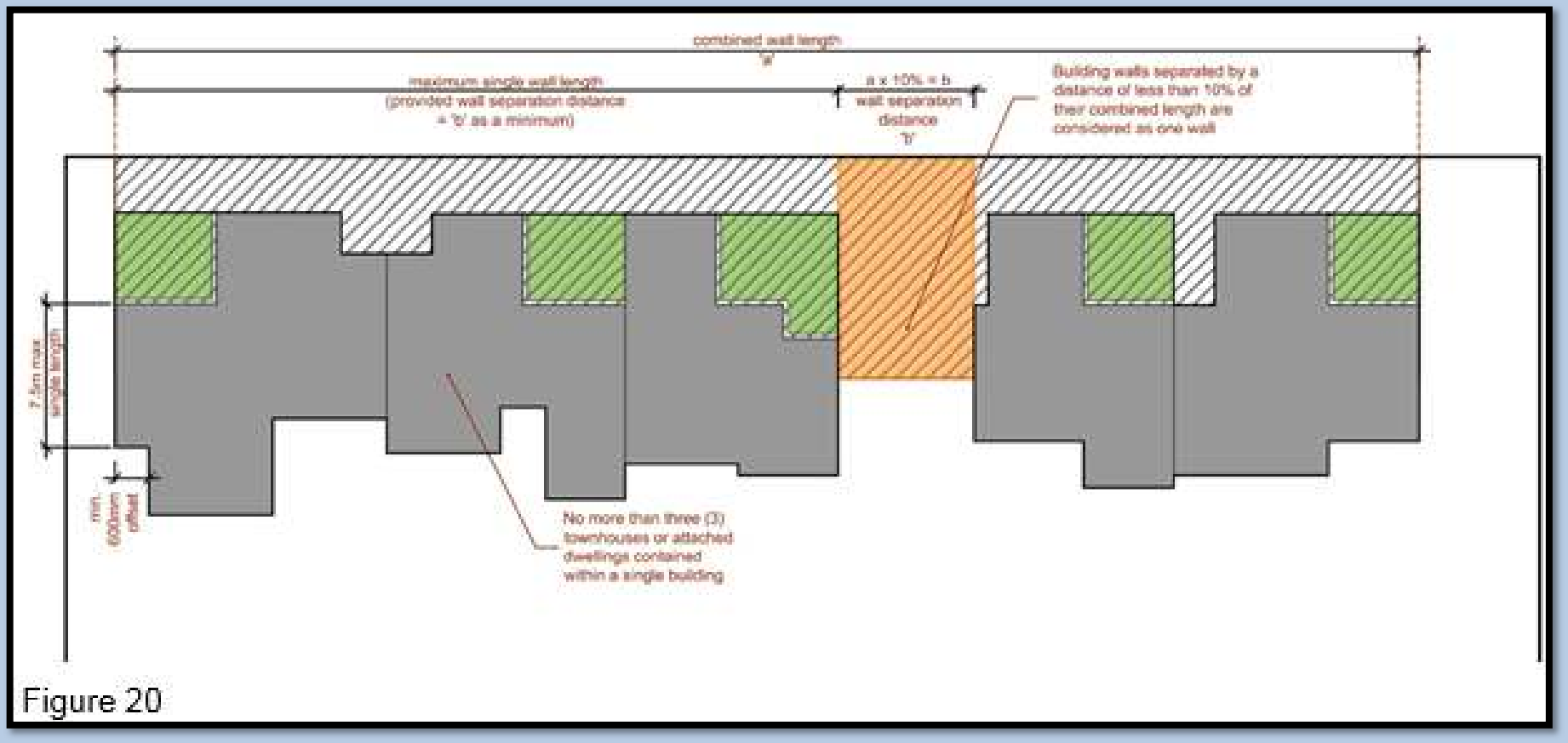


Figure 19

Performance Outcomes	Acceptable Outcomes	Response
PO19 Development incorporates typical domestic detailing to achieve a residential scale living environment with aesthetic standards and amenity for occupants similar to those of single dwellings in the neighbourhood.	In partial fulfilment of the performance outcome **AO$_{19.1}$** The maximum single wall length of a building is 32m with offsets of 600mm minimum provided every 7.5m; Note: Building walls separated by a distance of less than 10% of their combined length are considered as one wall. (See Figure 20.) **AO$_{19.2}$** Building bulk is minimised through articulation and other measures, including the provision of at least one (1) element from at least three (3) of the following element groups: (a) verandahs, porches, pergolas or balconies; (b) roof overhangs; (c) window hoods/screens; (d) awning and shade structures; or (e) 600mm vertical gutter offset to create roof articulation. **AO$_{19.3}$** Townhouses or attached dwellings have: (a) no more than three (3) dwellings contained within a single building; (b) a minimum of 4.5m separation between buildings.	**AO19.1 – Complies – The development has compliant wall articulation.** **AO19.2 – Complies – contains three (3) of the five (5) 'required element groups'.** **AO19.3 – Complies.**

Performance Outcomes	Acceptable Outcomes	Response
 Figure 20		
PO20 Facades include a variety of colours, finishes and textures based on those found in houses within the surrounding streetscape and appropriate to the desired character of the area.	In partial fulfilment of the performance outcome: **$AO_{20.1}$** Building facades incorporate: (a) external elements and treatments that are of a high quality finish, durable and need minimal maintenance;	**Complies – see attached plans.** **Refer also to Section 5 ('Built Form and Design' section) of this Report and assessment of relevant criteria herein.**

Performance Outcomes	Acceptable Outcomes	Response
	(b) at least three (3) distinct textures to finishes or surfaces not including roof, rainwater goods, glazing, joinery, doors, garage doors or soffits; and (c) colours and textures that are similar with the colours and textures of adjoining buildings.	
PO21 Development provides landscaping that contributes to the landscape character, shade and the micro-climate of the neighbourhood and site through the retention of existing significant trees on the site.	In partial fulfilment of the performance outcome: **$AO_{21.1}$** Landscape design plans for the subject site are prepared by a Registered Landscape Architect and lodged with the application for development approval. **$AO_{21.2}$** Existing mature trees: (a) are retained where assessed by a qualified arborist as healthy and sound and not a potential risk to people and property, and having a life expectancy greater than 10 years; and (b) are integrated into the site design and protected from disturbance. Note: An arborist report will be required to demonstrate assessment of mature trees and include advice for their protection from disturbance during construction. Note: Retained mature trees are eligible to contribute to minimum tree provision requirements within AO22.3. **OR** **$AO_{21.3}$** New canopy trees capable of achieving a height of at least five (5) metres and canopy	**Complies – provides significant areas for the provision of compliant landscaping – can be appropriately conditioned to comply.** **Refer also to Section 5 of this Report and assessment of relevant criteria herein.**

Performance Outcomes	Acceptable Outcomes	Response
	spread of at least six (6) metres at maturity are provided at the following rate: (a) one (1) per site with a frontage of less than 25 metres; and (b) two (2) per site with a frontage of 25m or more. **$AO_{21.4}$** Plant species selection complements the local landscape character, is long lived, has non-invasive roots and suited to the site drainage, soil and climatic conditions. Note: New street trees should be provided in accordance with Toowoomba Regional Council Street Tree Master Plan	
PO22 The treatment of fencing and retaining walls in all situations reinforces the high quality, amenity and safety of the development. **Note: Details demonstrating compliance with the performance outcome should be included in the landscape design drawings submitted with any development application.**	**$AO_{22.1}$** The maximum total height of a combined fence and retaining wall is 2.1m, as measured from the finished surface level. **$AO_{22.2}$** Where a combined fence and retaining wall is located on the front boundary, the fence has a minimum transparency of 30% when viewed from in front of the fence (at 90 degree angle to the fence). **$AO_{22.3}$** Retaining walls and fences are constructed of high quality materials and contribute to residential amenity. **$AO_{22.4}$** Any fence on the front boundary has a minimum 30% transparency when viewed from in front of the fence (at 90 degree angle to the fence). Note: Where retaining walls are set off the property boundary by a minimum of 600mm, they are not	**AO22.1 – Complies.** **AO22.2 – Complies – can be conditioned to comply.** **AO22.3 – Complies – can be conditioned to comply.** **AO22.4 – Complies – can be conditioned to comply.**

Performance Outcomes	Acceptable Outcomes	Response
	considered to be combined with the fencing. (See Figure 21.)	

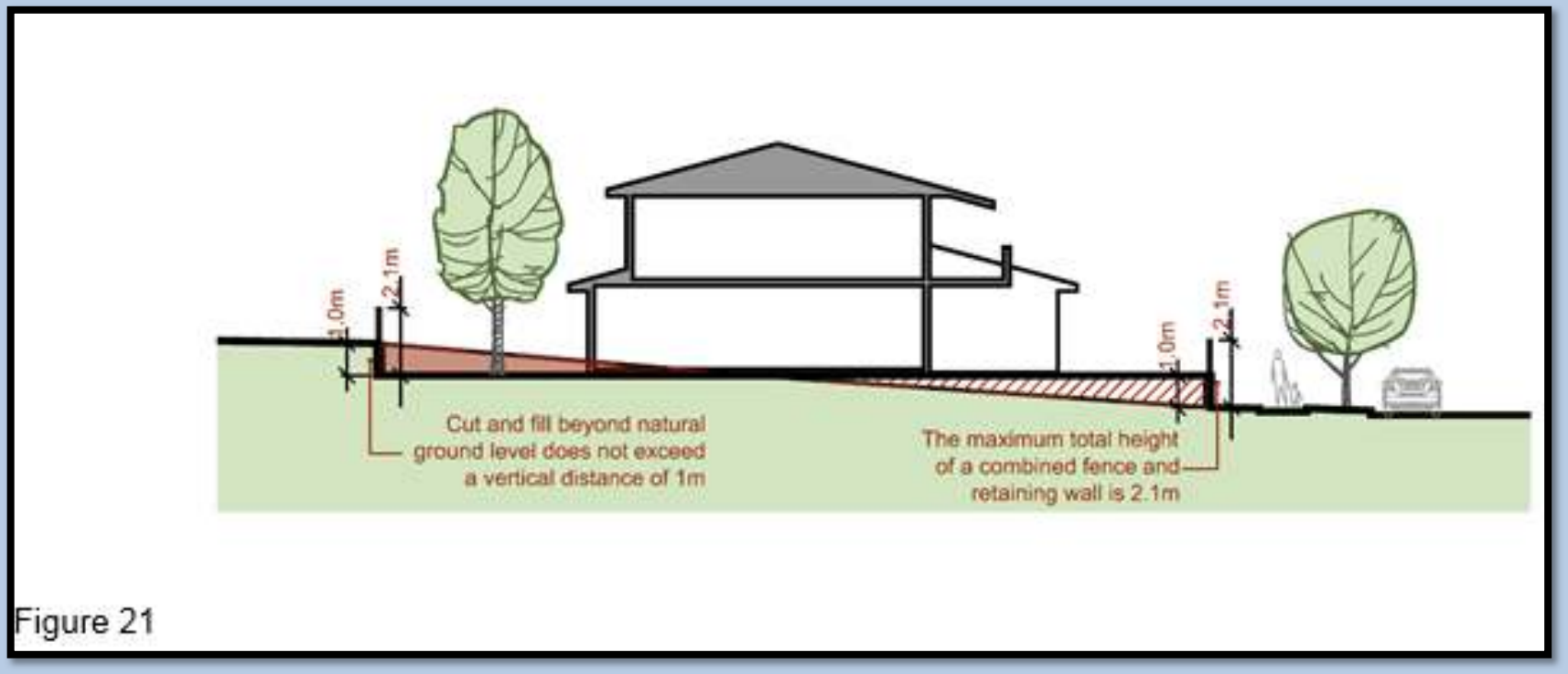


Figure 21

PO23 Front fencing contributes to privacy, screening, security, and street character while maintaining a visual relationship between dwellings and public spaces. **Note: Details demonstrating compliance with the performance outcome should be included in**	**$AO_{23.1}$** Fences located on a front property boundary or a common boundary with an adjacent park or within the front setback area: (a) have a maximum height of 1.2 metres; or (b) have a maximum height of 1.5 metres and a minimum transparency of 30%	**Complies – can be conditioned to comply.**

Performance Outcomes	Acceptable Outcomes	Response
the landscape design drawings submitted with any development application.	when viewed from in front of the fence (at 90 degree angle to the fence). Note: In instances where the fence is located in conjunction with a retaining wall refer PO23.	
PO24 Stormwater discharge from the site is to a lawful point of discharge as defined in the Queensland Urban Drainage Manual (QUDM), without the use of pumped or charged pipe systems, and not to private land other than to an easement for stormwater purposes befitting the site and allowing discharge to a lawful point of discharge in land over which Council has tenure or control. **Note: Land over which Council has tenure or control does not include Council's open space network.**	**$AO_{24.1}$** The site: (a) has a natural surface with an elevation that is higher than the abutting road and enables stormwater to drain gravitationally to the abutting road via subsurface pipes; or (b) has a natural surface with an elevation that is higher than Council's stormwater drainage network in the abutting road and enables stormwater to drain gravitationally to the stormwater drainage network in the abutting road via subsurface pipes; or (c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development.	**Complies – refer to attached Stormwater Management Report.**
PO25 Where a Relocatable Home Park or Tourist Park the development site has an appropriate area and configuration to accommodate home or van sites, as well as adequate landscape and recreation areas, ancillary amenities and facilities, car parking and service areas.	No acceptable outcome is nominated.	**N/A**

Environmental Standards Code

Table 9.3.4:3 – Environmental Standards Code – Assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Response
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 Habitable Room window of an adjoining Dwelling; and (b) the luminaire does not exceed a height of 8m above the court surface. **$AO_{1.6}$** The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential dwellings.	**Complies – refer to Section 5 of this Report.**
PO_2 Outdoor lighting (excluding street lighting, normal residential lighting and low level security lighting)	**$AO_{2.1}$** Outdoor lighting is provided in accordance with Australian Standard AS1158.1.1:2005 – Road Lighting – Vehicular Traffic	**N/A – the development is for a residential use and no outdoor lighting is proposed.**

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.		(Category V) Lighting – Performance and Installation Design Requirements.	
PO_3	**Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.**	**$AO_{3.1}$** The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.	**N/A – the development is for a residential use and no outdoor lighting is proposed.**
PO_4	**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.**	**$AO_{4.1}$** 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: (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.	**Not Applicable**
Odour			
PO_5	**Development does not unreasonably effect the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts.**	**$AO_{5.1}$** The development does not involve activities that create odorous air emissions. **OR** **$AO_{5.2}$** The development does not result in air emissions that exceed any of the acceptable levels specified within the ***Environmental Protection (Air) Policy 2008.***	**Complies – refer to Section 5 of this Report.**

<table>
<tr><td></td><td>AO5.3 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.

Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3.</td><td></td></tr>
<tr><td>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.</td><td>AO6.1 Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in table 9.3.3:4 at the end of this code.

AO6.2 Where lots for residential or other environmentally sensitive land uses are located within the distances from specific existing uses outlined in table 9.3.3:4, an Odour Assessment Report has been provided to demonstrate that the development will achieve the following thresholds therefore minimising odour nuisance.
<table>
<tr><th>Existing Use/Activity</th><th>Odour Level at Sensitive Receiving Environment.</th></tr>
<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>
</table></td><td>Not Applicable</td></tr>
<tr><td>PO7 Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.</td><td>AO7.1 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</td><td>Complies</td></tr>
</table>

<table>
<tr><th colspan="3">Noise</th></tr>
<tr>
<td>PO$_8$ The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses.
(a) Development:
(i) is located in an appropriate zone;
(ii) proposes best practice design and construction materials (in relation to noise attenuation); and
(iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land uses.</td>
<td>AO$_{8.1}$ The development will achieve the following noise levels (when measured at the nearest sensitive receiver):
(a) Background (L_{90}) + 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);
(b) Background (L_{90}) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am (measured within bedrooms assuming open windows);
(c) Background (L_{90}) 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
(d) maximum limit LAmax 45dB(A) inside dwellings; and
The development will achieve the Acoustic Quality Objectives listed within the Environmental Protection (Noise) Policy 2008.
HOWEVER
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).</td>
<td>Complies – development is a low intensity residential use and will not generate any significant noise.</td>
</tr>
<tr>
<td>PO$_9$ 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.</td>
<td>AO$_{9.1}$ Existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion:
<table>
<tr><th rowspan="2">Background Level SPL dB(A)</th><th colspan="8">Frequency – Hx – “A” - Weighted</th></tr>
<tr><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>
<tr><td></td><td>L_{90} + 5dB (A)</td><td>L_{90} + 5dB (A)</td><td>L_{90} + 5dB (A)</td><td>L_{90} + 5dB (A)</td><td>L_{90} + 5dB (A)</td><td>L_{90} + 5dB (A)</td><td>L_{90} + 5dB (A)</td><td>L_{90} + 5dB (A)</td></tr>
</table></td>
<td>Not Applicable.</td>
</tr>
</table>

PO_{10} Proposed sensitive land uses in close proximity to existing lawful land uses 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.	**$AO_{10.1}$** The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within ***the Environmental Protection (Noise) Policy 2008.*** **$AO_{10.2}$** 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 – Recommended design sound levels and reverberation times for building interiors***. **$AO_{10.3}$** 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).	**Not Applicable.**
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.	Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors': **$AO_{11.1}$** The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the ***Environmental Protection (Noise) Policy 2008***. **$AO_{11.2}$** The siting of buildings and selection of construction materials complies with the specifications of Australian Standard ***AS3671-1989 Acoustics – Road traffic noise intrusion – Building siting and construction.***	**Not Applicable.**
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 *Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'* for all habitable rooms adjoining the corridor.	**Not Applicable.**

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.	**Complies – can be conditioned to comply.**
	$AO_{13.2}$	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.	
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).	**Complies – can be conditioned to comply.**
	$AO_{14.2}$	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.	
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.	**Not Applicable.**
	$AO_{15.2}$	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.	
PO_{16} Vibration from the development does not affect the amenity of surrounding sensitive land uses [2]or cause environmental harm or nuisance..	**$AO_{16.1}$**	The development does not result in vibration impacts outside of the development site.	**Complies – can be conditioned to comply.**
	$AO_{16.2}$	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 cause adverse amenity impacts or cause environmental harm or nuisance at any sensitive land use surrounding the development.	

[2] 'Sensitive land uses' are defined in the Planning Regulation 2017.

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 adequately addresses dust mitigation measures. Measures must include strategies such as progressive rehabilitation and complaints processes.*	**Complies – Can be appropriately conditioned to ensure compliance.**
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**
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**

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 receival 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 in order to undertake proactive dust reduction measures e.g. watering of access roads. **$AO_{20.5}$** Development that is likely to create ongoing significant dust issues has submitted a 'site based management plan' which adequately addresses dust mitigation measures.	**AO20.1 – Complies – can be conditioned to comply** **AO20.2-20.5 – N/A**
PO_{21} Proposed sensitive land uses are adequately separated from existing lawful land uses such as landfill sites, quarries, cropping land, motor sport facilities and other dust generating activities.	**$AO_{21.1}$** Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	**Not Applicable**
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/m²/day when measured at the nearest sensitive receiver.	**Complies – can be conditioned to comply**

General Emissions		
PO_{23} Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	**$AO_{23.1}$** The development does not result in air emissions that exceed any of the acceptable levels specified within the ***Environmental Protection (Air) Policy 2008.*** **$AO_{23.2}$** Where a type of air emission is not listed within the Environmental Protection (Air) Policy 2008 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. **$AO_{23.3}$** Where a development is proposing to generate and release air emissions in excess of current air quality emission standards the 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.	**AO23.1 – Complies.** **AO23.2-23.3 – N/A**
PO_{24} Child Care Centres are well located to avoid any harmful impacts of air pollution.	**$AO_{24.1}$** Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	**Not Applicable**
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.	**Not Applicable**
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.	**Not Applicable**

PO27 Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	**AO27.1** Car park exhaust stacks are located away from adjoining sensitive receivers. **AO27.2** Emissions are discharged vertically and have an exit velocity of at least 10m/second. **AO27.3** 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. **AO27.4** Tank venting for hydrocarbon fuel storage and LP Gas is located in accordance with ***AS1940-2004 The Storage and handling of flammable and combustible liquids (for hydrocarbons) and AS1596:2008 The Storage and Handling of LP Gas.***	**Not Applicable**
Waste Management		
PO28 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 *Technical Guidelines for New Developments Waste Storage and Collection Requirements.*[3]	**AO28.1** For commercial premises and industrial activities(other than those premises utilising Council's wheelie bin waste collection program): (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	**Complies – Can be appropriately conditioned to ensure compliance.**

[3] Amended 27 April 2018

	hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewered areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention; (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 sewered areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewered areas; and (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.	
	$AO_{28.2}$ For multiple unit complexes of three (3) – six (6) units the development satisfies one of the following criteria: (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); **OR** (b) the complex includes a communal bin storage area, whereby the body corporate will implement internal procedures requiring residents to progressively fill bins and only place full bins out for collection; and (c) each tenement has an approved bin storage area that will not create amenity issues for surrounding sensitive land uses; and	

		(d) bin storage areas are screened behind buildings for amenity purposes; and (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 (f) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and (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); **OR** (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.	
	$AO_{28.3}$	For multiple unit complexes above six (6) units the development satisfies one of the following criteria: (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); **OR** (b) Communal bin storage areas contain a roof, bunding and bin 'washing' provisions in the form of either a sewer 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; **OR** (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.	

	AO$_{28.4}$ Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste: (a) utilise a maximum of four (4) wheelie bins i.e. less than 1 cubic metre; (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; (c) store bins on an impervious surface; (d) place bins on the road reserve for a maximum period of 24 hours during collection programs; and (e) 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.	
PO$_{29}$ Development for a Community Residence, Residential Care Facility or Retirement Facility utilising communal bin storage areas ensure that residents have reasonable access to waste containers, where the development is for aged care purposes.	**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, in accordance with Council's Environmental Guideline.	**Not Applicable**
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;	**Not Applicable**

	(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 areas to prevent odour, particularly where putrescibles are stored; and (l) clinical and related waste storage and collection issues (if applicable).	
PO_{31} Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	**$AO_{31.1}$** The development will be carried out in accordance with the waste management hierarchy outlined in the *Technical Guideline for New Developments Waste Storage and Collection Requirements*[4] and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	**Complies – can be conditioned to comply.**
PO_{32} Development that involves the generation of 'clinical and related waste' as per the definition of the *Technical Guideline for New Developments Waste Storage and Collection Requirements*[5] is designed to adequately cater for legislative storage and collection requirements.	Where involving development that involves the generation of 'clinical and related waste' as per the definition of the *Technical Guideline for New Developments Waste Storage and Collection Requirements*[6]*:* **$AO_{32.1}$** The storage of 'clinical and related waste' is in accordance with the *Technical Guideline for New Developments Waste Storage and Collection Requirements*[7] with storage locations being demonstrated on submitted site/floor plans. **$AO_{32.2}$** 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.	**Not Applicable**

[4] Amended on 27 April 2018
[5] Amended on 27 April 2018
[6] Amended on 27 April 2018
[7] Amended on 27 April 2018

PO_{33} 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 providing safety to residents and the protection of infrastructure.	**$AO_{33.1}$** The development is designed and certified by a RPEQ and complies with the requirements outlined in Council's *Technical Guidelines for Waste Storage and Collection Requirements for New Developments*, including: (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.	**Not Applicable**
PO_{34} 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.	**$AO_{34.1}$** The applicant will utilise the following control measures: (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.	**Complies – can be conditioned to comply.**

Table 9.4.2:2 Separation Distances to Residential and Environmentally Sensitive Land Uses

Existing Use/Activity	Separation Distance
Cropping Land	Minimum 40m vegetated buffer requirement taken from cropping land property boundary.
Landfill	Minimum 1.5km taken from the property boundary of the landfill site.
Transfer Station	Minimum 300m taken from the property boundary of the transfer station site.
Sewerage Works	Minimum 1km taken from the property boundary of the sewerage works.
Poultry Farms	Minimum 1km taken from the closest outside boundary of the shed/conglomeration of sheds (at a 10 year planning horizon).
Extractive Industry	Minimum 1km taken from the outside extremity of the resource boundary (at a 20 year planning horizon).
Piggery	Minimum 1.5km taken from the closest outside boundary of the shed/conglomeration of sheds (at a 10 year planning horizon).
Feedlots	Minimum 1.5km taken from the outside extremity of the closest animal holding yard (at a 10 year planning horizon).
Cattle Dips and Yards	Minimum 200m from the outside extremity of the closest part of the yard or dip (at a 10 year planning horizon).
Kennels	Minimum 1.5km from the nearest outside boundary of the animal holding facility (at a 10 year planning horizon).
Abattoirs	Minimum 500m from the nearest part of the built facility or effluent disposal area.
Dairy Bails and Yards	Minimum 300m from nearest part of the facility (at a 10 year planning horizon).
Motor Sport Facilities	Minimum 1km taken from the nearest part of the facility where vehicles will be utilised for sporting purposes.
Stock Saleyards	Minimum 500m from the nearest part of the facility used for holding animals.
Forestry	Minimum 200m from the nearest part of the plantation designated for commercial harvesting purposes (at a 10 year planning horizon).

NOTE: Buffer may extend beyond Toowoomba Regional Council Local Government boundaries.

Integrated Water Cycle Management Code

Table 9.4.3:1 - Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Response
Stormwater Management		
PO_1 Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	**$AO_{1.1}$** Stormwater quality treatment measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*. **$AO_{1.2}$** Pollutant load reductions are achieved in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.[8]	**Complies – can be conditioned to comply.**
PO_2 Adverse impacts of construction activities on stormwater quality are avoided where feasible. If not feasibly avoided, impacts are minimised using best practice environmental management for erosion and sediment control.	**$AO_{2.1}$** Sediment and erosion control measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies – can be conditioned to comply.**
PO_3 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: **(a) channel, bed and bank stability;** **(b) aquatic and riparian ecosystems; and** **(c) hydrological functions.**	**$AO_{3.1}$** Stormwater flow control measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies – can be conditioned to comply.**

[8] State Planning Policy (July 2017) Appendix 2 – Stormwater management design objectives (Amended on 29 November 2019 as part of Amendment No.16) – amended on 29 November 2019

Waste Water Management		
PO_4 **Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate regard for:** **(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.**	**$AO_{4.1}$** Waste water management measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies – can be conditioned to comply.**
Artificial Waterways and Water Bodies		
PO_5 **The waterway or water body is designed to integrate multiple functions, including:** **(a) aesthetics, landscaping, and recreation;** **(b) flood management;** **(c) stormwater management;** **(d) water conservation and reuse;** **(e) community health; and** **(f) pest management.**	**$AO_{5.1}$** Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Not Applicable**
PO_6 **The waterway is located and designed to be responsive to natural drainage features.**	**$AO_{6.1}$** Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Not Applicable**
PO_7 **The waterway or body is designed to minimise whole of life cycle costs.**	**$AO_{7.1}$** Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Not Applicable**

Flooding and Drainage			
PO_8	**Flooding and drainage characteristics upstream or downstream of the site are not worsened.**	**$AO_{8.1}$**	Development is undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.[9]	**Complies** **Please refer to attached Stormwater Management Plan and Section 5 of this Report.**
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 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies** **Please refer to attached Stormwater Management Plan and Section 5 of this Report.**
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 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies** **Please refer to attached Stormwater Management Plan and Section 5 of this Report.**
Water Cycle Management			
PO_{11}	**The design and management of the development integrates water cycle elements so that:**	**$AO_{11.1}$**	Integrated water management practices and infrastructure are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	**Complies – can be conditioned to comply.**

[9] Amended on 18 March 2016

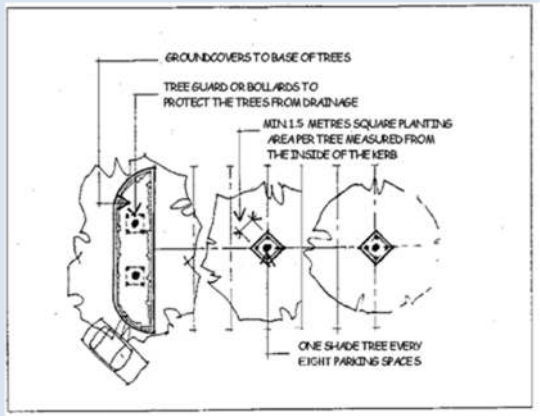
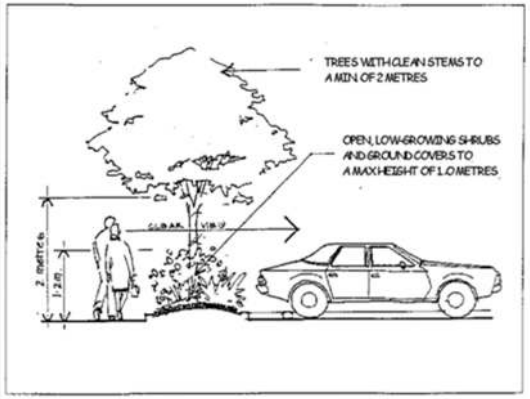
(a) water is used efficiently and potable water demand is reduced; (b) wastewater production is minimised; (c) stormwater peak discharges and runoff volumes are not worsened; (d) natural drainage lines and hydrological regimes are maintained as far as possible; (e) large, uninterrupted impervious surfaces 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.		

Landscaping Code

Table 9.4.4:1 - Landscaping Code – Assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Response
PO_1 Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development.	**$AO_{1.1}$** Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2.	**Complies – Can be appropriately conditioned to ensure compliance.**
PO_2 Landscape construction is undertaken by a suitably qualified landscape professional.	**$AO_{2.1}$** Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	**Complies – Can be appropriately conditioned to ensure compliance.**
PO_3 Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.)	**$AO_{3.1}$** Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used. **$AO_{3.2}$** Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area. **$AO_{3.3}$** Existing site trees are integrated into the development. **$AO_{3.4}$** Species selection is reflective of cool temperate species.	**Complies – Can be appropriately conditioned to ensure compliance.**
PO_4 Where the development involves the creation of a new road street tree planting is undertaken having consideration of:	**$AO_{4.1}$** Street planting is carried out in accordance with the requirements of PSP No. 2 Engineering Services Infrastructure Roads and Drainage. **$AO_{4.2}$** Species and materials are used that minimise the use of potable water.	**Not Applicable**

(a) the hierarchy and function of the street; **(b) selection of appropriate species;** **(c) avoidance of conflict between the street tree and utilities and services within the road reserve;** **(d) soil conditions;** **(e) existing street trees;** **(f) solar access; and** **(g) driveway access.**	**AO4.3** Street tree planting is in accordance with Planning Scheme Policy No.8 – Street Trees.	
PO5 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.**	**AO5.1** 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. **AO5.2** All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. **AO5.3** Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum 3m vegetated buffer on either side of the fence with vegetation having a mature height equal to or above the height of the acoustic fencing.	**Complies – Can be appropriately conditioned to ensure compliance.**
PO6 Location, design and provision of planting in carparks and internal roadways achieve a high degree of shade, amenity and safety.	**AO6.1** 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. **AO6.2** 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.	**Complies – refer to 'Landscaping' section within Section 5 of this Report.**

	$AO_{6.3}$ No raised kerbing is provided around planting bays. Wheelstops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas. **$AO_{6.4}$** Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance  	
PO_7 Location and habit of tree planting must not interfere with the function and	**$AO_{7.1}$** Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits.	**Complies**

	accessibility of any adjacent utility services.	**AO7.2** Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber.	
PO8	**Maintenance access points must be considered and accommodated for in the site planning and design process.**	**AO8.1** Access by appropriate maintenance or utility vehicles must be demonstrated with ground surface treatments that are stable and usable in all weather. **AO8.2** Functional maintenance vehicle circulation and access gates to be provided.	**Complies**
PO9	**On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided.**	**AO9.1** Landscape design takes advantage of the flow of water along overland flow paths. **AO9.2** Landscaping is used to help maximise opportunities for on-site stormwater infiltration by: (a) minimising impervious surfaces and incorporating semi-permeable paving products; (b) falling hard surfaces towards pervious surfaces such as turf or mulched areas; (c) maximise opportunities for turf and planting areas; (d) align planting areas parallel to contours to slow the flow of surface water; and (e) ensure planting palette comprises canopy tree species. **AO9.3** Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells. **AO9.4** Sediment and erosion control measures are provided. **AO9.5** Planter boxes on podiums and building forecourts are plumbed to stormwater.	**Complies** **Refer also to Section 5 of this Report.**
PO10	**Landscape design is integrated with any existing urban design theme within the**	No acceptable outcome is nominated.	**Complies**

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.		
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*	**Complies**
PO_{12} Risks to personal safety and the potential for crime, vandalism and fear are reduced through design that has been informed by *Crime Prevention Through Environmental Design (*CPTED) principles in relation to: **(a) Surveillance.** **(b) Access control.** **(c) Territorial reinforcement.** **(d) Space management.**	Landscape design incorporates the following design measures: **$AO_{12.1}$** The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through: clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate. **$AO_{12.2}$** 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. **$AO_{12.3}$** Reinforcing definition of territory and ownership of private, semi-public and public spaces through: clear design cues for use and activities, transitions and boundaries between public and private, design that encourages public interaction and ownership, legible universal signage.	**Complies – Can be appropriately conditioned to ensure compliance.**

	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.	

Table 9.4.4:2 – Landscape Design Professionals

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

Transport Access and Parking Code

Table 9.4.6:1 – Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Driveway Crossovers		
PO_1 Vehicular access arrangements: **(a) are appropriate for:** **(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;** **(b) minimise any potentially adverse impact on:** **(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** **(c) protect the amenity of premises in the vicinity.** ***Note: Access to State-controlled Roads requires the approval of the Department of Transport and Main Roads.***	**$AO_{1.1}$** 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 – Off Street Car Parking* (and Australian Standard AS 2890.2 where relevant). **$AO_{1.2}$** Where the vehicular access is for a Dwelling House, Dual Occupancy or Home-based Business, the driveway crossover: (a) is not: (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: (i) 25m of a signalised road intersection; (ii) 20m of an unsignalised road intersection in an industrial or Centre's zone or 10m otherwise;	**Complies – can be conditioned to comply.**

Performance outcomes	Acceptable outcomes	Response
	(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: (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 (e) is provided in accordance with the relevant diagram in *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	

Performance outcomes	Acceptable outcomes	Response
Car Parking Provision		
PO_2 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. ***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.***	**$AO_{2.1}$** Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of: (a) Non-Residential Use one (1) parking space per 50m² of GFA; and (b) Residential Use - one (1) parking space per dwelling. **$AO_{2.2}$** 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. *Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.* *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.* *Note: Where application is made for establishment of two or more uses on the same premises, the parking demand is calculated by totalling the requirements for each use.*	**Complies – on-site car parking spaces comply with Planning Scheme's requirements. See 'Access and Car Parking' section of Section 5 of this Report. Can be conditioned to ensure compliance.**

Table 9.4.6:2 – Transport, Access and Parking Code – assessment benchmarks for assessable development[10, 11]

Performance Outcomes	Acceptable Outcomes	Response
Transport Network [38]		
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 – See 'Roads and Traffic' section of Section 5 of this Report. Can be conditioned to ensure compliance.**
PO_2 Development does not compromise the orderly provision or upgrading of the transport network. [12]	No acceptable outcome is nominated[39].	**Complies – See 'Roads and Traffic' section of Section 5 of this Report. Can be conditioned to ensure compliance.**
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.[13]	No acceptable outcome is nominated.	**Complies – See 'Roads and Traffic' and 'Access and Parking' sections of Section 5 of this Report. Can be conditioned to ensure compliance.**
PO_4 Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or	No acceptable	**Complies**

[10] Amended on 3 November 2014
[11] Amended on 9 August 2019
[12] Applicants should note that the Department of Transport and Main Roads may have additional requirements.
[13] Amended on 27 April 2018

the provision of mid-block connections which are safe, functional and legible for potential users.		
PO_5 Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to:[14] **(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.**	**$AO_{5.1}$** Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with *Crime Prevention Through Environmental Design (CPTED) Guidelines*.	**Complies**
PO_6 Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists.	No acceptable outcome is nominated.	**Complies – can be conditioned to comply.**
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**	**$AO_{7.1}$** Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard *AS 2890.1 Part 1: Off Street Carparking*.	**Complies – See 'Access and Parking' sections of Section 5 of this Report. Can be conditioned to ensure compliance.**

[14] Crime Prevention Through Environmental Design Guidelines for Queensland prepared by the State Government may provide applicants with guidance on these matters.

(c) the function and characteristics of the access road and adjoining road network.		
PO_8 Access arrangements minimise any adverse impact on: **(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.**	No acceptable outcome is nominated.	**Complies**
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.	**$AO_{9.1}$** No acceptable outcome is nominated.	**Not Applicable**
PO_{10} Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: **(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: (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	**Not Applicable**

	(d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. **$AO_{10.2}$** Car and taxi pick-up/set-down areas: (a) allow a car to maneouver 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.	
Pedestrian and Cycle Facilities		
PO_{11} 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.	**$AO_{11.1}$** Pedestrian pathways and crossings are provided in accordance with *SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure.* **$AO_{11.2}$** Access for cyclists and pedestrians is clearly distinguished from vehicle access. **$AO_{11.3}$** 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).	**Complies – can be conditioned to comply**
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.*	**Not Applicable**

Parking and Circulation		
PO_{13} Car parking areas are designed to be: **(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: (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.* (c) Except in the case of residential development: (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.	**Complies – can be conditioned to comply. See 'Roads and Traffic' and 'Access and Parking' sections of Section 5 of this Report.**

PO_{14} Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	**$AO_{14.1}$** 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*. **$AO_{14.2}$** 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. **$AO_{14.3}$** Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard *AS2890.1 Part 1: Off Street Carparking.* **$AO_{14.4}$** 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.* **$AO_{14.5}$** Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard *AS1428.1: Design for Access and Mobility*. **$AO_{14.6}$** 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.	**Complies – can be conditioned to comply**
PO_{15} Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.	For non-residential development on a site in, or adjoining, a residential zone: **$AO_{15.1}$** 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. **$AO_{15.2}$** Landscape planting is used between the car park and driveway areas and the side boundary to soften	**N/A**

		the visual impacts of car park areas and to provide shade. An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.	
PO16	**Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.**	**AO16.1** Car parking is provided either at the rear of the development or beneath buildings.	**Complies**
PO17	**Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.**	**AO17.1** Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	**Not Applicable**
PO18	**Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.**	**AO18.1** 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 also to Section 5 of this Report.**
PO19	**Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.**	**AO19.1** Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	**Complies** **Carparking areas are concrete sealed. Refer also to Section 5 of this Report.**
PO20	**Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.**	**AO20.1** A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between	**Complies** **Refer also to Section 5 of this Report.**

	any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use.	
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 *Trade Waste Policy* and the Trade Waste Environmental Management Plan.	**Not Applicable**
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 – Off Street Parking – Commercial Vehicle Facilities*. **$AO_{22.4}$** 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. **$AO_{22.5}$** Service vehicles can enter and leave the site in a forward gear.	**N/A**

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**
PO_{24}	**Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.**	No acceptable outcome is nominated.	**N/A**
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.	**N/A**

Works and Services Code

Performance Outcomes	Acceptable Outcomes	Response
Utilities		
PO_1 A water supply is provided that is adequate for the current and future needs of the intended use.	**$AO_{1.1}$** Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. **OR** **$AO_{1.2}$** Where not in a water supply area, the development is provided with an on site water supply in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. **$AO_{1.3}$** Water supply systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	**Complies – can be conditioned to comply. Refer also to Section 5 of this Report.**
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 SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. **OR** **$AO_{2.2}$** Where not within a wastewater area, on-site waste water treatment and disposal is provided which complies with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	**Complies – can be conditioned to comply. Refer also to Section 5 of this Report.**

		$AO_{2.3}$ 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 – can be conditioned to comply. Refer also to Section 5 of this Report.**
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 – can be conditioned to comply. Refer also to Section 5 of this Report.**
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.*[15]	**Complies – can be conditioned to comply. Refer also to Section 5 of this Report.**
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.*[16].	**Complies – can be conditioned to comply.**
PO_7	**Infrastructure is integrated with and efficiently extends existing networks.**	No acceptable outcome is nominated.	**Complies**

[15] Amended on 27 April 2018
[16] Amended on 27 April 2018

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*.[17]	**Complies – can be conditioned to comply**
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:** **(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).	**N/A.**
PO_{10}	**Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with:** **(a) the current and projected level of usage;** **(b) the desired streetscape character; and** **(c) activities which are anticipated to occur within the verge.**	**$AO_{10.1}$**	Street scaping works, footpaths and cycle paths are provided in accordance with Planning Scheme Policy 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).	**N/A.**
PO_{11}	**Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and**	**$AO_{11.1}$**	Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	**Complies**

[17] Applicants should also have regard to the metering requirements of other relevant authorities.

ensures the safe passage of vehicles, pedestrians and cyclists.		
PO12 Movement networks can be easily and efficiently maintained.	**AO12.1** Infrastructure is provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	**N/A.**
Vehicular Access – Non-residential[108]		
PO13 Non-residential vehicular access arrangements to a public roadway, including driveway crossovers: **(a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network;** **(b) are located and designed to:** **(i) avoid damage to utility services, pathways, kerbs, road pavement and seal and other council/public infrastructure;** **(ii) prevent conflict between vehicles and cyclists and pedestrians; and** **(iii) avoid damage to existing street trees and retain space for the future planting of street trees within the verge.** **(c) minimise the number of vehicular access per site to avoid the loss of on-street carpking spaces, and are appropriately separated from other vehicular accesses and side**	**AO13.1** Non-residential vehicular access and driveway crossovers to a public road are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) for a lot with a frontage of 10m or less; (g) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; and (h) within the Tree Protection Zone, as defined by Australian Standard 4970-2009. Note: An additional site access is considered to be more than one site access. **AO13.2** Non-residential vehicular access and driveway crossovers:	**N/A**

property boundaries to prevent interference with: **(i) the safety, capacity and operations of the existing or planned road network;** **(ii) any existing vehicular accesses;** **(iii) adjoining properties; and** **(iv) cycleways or pedestrian footpaths and their users.** **(d) protect the amenity of premises in the vicinity and surrounding streetscape by:** **(i) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);** **(ii) minimising the width and grade of the access; and** **(iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping.**	(a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; (i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and (j) are provided in accordance with the Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant),the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure and Australian Standard AS 4970-2009 – Protection of Trees on Development Sites.	

Vehicular Access – Residential[109]		
PO_{14} Residential vehicular access arrangements, including driveway crossovers: **(a) are appropriate for:** **(i) the capacity of the parking area;** **(ii) the volume, frequency and type of vehicle useage; and** **(iii) the function and configuration of the access road.** **(b) minimise any potentially adverse impact on:** **(i) the safety and efficiency of the road and pedestrian/cycle paths;** **(ii) the safety and efficiency of the road and footpath users;** **(iii) the integrity of any infrastructure within the road reserve; and** **(iv) the safety of access to adjacent properties.** **(c) protect the amenity of premises in the vicinity by:** **(i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location;** **(ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration**	**$AO_{14.1}$** Residential vehicular access and driveway including driveway crossovers: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by Australian Standard 4970-2009; (h) for a lot with a frontage of 10m or less; (i) greater than 4m in width when for a lot with a frontage/width of more than 10m but less than 20m; and (j) greater than 6m in width when for a lot with a frontage/width of greater than 20m. Note: An additional site access is considered to be more than one site access. **$AO_{14.2}$** Except where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire	**Complies – can be conditioned to comply.**

of existing landscaping by considering: **(A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);** **(B) minimising the width and grade of the access;** **(C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and** **(D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.**	hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, includiing table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; or (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (i) are provided in accordance with the Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant), the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure and Australian Standard AS 4970-2009 – Protection of Trees on Development Sites. **$AO_{14.3}$** Where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire	

	hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	
Earthworks and Retaining Walls[110]		
PO_{15} Earthworks result in stable landforms and structures.	**$AO_{15.1}$** Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**Complies – can be conditioned to comply. Refer also to Section 5 of this Report.**
PO_{16} Earthworks do not result in the contamination of land or water and avoid risk to people and property.	**$AO_{16.1}$** Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**Complies – can be conditioned to comply**

PO_{17} Earthworks are undertaken in a manner that: **(a) maintains natural landforms;** **(b) minimises height of retaining walls and batter faces;** **(c) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land; and** **(d) does not unduly impact on the amenity of the streetscape.**	**$AO_{17.1}$** Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**Complies – can be conditioned to comply**
PO_{18} Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	**$AO_{18.1}$** Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**Complies – can be conditioned to comply**
PO_{19} Earthworks do not prevent access or create difficult access to the property.	**$AO_{19.1}$** Earthworks and the construction of retaining walls and batters ensure driveways can provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**Complies – can be conditioned to comply**
PO_{20} Earthworks do not cause a significant impact on the amenity of the locality or along routes taken to transport material as a result of truck volumes, dust or noise.	**$AO_{20.1}$** Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**Complies – can be conditioned to comply**
PO_{21} The transportation of material minimises adverse impact on the road system.	**$AO_{21.1}$** Material is transported in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**Complies – can be conditioned to comply**

Waste Management		
PO_{22} Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste[111] 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.	**N/A**
PO_{23} Appropriate refuse container storage areas are provided which are: **(a) in a building or enclosing structure or screened from public view;** **(b) of adequate size to accommodate the expected amount of refuse to be generated by the use;** **(c) in a position that is conveniently accessible for collection; and** **(d) able to be kept in a clean state at all times.**	**$AO_{23.1}$** Container storage areas are provided which: (a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and (e) are situated not closer than 6m to a road or 2m to any site boundary. **$AO_{23.2}$** On sites greater than 2,000m^2 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	**Complies – can be conditioned to comply**

	without having to make more than a 3-point turn.[112] **AO23.3** For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	
PO24 **Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the container storage area.**	No acceptable outcome is nominated.	**N/A**
Construction Management		
PO25 **Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.**	**AO25.1** 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 – can be conditioned to comply**
PO26 **Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.**	**AO26.1** Construction is undertaken in accordance with the Environmental Standards Code.	**Complies – can be conditioned to comply**

PO_{27}	**While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.**	**$AO_{27.1}$**	Construction is undertaken in accordance with the Environmental Standards Code.	**Complies – can be conditioned to comply**
PO_{28}	**Traffic, parking and delivery of construction materials generated during construction are managed to minimise impact on the amenity of the surrounding area and to manage the safety of pedestrians, cyclists and motorists.**	**$AO_{28.1}$**	Construction is undertaken in accordance with the Environmental Standards Code.	**Complies – can be conditioned to comply**
PO_{29}	**Council and state infrastructure is not damaged by construction activities.**	**$AO_{29.1}$**	Construction, alterations and any repairs to infrastructure is undertaken in accordance with the SC4.4 PSP No. 4 – Development Near Utility Services.	**Complies – can be conditioned to comply**
		$AO_{29.2}$	Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the *Transport Infrastructure Act 1994*.	

Airport Environs Overlay Code

Table 8.2.1:1 Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Response
Height of Buildings and Other Structures		
PO_1 The height of buildings or other structures does not affect the operational efficiency of the Toowoomba Airport or Oakey Army Aviation Centre or create a hazard to the safe navigation of aircraft using the airport.	**$AO_{1.1}$** Buildings and other structures in areas adjacent to the Toowoomba Airport do not penetrate the Airport Obstacle Limitation Surfaces shown on the Airport environs overlay maps. **$AO_{1.2}$** 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: (a) Area A – 0m; (b) Area B – 7.5m; (c) Area C – 15m; (d) Area D – 45m; and (e) Area F – 90m. **$AO_{1.3}$** Any cranes or other equipment used during the construction do not exceed the heights set out in $AO_{1.1}$ or $AO_{1.2}$.	**N/A**
Acoustic Amenity[3]		
PO_2 Development is appropriately located and designed to prevent adverse impacts from aircraft noise in accordance with Australian Standards AS2021- Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.	**$AO_{2.1}$** Premises are not developed for: (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	**Complies**

Performance Outcomes	Acceptable Outcomes	Response
	accommodation or rural worker's accommodation on land within the 25 or higher ANEF contour; (b) short term accommodation, community use, hotel, place of worship, rooming accommodation or theatre, on land within the 30 or higher ANEF contour; (c) business activities or commercial uses on land within the 35 or higher ANEF contour.	
PO_3 Development for: **(a) caretaker's accommodation, community residence, dwelling house, dwelling unit, multiple dwelling, dual occupancy, child care centre, retirement facility, tourist park, educational establishment, hospital, health care services, rooming accommodation, relocatable home park, residential care facility, resort complex or rural worker's accommodation on land situated between the 20 and 25 ANEF contours;** **(b) short term accommodation, club, community uses, hotel, place of worship or theatre, on land situated between the 20 and 30 ANEF contours; or** **(c) business activities or commercial uses on land situated between the 20 and 35 ANEF contours; incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended**	No acceptable outcome is nominated.	**N/A**

Performance Outcomes	Acceptable Outcomes	Response
design sound levels and reverberation times for building interiors.		
Lighting and Emissions Hazards		
PO_4 The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of: **(a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots;** **(b) interfering with navigation or communication facilities; or** **(c) emissions that may effect pilot visibility or aircraft operations.**	**$AO_{4.1}$** Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve: (a) lighting that shines light above the horizontal; (b) coloured or flashing lights; (c) sodium lights; or (d) flare plumes. **$AO_{4.2}$** Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve configurations of lights in straight parallel lines 500m to 1,000m long. **$AO_{4.3}$** Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.	**N/A**
PO_5 Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport environs overlay maps that may affect pilot visibility or aircraft operation by way of:	In partial fulfilment of the performance outcome: **$AO_{5.1}$** Any cleared vegetation is mulched or removed from the site and not burnt on-site. **$AO_{5.2}$** Any gas plumes do not have peak vertical velocities of more than 4.3m/sec and/or oxygen content of less than 50% of ambient levels.	**Complies – can be conditioned to comply**

Performance Outcomes	Acceptable Outcomes	Response
(a) gas plumes; **(b) particulate emissions (e.g. dust or smoke); or** **(c) electromagnetic field radiations.**		
Development within the Public Safety Area		
PO_6 Development does not introduce or intensify uses within the public safety area shown on the Airport environs overlay maps which are likely to increase risks to public safety.	**$AO_{6.1}$** Premises are not developed for: (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 correctional 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.	**N/A**

Performance Outcomes	Acceptable Outcomes	Response
Potential Wildlife Hazards[5]		
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.**	**AO7.1** The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps: (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. **AO7.2** The following uses are located within the 3km bird and bat strike zone shown on the Airport environs overlay maps only where all food/waste holding areas and receptacles are contained and covered: (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). **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:	**Complies**

Performance Outcomes	Acceptable Outcomes	Response
	(a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. **$AO_{7.4}$** Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay Maps. **$AO_{7.5}$** Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.	
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**

Neighbourhood Character Overlay Code

Table 8.3.2:1 – Neighbourhood Character Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Carports and Garages		
PO1 When viewed from a public place ancillary buildings such as garages and carports: **(a) are subservient to existing buildings on the site;** **(b) do not detract from the character or appearance of existing buildings; and** **(c) are consistent with the overall character of the local streetscape.**	**AO1.1** New garages, carports or outbuildings are: (a) set back equal to or behind the front building line[30] of the primary building on the site; (b) have a lower height than the primary building on that site and on adjoining properties that have frontage to the same street; and (c) have a roof pitch that is the same as the primary building on that site. The diagrams at the end of this code illustrate the acceptable outcome.	**Alternate Outcome – Complies with PO – the garage of Unit 1 is located closest to the front boundary, however the subject site is a hatchet lot and is not visible from the street and therefore would not impact the streetscape character. Noting also that the Unit 1 garage is setback from the Unit 1 front building line when viewed from the shared internal driveway.**
Reconfiguring a Lot[31]		
PO2 Reconfiguring a lot, including boundary rearrangements, retains neighbourhood character values through: **(a) retention of existing Neighbourhood Character Places;** **(b) maintaining prevailing subdivision patterns and arrangements that contribute**	**AO2.1** Existing Neighbourhood Character Places are retained wholly within a single lot facing the street. **AO2.2** Where in a residential zone lots have sufficient area and dimensions for a rectangular shaped building envelope with dimensions for: (a) a dwelling house that faces the street setback from the road equal to or greater distance than existing houses on adjoining lots;	**N/A**

to the existing streetscape character. **Editor's note –** **Consideration of prevailing subdivision patterns and arrangements includes, but is not limited to:** • **grain of subdivision established by combination of street/block patter, orientation, spacing and alignment of surrounding streets and laneways;** • **regular shaped lots and dimensions;** • **frontage width that enables resultant development to maintain a consistent repetition (rhythm) in the streetscape including setbacks, spacings and orientation of buildings.**	(b) ancillary buildings and structures, including garages, covered carports and decks, setback equal to or behind the front building line of the proposed dwelling house; (c) private open space and recreation area; (d) vehicle access and on-site car parking in accordance with the Transport , Access and Parking Code.	

Diagram 8.3.2:1: Carport/garage location and roof pitch

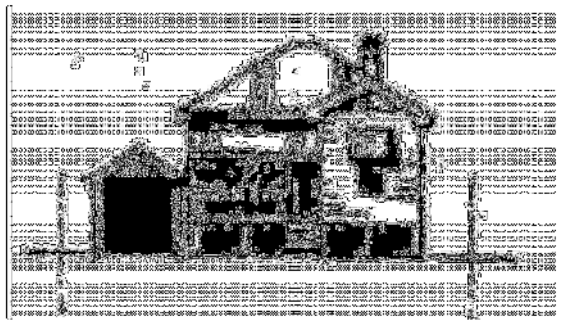


Diagram 8.3.2:1: Carport/garage location and roof pitch

Table 8.3.2:2 – Neighbourhood Character Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Demolition, Removal (which includes relocation within a site) of a Neighbourhood Character Place (as defined in Schedule 6 PSP No. 7 – Neighbourhood Character Places) – whether or not as a consequence of New Development.[32]		
PO1 The Neighbourhood Character Place is retained unless: **(a) it is structurally unsound and uneconomically repairable; or** **(b) does not make a positive contribution to the character of the local streetscape.** **Note: See the Neighbourhood Character Assessment within Appendix 2 of Planning Scheme Policy No.1 – Development Application Requirements for further guidance.[33]**	**AO1** The Neighbourhood Character Place is retained.	**N/A**
PO2 The relocation of a neighbourhood character place within a site is consistent with the local streetscape pattern and does not otherwise detract from the character or amenity of the local area.	No acceptable outcome is nominated.	**N/A**

Extensions or Alterations		
PO3 **A neighbourhood character place is not raised or enclosed underneath.**	No acceptable outcome is nominated.	**N/A**
PO4 **Development, including extensions or alterations and ancillary buildings such as garages and carports, when viewed from a public place:** **(a)** **is subservient to existing buildings both on the site and adjacent sites;** **(b)** **is not obtrusive in the local streetscape;** **(c)** **consistent with the overall character of the existing buildings in the local streetscape;** **(d)** **utilises materials that are consistent with the fabric of the existing building; and** **(e)** **does not detract from the character or appearance of existing buildings.**	No acceptable outcome is nominated. Note: The diagrams at the end of this code include examples of how this may be achieved.	**N/A**
PO5 **New buildings and extensions incorporate siting and**	**AO5.1** New buildings and extensions are:	**N/A**

setbacks which are consistent with the local streetscape pattern.	(a) setback from any adjoining public place: (i) more than the existing buildings on the premises; or (ii) an equal or greater distance that the buildings on adjoining properties. (b) of a lower or equal height to buildings on adjoining properties.	
Design and Form of New Development Generally[34]		
PO6 The form, scale and design of the development are consistent with, and sympathetic to the local streetscape and character of the surrounding area, having regard to: **(a) bulk and scale;** **(b) height;** **(c) setbacks, siting and landscaping;** **(d) horizontal and vertical articulation;** **(e) roof lines;** **(f) building openings;** **(g) orientation;**	No acceptable outcome is nominated.	**Complies – The proposed development is located on a rear hatchet lot and is not visible from the street. Therefore it does not contribute to or conflict with the established streetscape character.** **Nonetheless, the development has been designed to be consistent with the surrounding local character. The design of the unit buildings consist of high quality materials and varied finishes including brick and weatherboard walls, as well as decorative slats and roof gables along the southern street-facing elevations of all proposed units.**

(h) materials and architectural detailing; **(i) eaves and awnings; and** **(j) access and on-site parking.** **Note: See the Neighbourhood Character Assessment within Appendix 2 of Planning Scheme Policy No.1 – Development Application Requirements for further guidance.[35]**		
PO7 The form, bulk, scale, roof lines, setbacks, height, orientation, materials, articulation, fenestration, finishes and detailing of the development: **(a) where they relate to the development of premises containing or adjacent to a Neighbourhood Character Place as listed in Schedule 6 Planning scheme policies, SC6.7.2, are sympathetic to and respectful of:** **(i) the significance of the place; and** **(ii) the contribution of the place to the Local Streetscape and**	No acceptable outcome is nominated.	**Complies – The proposed development has been designed to avoid any impact to the adjoining neighbourhood character places, incorporating compliant setbacks, building height and site cover. As discussed above, the unit buildings consist of high quality materials and varied finishes to blend in with the surrounding built form and positively contribute to the established neighbourhood character.**

heritage of the surrounding area. **(b) where the circumstances in (a) do not apply:** **(i) are sympathetic to and respectful of the Local Streetscape; and** **(ii) do not detract from the appearance of retained existing buildings on the premises when viewed from a public place.**		
PO8 Particular consideration must be given to: **(a) the compatibility of the character, appearance, location, height and bulk of the development with those aspects of existing premises on the site and/or in the Local Streetscape;** **(b) preventing irreversible damage to the significance, including character, of the place and the Local Streetscape;** **(c) the incorporation of materials and features, such as windows and doors, that are compatible with the style of the**	No acceptable outcome is nominated.	**Complies – The proposed development is compatible with the character and amenity of the local streetscape, as discussed above.**

majority of buildings in the Local Streetscape; and **(d) the retention of special features of the place.**		
PO9 Elements within the road reserve that make a positive contribution to the local streetscape are retained.	In partial compliance with the performance outcome: **AO9.1** Existing bluestone kerbing and channelling is retained. **AO9.2** Existing street trees and street furniture are retained and are not adversely affected.	**Complies**

SCHEDULE A

EXAMPLES OF DEVELOPMENT THAT DOES AND DOES NOT RESPECT THE SIGNIFICANCE OF THE PLACE AND AREA

(1) SYMPATHETIC INFILL – DETACHED HOUSE

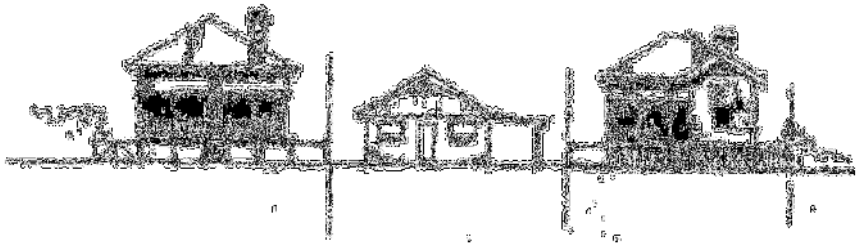
(a) Carport not dominant.
(b) Roof – eight and pitch compatible with neighbours.
(c) No use of replicated details.
(d) Front of House addresses the street.
(e) Traditional elements such as verandahs and roof overhangs reinterpreted on contemporary idiom.

(2) SYMPATHETIC INFILL – 1 TO 2 STOREY APARTMENTS

(a) Roof pitch and material compatible with neighbours.
(b) Contemporary use of materials:
  (i) flat roof to 'verandah';
  (ii) no face brick; and
  (iii) range of cladding textures and patterns.
(c) Car parking not prominent.
(d) Basic scale and massing compatible with the streetscape.

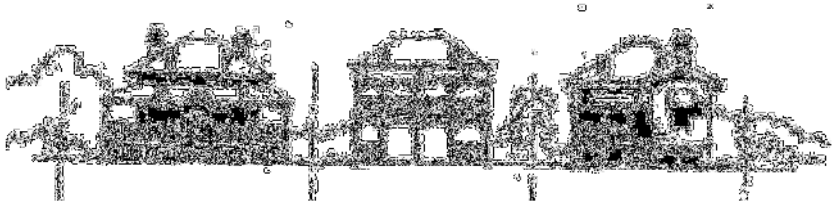
(3) UNSYMPATHETIC INFILL – 1 STOREY DETACHED HOUSE

(a) Roof and wall Height not compatible with neighbours.
(b) Window proportions not compatible with neighbours.
(c) Traditional elements such as verandahs and window hoods not incorporated.
(d) Carport roof form not sympathetic to neighbours.



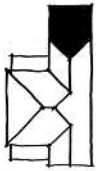
(4) UNSYMPATHETIC INFILL – 2 STOREY DETACHED HOUSE

(a) Replicated ornamentation not recommended.
(b) Non-traditional use of traditional elements for example two (2) storey verandahs not common, identical upper and lower verandah treatment not common, elaborateness of decoration not common.
(c) Lack of overhangs to roof.

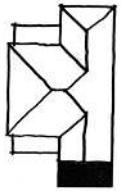


(5) DWELLING ADDITIONS

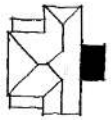
RECOMMENDED
Rear Pavilion Addition



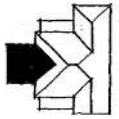
RECOMMENDED
Rear Wing Addition



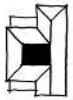
NOT RECOMMENDED
Front Wing Addition



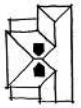
NOT RECOMMENDED
Lean-To Addition



RECOMMENDED
Side Wing Addition



NOT RECOMMENDED
'Cape Cod' Roof Addition



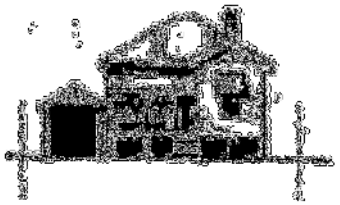
NOT RECOMMENDED
Front Dormer

SCHEDULE B

EXAMPLES OF APPROPRIATE MODIFICATIONS FOR ANCILLARY BUILDINGS

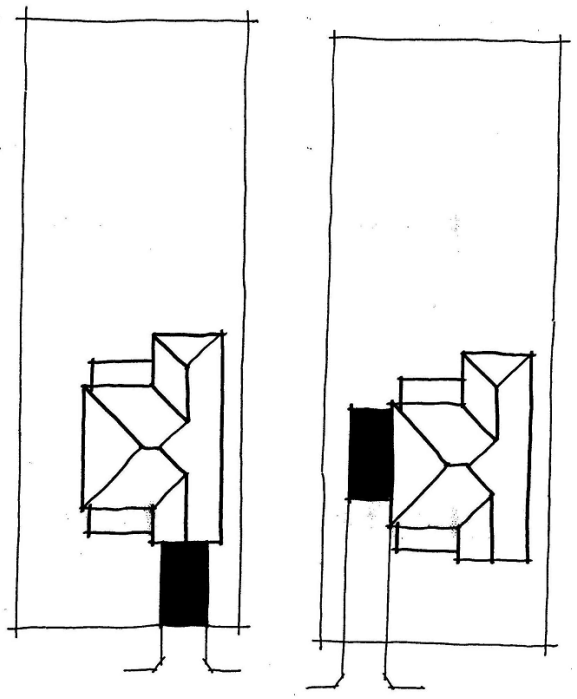
(1) GARAGES/SHEDS

NOT RECOMMENDED
Attached Lean-To



RECOMMENDED
Gambrel Gable Roof

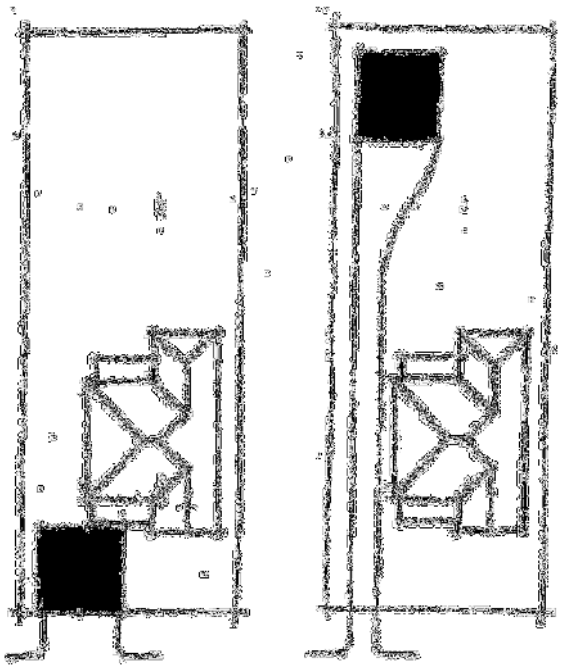
(2) GARAGES/CARPORTS LOCATIONS



NOT RECOMMENDED
Car accommodation in front of building line

RECOMMENDED
Car accommodation behind building line

(3) GARAGES/CARPORTS LOCATIONS



NOT RECOMMENDED
Car accommodation in front of building line

RECOMMENDED
Car accommodation set back from street