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Town Planning Report

APPROVED LOT 2 (RAL/2026/2732) NEW ENGLAND HIGHWAY, HIGHFIELDS QLD 4352

Town Planning Report

APPROVED LOT 2 (RAL/2026/2732) NEW ENGLAND HIGHWAY, HIGHFIELDS QLD 4352

- Development Permit for a Material Change of Use for Warehouse (Self-storage Facility - 130 Units).

Assessable Development (Impact Assessment)

Prepared by Property Projects Australia Pty Ltd
Prepared for Highfields Sheds Pty Ltd

2 September 2026

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1. EXECUTIVE SUMMARY

Table 1 – Site Details

Applicant:	Highfields Sheds Pty Ltd C / - Property Projects Australia
Address of Site:	Approved Lot 2 (RAL/2026/2732) New England Highway, Highfields QLD 4352 ("the development area") Refer to Figure 1
Property Description:	Part of Lot 3 on RP161523
Area of Site:	■ Lot 3 on RP161523: 7,869m² ■ Approved Lot 2 (RAL/2026/2732): 5,498m²
Easement:	The site is burdened by Easement D on RP162066 which benefits Toowoomba Regional Council for the purposes of trunk water infrastructure. An access easement burdening Approved Lot 1 in favour of Approved Lot 2 for access purposes was granted by Toowoomba Regional Council as part of the recent Development Approval (RAL/2026/2732) issued over the subject site.
Land Owner:	Highfields Sheds Pty Ltd Refer to Appendix A
Regional Plan:	The site is located within the Urban Footprint of the South East Queensland Regional Plan (Shaping SEQ) and the Priority Living Area (PLA) of the Darling Downs Regional Plan. Refer to Appendix A
Planning Scheme:	Toowoomba Regional Planning Scheme – Version 29 ("the planning scheme")
Zone:	Low Density Residential Zone – Park Residential Precinct Refer to Figure 2
Local Plan:	Highfields, Meringandan and Meringandan West Local Plan Area
Overlays:	The subject site is mapped to be affected by the following overlays: ■ Airport Environs Overlay ○ 13km Wildlife Hazard Buffer Zone ■ Water Resources Catchment Overlay ○ Water Resource Catchment
Proposal Overview:	The proposed development involves the establishment of a Warehouse (Self-storage Facility) on Approved Lot 2 (RAL/2026/2732).

	Specifically, the proposed development involves the following: ■ Construction of a 2,237.74m² automated Self-storage Facility across three (3) buildings, identified as Building A, Building B, and Building C: ○ Building A is one (1) storey and has a total GFA of 439.98m² comprising of fourteen (14) 26.25m² storage units and one (1) 52.5m² storage unit; ○ Building B is one (1) storey and has a total GFA of 1,294.69m² comprising 89 storage units, ranging in size from 4.5m² to 52.5m². ○ Building C is one (1) storey and has a total GFA of 503.07m² comprising nineteen (19) 18m² storage units and seven (7) 21m² storage units. ■ Provision of eighteen (18) car parking spaces, including one (1) PWD space. ■ Internal vehicle circulation area, accessible from the existing crossover to New England Highway. ■ Provision of 519.46m² (9.45% of site area) of landscaping around the perimeter of the development site area (5,498m²). Refer to Section 2.0 for further information.
Aspects of Development:	■ Development Permit for a Material Change of Use for Warehouse (Self-storage Facility – 130 Units).
Category of Assessment:	☒ Impact Assessment
Assessment Manager:	Toowoomba Regional Council
Referral Agency:	This development application triggers a referral to the State Assessment and Referral Agency under the following provision of the Planning Regulation 2017: ■ Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Material Change of Use of Premises near a State transport corridor.

Figure 1 – Context Plan – Aerial

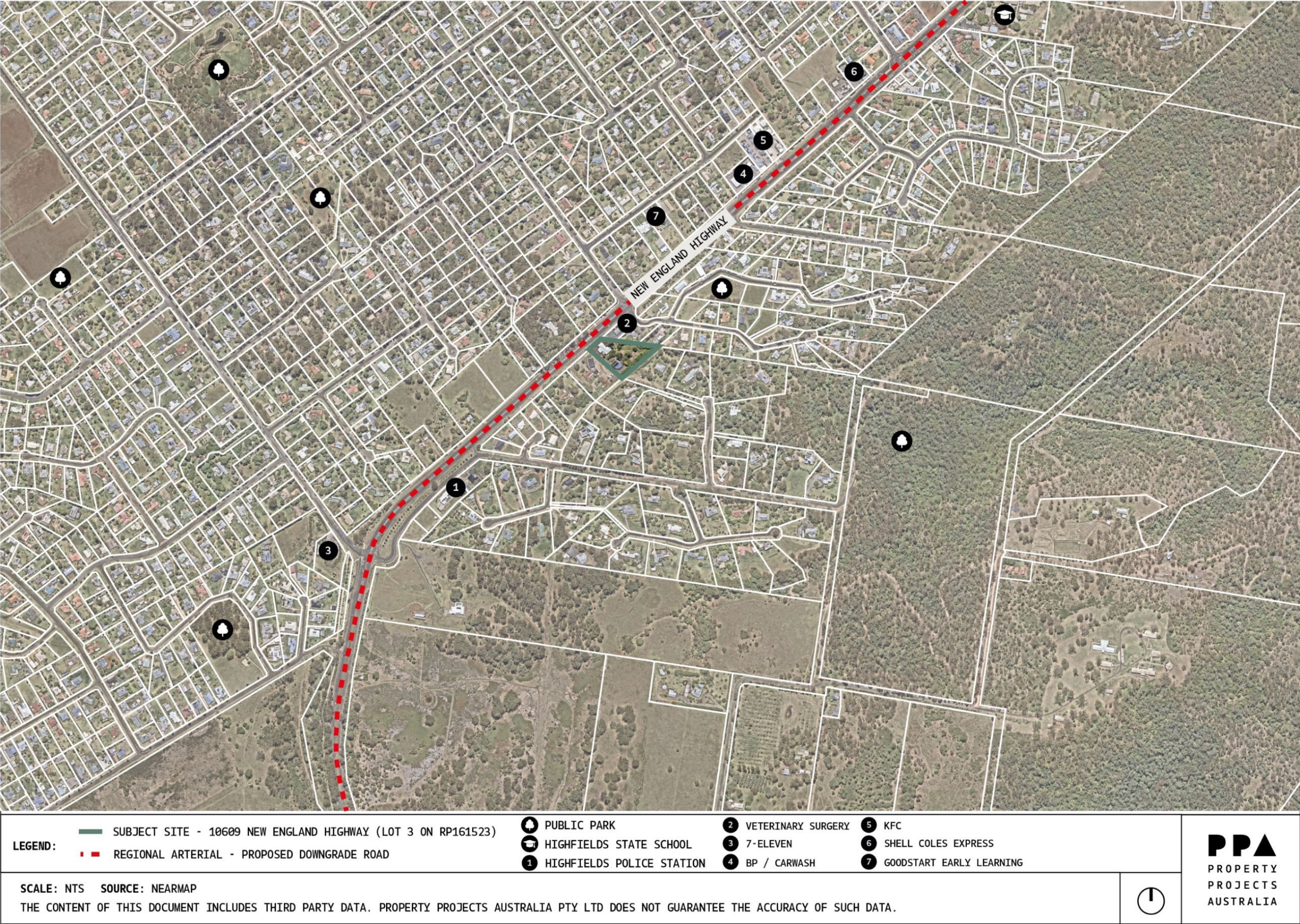
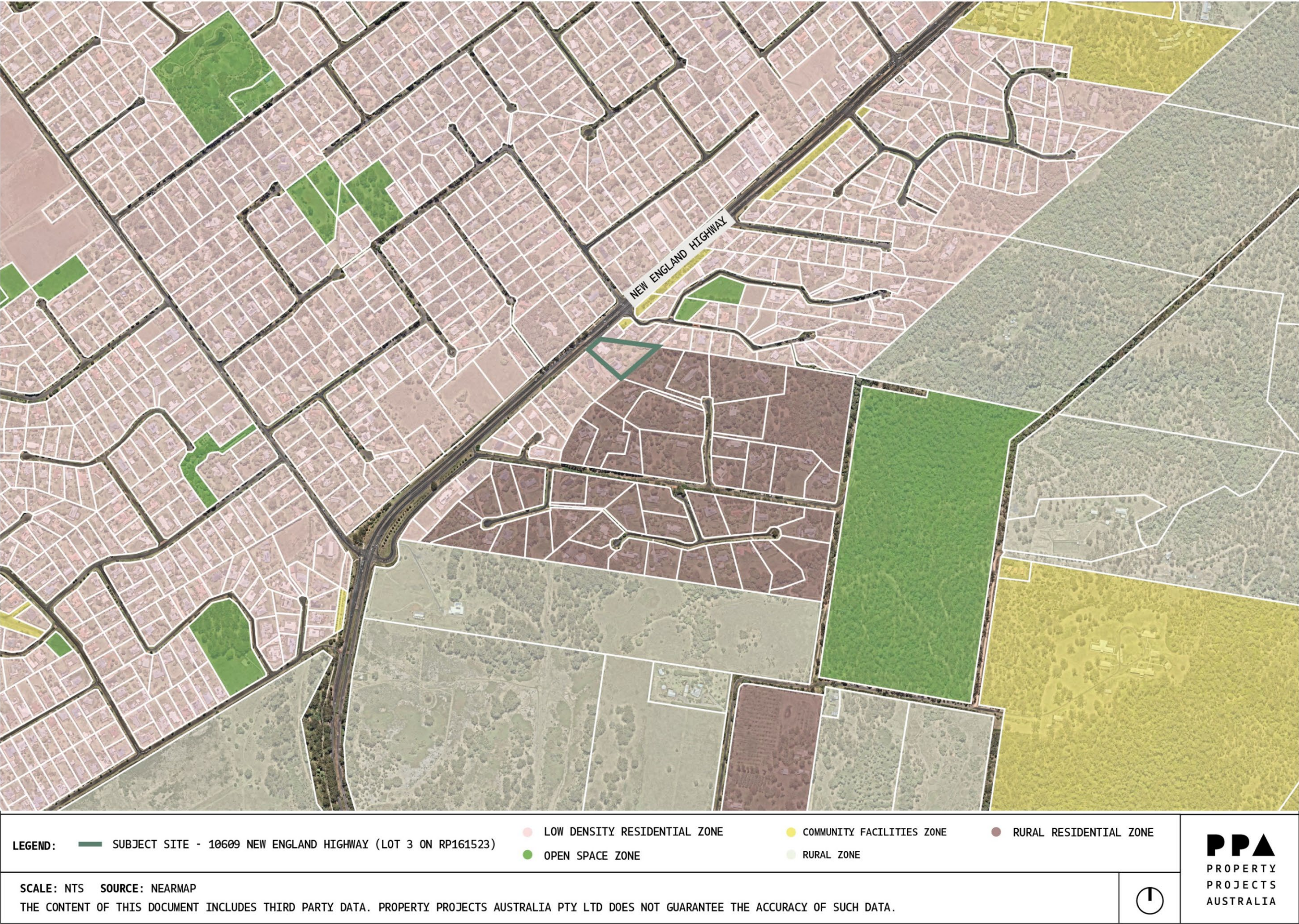


Figure 2 – Context Plan – Planning Scheme



2. DEVELOPMENT PROPOSAL

2.1. Site Overview

The development area comprises Approved Lot 2, which was approved as part of Development Approval RAL/2026/2732. As the relevant Plan of Subdivision has not yet been registered, the development area presently forms part of 10609 New England Highway, Highfields (Lot 3 on RP161523) (**Extract 1**), which has a total area of 7,869m². For clarity, Approved Lot 2 (**Extract 2**) is referred to throughout this report as the 'development area', while Lot 3 on RP161523 is referred to as the 'subject site'.

The subject site benefits from a frontage of approximately 40m to New England Highway which is recognised as a Regional Arterial (Proposed Downgrade) under Council's Road Hierarchy. At the State level, New England Highway is recognised as a State Controlled Road. Access to the site is currently provided via a left-in / left-out driveway crossover along the north western boundary of the site.



Extract 1 – Subject Site (Lot 3 on RP161523)
Source – Queensland Globe

The approved plan associated with Development Approval (RAL/2026/2732) is illustrated within **Extract 2**.

2.3. Planning Framework

The Applicant seeks to establish a new Warehouse (Self-storage Facility) on the subject site. Specifically, the development application seeks the following aspect of development:

- Development Permit for a Material Change of Use for Warehouse (Self-storage Facility – 130 Units).

The development area is located within the Low Density Residential Zone and the Highfields, Meringandan and Meringandan West Local Plan Area under the Toowoomba Regional Planning Scheme 2012.

In accordance with Table 5.5.1 of the planning scheme, the proposed Material Change of Use triggers assessable development subject to impact assessment.

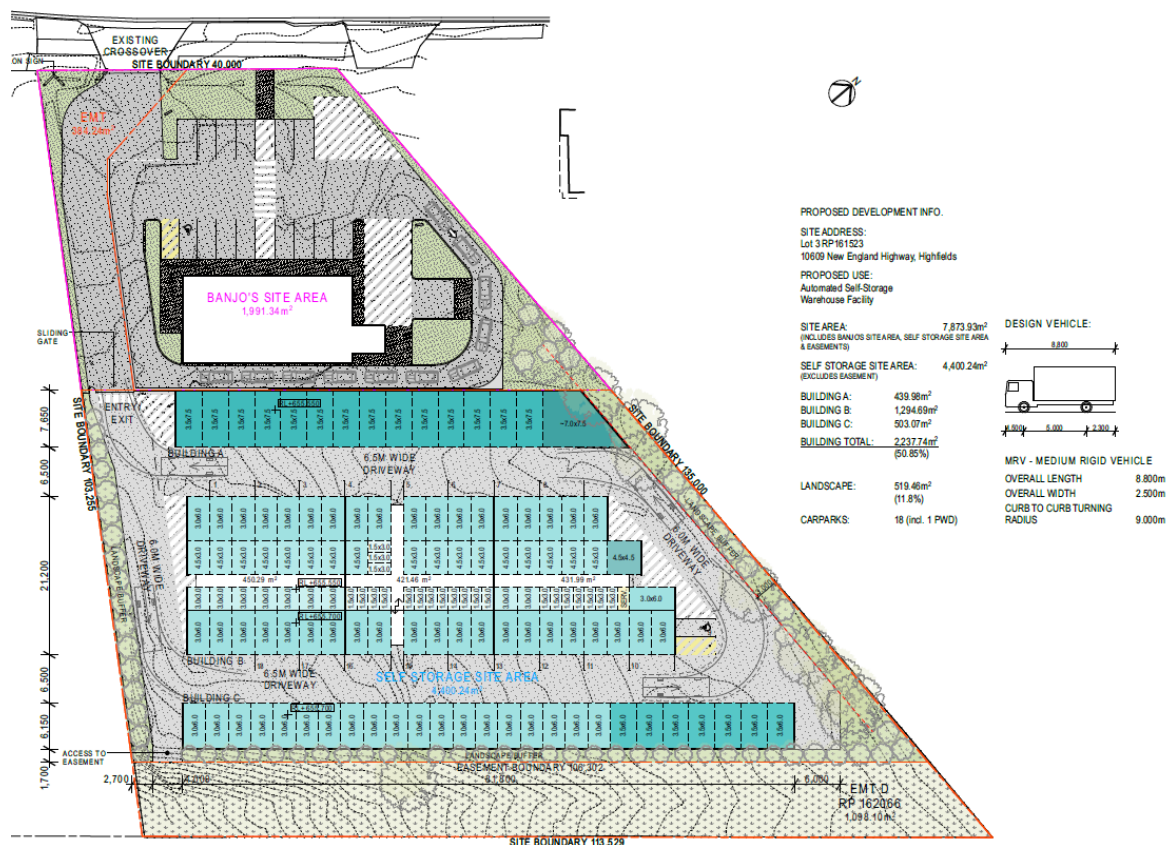
The development area is also located along New England Highway, being a State-controlled road and State transport corridor. Accordingly, the development application triggers referral to the State Assessment and Referral Agency under the following provisions of the Planning Regulation 2017:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Material Change of Use of Premises near a State transport corridor.

2.4. Proposed Development – Warehouse (Self-storage Facility)

The proposed development involves establishing a Warehouse (Self-storage Facility) (**Extract 3**) on the Approved Lot 2 and involves the following key components:

- 130 storage units with a total GFA of 2,237.74m² across three (3) buildings (Building A, Building B, and Building C);
 - Building A is one (1) storey and has a total GFA of 439.98m² comprising of fourteen (14) 26.25m² storage units and one (1) 52.5m² storage unit;
 - Building B is one (1) storey and has a total GFA of 1,294.69m² comprising 89 storage units, ranging in size from 4.5m² to 52.5m².
 - Building C is one (1) storey and has a total GFA of 503.07m² comprising nineteen (19) 18m² storage units and seven (7) 21m² storage units.
- 18 car parking spaces including one (1) PWD space;
- Provision of 519.46m² (9.45% of site area) of landscaping (excluding the easement area along the south eastern boundary) around the perimeter of the development site area (5,498m²); and
- Vehicle access to the proposed Warehouse facility will be via Access Easement (RAL/2026/2732).



Extract 3 – Proposed Site Plan (SD-1002 – Revision P3)
Source – Bones Studio

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

2.5. Land Use & Operation

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

Table 2 – Land Use & Operation Summary

Aspect	Response
Defined Use:	The proposal is defined as a Warehouse under the planning scheme, which is defined as follows: The use of premises for: - storing or distributing goods, whether or not carried out in a building; or - the wholesale of goods, if the use is ancillary to the use in (a). Examples include: Self-storage Facility, Storage Yard
Hours of Operation:	The proposed Warehouse (Self-storage Facility) will operate twenty four (24) hours and seven (7) days per week. Access to

	the storage facility will be restricted through the use of a unique code or swipe system.
Scale:	The proposed development will contain 130 storage units.
Vehicle Access:	Vehicle access for the development will be provided via the existing Left-in / left-out 7.5m wide driveway crossover to New England Highway. The access easement which formed part of the Development Approval (RAL/2026/2732) recently issued by Council will provide formal access through Approved Lot 1. Refer to the Traffic Impact Assessment provided at Appendix E for further information.
Car Parking:	The proposed development incorporates eighteen (18) car parking spaces, including one (1) PWD space.
Waste Storage / Servicing:	The proposed site layout facilitates access and manoeuvring by a Medium Rigid Vehicle (MRV). Given the nature of the proposed use, a designated waste storage area has not been included. Refer to the Traffic Impact Assessment provided at Appendix E for further information.

2.6. Design

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

Table 3 – Design Summary

Design:	
Building Form:	The proposal involves a maximum building height of one (1) storey and 4.0m above ground level.
Setbacks:	The proposed development includes the following boundary setbacks (measured to the boundaries of Approved Lot 2): ■ North Western Boundary: 0.0m (Built to boundary) ■ North Eastern Boundary: 3.000m ■ South Eastern Boundary: 11.7m (approximately) ■ South Western Boundary: 6.869m Refer to the Proposal Plans in Appendix B for further information.
Materials & Finishes:	The proposed development will be constructed of primarily steel structure and concrete tilt panel. The building will be provided with articulation through variations in the painted finish of the development. Refer to the Proposed Plans in Appendix B for further information.
Landscaping:	The proposed development features 519.46m ² or 9.45% of the development area (5,498m ²) dedicated to landscaping. In addition, the proposed development retains the existing landscaping located

	within the easement area that runs along the south eastern boundary of the site.
Earthworks & Retaining:	Minor earthworks are required to establish the new building pad and to construct the stormwater drainage infrastructure within the site. A concept bulk earthworks layout plan has been included within the Civil Engineering Report in Appendix C. Standard conditions can be imposed to ensure earthworks and any retaining requirements comply with the relevant standards as part of the detailed design and operational works phase.

2.7. Infrastructure, Services and Assets

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

Table 4 – Infrastructure, Services and Assets

Aspect	Response
Water:	Toowoomba Regional Council's mapping identifies an existing 100mm diameter AC water main and a 200mm diameter PVC-O water main along the western side of the New England Highway. A standard condition can be imposed to ensure the development is appropriately connected to the reticulated water supply. Please refer to the Civil Engineering Services Report at Appendix C for further information.
Sewer:	Due to the nature of the proposed land use, it is not anticipated that any sewerage will be generated from the proposed development. Please refer to the Civil Engineering Services Report at Appendix C for further information.
Stormwater Quantity:	The site drains to two (2) existing catchments. Catchment A discharges to an existing gully pit on the southern side of the New England Highway, while Catchment B drains south east towards the existing easement (Easement D on RP162066). A new private pit and pipe network will capture flows, excluding the easement and landscaped areas, up to the 10% AEP event and convey them towards the existing drainage system within the New England Highway. Larger flows will continue overland to the existing natural discharge locations. An underground detention tank providing approximately 207.4m³ of storage during the 1% AEP event is proposed to prevent worsening of downstream peak flows. DRAINS modelling demonstrates that post development peak flows will be maintained at or reduced below existing levels at both discharge locations. The proposed

Aspect	Response
	system therefore maintains lawful points of discharge, subject to detailed design. Please refer to the Stormwater Management Plan at Appendix D for further information.
Stormwater Quality:	The development is required to achieve the applicable State Planning Policy water quality objectives, comprising minimum pollutant load reductions of 85% for total suspended solids, 60% for total phosphorus, 45% for total nitrogen and 90% for gross pollutants. The proposed treatment train comprises six (6) StormSack filters installed within inlet pits and five (5) full height AtlanFilter cartridge systems installed within the underground AtlanVault detention and stormwater quality tank, or equivalent devices. MUSICX modelling predicts reductions of 85.76% for total suspended solids, 78.09% for total phosphorus, 58.31% for total nitrogen and 100% for gross pollutants. The proposed treatment system therefore achieves or exceeds all applicable water quality objectives. Please refer to the Stormwater Management Plan at Appendix D for further information.
Electricity, Data and Telecommunications:	The development will be connected to existing electricity, data and telecommunications infrastructure in the vicinity of the subject site. Standard conditions of approval can be applied to ensure connections are provided in accordance with the relevant requirements.

2.8. Supporting Information

The following information has been prepared in support of the development application:

2.8.1. Civil Engineering

A Civil Engineering Services Report (**Appendix C**) and a Stormwater Management Plan (**Appendix D**) have been prepared by Hurley Consulting Engineers. The key findings of the reports are outlined below:

- Filling and excavation are proposed to establish building pads, internal driveways and stormwater infrastructure. Retaining walls will be up to approximately 1.4m high, with batters generally incorporated into landscaped areas. Final site levels will be confirmed during detailed design.
- Construction phase stormwater quality will be managed through appropriate erosion and sediment controls consistent with the International Erosion Control Association's best-practice guidance.

- A new pit and pipe network will direct runoff to an underground detention and stormwater quality tank. Modelling demonstrates that the system will reduce peak flows at both discharge locations, while ATLAN filter baskets and cartridge systems will achieve the applicable pollutant reduction objectives.
- The development is expected to generate no sewerage and comparatively low water demand. Existing water infrastructure along the New England Highway can service the development, with final connection arrangements to be confirmed during detailed design.

2.8.2. Traffic Engineering

A Traffic Impact Assessment has been prepared by Modus at **Appendix E**. The key findings of the report are outlined below:

- The proposed self-storage facility is expected to generate up to 10 vehicle trips per hour during the AM peak and 13 vehicle trips per hour during the PM peak. This minor additional traffic load is not expected to materially affect the surrounding road network.
- The development will use the existing crossover to the New England Highway, accessed through the easement approved under RAL/2026/2732. The crossover complies with AS 2890.1 and will operate as a left-in / left-out access.
- The development provides eighteen (18) car parking spaces, including one (1) PWD space. Although below the Planning Scheme rate for a generic Warehouse use, the provision is considered sufficient for the low parking demand associated with Self-storage. The internal layout, sight splays, queueing and Medium Rigid Vehicle servicing arrangements are also deemed acceptable.
- SIDRA modelling confirms that the New England Highway site access will operate within acceptable thresholds in 2027 and 2037. The existing constraints at the New England Highway / Eclipse Court intersection are not caused or materially worsened by the development.
- An auxiliary or channelised left turn treatment is warranted at the New England Highway access and should be delivered before commencement of the use, subject to detailed design and Department of Transport and Main Roads approval.

2.8.3. Acoustic Assessment

A Noise Impact Report has been prepared by CRG Acoustics and is provided at **Appendix F**. The key findings of the report are outlined below:

- With the recommended treatments incorporated, predicted noise from vehicles, door closures and loading or unloading activities will comply with the applicable Background Plus, Acoustic Quality Objective and internal maximum noise criteria at nearby sensitive receivers.

- The report recommends 1.8m and 2.0m high acoustic barriers along the alignments identified in the report. The barriers must be free of gaps and have a minimum surface mass of 11kg/m².
- Driveways and parking areas should have finishes that minimise tyre squeal, drainage grates should be secured against rattling, and a complaints management procedure should be implemented.
- The facility may operate 24 hours a day, seven days a week, provided the recommended mitigation measures are implemented. Any mechanical plant must also be assessed during detailed design and comply with the applicable noise criteria.

2.8.4. Economic Need Assessment

An Economic Needs Assessment has been prepared by Think Economics and provided at **Appendix G**. The key findings of the report are outlined below:

- The trade area is presently served by one (1) Self-storage facility, established in approximately 2008-2009, which features a gross floor area of approximately 1,470m² and approximately 980m² of lettable storage space.
- The trade area population is projected to increase from 11,502 people in 2023 to 14,549 people in 2031 and 17,902 people in 2041.
- The estimated undersupply of lettable self-storage space was approximately 1,704m² in 2023 and is projected to increase to 2,096m² in 2026, 2,738m² in 2031 and 3,993m² in 2041 if no additional supply is established.
- The proposed facility will provide approximately 2,237.74m² of floorspace. The demand assessment is conservative because it excludes commercial demand and demand from Meringandan, which could increase the estimated 2023 undersupply to approximately 2,404m².
- The site is conveniently located within an established non-residential area with exposure and access to the New England Highway. The assessment concludes that there are strong economic, community and planning needs supporting the proposed development at this location.

2.8.5. Landscape Plan

A Landscape Plan has been prepared by Andrew Gold Landscape Architecture and provided at **Appendix H**. The key findings of the report are outlined below:

- The Landscape Plan includes a wide selection of vegetation around the site. The strategic choice serves to buffer the proposed development from adjoining residential properties
- Species such as Tuckeroo and Crows Ash will be planted to provide shade, visual amenity, and softening of the proposed buildings, with mature height of 15m to 25m and canopy widths of 8m.

- Trees such as Blueberry Ash, Pyrus Redspire, and Green Pillar will be used for vertical softening of the building and surrounding developments, with a height range from 8m to 14m and width of 3m.
- Planting varieties like Fraser Island Apple and Lillypilly will provide privacy screening and visual enhancement, with plant heights ranging from 4m to 8m and spacing of 1m to 1.5m.
- Trees such as Ivory Curl and Grevillea Moonlight will be planted for enhanced privacy and visual appeal, with heights of 2.5m to 8m and widths of 2.5m to 5m.
- Varieties like Desert Star, Tar Bush, and Shara will be mass planted to improve the presentation of the building and provide ground coverage, with sizes ranging from 0.2m to 1.2m in height.
- A combination of a security fence, pedestrian gate, and sliding vehicular gate will be incorporated to secure the site. A 1.8m high screen fence will be provided along the north eastern and south western boundary with a security fence along the rear boundary.

3. ASSESSMENT BENCHMARKS

3.1. Compliance with Assessment Benchmarks

The development application involves assessable development subject to impact assessment and, therefore, in accordance with Section 45 of the Planning Act 2016, the assessment of the development application is limited to:

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

3.1.1. State Planning Framework

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

3.1.2. Local Planning Framework

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

4. KEY PLANNING MATTERS

The detailed assessment contained in the appendices demonstrates that the proposed development is consistent with the assessment benchmarks that are relevant to a development application which involves assessable development subject to impact assessment.

The following section provides further discussion regarding key aspects of the proposed development and clearly demonstrates that the proposed development is responsive to the site's context and constraints and, therefore, is an appropriate development outcome.

4.1. Strategic Framework

The Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring that appropriate development occurs in the planning scheme area for the life of the planning scheme. The Strategic Framework includes the following seven (7) themes that collectively represent the policy intent of the scheme:

- (i) Settlement pattern;
- (ii) Natural environment;
- (iii) Community identity and diversity;
- (iv) Natural resources and landscape;
- (v) Access and mobility;
- (vi) Infrastructure and services; and
- (vii) Economic development.

An assessment against the Strategic Framework has been undertaken to the extent relevant and is detailed within **Appendix K**.

Overall, the proposed development largely advances the policy intent of the Strategic Framework and supports the relevant strategic outcomes. To the extent that any aspect of the proposal does not strictly align with a particular strategic outcome, it is considered that there are other relevant matters that support approval of the development application, as detailed in this report.

4.2. Site Context

While the subject site is zoned Low Density Residential, the development area (Approved Lot 2) has historically been occupied by a non-residential land use (swim school) whilst Approved Lot 1 is benefited by an approval for a Food and Drink Outlet (with drive through). The development approval was granted recently, supporting the conclusion that the planning scheme, in this location, does not accurately reflect historic or current land use activities.

The site is positioned on a high exposure site along New England Highway and is adjoined by non-residential land uses, including the Eclipse Park Veterinary Surgery to the north east and Stockman Sheds to the south west.

Figure 1 illustrates the location of existing non-residential land uses along New England Highway and within the Park Residential Precinct of the Low Density Residential Zone, including Highfields Police Station, Goodstart Early Learning Centre, BP Service Station, KFC and Shell Coles Express. These land uses are predominantly community serving and demonstrate the accessibility and convenience supported by a frontage along the New England Highway.

The site context, together with a demonstratable need for the use and absence of offsite amenity impacts (outlined below), it is considered, that on balance, the use of the subject site for non-residential uses is a logical land use planning outcome.

4.3. Suitability of Proposed Land Use

As demonstrated within **Figure 2**, the site is located within the Low Density Residential Zone. Within this zone, a Material Change of Use for Warehouse triggers assessable development subject to impact assessment under the planning scheme. A detailed assessment demonstrating compliance with the zone code has been provided within **Appendix K**, with further information provided below.

For clarity, the purpose and overall outcome (2)(o) of the Low Density Residential Zone outline the following:

- (1) The purpose of the Low Density Residential Zone code is to provide for a variety of low density dwelling types, including dwelling houses and community uses and smallscale services, facilities and infrastructure that cater for local residents.*

The amenity and lifestyle of residents in the Low Density Residential Zone is conserved while providing mechanisms to promote and implement a mix of housing forms at a density appropriate to each locality. Non-residential uses are small scale and low intensity uses that service the day to day needs of the immediate local residential community and do not undermine the viability of a nearby centre.

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

. . .

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

- (i) are accessible to the immediate local residential community they serve;*
- (ii) are located on land with direct access to a road at the distributor, sub-arterial and regional arterial level in the road hierarchy and minimises intrusion of through traffic into local residential streets;*
- (iii) have a built form that is compatible with surrounding residential character and amenity, including:*
 - (a) reuse of existing non-residential premises or*
 - (b) extensions and / or new buildings have height, bulk and scale consistent with intended low density residential built form intent of the zone and compatible with existing streetscape character;*
- (iv) do not have a significant detrimental impact on the neighbourhood amenity expected within a predominantly low density residential environment having regard to sunlight and solar access, privacy, hours of operation, generation*

of odours, noise, waste products, dust, traffic, electrical interference, lighting and visual impacts;
(v) ensure all car parking needs can be met on site, and off-street car parking areas do not dominate the appearance in the streetscape and are landscaped to provide an attractive frontage that maximise pedestrian activity and safety.

The proposed development provides an appropriate response to these provisions for the following reasons:

- The site has direct access to the New England Highway (via an access easement), being a State-controlled road, and is readily accessible to the Highfields community and the broader trade area identified in the Economic Needs Assessment.
- The left-in / left-out access arrangement enables development traffic to enter and leave the site from the New England Highway without travelling through surrounding local residential streets. The Traffic Impact Assessment confirms that the development will generate only low peak hour traffic volumes and will not materially affect the surrounding road network.
- The development comprises three (3) single storey buildings with a maximum height of approximately 4.0m above ground level. The height is substantially below the maximum height contemplated by the zone and, together with the proposed setbacks, landscaping and boundary treatments, provides a built form that responds appropriately to the scale and amenity of the surrounding area.
- Although the proposed floorspace is greater than that ordinarily associated with a small-scale non-residential use, the operational characteristics of Self-storage are low intensity. The facility will have no permanent on-site staff, low traffic and parking demand, limited servicing activity and no material air, odour or waste generating processes. It will also provide a service principally directed to residents and businesses within Highfields and the surrounding trade area.
- The development provides eighteen (18) parking spaces, including one (1) PWD space. The Traffic Impact Assessment concludes that this provision is sufficient to accommodate the practical parking demand generated by the Self-storage facility without reliance on surrounding streets.
- The Environmental Noise Impact Report demonstrates that 24-hour operation can comply with the applicable acoustic criteria, subject to the recommended acoustic barriers and operational controls. The development incorporates landscaping, fencing, setbacks and acoustic treatments to protect the privacy and amenity of adjoining residential land.
- The site is not affected by mapped flood hazard and no significant civil engineering or stormwater constraint has been identified. The Stormwater Management Plan demonstrates that lawful points of discharge can be maintained, post-development peak flows can be reduced to at or below existing levels, and the applicable stormwater quality objectives can be achieved.

On balance, the proposal responds appropriately to the purpose and overall outcomes of the Low Density Residential Zone Code. The site's arterial road access, existing non-residential context, low intensity operational characteristics, demonstrated community need and proposed mitigation measures support the use of the land for the proposed Self-storage facility.

Based on the above, the proposed development aligns with the purpose and relevant overall outcomes prescribed within the Low Density Residential Zone Code.

4.4. Availability of Industrial land

The Highfields, Meringandan and Meringandan West Local Plan and the Low Density Residential Zone Code generally contemplate that Warehouse uses will be established within appropriately zoned industrial land. However, the Economic Needs Assessment at **Appendix G** identifies a limited supply of suitably sized, available and appropriately located industrial land within the trade area.

The trade area identified in the Economic Needs Assessment includes Highfields and the surrounding rural residential communities. The proposed facility is intended primarily to serve demand generated within this area. Toowoomba has been excluded from the trade area because Self-storage is principally a local service and requiring Highfields residents and businesses to travel to Toowoomba would materially reduce accessibility and convenience.

Figure 3 illustrates the subject site's location relative to industrial zoned land within the identified trade area. It also identifies the existing Highfields Ultimate Self-storage facility within the western Highfields industrial precinct.

The Economic Needs Assessment identifies approximately 4,000m² of remaining vacant Low Impact Industry land within that precinct, comprising one (1) approximately 2,000m² lot and two (2) approximately 1,000m² lots. These properties are too small to accommodate the proposed development. The vacant Medium Impact Industry land comprises approximately 25ha across two (2) substantially larger properties of approximately 4.6ha and 20.4ha. These properties are significantly larger than required for the proposal.

The available industrial land therefore provides limited choice in terms of lot size, location and current availability. Use of the Medium Impact Industry land for a low-intensity self-storage facility may also displace land capable of accommodating the higher-impact industrial activities specifically contemplated within that zone.

The existing self-storage facility is already located within the western Highfields industrial precinct. Locating a second facility in the same precinct would provide comparatively limited improvement to the geographic distribution, accessibility and convenience of self-storage services within the wider Highfields community.

Figure 4 identifies industrial zoned land in northern Toowoomba. This land is outside the defined trade area and would not provide a local response to the demand identified within Highfields and its surrounding communities. It is therefore not considered a suitable alternative to the subject site for the purposes of satisfying the identified local need.

The subject site has direct access to the New England Highway (via an access easement), is positioned between and near established non-residential uses, and is of a size capable of

accommodating the proposed facility together with the required access, parking, landscaping, stormwater infrastructure and amenity treatments. Its location allows customers to access the facility without directing traffic through local residential streets.

The Economic Needs Assessment at **Appendix G** identifies an estimated undersupply of approximately 1,704m² of lettable self-storage space in 2023, increasing to approximately 2,096m² in 2026, 2,738m² in 2031 and 3,993m² in 2041 if no additional supply is established. The assessment is conservative because it excludes commercial demand and demand generated by residents of Meringandan.

Although the Economic Needs Assessment was prepared in 2024, the following considerations support its continuing relevance:

- No additional self-storage facility has been identified within the trade area since the assessment was prepared.
- The existing facility remains the only identified self-storage facility within the trade area.
- The zoning and general pattern of non-residential development surrounding the subject site remain materially unchanged.
- The projected population growth and resulting increase in self-storage demand reinforce, rather than diminish, the identified need.

On this basis, the subject site represents a logical and practical location for the proposed Self-storage facility. The proposal responds to an identified local need in circumstances where suitably sized and currently available industrial land is limited, while its location and design allow the use to operate without significant adverse impacts on the surrounding residential area.

Figure 3 – Industrial Land within Trade Area

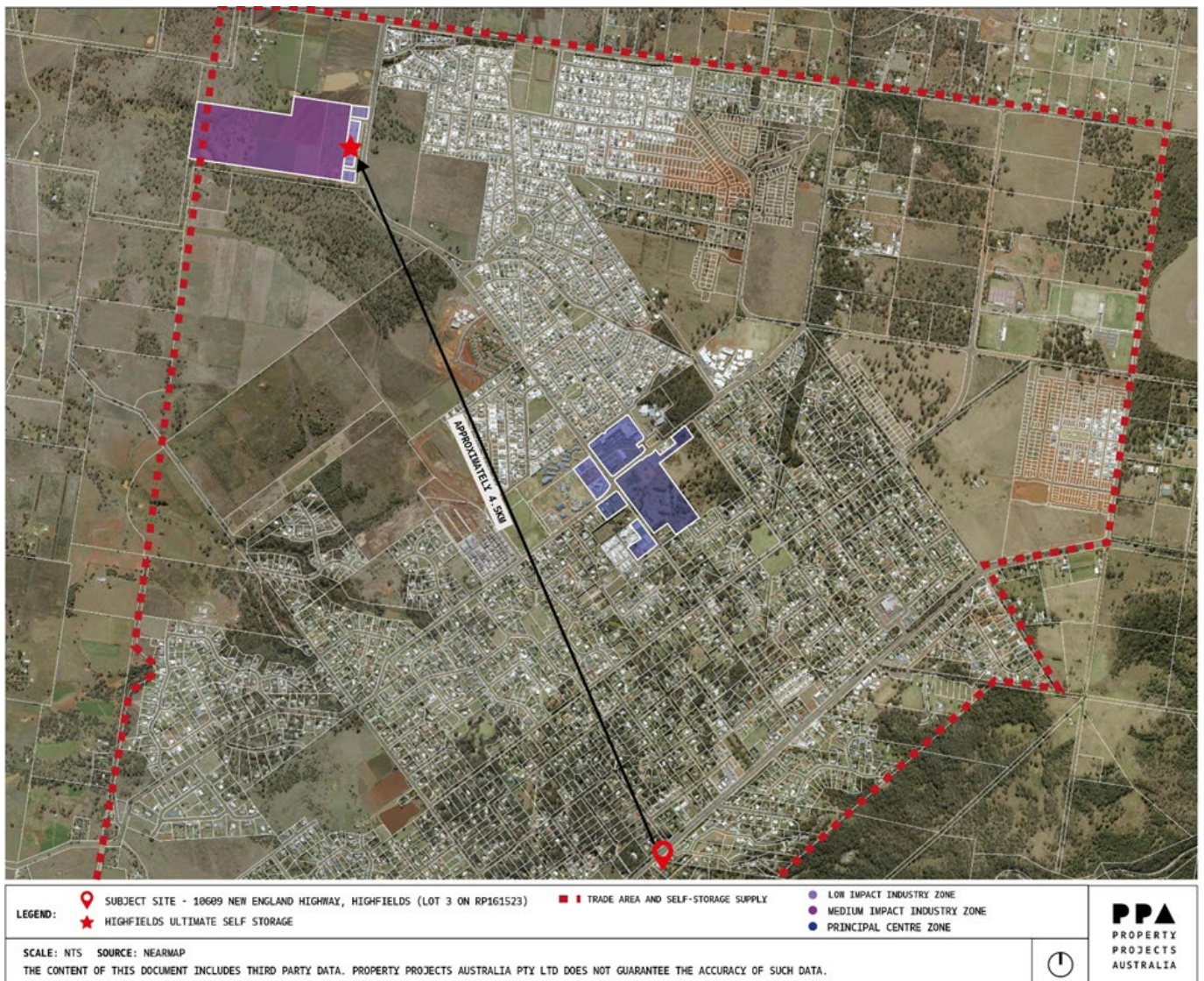


Figure 4 – Industrial Land outside Trade Area



LEGEND:	 SUBJECT SITE - 10609 NEW ENGLAND HIGHWAY, HIGHFIELDS (LOT 3 ON RP161523)  HIGHFIELDS ULTIMATE SELF STORAGE	 TRADE AREA AND SELF-STORAGE SUPPLY  MEDIUM IMPACT INDUSTRY ZONE	PPA PROPERTY PROJECTS AUSTRALIA
SCALE: NTS SOURCE: NEARMAP THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.			

4.5. Built Form and Design

The proposed development comprises three (3) single-storey self-storage buildings arranged around centrally located vehicle circulation, manoeuvring and parking areas. The built form is low-rise and incorporates setbacks, landscaping, fencing and acoustic treatments intended to protect the amenity and privacy of adjoining residential land.

The development is located more than 40.0m from the New England Highway frontage and will be substantially screened from the streetscape by the approved Food and Drink Outlet development on proposed Lot 1. Consequently, the proposed storage buildings and internal parking areas will not dominate the presentation of the broader site to the highway.

The buildings are setback approximately 6.869m from the south western boundary and approximately 3.000m from the north eastern boundary, exceeding the minimum 2.0m side setback identified under the Low Density Residential Zone Code. Landscaping with a minimum width of approximately 3.0m is proposed along these side boundaries.

A 2.0m wide landscaped setback is provided along the rear / south eastern boundary together with the approximately 10.0m wide easement adjoining the rear of the development area, this provides an effective separation of approximately 12.0m between the proposed buildings and the adjoining rear boundary.

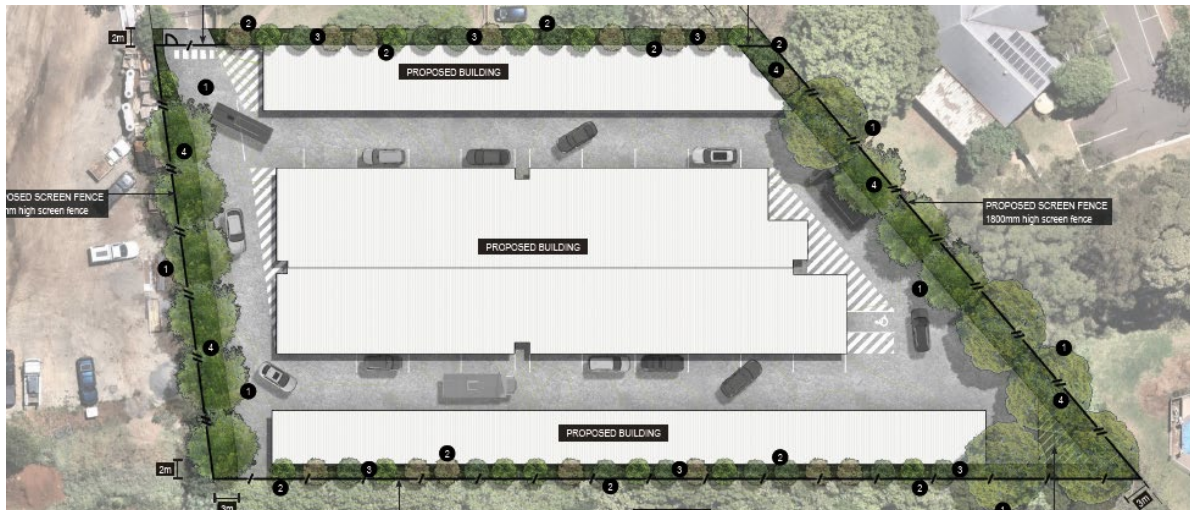
Acceptable outcome A06.1 identifies a maximum building height of two (2) storeys and 8.5m above ground level. The proposed buildings are limited to one (1) storey and approximately 4.0m above ground level. The proposal therefore complies with the acceptable outcome and remains substantially below the maximum height contemplated within the zone.

Overall, the development provides a low-rise and visually recessive built form that responds appropriately to the site's non-residential context and its interface with adjoining residential land.

4.6. Landscaping

Acceptable outcome A05.1 of the Low Density Residential Zone Code requires a minimum 2.0m wide vegetated buffer between non-residential development and adjoining residential premises.

As illustrated in **Extract 4**, the development provides landscaped buffers generally ranging between 2.0m and 3.0m in width along the side boundaries. The side boundary landscaping includes planting intended to progressively screen the proposed buildings, driveways and customer activity from adjoining residential land. A 2.0m wide landscaped area is also provided at the rear of the development and is supplemented by the separation created by the existing easement.



Extract 4 – Proposed Landscape Plan (24.268 – Issue B)
Source – Andrew Gold Landscape Architecture

The proposed landscape treatment therefore meets or exceeds the minimum width identified by A05.1 and provides an appropriate combination of visual screening, built form softening and separation from adjoining residential sites.

Acceptable outcome A05.2 requires a 1.8m high solid screen fence along boundaries adjoining residential sites. The development will incorporate solid boundary treatments together with the acoustic barriers recommended by the Environmental Noise Impact Report at **Appendix F**.

The acoustic report recommends 1.8m high barriers along the nominated south western and rear alignments and 2.0m high barriers along the nominated north eastern alignment. The barriers are to be free of gaps and have a minimum surface mass of 11kg/m².

Where the acoustic recommendations require a barrier higher than the minimum prescribed by A05.2, the acoustic barrier height and construction standard will prevail. The combination of solid acoustic barriers and landscaped buffers will protect the privacy and amenity of adjoining residential properties while reducing the visual prominence of the development.

Accordingly, the proposed landscaping and boundary treatments provide an appropriate response to A05.1 and A05.2 and the corresponding performance outcomes of the Low Density Residential Zone Code.

4.7. Hours of Operation

The proposed development will provide customers with access 24 hours a day, seven (7) days a week. This arrangement provides operational flexibility and reflects the manner in which contemporary Self-storage facilities are commonly used.

The proposed hours of operation do not comply with acceptable outcome A01.1 within Table 6.2.1:2 of the Low Density Residential Zone Code, which limits operating hours to between 6:00am and 9:00pm.

Although the proposal does not comply with acceptable outcome A01.1 of the zone code, it satisfies performance outcome P01 by ensuring that the extended hours of operation do not

adversely impact the amenity or privacy of adjoining residential uses. This is achieved through the following:

- The Environmental Noise Impact Report at **Appendix F** assessed vehicle movements, door closures and loading and unloading activities during the relevant daytime, evening and night-time periods. It concludes that the facility may operate 24 hours a day, seven (7) days a week while complying with the applicable acoustic criteria, provided the recommended treatments and management controls are implemented.
- Acoustic barriers with heights of 1.8m and 2.0m are proposed along the alignments nominated in the acoustic report. These barriers will reduce noise transmission from internal driveways, parking areas and storage unit activity to adjoining sensitive receivers.
- Self-storage is a low intensity use with infrequent customer visits and no permanent on-site staff. Activity during evening and night time periods is expected to be limited and intermittent rather than continuous.
- Driveways and parking areas will incorporate finishes that minimise tyre squeal, while drainage grates within trafficable areas will be securely fixed to prevent rattling.
- A complaints-management procedure will be implemented, including a nominated contact person and procedures for investigating, responding to and reporting the outcome of noise complaints.
- Outdoor lighting can be conditioned to comply with AS 4282 - Control of the Obtrusive Effects of Outdoor Lighting, thereby avoiding unreasonable light spill or glare at adjoining residential properties.
- The proposed building setbacks, landscaping, fencing and acoustic treatments provide physical separation and screening between customer activity areas and adjoining residential premises.
- Any mechanical plant will be selected, designed and installed to comply with the applicable noise criteria, with further acoustic assessment undertaken during detailed design if required.
- Subject to implementation of these measures, the proposed 24-hour operation will not result in an unacceptable reduction in residential amenity or privacy. The development therefore satisfies performance outcome P01 of the Low Density Residential Zone Code.

Consequently, the above measures ensure that the proposed development maintains a level of residential amenity and privacy which is consistent and compatible with the existing environment. As per the above, the proposed development complies with performance outcome P01 of the Low Density Residential Zone Code.

4.8. Car Parking

The minimum parking rate for Warehouse under Table 9.4.6:3 of the Transport, Access and Parking Code is 1.5 spaces per 100m² GFA. This equates to a minimum of 34 parking spaces where involving a GFA of 2,237.74m².

The development provides 18 on-site parking spaces, including one (1) PWD space, resulting in a numerical shortfall of 16 spaces against the generic Warehouse rate under the planning scheme.

The Traffic Impact Assessment at **Appendix E** concludes that the proposed provision is sufficient to accommodate the practical demand generated by the development. In particular:

- self-storage facilities with a lettable area below 3,000m² typically experience parking accumulation of approximately six (6) vehicles or fewer for 95% of the day;
- the facility will have no permanent on-site staff and customer visits are infrequent, generally short in duration and distributed throughout the day;
- the proposed car parking provision substantially exceeds the anticipated peak parking accumulation;
- all parking demand can be accommodated on-site without reliance on surrounding streets; and
- the parking layout, circulation aisles, pedestrian sight splays, queueing provision and PWD space comply with the relevant design requirements of AS 2890.1.

The internal layout can also accommodate access and manoeuvring by a Medium Rigid Vehicle, being the largest vehicle expected to regularly service the facility. Such vehicles can enter and leave the site in a forward direction.

Although the proposed parking provision does not satisfy the numerical acceptable outcome for a generic Warehouse use, it is appropriately aligned with the operational characteristics and demonstrated parking demand of the proposed self-storage facility. The proposal therefore provides sufficient parking to meet anticipated demand and satisfies the corresponding performance outcome of the Transport, Access and Parking Code.

4.9. Other Relevant Matters

The development application is subject to impact assessment. Section 45(5)(b) of the Planning Act 2016 provides that an impact assessment may be carried out against, or having regard to, any other relevant matter.

The following other relevant matters support approval of the proposed development:

- The Economic Needs Assessment at **Appendix G** identifies an undersupply of self-storage floorspace within the Highfields trade area. The proposal will increase local capacity and improve accessibility, convenience, choice and price competition for residents and businesses. Furthermore, the development will retain zoned industrial land, which is

limited within this catchment, for industrial land uses that have potential for greater off-site impacts and / or which are, due to their nature, required to locate within an industrial zone.

- The subject site has direct access to the New England Highway and is located near established non-residential uses, including the Eclipse Park Veterinary Surgery, Stockman Sheds and the approved Food and Drink Outlet on proposed Lot 1. This context distinguishes the site from land located within an established and uniformly residential streetscape.
- The site's New England Highway frontage, location within a mapped Transport Noise Corridor and relationship with adjoining non-residential uses reduce its relative suitability and amenity for conventional residential redevelopment.
- The Traffic Impact Assessment demonstrates that the facility will generate low traffic volumes, provide sufficient on-site parking and avoid directing development traffic through surrounding local residential streets.
- The Environmental Noise Impact Report demonstrates that 24-hour operation can comply with the applicable acoustic criteria, subject to implementation of the recommended barriers and management controls.
- The Civil Engineering Services Report and Stormwater Management Plan demonstrate that the development can be appropriately serviced and that stormwater quantity and quality can be managed without worsening downstream conditions.
- The proposed single-storey built form, setbacks, landscaping, fencing and acoustic treatments provide an appropriate interface with adjoining residential properties. To this end, the development will not have a material impact on the New England Highway streetscape and, to adjoining properties, will not be readily visible or will be screened to mitigate potential visual impacts.
- The review of alternative industrial land demonstrates that the available properties within the trade area are unsuitable because of their size, current availability or location. Industrial land in Toowoomba falls outside the trade area and would not provide an equivalent local service to the Highfields community.

Collectively, these matters demonstrate an identified community and economic need for the facility, an absence of unacceptable off-site impacts and a site context that is capable of accommodating a low-intensity non-residential use.

On balance, the use of the subject site for the proposed self-storage facility represents a logical land-use planning outcome notwithstanding the site's Low Density Residential zoning.

5. CONCLUSIONS AND RECOMMENDATION

This town planning report has been prepared by Property Projects Australia Pty Ltd on behalf of Highfields Sheds Pty Ltd ("the applicant") in support of a development application lodged over land located at Approved Lot 2 (RAL/2026/2732) New England Highway, Highfields QLD 4352 being more formally described as Part of Lot 3 on RP161523.

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

- Development Permit for a Material Change of Use for Warehouse (Self-storage Facility – 130 Units).

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

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

APPENDIX A

Application Documentation and Searches

Prepared by:

Property Projects Australia Pty Ltd

APPENDIX B

Proposal Plans

Prepared by:

Bones Studio

APPENDIX C

Civil Engineering Services Report

Prepared by:

Hurley Consulting Engineers

APPENDIX D

Stormwater Management Plan

Prepared by:

Hurley Consulting Engineers

APPENDIX E

Traffic Impact Assessment

Prepared by:

Modus

APPENDIX F

Environmental Noise Impact Report

Prepared by:

CRG Acoustics

APPENDIX G

Economic Need Assessment Report

Prepared by:

Think Economics

APPENDIX H

Landscape Plan

Prepared by:

Andrew Gold Landscape Architecture

APPENDIX I

State Planning Assessment

Prepared by:

Property Projects Australia Pty Ltd

Table 5 – Response to State Assessment Benchmarks / Matters

Matter / Benchmark	Response
Prohibited Development:	The development is not prohibited development, as established giving consideration to all relevant instruments which can provide prohibitions under the Planning Act 2016 and Planning Regulation 2017. Therefore, the applicant has the right to make a development application under Section 50 of the Planning Act 2016.
Schedule 9 & 10 of the Planning Regulation 2017:	Based on review of Schedule 9 and Schedule 10 of the Planning Regulation 2017, the development application triggers referral to the State Assessment and Referral Agency ("SARA").
Referral Agency:	The proposed development triggers assessable development and referral to SARA under the following provision of the Planning Regulation 2017: ■ Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Material Change of Use of Premises near a State transport corridor. A detailed assessment of the relevant outcomes under State Code 1 has been undertaken within the Traffic Impact Assessment at Appendix E.
Regional Plan:	The site is located within the Urban Footprint of the South East Queensland Regional Plan (Shaping SEQ) and the Priority Living Area (PLA) of the Darling Downs Regional Plan. As identified at Section 2.2 of the planning scheme, the South East Queensland Regional Plan 2023 (ShapingSEQ) and Darling Downs Regional Plan is appropriately integrated into the planning scheme and, therefore, a detailed assessment is not required.
State Planning Policy ("SPP"):	The subject site is mapped as being affected by the following interests under the SPP: ■ Agriculture ○ Agricultural Land Classification – Class A and B ■ Water Quality ○ Water Resource Catchments ■ Natural Hazards Risk and Resilience ○ Flood hazard area – Local Government flood mapping area ○ Bushfire prone area ■ Transport Infrastructure ○ State Controlled Road

Matter / Benchmark	Response
	Section 2.1 of the planning scheme does not identify that the current provisions of the SPP are accurately reflected in the planning scheme. However, the development complies with the SPP because: ■ The site's inclusion within an Agricultural Land Classification is an error because the site is in an established urban area with no agricultural potential. To this end, the development will not impact on the productive capacity of agricultural assets. ■ The stormwater management design objectives for water quality under the SPP have been addressed in the Stormwater Management Plan at Appendix D. Further, the development does not involve a material change of use for intensive animal industry, medium and high impact industry, noxious and hazardous industry, extractive industry or utility installation. ■ The site is not identified under the local government planning scheme mapping as being subject to bushfire or flood hazard. ■ The safety and efficiency of the State controlled transport network have been assessed in the Traffic Impact Assessment at Appendix E.
Temporary State Planning Policy:	The development application is not currently affected by a Temporary State Planning Policy.
The Designation for a Designated Premises:	The premises are not the subject of a designation.
Lawful Use of Premises or Adjacent Premises:	The proposal will not impact on the lawful use of adjoining premises or the subject site.
Common Material:	With respect to the definition of common material provided in the Planning Regulation 2017, the material provided as part of this development application is considered to be sufficient to allow the assessment manager to assess and decide the development application. The development application involves assessable development subject to impact assessment and, therefore, a properly made submission may be made to the assessment manager during the public notification period. Any submissions will be considered at the end of the public notification period. We note that no infrastructure agreement applies to the premises.

APPENDIX J

Local Planning Assessment

Prepared by:

Property Projects Australia Pty Ltd

Table 6 – Category of Assessment

Aspect of Development	Category of Assessment	Assessment Benchmark
Zone – Low Density Residential		
Material Change of Use (Warehouse)	Table 5.5.1 Assessable Development (Impact Assessment) where involving 'Any other use not listed in this table'.	■ The Planning Scheme – including: ○ Low Density Residential Zone Code ○ Industry Uses Code ○ Environmental Standards Code ○ Integrated Water Cycle Management Code ○ Landscaping Code ○ Transport, Access and Parking Code ○ Works and Services Code ○ Highfields, Meringandan and Meringandan West Local Plan Area ○ State Planning Policy (July 2017) Appendix 2 – Stormwater Management Design Objectives
Local Plan – Highfields, Meringandan and Meringandan West Local Plan		
Material Change of Use	Table 5.9:1 No Change	■ Highfields, Meringandan and Meringandan West Local Plan Code
Overlays		
Airport Environs Overlay	Table 5.10:1 No Change	■ Airport Environs Overlay Code
Water Resource Catchments Overlay	Table 5.10:1 No Change	■ Water Resource Catchments Overlay Code

Table 7 – Response to Local Assessment Benchmarks / Matters

Assessment Benchmark	Response
Zone Code	
Low Density Residential Zone Code	A detailed assessment of the relevant outcomes under the Low Density Residential Zone Code has been undertaken at Appendix K .
Local Plan Code	
Highfields, Meringandan and Meringandan West Local Plan Code	A detailed assessment of the relevant outcomes under the Highfields, Meringandan and Meringandan West Local Plan Code has been undertaken at Appendix K .
Overlay Codes	
Airport Environs Overlay Code	A response to the Airport Environs Overlay Code is not warranted in this instance as the proposed development will not impact the operations of the airport. The nature, scale, and location of the development ensure no interference with airport operations, including airspace, safety, or associated activities.
Water Resource Catchments Overlay Code	A detailed assessment of the relevant outcomes under the Water Resource Catchment Overlay Code has been undertaken at Appendix K .
Use Code	
Industry Uses Code	A detailed assessment of the relevant outcomes under the Industry Uses Code has been undertaken at Appendix K .
Development Codes	
Environmental Standards Code	A detailed assessment of the relevant outcomes under the Environmental Standards Code has been undertaken at Appendix K .
Integrated Water Cycle Management Code	A detailed assessment of the relevant outcomes under the Integrated Water Cycle Management Code has been undertaken at Appendix K .
Landscaping Code	A detailed assessment of the relevant outcomes under the Landscaping Code has been undertaken at Appendix K .
Transport Access and Parking Code	A detailed assessment of the relevant outcomes under the Transport Access and Parking Code has been undertaken as part of the Traffic Impact Assessment at Appendix E .
Works and Services Code	A detailed assessment of the relevant outcomes under the Works and Services Code has been undertaken at Appendix K .

State Planning Policy (July 2017) Appendix 2 – Stormwater management design objectives	The State Planning Policy (July 2017) Appendix 2 – Stormwater management design objectives have been considered in the preparation of Stormwater Management Plan (Appendix D).
Temporary Local Planning Instrument	
There is no temporary local planning instrument relevant to this development application.	
Local Government Infrastructure Plan	
The subject site is located inside of the Priority Infrastructure Area and is serviced by three (3) networks. There are no future planned works affecting the site.	

APPENDIX K

Code Response Tables

Prepared by:

Property Projects Australia Pty Ltd

Part 3 – Strategic Framework

Themes and Land Use Strategies

Theme	Applicant Response
STRATEGIC INTENT	
Complies The proposed development contributes to ensuring Highfields will continue to grow as a self-contained community providing a self-storage option in a location that is easy to access and does not require travel to Toowoomba. Residents and small businesses throughout Highfields will benefit from the increase in local self-storage capacity which will enhance accessibility, availability, choice and competition in local supply. The proposed development caters to planned growth identified in the Toowoomba Regional Growth Plan. These growth areas will create an immediate expansion of the existing developed urban area, further consolidating population and population related needs and services within Highfields. The proposed development is not deemed incompatible with the surrounding residential uses, however, in order to ensure the long-term viability of both the uses and surrounding areas, measures to sufficiently mitigate any impacts of the development have been incorporated into its design. The proposed development has considered current and future infrastructure requirements, assessing utility provisions and transport access, concluding that the development is able to sufficiently integrate into the existing infrastructure available to the site, but will not jeopardise the ability of the Toowoomba Regional Council to provide adequate infrastructure in the future. The proposed self-storage facility is able to capitalise on a site that contains existing non-residential land uses, and located along a major transport corridor, while ensuring the prolonged sustainability of the surrounding infrastructure, amenity and economic viability through a thorough assessment of the development's benefits and impacts and is to further the Strategic Intent of the Toowoomba Regional Planning Scheme.	
SETTLEMENT PATTERN	
■ Strategic Outcomes	Complies

	The proposed development contributes to ensuring Highfields will continue to grow as a self-contained community providing a self-storage option in a location that is easy to access and does not require travel to Toowoomba. Residents and small businesses throughout Highfields will benefit from the increase in local self-storage capacity which will enhance accessibility, availability, choice and competition in local supply. The proposed development integrates high-quality landscaping design with an articulated and visually appealing urban form. The proposed development caters to planned growth identified in the Toowoomba Regional Growth Plan. These growth areas will create an immediate expansion of the existing developed urban area, further consolidating population and population related needs and services within Highfields.
■ Element – Network of Towns	Complies The proposed development is situated on a major road (New England Highway) and is well connected to the surrounding commercial uses and essential services via the surrounding road network.
■ Element – Compact Urban Form	Complies We note that the proposed development contributes to a compact urban form as follows: - ■ Consolidating of non-residential activities on a site that contains existing retail / commercial land uses. ■ Providing a development that is capable of being serviced by all urban infrastructure, or where a reticulated sewer connection is not available, an appropriate onsite wastewater treatment solution can be provided. However, given the proposed development being utilised for self storage, provision for onsite wastewater treatment is not required in this instance.
■ Element – Suburban Neighbourhoods	Complies The subject site is located in a suburban neighbourhood. However, the subject site contains existing non-residential land uses. The development has been designed to be low rise and complementary to the character of the low-density residential zone.

■ Element - Urban Neighbourhoods	Not Applicable The subject site is not located in an urban neighbourhood.
■ Element - Centres of Activity	Not Applicable The subject site is not located in a centre. However, the scale and nature of the proposed development does not undermine the hierarchy of centres.
■ Element - Central Business District (CBD)	Not Applicable The subject site is not located in the Central Business District, further the proposed scale and nature of the development does not undermine the primacy of the CBD.
■ Element - Sustainable Urban Development	Complies The layout and design of the proposed development will facilitate a built form that is responsive to the climatic conditions, natural topography and surrounding amenity.
■ Element - Rural Landscape	Not Applicable The development site is not located or adjacent to rural land or uses.
■ Element - Natural Places	Complies The development will not jeopardise the sustainability or amenity of natural environments.
■ Element - Development Constraints	Not Applicable The proposed development is not located on heavily constrained land.
■ Element - Incompatible Land Uses	Complies The proposed development is not deemed incompatible with the surrounding residential uses, however, in order to ensure the long-term viability of both the uses and surrounding areas, measures to sufficiently mitigate any impacts of the development have been incorporated into its design.

NATURAL ENVIRONMENT	
■ Strategic Outcomes	Not Applicable The proposed development is not located within an area identified as containing significant natural environmental value, and has been assessed to ensure that no off-site / 'downstream' impacts are to be generated by the use, with the development deemed to create no negative impacts on areas of natural environmental significance.
■ Element - Protect Ecosystems with Biodiversity Values	Not Applicable The proposed development is not located within an area identified as containing significant natural environmental value, and has been assessed to ensure that no off-site / 'downstream' impacts are to be generated by the use, with the development deemed to create no negative impacts on areas of natural environmental significance.
■ Element - Waterways, Wetlands and Aquifers	Not Applicable The proposed development is not located within an area identified as containing significant natural environmental value, and has been assessed to ensure that no off-site / 'downstream' impacts are to be generated by the use, with the development deemed to create no negative impacts on areas of natural environmental significance.
■ Element - Air Quality	Not Applicable The proposed development is not located within an area identified as containing significant natural environmental value, and has been assessed to ensure that no off-site / 'downstream' impacts are to be generated by the use, with the development deemed to create no negative impacts on areas of natural environmental significance.
■ Element - Climate Change	Not Applicable The proposed development is not located within an area identified as containing significant natural environmental value, and has been assessed to ensure that no off-site / 'downstream' impacts are to be generated by the use, with the development deemed to create no negative impacts on areas of natural environmental significance.

■ Element - Environmental Offsets	Not Applicable The proposed development is not located within an area identified as containing significant natural environmental value, and has been assessed to ensure that no off-site / 'downstream' impacts are to be generated by the use, with the development deemed to create no negative impacts on areas of natural environmental significance.
COMMUNITY IDENTITY AND DIVERSITY	
■ Strategic Outcomes	Complies The proposed development provides a local service for the Highfields community, to ensure its self-reliant and self-contained and does not require residents to travel to Toowoomba to access this service. The Economic Needs Assessment details a key gap in supply for self-storage facilities in Highfields.
■ Element - Rural Community Identity	Not Applicable The subject site is located within a rural community.
■ Element - Toowoomba City Identity	Not Applicable The proposed development is not located within Toowoomba CBD.
■ Element - Urban Design	Complies The proposed development reflects the high-quality urban design expected in the Toowoomba urban area and the high level of landscaping that is present throughout the region.
■ Element - Community Facilities and Services	Not Applicable The proposed development is not for community facilities or services.
■ Element - Sport and Recreation	Not Applicable The proposed development is not for sport and recreation.
■ Element - Urban Parks and Public Spaces	Not Applicable

	The proposed development does not involve urban parks or public spaces.
■ Element - Housing Diversity and Affordability	Not Applicable While located in the low density residential zone, the subject site contains existing non-residential land uses.
■ Element - Cultural Diversity and Heritage	Not Applicable The development site is not a significant heritage or Aboriginal cultural landscape or place. However, the standard duty of care provisions will be required to be satisfied as part of any redevelopment of the subject site.
NATURAL RESOURCES AND LANDSCAPE	
■ Element - Strategic Outcomes	Complies The proposed development will not cause an adverse impact on the environment.
■ Element - Scenic Amenity	Not Applicable The subject site is not identified as an area of high scenic amenity. The proposed development will incorporate landscaping to ensure the streetscape amenity is enhanced.
■ Element - Water Resources	Complies The proposed development will not compromise the protection and conservation of water resources.
■ Element - Sustainable Production	Not Applicable The proposed use is not for rural production.
■ Element - Natural Economic Resources	Not Applicable The proposed development is not anticipated to impact on any extractive resources and associated haulage routes.
■ Element - Stock Routes	Not Applicable

	The proposed development does not directly adjoin a stock route and is not anticipated to impact on the function of any stock routes.
ACCESS AND MOBILITY	
■ Strategic Outcomes	Complies The proposed development will provide pedestrian and vehicle movement via the site access and internal manoeuvring areas.
■ Element - Integrated Transport System	Not Applicable The proposed development does not involve transport infrastructure, proposing internal vehicle manoeuvring areas and access to the transport network via the existing vehicle crossover.
■ Element - Active Transport	Complies There is an existing footpath along the site frontage, and a separate pedestrian access to the site will be maintained.
■ Element - Public Transport	Not Applicable The proposed development does not involve extensions to the public transport network.
■ Element - Road Network	Complies The Traffic Impact Assessment at Appendix E demonstrates that the proposed development provides a safe and functional access to the road network.
INFRASTRUCTURE AND SERVICES	
■ Strategic Outcomes	Complies The development demonstrates that infrastructure exists, or infrastructure can be extended or upgraded to service the development, without impacting on the existing infrastructure network. Where a reticulated sewer connection is not available, an appropriate onsite wastewater treatment solution can be provided. However, given the

	proposed development being utilised for self storage, provision for onsite wastewater treatment is not required in this instance.
■ Element – Coordinated Infrastructure Planning and Delivery	Complies The proposed development is capable of being connected to infrastructure and services in an efficient manner. Where a reticulated sewer connection is not available, an appropriate onsite wastewater treatment solution can be provided. However, given the proposed development being utilised for self storage, provision for onsite wastewater treatment is not required in this instance.
■ Element – Integrating Water Management and Infrastructure	Complies The development application demonstrates that water infrastructure exists. Where a reticulated sewer connection is not available, an appropriate onsite wastewater treatment solution can be provided. However, given the proposed development being utilised for self storage, provision for onsite wastewater treatment is not required in this instance.
■ Element – Waste Water Management Infrastructure and Services	Complies The development application demonstrates that water infrastructure exists. Where a reticulated sewer connection is not available, an appropriate onsite wastewater treatment solution can be provided. However, given the proposed development being utilised for self storage, provision for onsite wastewater treatment is not required in this instance.
■ Element – Utility Infrastructure and Services	Complies The site will be serviced by all essential telecommunications services.
■ Element – Waste Management and Recycling	Complies Self-storage facilities generate little waste so refuse collection is intended to occur from the site frontage via the regular wheelie bin service. However, the swept path assessment in Appendix E demonstrates a service vehicle can access and manoeuvre the site for occasional waste collection by a private contractor.
ECONOMIC DEVELOPMENT	

■ Strategic Outcomes	Complies The proposed development provides commercial consolidation, consumer choice, improved customer accessibility and local employment to the surrounding community, and does not jeopardise the requirements of the Region's future population or the viability of existing commercial operations in the area.
■ Element – Economic Growth	Complies The proposed development will provide increased short- and long-term employment opportunities through construction.
■ Element – Activity Centres and Employment	Not Applicable The subject site is not located in an activity centre.
■ Element – Creative and Knowledge-Based Industries	Not Applicable
■ Element – Tourism	Not Applicable

6.2.1 Low Density Residential Zone Code

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

Performance Outcomes	Acceptable Outcomes	Response
CARETAKER’S ACCOMMODATION		
Not Applicable		
The proposed development does not involve Caretaker’s Accommodation.		
DWELLING UNIT		
Not Applicable		
The proposed development does not involve a Dwelling Unit.		
NON-RESIDENTIAL USES AND BUILDING WORK – SCALE OF USE WHERE INVOLVING THE REUSE OF AN EXISTING BUILDING		
Not Applicable		
The proposed development does not involve an existing building.		
NON-RESIDENTIAL USES AND BUILDING WORK – NOISE AMENITY		
P04 The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or the intended residential streetscape character.	A04.1 New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses.	Complies (A04.1) The proposed development ensures compliance by centrally locating any building plant or air conditioning equipment within the building footprint. Additionally, as the development is significantly set back from the road frontage and incorporates fencing and landscaping, impacts are further mitigated. These measures align with urban design standards and ensure the amenity of adjoining residential uses is preserved. Refer to the Acoustic Impact Assessment at

		Appendix F for further details regarding noise mitigation strategies.
NON-RESIDENTIAL USES AND BUILDING WORK – PRIVACY AND SCREENING		
P05 Non-residential uses provide adequate separation, buffering and screening from adjoining residential premises so that the privacy and amenity of residential premises is protected.	A05.1 A 2m wide vegetated buffer is provided to any vehicle movement and parking areas that adjoin a residential boundary.	Complies (A05.1) Refer to the Landscape Concept Plan at Appendix H and Town Planning Report for further information.
	A05.2 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.	Complies (A05.2) Refer to the Landscape Concept Plan at Appendix H for further information.
	A05.3 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.	Not Applicable (A05.3) The proposed development does not include windows with direct views into adjoining residential buildings. As such, no fixed screening is required, ensuring privacy for adjoining residents is maintained.
NON-RESIDENTIAL USES AND BUILDING WORK – OUTDOOR LIGHTING		
P06 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	A06.1 Outdoor lighting for non-residential uses is restricted to low level security lighting only.	Complies (A06.1) Outdoor lighting for the proposed development is restricted to low-level security lighting only. A standard condition of compliance can be imposed to ensure lighting is appropriately designed and installed to minimise impacts on adjoining properties and the surrounding area.

result of light emissions, either directly or by reflection.	A06.2 Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting	Complies (A06.2) Outdoor lighting for the proposed development will be designed, installed, and maintained in accordance with the parameters and requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting. A standard condition of compliance can be imposed to ensure compliance.
UTILITIES AND STORMWATER		
P07 A water supply is provided that is adequate for the current and future needs of the intended use	A07.1 Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies (A07.1) The proposed development, located within a water supply area, will be connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. For further details, refer to the Civil Engineering Services Report at Appendix C.
P08 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm	A08.1 Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure	Complies (A08.1) The proposed development is not located in Council's wastewater area; however, no sewerage is expected to be generated from the proposed development. No further assessment is required. Refer to the Civil Engineering Services Report at Appendix C.
P09	A09.1	Complies (A09.1)

The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority	Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	The proposed development will be connected to an electricity supply approved by the relevant energy regulatory authority, ensuring compliance with all applicable standards and requirements.
P010 Stormwater resulting from roofed areas and impervious surfaces is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	A010.1 Roof water and impervious surfaces water runoff is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (P010) Roof water and runoff from impervious surfaces will be collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. For further details, refer to the Civil Engineering Services Report at Appendix C .
WASTE MANAGEMENT		
P011 Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times, and waste is captured and discharges to an approved collection point	A011.1 Refuse container storage areas are provided that: (a) are located behind the building line and screened from public view: i. in a building, outbuilding or other enclosed structure; ii. screened by a minimum 1.5 m high solid fence or wall that is surrounded by minimum 1m wide landscaping (excluding container storage access point) where not adjoining a residential boundary; or;	Complies (P011) Refer to the Town Planning Report for further information. Refer to the Civil Engineering Services Report at Appendix C and Traffic Impact Assessment at Appendix E for further details.

	iii. screened by a minimum 1.8m high solid fence where adjoining a residential boundary (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; and (d) are large enough to accommodate at least one (1) standard/sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use.	
NON-RESIDENTIAL USES AND BUILDING WORK – ACCESS, ON-SITE CAR PARKING AND MANOEUVRING		
P012 Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and: (a) to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity. (b) to ensure that off-street car parking areas do not dominate the appearance in the streetscape	A012.1 Where not involving the reuse of an existing premises used for a business activity car parking is provided in accordance with the Transport, Access and Parking Code.	Complies (A012.1) Refer to the Traffic Impact Assessment at Appendix E for further information.
	A012.2 Where involving re-use of premises used for a business activity: (a) There is no reduction in existing or previously approved on-site car parking; (b) There are no alterations to the location of existing or previously approved access	Not Applicable (A012.2) The proposed development does not involve the re-use of premises.

	(driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas	
NON-RESIDENTIAL USES AND BUILDING WORK – LANDSCAPING		
P013 Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	A013.1 Where involving the reuse of a premises there is no reduction in the area or quantity of established or previously approved on-site landscaping.	Not Applicable (A013.1) The proposed development does not involve the reuse of an existing premises.

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

Performance Outcomes	Acceptable Outcomes	Response
NON-RESIDENTIAL USES – HOURS OF OPERATION		
P01 Hours of operation are controlled so that the non-residential use does not impact on the amenity or privacy of adjoining residential uses.	A01.1 Hours of operation, including for deliveries, are limited to hours between 6:00 am to 9:00 pm.	Complies (P01) Refer to the Town Planning Report and the Acoustic Impact Assessment at Appendix F for further information.
NON-RESIDENTIAL USES – IMPACT ON ROAD NETWORK		
P02 Non-residential uses are located on major roads and do not introduce non-residential traffic into local streets	A02.1 Non-residential uses: (a) have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road; and (b) vehicle access to the development does not occur from a local street.	Complies (A02.1) The proposed development is accessed via a Regional Arterial Road (New England Highway).

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

Performance Outcomes	Acceptable Outcomes	Response
P01 The zone accommodates predominantly dwelling houses and other housing forms at a low density scale and intensity	A01.1 Uses which are consistent with the intent of the zone include: (a) dwelling house; and (b) dual occupancy, except where located in the Clifford Park Stables and Park Residential Precincts	Complies (P01) The proposed development is for a Warehouse (self-storage facility), which is not listed as a consistent use within the Low-Density Residential Zone under A01.1. However, the proposal aligns with the established character of the area, which includes existing non-residential uses, and addresses a demonstrated economic and community need for self-storage facilities in Highfields. A detailed justification is provided in the Economic Needs Assessment and the Town Planning Report for further information.
P02 The density of accommodation activities in the Clifford Park Stables Precinct is not increased, other than where directly associated with the management of stables on the same site.	A02.1 No acceptable outcome is nominated	Not Applicable (P02) The proposed development does not involve accommodation activities.
P03 Short-term accommodation occurs where: (a) it is of a small scale that is consistent with the intensity of development in the surrounding residential area;	A03.1 No acceptable outcome is nominated	Not Applicable (P03) The proposed development does not involve short-term accommodation.

(b) adjoining or located on the opposite side of a road to existing Short-term accommodation or other Accommodation activities of a similar scale and density; (c) all car parking needs can be met on site; (d) have direct vehicle access to a distributor, sub-arterial and regional arterial level road that is not a State controlled road; and (e) do not unduly detract from the amenity of nearby residences.		
P04 Higher density forms of Accommodation activities (i.e. other than caretaker's accommodation, community residence, dwelling house and dual occupancy) are designed to reflect the residential scale and density of the surrounding area.	A04.1 The number of dwellings on the site does not exceed one per 500m². A04.2 The site has a minimum frontage of 12m	Not Applicable (P04) The proposed development does not involve Accommodation Activities.
NON-RESIDENTIAL DEVELOPMENT		
P05 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;	A05.1 No acceptable outcome is nominated	Complies (P05) The proposed development complies with performance outcome P05 where: a. The facility addresses the convenience and local service needs of the Highfields residential community by

(b) do not undermine the viability of a nearby centre and are not of a scale that impacts on the role or function centres network; (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 and have direct vehicle access to a distributor, sub-arterial and regional arterial; (f) do no introduce non-local traffic into a local street; (g) are in buildings, including extensions and alterations to an existing building, that have a low rise bulk and scale compatible with a dwelling house and consistent with the character of adjoining residential buildings and the surrounding streetscape; (h) do not adversely impact the amenity, safety or privacy of nearby residences.		providing secure storage solutions for residents and small businesses. b. The proposed development does not undermine the viability of nearby centres, as self-storage facilities serve a distinct and complementary function, rather than competing with existing retail or commercial uses. c. The facility does not contribute to strip development or expand an existing centre, as it is a stand-alone development consistent with the established character of the area. d. The development is of a small scale, with low-intensity operation and limited employment generation, aligning with the intent of non-residential uses in the zone. e. The site is highly accessible to the local community via the New England Highway, a regional arterial road, ensuring direct vehicle access without impacting local streets. f. The development does not introduce non-local traffic into local streets, as access is directly from the highway. g. The building design incorporates low-rise bulk and scale, ensuring compatibility with the character of nearby residential properties and the surrounding streetscape.
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		h. Measures to mitigate adverse impacts on the amenity, safety, and privacy of nearby residences include significant setbacks, landscaping, fencing, and compliance with acoustic and lighting standards. Refer to the Town Planning Report for further information.
BUILT FORM		
P06 Buildings are of a height which is consistent with the intended character of the zone and overlay, and which do not unduly reduce privacy or access to sunlight to habitable rooms, private open space and solar panels on adjoining land.	A06.1 Buildings have a maximum height of two (2) storeys or 8.5m above ground level.	Complies (A06.1) The proposed development involves a total building height of one (1) storey and 4.000m above ground level.
P07 Except for Dwelling Houses and Dual Occupancies 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	A07.1 For development up to two (2) storeys site cover does not exceed 50% of the site area. For development over two (2) storeys no acceptable outcome is nominated	Complies (A07.1) The proposed site coverage provides appropriate setbacks and landscaping while retaining adequate space for vehicle circulation, manoeuvring and parking. Given the development's single-storey built form and maximum height of approximately 4.0m, it will not unreasonably restrict solar access or result in significant overshadowing of adjoining properties. Useable outdoor living areas and solar access to internal living spaces are not relevant to the proposed self-

(g) does not result in overshadowing of adjoining properties.		storage use. Refer to the Town Planning Report for further information.
P08 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.	A08.1 Impervious areas of the site do not exceed 60% of the site area	Complies (A08.1) The proposed development involves a total impervious area less than 60% of the site area.
P09 The front building setback is consistent with the prevailing front setbacks in the street.	A09.1 Where the site has frontage to a collector or local road, buildings are set back from that frontage: (a) within 20% of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings, 4m.	Not Applicable (A09.1) The proposed development does not have a frontage to a collector or local road.
	A09.2 Where the site has frontage to a road other than a collector or local road:	Not Applicable (A09.2) The proposed development does not involve a residential building. See response to acceptable outcome A09.3.

	(a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code. (b) non-residential buildings are set back from that frontage 6m.	
	A09.3 Where involving non-residential use, buildings are set back a minimum 6m from the road frontage.	Complies (A09.3) The proposed development has a setback to the road frontage of greater than 6m.
P010 Side and rear building setbacks: (a) enhance the appearance and character of streets and buildings; (b) are appropriate to the scale of the development and the intended low density character of the zone or precinct in which the site is located; (c) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; (d) are sufficient to minimise overshadowing and overlooking of adjoining premises; (e) provide adequate separation and buffering between residential and non-residential premises; and	A010.1 Buildings are set back from a side boundary: (a) Ground Floor (up to 3.5m high) – 1.5m; and (b) First floor (up to 7.5m high) – 2m; (c) Above 7.5m – 3m; or (d) the distance of the height of the retaining wall on the side boundary or combination of the height of the retaining wall and a fence, whichever is greater (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall	Complies (A010.1) The proposed development provides boundary setback in accordance with acceptable outcome A010.1.
	A010.2 Buildings are set back: (a) a minimum of 3m from a rear boundary; or (b) the distance equivalent to of the cumulative height of the retaining wall and	Complies (A010.2) The proposed development provides boundary setbacks in accordance with acceptable outcome A010.2.

(f) maximise opportunities for landscaping.	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.	
	A010.3 Buildings are set back a minimum of 2.5m from a side boundary.	Complies (A010.3) The proposed development exceeds the minimum setback of 2.5m from any side boundary.
	A010.4 Buildings are set back from a rear boundary whichever is the greater – (a) a minimum of 3m; or. (b) The distance equivalent to the cumulative height of the retaining wall and fence on the rear boundary. Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall	Complies (A010.4) The proposed development will have a rear boundary setback of approximately 11.17m.
P011 The development is designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to the following: (a) built form; (b) open space; (c) landscaping; (d) the public realm; (e) parking and access;	In partial compliance with the performance outcome: A011.1 A minimum 1m wide landscaping strip is provided for the full length of the driveway and parking areas where parallel to a boundary common with a residential premises	Complies (P011) The development adopts a coordinated, low-rise built form that responds appropriately to the character of the locality. Building setbacks, boundary landscaping and open areas reduce the apparent scale and bulk of the development, maintain solar access and protect the outlook of adjoining premises. Parking, access, vehicle circulation and services are contained within the site and integrated with the overall design. Refer to

(f) solar access; (g) views and outlook; (h) setbacks; (i) height; (j) scale and bulk; and (k) provision of services		the Town Planning Report for further information.
P012 Non-residential use buildings, including extensions or additions, exhibit design elements that are characteristic of and compatible with surrounding houses in the streetscape including:- (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	A012.1 No acceptable outcome is nominated	Complies (P012) The proposed development incorporates design elements compatible with the surrounding residential streetscape: a. While the buildings are set back from the New England Highway behind the approved food and drink outlet, they remain appropriately integrated into the streetscape context. b. Building entries is located at ground level and is designed to be accessible to users within the site. c. The building design avoids large expanses of blank surfaces through articulation, varied rooflines, fenestration, and landscaping, ensuring visual interest and compatibility with the surrounding area. d. The non-residential use is differentiated from surrounding private houses through the use of modern materials, patterns, and textures, reflecting its functional purpose while

		integrating with the character of the streetscape. Refer to the Proposal Plans at Appendix B for further information.
P013 Where appropriate, development facilitates active transport and open space connections through the neighbourhood	A013.1 No acceptable outcome is nominated	Not Applicable (P013) Pedestrian access to the proposed development is not expected or generated due to the nature of the development. The facility is primarily vehicle oriented, and its location behind the approved food and drink outlet further minimises any direct pedestrian interaction with the streetscape.
P014 The site layout responds sensitively to adjoining land uses as well as on-site and surrounding topography, drainage patterns, utility services, access, built forms and vegetation such that: (a) any hazards or nuisance to people or property on the site or offsite are avoided; (b) any earthworks are minimised and design alternatives are prioritised over earthworks; (c) natural drainage lines are retained; (d) existing vegetation is retained or replaced;	A014.1 No acceptable outcome is nominated	Complies (A014.1) The proposed development responds sensitively to adjoining land uses, topography, drainage patterns, and surrounding conditions as follows: - Hazards or nuisances to people or property on or offsite are avoided through careful site design and implementation of appropriate mitigation measures, as detailed in the Civil Engineering Services Report (Appendix C) and Acoustic Impact Assessment (Appendix F). - Earthworks have been minimised, with the design prioritising alternatives to extensive modifications of the site's natural contours, as outlined in the

(e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening a separation to adjoining development.		Civil Engineering Services Report (Appendix C). c. Natural drainage patterns are maintained, with roof and surface water managed appropriately to avoid disruption, as detailed in the Stormwater Management Report (Appendix D). d. Design measures ensure no damage or disruption to sewer, stormwater, and water infrastructure, as confirmed in the Civil Engineering Services Report (Appendix C). e. Adequate buffering, screening, and separation from adjoining developments are achieved through the use of setbacks, fencing, and landscaping, as shown in the Proposal Plans (Appendix B) and Landscape Concept Plan (Appendix H).
AMENITY AND SAFETY		
P015 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.	A015.1 No acceptable outcome is nominated.	Complies (P015) The proposed development maintains a high level of residential amenity both within the site and for surrounding areas through the following measures: ■ Acoustic impacts are mitigated through the implementation of acoustic barriers and other measures as detailed in the Acoustic Impact Assessment (Appendix F).

		■ The development is not expected to generate odours due to its use as a self-storage facility. ■ Outdoor lighting is restricted to low-level security lighting and designed in accordance with AS4282 – Control of the Obtrusive Effects of Outdoor Lighting, ensuring minimal spillover to adjoining properties. ■ The low-rise design and setbacks ensure that the development does not impact sunlight access to adjacent properties. ■ Significant setbacks, fencing, and landscaping provide adequate screening to maintain privacy for adjoining residential properties. ■ The use of landscaped buffers and articulation in the building design ensures the development integrates well with the surrounding context, preserving visual amenity.
P016 Site layout, building design and landscaping facilitates the security of people and property having regard to: (a) opportunities for casual surveillance of and sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;	A016.1 Setbacks are provided from all boundaries in accordance with acceptable outcome A010.2;	Complies (A016.1) Refer to the response to acceptable outcome A010.2.
	A016.2 The development does not introduce lighting which is inconsistent with a residential area	Complies (A016.2) A standard condition of approval can be imposed to ensure compliance.
	A016.3 Sunlight access for the private open space or habitable rooms on adjoining properties or	Complies (A016.3) The proposed development will not reduce sunlight access for private open space or

(b) exterior building design and orientation which promote safety; (c) adequate definition of uses and public and private ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.	private open spaces on the subject site is not reduced to less than 3 hours between 9am and 3pm on June 21 A016.4 Where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%	habitable rooms on adjoining properties to less than 3 hours between 9am and 3pm on June 21. Complies (A016.4) The proposed development will not reduce sunlight access by more than 20% in areas where there is existing overshadowing by buildings and fences.
P017 Development is designed to incorporate graffiti-prevention measures	A017.1 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.	Complies (A017.1) The proposed building design and layout incorporates the following features to meet A017.1 requirements: a. The design avoids "natural ladders" by ensuring there are no structural elements or features that could be easily climbed. b. Vertical surface areas are broken up through articulation and fenestration, minimising large unbroken expanses. c. Graffiti-deterrent surface treatments are incorporated into the building materials to discourage vandalism and maintain visual amenity. For further details, refer to the Proposal Plans at Appendix B.

P018 Development for non-residential uses provides landscaping that: (a) is consistent with the dominant landscape character appearance of the streetscape in an established area and intended in the zone and character overlay in which the site is located; (b) provides an attractive interface between the use, the streetscape and adjoining residential uses (c) provides and maintains: i. the privacy and amenity for adjoining residential uses ii. sight lines and overlooking to public spaces and the street to enable casual surveillance iii. a clearly defined pedestrian entry point for visitors and customers that is separated from the driveway; iv. established trees (including street trees) and other significant existing vegetation.	A018.1 Where not involving reuse of a premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site	Complies (A018.1) Landscaping will complement the established landscape character and provide an attractive, screened interface with adjoining residential uses. Boundary planting will protect residential privacy and amenity while maintaining sightlines for casual surveillance. Existing significant vegetation will be retained where practicable. As the self-storage facility is vehicle-oriented and has no customer office or staffed reception, a separate pedestrian entry is not required. Refer to the Landscape Concept Plan at Appendix H for further information on the landscaping strategy.
P019 Development for non-residential uses provide car parking and loading and servicing areas that:	A019.1 No acceptable outcome is nominated.	Complies (P019) The proposed development ensures car parking, loading, and servicing areas meet the performance outcomes as follows:

(a) are located to minimise impact on any adjoining residential premises (b) are located behind the building, and hardstand areas do not dominate the streetscape; (c) prioritise the movement and safety of pedestrians along the frontage of the site, and between the street frontage and the entrance to the building; (d) are integrated into the building design and include screening and buffering to reduce negative impact on adjoining residential uses		a. Car parking and loading areas are located behind the approved food and drink outlet, ensuring minimal impact on adjoining residential premises. Landscaping and fencing further mitigate visual and noise impacts. b. The parking and hardstand areas are positioned behind the buildings, ensuring they do not dominate the streetscape or detract from the site's visual appeal. c. Pedestrian safety is maintained as the development is primarily vehicle oriented, with limited pedestrian traffic expected. Vehicle movements are managed through the existing 7.5m wide access crossover, which complies with Australian Standards AS2890.1, as detailed in the Traffic Impact Assessment (Appendix E). d. The design integrates car parking and loading areas with the building, and appropriate screening and buffering measures are in place to reduce potential impacts on adjoining residential uses. This includes the use of landscaping and setbacks, as shown in the Proposal Plans (Appendix B) and Landscape Concept Plan (Appendix H).
P020	A020.1 The use is designed to ensure that:	Complies (A020.1)

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	(a) the indoor noise objectives set out in the Environmental Protection (Noise) Policy 2008 are met; and (b) the air quality objectives in the Environmental Protection (Air) Policy 2008, are met	A standard condition of approval can ensure compliance with these requirements. For additional information, refer to the Acoustic Impact Assessment at Appendix F .
P021 Where located on land that is affected by environmental emissions generated by an operational rail corridor, sensitive development mitigates noise generated by the railway to the extent that it adversely impacts on the development	A021.1 No acceptable outcome is nominated.	Not Applicable (P021) The proposed development is not located on land that is affected by environmental emissions generated by an operational rail corridor.
DEVELOPMENT INVOLVING ANIMAL KEEPING (WHERE FOR STABLES) IN THE CLIFFORD PARK STABLES PRECINCT		
Not Applicable The proposed development does not involve animal keeping.		
DEVELOPMENT IN THE PARK RESIDENTIAL PRECINCT		
P025 Development does not create lots smaller than 2,250m ² within the Park Residential Precinct	A025.1 No acceptable outcome is nominated	Not Applicable (A025.1) The proposed development does not involve the creation of new lots.
P026 Effluent generated by a development is capable of being treated and disposed of on site.	A026.1 No acceptable outcome is nominated	Complies (P026) Refer to the Civil Engineering Services Report provided at Appendix C .

8.6.3 Water Resource Catchments Overlay Code

8.6.3:1 – Water Resource Catchments Overlay Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
WATER QUALITY		
P01 Development within catchment areas is planned, designed, constructed and operated to manage stormwater and waste water in ways that minimise any potential adverse impacts on water quality and water resource catchments identified on the Water Resource Catchments Overlay maps.	A01.1 No acceptable outcome is nominated.	Complies (P01) The proposed development has been planned, designed, and will be constructed and operated to minimise potential adverse impacts on water quality and water resource catchments. Stormwater and wastewater are managed in accordance with best practices, including the installation of a detention basin to control runoff and appropriate drainage systems to maintain natural flow patterns. These measures ensure compliance with water quality objectives and prevent impacts on water resource catchments identified in the Water Resource Catchments Overlay maps. For further details, refer to the Stormwater Management Plan at Appendix D .
P02 Intensive animal industries and intensive horticulture do not result in changes to stream or stored dam water quality which adversely affects its suitability for	A02.1 Intensive animal industries and intensive horticulture provide waste management and treatment systems that prevent off-site export of solids, nutrients and pesticides, including through overland flow.	Not Applicable (A02.1) The proposed development does not involve Intensive Animal Industries.

treatment for municipal water supply or adversely impact on environmental values.		
P03 The location and management of onsite wastewater treatment facilities minimises the risk to land and water resources within the catchment and in storages	A03.1 No on-site wastewater treatment facility is located within: (a) 487m of the full storage level of Cooby Dam or 400m of the full storage level of all other water supply dams; or (b) within 100m of a watercourse.	Complies (A03.1) The proposed development does not include an on-site wastewater treatment facility within 487m of the full storage level of Cooby Dam, 400m of other water supply dams, or within 100m of a watercourse.

9.3.5 Industry Uses Code

9.3.5:1 – Industry Uses Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
LOCATION		
P01 Industry activities are located where they are compatible with the local character and where the impacts from industries on sensitive land uses and other public places, community or recreational facilities can be appropriately managed	A01.1 No acceptable outcome is nominated	Complies (P01) The proposed self-storage facility is compatible with the local character and existing non-residential uses in the area, including the adjacent approved food and drink outlet. The development's impacts on sensitive land uses and public places are appropriately managed through significant setbacks, landscaping, and acoustic mitigation measures, as detailed in the Acoustic Impact Assessment (Appendix F). These measures ensure the amenity and functionality of surrounding community and recreational facilities are preserved. Refer to the Town Planning Report for further information.
BUILDING DESIGN AND SITE LAYOUT		
P02 Development has a high quality appearance having regard to orientation of buildings to the street and incorporation of way-finding elements	A02.1 The unarticulated length of external walls along a road frontage does not exceed 15m.	Complies (A02.1) The proposed development does not involve unarticulated external walls exceeding 15m in length.
	A02.2	Not Applicable (A02.2)

	Where applicable, ancillary office space and sales area of each building is sited on and oriented towards the primary street frontage	No ancillary office space is proposed.
	A02.3 Pedestrian entries: (a) are visible from the street and visitor car parking areas and are separate to vehicle access points; (b) incorporate sun and rain shelter, such as overhangs or awnings, that are a minimum of 900mm wide from the external building face to the outermost projection; and (c) are defined by human scale design elements (such as, doors, windows, awnings, a portico, landscaping, etc).	Complies (P02) The development provides a high-quality appearance through its coordinated, low-rise built form, consistent building materials and colours, and substantial boundary landscaping. While positioned behind the approved Food and Drink Outlet, the buildings and internal circulation areas have a clear and legible arrangement, with directional signage and defined vehicle routes providing effective way-finding throughout the site. Refer to the Town Planning Report for further information.
P03 Landscaping is provided to enhance the appearance of the development and unsightly components are screened	A03.1 Unless a lesser setback is supported by a zone code or local plan, landscaping is provided along all road frontages of the site, for a minimum width of: (a) 5m along any other regional arterial or subarterial roads; or (b) 3m along any other road frontage.	Complies (A03.1) The proposed development exceeds the requirements outlined in acceptable outcome A03.1. Refer to the Town Planning Report for further information.
	A03.2 Outdoor work, storage (including bin storage) and servicing areas are:	Not Applicable (A03.2) The proposed development does not involve outdoor work, storage and servicing areas.

	(a) not located adjacent to any road frontage; and (b) screened from public view by either: i. a 1.8m high solid wall or fence, constructed in materials and colours compatible with the main building on site; or ii. mature landscaping that has the same effect as a 1.8m high wall.	
	A03.3 A minimum of 5% of the site is used to provide landscaping.	Complies (A03.3) 11.8% of the subject site is designated as landscaping.
P04 A variety of building materials, textures and colours, building elements, articulation and landscaping are used to provide visual interest.	A04.1 No acceptable outcome is nominated	Complies (P04) The proposed development incorporates a variety of building materials, textures, and colours to create visual interest and integrate with the surrounding area. The design includes articulated building facades, varied rooflines, and a neutral colour palette complemented by landscaping elements. Refer to the Landscape Concept Plan at Appendix H. These design features ensure the development avoids a monotonous appearance and contributes positively to the area. For further details, refer to the Proposal Plans at Appendix B.

		Refer to the Town Planning Report for further information.
P05 Site layout facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sightlines; (b) exterior building designs which promote safety; (c) adequate definition of uses and ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.	A05.1 No acceptable outcome is nominated	Complies (P05) The site layout supports the safety and security of people and property by providing clear sightlines along internal driveways and between storage buildings, minimising concealed or entrapment areas. Clearly defined access points, circulation routes and storage units, together with directional signage and appropriate lighting, provide legible and safe movement through the facility. Building entrances, storage units and access points will be capable of being secured, with controlled access restricting entry to authorised users after hours. For further details, refer to the Proposal Plans at Appendix B. Refer to the Town Planning Report for further information.
P06 Development is designed to incorporate graffiti-prevention measures.	A06.1 Building design and layout discourages graffiti and incorporates the following elements where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and	Complies (A06.1) The proposed development incorporates design elements in accordance with the requirements under acceptable outcome A06.1.

	(c) graffiti-deterrent surface treatments	
AMENITY		
P07 Development minimises potential conflicts with, or impacts on, other uses having regard to vibration, odour, dust or other emissions to air.	A07.1 Development achieves the air quality design objectives set out in the Environmental Protection (Air) Policy 2008.	Complies (A07.1) A standard condition of approval can be imposed to ensure compliance.
	A07.2 Any industry that involves the storage of materials on site that are capable of generating air contaminants either by wind or when disturbed are managed by: (a) being wholly enclosed in storage bins; or (b) a watering program so material cannot become airborne.	Not Applicable (A07.2) The proposed development will not involve storage of materials that are capable of generating air contaminants.
P08 Development prevents or minimises the generation of any noise so that: (a) nuisance is not caused to adjoining premises or other nearby sensitive land uses; and (b) desired ambient noise levels in residential areas are not exceeded.	A08.1 Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008.	Complies (A08. 1) A standard condition of approval can be imposed to ensure compliance. Refer to the Acoustic Impact Assessment at Appendix F .
P09 Outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads	A09.1 Light emanating from any source complies with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting.	Complies (A09.1) A standard condition of approval can be imposed to ensure compliance.
	A09.2	Complies (A09.2)

	Outdoor lighting is provided in accordance with Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements	A standard condition of approval can be imposed to ensure compliance.
P010 Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur.	A010.1 Areas where potentially contaminating substances are stored or used, are: (a) roofed and sealed with concrete, asphalt or similar impervious substance and bunded; and (b) located in a flood free area of a 1 in 100 year flood event.	Not Applicable (P010) The proposed development will not involve potentially contaminating substances.
	A010.2 Provision is made for spills to be bunded and retained on site for removal and disposal by an approved means.	
	A010.3 Roof water is piped away from areas of potential contamination	
P011 Development is designed and managed so that it provides appropriate protection for community safety and health and avoids unacceptable risk to life and property.	A011.1 No acceptable outcome is nominated	Complies (P011) The proposed development provides appropriate protection for community safety and health by incorporating design and operational measures that avoid unacceptable risk to life and property. These measures include compliance with relevant building codes, adherence to stormwater and wastewater

		management standards, and the implementation of landscaping and fencing to create safe boundaries.
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9.4.2 – Environmental Standards Code

9.4.2:1 – Environmental Standards Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
OUTDOOR LIGHTING		
P01 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	A01.1 No outdoor lighting is proposed as part of the development. OR	Complies (A01.1) Refer to response to acceptable outcome A01.2.
	A01.2 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'.	Complies (A01.2) The outdoor lighting for the proposed development will be designed, installed, operated, and maintained in accordance with Australian Standard AS4282-1997 – Control of the Obtrusive Effects of Outdoor Lighting. A standard condition of approval can be applied to ensure ongoing adherence to these requirements.
	A01.3 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).	Not Applicable (A01.3) The proposed development does not involve sporting fields or sporting courts.

	A01.4 Where light spillage outside of the property boundary is likely to result in levels above those mentioned in A01.3 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.	Not Applicable (A01.4) Refer to response to acceptable outcome A01.3.
	A01.5 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.	Not Applicable (A01.5) The proposed development does not involve private sporting courts.
	A01.6 The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential dwellings.	Complies (A01.6) The alignment of driveways and servicing areas has been designed to avoid vehicle headlight impacts on adjacent residential dwellings. The proposed layout includes appropriate setbacks, landscaping, and fencing to mitigate any potential light spill onto neighbouring properties.
P02 Outdoor lighting (excluding street lighting, normal residential lighting)	A02.1 Outdoor lighting situated in excess of 4m above ground level is provided in accordance with	Complies (A02.1) A standard condition of approval can be imposed to ensure compliance.

and low level security lighting) situated in excess of 4m above ground level does not jeopardise the safety or well-being of any pedestrian, cyclist or motorist. Light emissions do not reduce the ability of transport system users to see essential details of the route ahead, including signalling systems and signage.	Australian Standard AS1158.1.1:2005 - Road Lighting - Vehicular Traffic (Category V) Lighting - Performance and Installation Design Requirements	
P03 Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.	A03.1 The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay	Not Applicable (A03.1) The subject site is not mapped as being affected by the Environmental Significance Overlay.
P04 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	A04.1 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 (A04.1) The proposed development does not include sensitive land uses adjoining existing lawful non-residential uses.

ODOUR		
P05 Development does not unreasonably affect the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts	A05.1 The development does not involve activities that create odorous air emissions.	Not Applicable (P05) The proposed development is a self-storage facility, which does not involve activities that generate odour impacts. The nature of the use ensures no unreasonable effects on the amenity and environmental quality of nearby residential premises or public spaces. The compliance is supported by the operational characteristics of the facility, which do not include processes or emissions that could negatively impact the surrounding environment.
	OR A05.2 The development does not result in air emissions that exceed any of the acceptable levels specified within the Environmental Protection (Air) Policy 2008.	
	A05.3 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. <i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with A05.3.</i>	
P06 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.	A06.1 Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in Table 9.4.2:2 at the end of this code.	Not Applicable (P06) The proposed development does not involve residential or other environmentally sensitive land uses.
	A06.2 Where lots for residential or other environmentally sensitive land uses are located	

	within the distances from specific existing uses outlined in Table 9.4.2:2, an Odour Assessment Report has been provided to demonstrate that the development will achieve the following thresholds therefore minimising odour nuisance <table><tr><th>Existing Use/Activity</th><th>Odour Level at Sensitive Receiving Environment</th></tr><tr><td rowspan="2">All Activities</td><td>20U/m³ 3 minute average, 99.5th percentile</td></tr><tr><td>40U/m³ 3 minute average, 99.9th percentile</td></tr></table>	Existing Use/Activity	Odour Level at Sensitive Receiving Environment	All Activities	20U/m³ 3 minute average, 99.5 th percentile	40U/m³ 3 minute average, 99.9 th percentile	
Existing Use/Activity	Odour Level at Sensitive Receiving Environment						
All Activities	20U/m³ 3 minute average, 99.5 th percentile						
	40U/m³ 3 minute average, 99.9 th percentile						
P07 Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses	A07.1 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.	Complies (A07.1) If required, a condition of approval can be imposed to ensure compliance.					
NOISE							
P08 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;	A08.1 The development will achieve the following noise levels (when measured at the nearest sensitive receiver): (a) Background (L90) + 5dB(A) for variable noise between the hours of 7:00 am to 10:00 pm (measured at the facade of the sensitive land use); (b) Background (L90) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am	Complies (A08.1) A condition of approval can be imposed to ensure compliance. For further information, refer to the Acoustic Impact Assessment at Appendix F.					

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.	(measured within bedrooms assuming open windows); (c) Background (L90) for continuous noise sources (measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and (d) maximum limit L_{Amax} 45dB(A) inside dwellings; and The development will achieve the Acoustic Quality Objectives listed within the Environmental Protection (Noise) Policy 2008. HOWEVER	
	A08.2 Where a development is unable to meet noise levels specified in A08.1 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).	Complies (A08.2) Refer to the response to acceptable outcome A08.2.

P09 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.	A09.1 Where development (other than licensed premises operating under a Liquor Licensing Approval) proposes the use of amplified sound equipment, existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion <table><tr><th colspan="9">Frequency - Hz "A" Weighted</th></tr><tr><th rowspan="2">Background Level SPL dB(A)</th><th>31</th><th>63</th><th>125</th><th>250</th><th>500</th><th>1K</th><th>2K</th><th>4K</th></tr><tr><td>L90 + 5db(a)</td><td>L90 + 5db(a)</td><td>L90 + 5db(a)</td><td>L90 + 5db(a)</td><td>L90 + 5db(a)</td><td>L90 + 5db(a)</td><td>L90 + 5db(a)</td><td>L90 + 5db(a)</td></tr></table>	Frequency - Hz "A" Weighted									Background Level SPL dB(A)	31	63	125	250	500	1K	2K	4K	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	Not Applicable (A09.1) The proposed development does not involve the use of amplified sound equipment. As such, the assessment of existing background octave band centre frequencies and compliance with the specified sound pressure criteria is not required.
Frequency - Hz "A" Weighted																												
Background Level SPL dB(A)	31	63	125	250	500	1K	2K	4K																				
	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)	L90 + 5db(a)																				
P010 Proposed sensitive land uses in close proximity to existing lawful land uses involving significant noise emissions such as entertainment venues, child care centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the development	A010.1 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. A010.2 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	Not Applicable (P010) The proposed development is not for a sensitive land use.																										

	AS2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors. A010.3 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).	
P011 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': A011.1 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. A011.2 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 (P011) The proposed development is not for a sensitive land use.
P012	A012.1	Not Applicable (P012)

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	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.	The proposed development is not for a sensitive land use.
P013 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.	A013.1 Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers.	Complies (A013.1) A standard condition of approval can be imposed to ensure compliance.
	A013.2 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 (L90) at the nearest sensitive receiver	Complies (A013.2) A standard condition of approval can be imposed to ensure compliance.
P014 The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers	A014.1 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 (A014.1) A standard condition of approval can be imposed to ensure compliance.
	A014.2 Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	Complies (A014.2) A standard condition of approval can be imposed to ensure compliance.
P015	A015.1	Not Applicable (A015.1)

Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers.	Private sporting courts are not used between 10:00 pm and 7:00 am.	The proposed development does not involve private sporting courts.
	A015.2 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.	Not Applicable (A015.2) The proposed development does not involve mechanical equipment.
P016 Vibration from the development does not affect the amenity of surrounding sensitive land uses or cause environmental harm or nuisance	A016.1 The development does not result in vibration impacts outside of the development site.	Not Applicable (P016) The proposed development will not involve any vibration impacts.
	A016.2 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	
DUST		
P017 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	A017.1 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.	Complies (A017.1) A standard condition of approval can be imposed to ensure compliance.
	A017.2	Complies (A017.2)

sensitive receivers (including sensitive receivers along haulage routes during excavation and filling operations).	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.	A standard condition of approval can be imposed to ensure compliance.
	A017.3 Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete.	Complies (A017.3) A standard condition of approval can be imposed to ensure compliance.
	A017.4 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. <i>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.</i>	Complies (A017.4) A standard condition of approval can be imposed to ensure compliance.
P018 Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	A018.1 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 (A018.1) Haulage routes for the proposed development will utilise New England Highway, a suitable road surface that minimises dust generation and reduces the potential impact on nearby sensitive land uses. This route ensures

		minimal disturbance to dwellings or other sensitive uses in the area.
P019 Water used for dust suppression activities does not itself create environmental harm.	A019.1 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 (A019.1) A standard condition of approval can be imposed to ensure compliance.
P020 The ongoing operation of the development site does not create dust nuisance for adjoining landholders.	A020.1 Areas within the site that are frequently used for vehicular purposes are imperviously sealed.	Complies (A020.1) All areas within the site frequently used for vehicular purposes, including driveways and parking zones, will be imperviously sealed.
	A020.2 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.	Not Applicable (A020.2) 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.
	A020.3 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.	Not Applicable (A020.3) The proposed development does not include grain facilities or associated equipment.
	A020.4	Not Applicable (A020.4)

	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.	The proposed development is not expected to generate any significant amount of dust due to its use as a self-storage facility. Consequently, proactive dust reduction measures, such as watering of access roads, are not anticipated to be required.
	A020.5 Development that is likely to create ongoing significant dust issues has submitted a 'site based management plan' which adequately addresses dust mitigation measures	Not Applicable (A020.5) The proposed development is not expected to create ongoing significant dust issues due to its nature as a self-storage facility. Therefore, a 'site-based management plan' for dust mitigation measures is not anticipated to be required.
P021 Proposed sensitive land uses are adequately separated from existing lawful land uses likely to generate dust emissions such as landfill sites, quarries, cropping land, motor sport facilities and other similar dust generating activities.	A021.1 Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	Not Applicable (A021.1) The proposed development does not involve a sensitive land use.
P022 Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	A022.1 Dustfall averaged over an annual period of time does not exceed 133mg/m ² /day when measured at the nearest sensitive receiver.	Not Applicable (A022.1) The proposed development is not expected to generate dustfall exceeding 133mg/m ² /day, as its use as a self-storage facility does not involve activities likely to produce significant dust emissions. Therefore, compliance with this standard is anticipated

		without requiring additional mitigation measures.
GENERAL EMISSIONS		
P023 Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	A023.1 The development does not result in air emissions that exceed any of the acceptable levels specified within the Environmental Protection (Air) Policy 2008.	Complies (A023.1) A standard condition of approval can be imposed to ensure compliance.
	A023.2 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.	Complies (A023.2) A standard condition of approval can be imposed to ensure compliance.
	A023.3 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.	Not Applicable (A023.3) The proposed development does not generate or release air emissions in excess of current air quality emission standards. Therefore, an 'air quality impact assessment' is not required.
P024	A024.1	Complies (A024.1)

Child Care Centres are well located to avoid any harmful impacts from air pollution.	Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	The proposed development does not involve activities that generate air pollutants exceeding the maximum concentrations recommended by the National Health and Medical Research Council. As such, the development complies with this acceptable outcome.
P025 Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.	A025.1 Sensitive land uses in relation to air emissions are not located within the separation distances specified in Table 9.4.2:2.	Not Applicable (A025.1) The proposed development does not involve a sensitive land use.
P026 Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.	A026.1 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 (A026.1) The proposed development does not involve equipment or infrastructure that generates emissions requiring demonstration of compliance with industry standards through an Electromagnetic Energy report or similar certification.
P027 Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	A027.1 Car park exhaust stacks are located away from adjoining sensitive receivers.	Not Applicable (A027.1) The proposed development does not involve car park exhaust stacks.
	A027.2 Emissions are discharged vertically and have an exit velocity of at least 10m/second.	Not Applicable (A027.2) The proposed development does not involve car park exhaust stacks.
	A027.3 Spray booth exhaust stacks are at least 8m in height or 4m higher than the adjoining ridgeline	Not Applicable (A027.3) The proposed development does not involve spray booth exhaust stacks.

	of a neighbouring building (if the building is within 40m of the emission point), whichever is the greater.	
	A027.4 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 (A027.3) The proposed development does not involve spray booth exhaust stacks.
WASTE MANAGEMENT		
P028 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	A028.1 For commercial premises and industry 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	Complies (A028.1) A standard condition of approval can be imposed to ensure compliance with the requirements outlined in acceptable outcome A028.1.

	area is roofed and bunded, contains an impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewerred areas, storage areas are drained to an area of 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 sewerred areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewerred 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.	
	A028.2 For a Multiple Dwelling of three (3) – six (6) units the development satisfies one of the following criteria:	Not Applicable (A028.2) The proposed development is not for a Multiple Dwelling.

	(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	
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	(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.	
	A028.3 For a Multiple Dwelling 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;	Not Applicable (A028.3) The proposed development is not for a Multiple Dwelling.

	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.	
	A028.4 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	Complies (A028.4) A standard condition of approval can be imposed to ensure compliance with the requirements outlined in acceptable outcome A028.4.

P029 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.	A029.1 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 (A029.1) The proposed development does not involve a Community Residence, Residential Care Facility or Retirement Facility.
P030 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.	A030.1 The applicant has provided a waste management plan that as a minimum has addressed the following issues: (a) likely waste quantity and waste type to be generated on site on a weekly basis; (b) likely recycling quantities to be generated on a weekly basis; (c) waste container and recycling container (type and volume) requirements for the residential component (based on 240L of general waste and 240L of recycling per unit) and the commercial component (if applicable); (d) waste storage area locations; (e) dual waste chutes for general waste and recycling; (f) bin room specifications and hygiene practices for waste handling areas, chutes, waste containers and other applicable equipment;	Not Applicable (P030) The proposed development does not involve a high rise.

	(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).	
P031 Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	A031.1 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 and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	Complies (A031.1) A standard condition of approval can be imposed to ensure compliance.
P032 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 is designed to adequately cater for	A032.1 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: The storage of 'clinical and related waste' is in accordance with the Technical Guideline for New	Not Applicable (P032) The proposed development does not involve the generation of clinical and related waste.

legislative storage and collection requirements.	Developments Waste Storage and Collection Requirements with storage locations being demonstrated on submitted site/floor plans. A032.2 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	
P033 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	A033.1 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	Not Applicable (P033) The proposed development does not involve residential development.

	(g) internal road networks enable the refuse vehicle to traverse the site without resident safety being jeopardised	
P034 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.	A034.1 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 (A034.1) A standard condition of approval can be imposed to ensure compliance.

9.4.3 Integrated Water Cycle Management Code

9.4.3:1 – Integrated Water Cycle Management Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes or Compliance Outcomes if made applicable to compliance assessable development	Response
STORMWATER MANAGEMENT		
P01 Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater	A01.1 Stormwater quality treatment measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (A01.1) The development achieves the required stormwater quality design objectives under the State Planning Policy. Please refer to the Stormwater Management Plan at Appendix D .
	A01.2 Pollutant load reductions are achieved in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (A01.2) The development achieves the required stormwater quality design objectives under the State Planning Policy. Please refer to the Stormwater Management Plan at Appendix D .
P02 Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control	A02.1 Sediment and erosion control measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure	Complies (A02.1) Stormwater quality during construction will be managed using recommended erosion and sediment controls. Please refer to the Stormwater Management Plan at Appendix D .
P03	A03.1	Complies (A03.1)

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.	Stormwater flow control measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure	A detention system is included to manage peak runoff and prevent worsening of downstream flows, with a detention tank designed to store excess water. Please refer to the Stormwater Management Plan at Appendix D.
WASTE WATER MANAGEMENT		
P04 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	A04.1 Waste water management measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (A04.1) The proposed development is not located in Council's wastewater area; however, no sewerage is expected to be generated from the proposed development. No further assessment is required. Please refer to the Civil Engineering Report at Appendix C.
ARTIFICIAL WATERWAYS AND WATER BODIES		
Not Applicable The proposed development does not involve artificial waterways and water bodies.		
FLOODING AND DRAINAGE		

P08 Flooding and drainage characteristics upstream or downstream of the site are not worsened	A08.1 Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure	Complies (A08.1) The subject site does not trigger the flood hazard overlay code as it is not located within a designated flood affected area.
P09 The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	A09.1 Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (A09.1) Please refer to the Stormwater Management Plan at Appendix D .
P010 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.	A010.1 Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (A010.1) Please refer to the Stormwater Management Plan at Appendix D .
WATER CYCLE MANAGEMENT		
P011 The design and management of the development integrates water cycle elements so that: (a) water is used efficiently and potable water demand is reduced; (b) wastewater production is minimised; (c) stormwater peak discharges and runoff volumes are not worsened; (d) natural drainage lines and hydrological regimes are maintained as far as possible; (e) large, uninterrupted impervious surfaces are minimised;	A011.1 Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure	Complies (A011.1) Please refer to the Stormwater Management Plan at Appendix D and the Civil Engineering Report at Appendix C .

(f) reuse of stormwater and grey-water is encouraged where public health and safety will not be compromised; and (g) water is used efficiently.		
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9.4.4 Landscaping Code

9.4.4:1 – Landscaping Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
P01 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.	A01.1 Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2.	Complies (A01.1) Refer to the Landscape Concept Plan at Appendix H for further information.
P02 Landscape construction is undertaken by a suitably qualified landscape professional.	A02.1 Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	Complies (A02.1) A standard condition of approval can be imposed to ensure compliance.
P03 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.)	A03.1 Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used.	Not Applicable (A03.1) The proposed development is set back from the street.
	A03.2 Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area.	Complies (A03.2) Existing desirable landscape elements and treatments have been incorporated where possible. Refer to the Landscape Concept Plan at Appendix H for further information.
	A03.3	Complies (A03.3)

	Existing site trees are integrated into the development.	The proposed development retains existing trees and integrates them into the development where possible. Refer to the Landscape Concept Plan at Appendix H for further information.
	A03.4 Species selection is reflective of cool temperate species	Complies (A03.4) A standard condition of approval can be imposed to ensure compliance. Refer to the Landscape Concept Plan at Appendix H for further information.
P04 Where the development involves the creation of a new road street tree planting is undertaken having consideration of: (a) the hierarchy and function of the street; (b) selection of appropriate species; (c) avoidance of conflict between the street tree and utilities and services within the road reserve; (d) soil conditions; (e) existing street trees; (f) solar access; and (g) driveway access.	Where the development involves the creation of a new road: A04.1 Street planting is carried out in accordance with the requirements of SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage.	Not Applicable (A04.1) The development does not involve the creation of a new road.
	A04.2 Species and materials are used that minimise the use of potable water.	Not Applicable (A04.2) The development does not involve the creation of a new road.
	A04.3 Street tree planting is in accordance with PSP No.8 – Street Trees	Not Applicable (A04.3) The development does not involve the creation of a new road.
P05 Fencing design and acoustic barriers:	A05.1 Front fences longer than 15m and greater than 1,400mm in height are visually fragmented	Not Applicable (A05.1) No fence along the frontage is proposed.

(a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street	with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers.	
	A05.2 All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site.	Complies (A05.2) All planting along the fence line is located within the site.
	A05.3 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 (A05.3) Please refer to the Town Planning Report.
P06 Location, design and provision of planting in carparks and internal roadways achieve a high degree of shade, amenity and safety.	A06.1 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.	Complies (P06) Refer to the Landscape Concept Plan at Appendix H for further information regarding landscape strategy.
	A06.2 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.	

	A06.3 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.	
	A06.4 Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.	
P07 Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.	A07.1 Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits.	Complies (P07) Refer to the Landscape Concept Plan at Appendix H for further information on the landscaping strategy.
	A07.2 Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber.	
P08 Maintenance access points must be considered and accommodated for in the site planning and design process.	A08.1 Access by appropriate maintenance or utility vehicles must be demonstrated with ground surface treatments that are stable and usable in all weather.	Complies (P08) The site layout will provide suitable access points for the ongoing inspection and maintenance of landscaping, stormwater infrastructure, utility services and other site facilities. Maintenance access will remain safe, unobstructed and appropriately separated from customer areas.
	A08.2 Functional maintenance vehicle circulation and access gates to be provided.	

		Refer to the Landscape Concept Plan at Appendix H for further information.
P09 On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided.	A09.1 Landscape design takes advantage of the flow of water along overland flow paths.	Complies (P09) Opportunities to harvest and reuse stormwater for landscape irrigation will be maximised during detailed design. The irrigation and stormwater systems will be coordinated to reduce demand on the reticulated water supply and complement the proposed on-site detention and stormwater quality measures.
	A09.2 Landscape design 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.	
	A09.3 Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells.	
	A09.4	

	Sediment and erosion control measures are provided. A09.5 Planter boxes on podiums and building forecourts are plumbed to stormwater	
P010 Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.	A010.1 No acceptable outcome is nominated.	Complies (P010) Landscaping will be integrated with the development's built form and the established character of the surrounding area. Paving, planting, lighting and signage will adopt a coordinated and complementary design that provides a cohesive site presentation, assists way-finding and contributes to a clear sense of place. Refer to Landscape Concept Plan at Appendix H for further information.
P011 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	A011.1 Design complies with AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility	Complies (A011.1) Refer to Landscape Concept Plan at Appendix H for further information.
P012 Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by Crime Prevention Through	Landscape design incorporates the following design measures: A012.1 The attractiveness of crime targets is minimised by providing opportunities for	Complies (A012.1) Refer to Landscape Concept Plan at Appendix H for further information.

Environmental Design (CPTED) principles in relation to: (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management	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.	
	A012.2 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	Complies (A012.2) Refer to Landscape Concept Plan at Appendix H for further information.
	A012.3 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 (A012.3) No public or semi-public spaces are proposed.
	A012.4 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.	Complies (A012.4) No public spaces are proposed.

9.4.7 Works and Services Code

9.4.7:1 – Works and Services Code – Requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
Utilities		
P01 A water supply is provided that is adequate for the current and future needs of the intended use.	A01.1 Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies (P01) The development will be connected to a reticulated water supply. Refer to the Civil Engineering Report at Appendix C.
	A01.2 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.	
	A01.3 Water supply systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	
	A02.1	

P02 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	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	Not Applicable (A02.1) The subject site is not within a wastewater area.
	A02.2 Where not within a wastewater area, on-site waster water treatment and disposal is provided which complies with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies (A02.2) The proposed development is not located in Council's wastewater area; however, no sewerage is expected to be generated from the proposed development. No further assessment is required. Refer to the Civil Engineering Services Report at Appendix C .
	A02.3 Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	
P03 The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	A03.1 Premises are connected to an electricity supply approved by the relevant energy regulatory authority	Complies (P03) The proposed development will have appropriate connection to existing electricity infrastructure. Refer to the Civil Engineering Report at Appendix C .
P04 Premises are connected to a telecommunications service approved by the	A04.1 The development is connected to telecommunications infrastructure in	Complies (P04)

relevant telecommunication regulatory authority.	accordance with the standards of the relevant regulatory authority.	The proposed development will have appropriate connection to existing telecommunications infrastructure. Refer to the Civil Engineering Report at Appendix C.
P05 Provision is made for future telecommunications services (e.g. fibre optic cable).	A05.1 Conduits are provided in accordance with SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure	Complies (P05) The proposed development will have appropriate connection to existing telecommunication infrastructure. Refer to the Civil Engineering Report at Appendix C.
P06 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 from physical damage; and (d) allows ongoing necessary access for maintenance purposes.	A06.1 Setbacks and loadings comply with the Queensland Development Code QDC MP1.4	Complies (P06) The proposed development will not impact on existing utility services.
P07 Infrastructure is integrated with and efficiently extends existing networks.	A07.1 No acceptable outcome is nominated.	Complies (P07) The proposed development introduces infrastructure that effectively extends the existing networks.

P08 Water meter/s are installed and located for easy access by the relevant authority.	A08.1 Water meter/s are installed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies (P08) Refer to the Civil Engineering Report at Appendix C.
MOVEMENT NETWORKS		
P09 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	A09.1 Design and construction of external road works are undertaken in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	Not Applicable (A09.1) The proposed development does not involve external road works.
	A09.2 Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m).	Complies (A09.2) Footpaths are provided in the road reserve.
P010 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;	A010.1 Street scaping works, footpaths and cycle paths are provided in accordance with PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	Not Applicable (P010) The development area does not front a street.
	A010.2	

(b) the desired streetscape character; and (c) activities which are anticipated to occur within the verge.	Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)	
P011 Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and ensures the safe passage of vehicles, pedestrians and cyclists.	A011.1 Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code	Complies (A011.1) Please refer to the Traffic Impact Assessment at Appendix E .
P012 Movement networks can be easily and efficiently maintained.	A012.1 Infrastructure is provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure	Complies (A012.1) Relevant infrastructure has been provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.
VEHICULAR ACCESS – NON-RESIDENTIAL		
P013 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:	A013.1 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;	Complies (P013) Vehicular access to the development is; a) safe, efficient, and has minimal impact on the existing transport network b) designed to avoid infrastructure and street trees, and prevent conflict with pedestrians / cyclists (footpath with crossings provided)

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 carparking spaces, and are appropriately separated from other vehicular accesses and side property boundaries to prevent interference with: i. the safety, capacity and operations of the existing or planned road network; ii. any existing vehicular accesses; iii. adjoining properties; and iv. cycleways or pedestrian footpaths and their users. (d) protect the amenity of premises in the vicinity and surrounding streetscape by: i. use of materials which integrate with the streetscape (e.g.	(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 A013.2 Non-residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve;	c) appropriately spaced and provides a suitable number of car parking spaces for the land use; and, d) designed to enhance the amenity of the streetscape within the subject site and surrounding vicinity. Refer to the Traffic Impact Assessment at Appendix E.
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existing crossovers and driveways, etc); ii. minimising the width and grade of the access; and iii. minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping	(c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or underbed 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	
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	Standard AS 4970-2009 – Protection of Trees on Development Sites.	
VEHICULAR ACCESS – RESIDENTIAL		
P014 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 usage; 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:	A014.1 Residential vehicular access and driveway crossovers are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by Australian Standard 4970-2009; (h) for a lot with a frontage of 10m or less;	Not Applicable (P014) Residential development is not proposed.

i. maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; ii. preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering: A. use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); B. minimising the width and grade of the access; C. minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and D. locating the access to minimise the impact of vehicle noise on	(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. A014.2 Except where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);	
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neighbouring/adjoining properties.	(e) do not have access restricted by an access restriction strip or link reserve; or (f) do not access an unformed or underbed 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. A014.3 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);	
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	(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		
P015 Earthworks result in stable landforms and structures.	A015.1 Earthworks and the construction of retaining walls and batters are undertaken in	Complies (P015) Refer to the Civil Engineering Report at Appendix C.

	accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	
P016 Earthworks do not result in the contamination of land or water and avoid risk to people and property.	A016.1 Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (P016) Refer to the Civil Engineering Report at Appendix C.
P017 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	A017.1 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 (P017) Refer to the Civil Engineering Report at Appendix C.
P018 Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	A018.1 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 (P018) The proposed earthworks and stormwater infrastructure is not considered to create or worsen any flooding or drainage problems on the site or on neighbouring properties.
P019 Earthworks do not prevent access or create difficult access to the property	A019.1 Earthworks and the construction of retaining walls and batters ensure driveways can	Complies (P019) Proposed earthworks will not prevent access or create difficult access to the property.

	provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	
P020 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	A020.1 Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (P020) The proposed earthworks are not considered to cause significant impact on the amenity of the locality.
P021 The transportation of material minimises adverse impact on the road system	A021.1 Material is transported in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (P021) A standard condition can be imposed to ensure compliance with the relevant requirements.
WASTE MANAGEMENT		
P022 Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste such that: (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; and (c) the performance of the wastewater system is not put at risk.	A022.1 No acceptable outcome is nominated	Complies (P022) A standard condition can be imposed to ensure compliance with the relevant requirements.

P023 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	A023.1 Refuse container storage areas are provided which: (a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and (e) are situated not closer than 6m to a road or 2m to any site boundary.	Complies (A023.1) Given the nature of the proposed use, a designated waste storage area has not been provided.
	A023.2 On sites greater than 2,000m² in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the site in a forward	Complies (A023.2) Refer to the Swept Path Diagrams provided in the Traffic Impact Assessment at Appendix E.

	direction without having to make more than a 3-point turn.	
	A023.3 For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	Not Applicable (A023.3) No multiple dwelling or retirement facility is proposed.
P024 Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the refuse container storage area.	A024.1 No acceptable outcome is nominated	Complies (P024) Given the nature of the proposed use, a designated waste storage area has not been provided.
CONSTRUCTION MANAGEMENT		
P025 Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	A025.1 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	Not Applicable (P025) The subject site does not contain significant or noticeable vegetation.

P026 Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.	A026.1 Construction is undertaken in accordance with the Environmental Standards Code	Complies (A026.1) Assessment against the Environmental Standards Code has been undertaken at Appendix K to demonstrate compliance with the necessary requirements.
P027 While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	A027.1 Construction is undertaken in accordance with the Environmental Standards Code.	Complies (A027.1) Assessment against the Environmental Standards Code has been undertaken at Appendix K to demonstrate compliance with the necessary requirements.
P028 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	A028.1 Construction is undertaken in accordance with the Environmental Standards Code.	Complies (A028.1) Assessment against the Environmental Standards Code has been undertaken at Appendix K to demonstrate compliance with the necessary requirements.
P029 Council and state infrastructure is not damaged by construction activities	A029.1 Construction, alterations and any repairs to infrastructure is undertaken in accordance with the SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure, Queensland Development Code QDC MP1.4, and, where applicable, in consultation with the relevant service authority. ¹¹³	Complies (P029) The proposed development will not interfere with, or damage, Council or State Government infrastructure. A standard condition can be imposed to ensure compliance with relevant requirements.
	A029.2	

	Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994.	
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7.2.1 – Highfields, Meringandan and Meringandan West Local Plan Code

7.2.1:1 – Highfields, Meringandan and Meringandan West Local Plan Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
GENERAL (APPLIES TO ALL LAND WITHIN THE LOCAL PLAN)		
P01 Higher order retailing or commercial development activities only occur within the Highfields Town Centre.	A01.1 Business activities with a Gross Floor Area greater than 1,000m ² only occur within the Highfields Town Centre	Not Applicable (A01.1) The development does not involve business activities.
ROAD NETWORK		
P02 Development maintains and reinforces the integrity of the main road structure formed by the New England Highway, Highfields Road, Woolmer Road, Cawdor Road, Reis Road, Kratzke Road, O'Brien Road, Kleinton Road and Meringandan Road.	A02.1 New roads associated with new development do not assume a greater importance in the road hierarchy for Highfields than the New England Highway, Highfields Road, Woolmer Road, Cawdor Road, Reis Road, Kratzke Road, O'Brien Road, Kleinton Road and Meringandan Road.	Not Applicable (A02.1) The development does not involve new road.
P03 Development facilitates the establishment of a road connection (distributor or higher) from the intersection of Highfields Road and Polzin Road to Woolmer Road.	A03.1 No acceptable outcome is nominated	Not Applicable (P03) The subject site is not within vicinity of Highfields Road, Polzin Road or Woolmer Road.
P04 Development facilitates the establishment of a western road link (distributor or higher) from the northern section of Highfields Road into Toowoomba.	A04.1 No acceptable outcome is nominated.	Not Applicable (P04) The subject site is not within the vicinity of Highfields Road.

WHERE IN THE LOW-MEDIUM DENSITY RESIDENTIAL ZONE		
P05 Local centres form a community focal point for new neighbourhoods and comprise a compatible mix of retail, commercial and community uses which provide for daily needs, and may include urban open spaces	A05.1 No acceptable outcome is nominated.	Not Applicable (A05.1) The subject site is not in the Low-Medium Density Residential Zone.
P06 New local centres are located and distributed to provide a centre within a 400-500m walk for most residents. Centres should be highly accessible to the community it is intended to serve, be located on a higher order road and have appropriate amenity for the successful operation of the centre.	A06.1 Centres are generally located in areas indicated on Highfields Local Plan Map (Figure 2);	Not Applicable (A06.1) The subject site is not in the Low-Medium Density Residential Zone.
	A06.2 Alternative locations for centres meet the following criteria: (a) located at an intersection with a distributor road (as indicated on 'road hierarchy mapping - Schedule 2); and (b) located a minimum of 800m from the nearest existing centre and/or future centre as indicated on Highfields Local Plan Map (Figure 2).	Not Applicable (A06.2) The subject site is not in the Low-Medium Density Residential Zone.
P07 Housing forms of a higher density than other residential areas are encouraged within the walkable catchment of a centre so as to maximise the number of people living within the catchment.	A07.1 Development within 400m of a centre achieves a minimum density of 40 dwellings per hectare (nett)	Not Applicable (A07.1) Development is not within 400m of a centre.
P08	A08.1	Not Applicable (A08.1)

An interconnected street network focuses on local centres and has strong links between local centres and the Highfields Town Centre.	No acceptable outcome is nominated.	The subject site is not in the Low-Medium Density Residential Zone.
STRUCTURE AND BUILT FORM – WHERE IN THE HIGHFIELDS TOWN CENTRE		
P09 Developments that include higher density residential development are located within a convenient and accessible walking distance from the Highfields Town Centre Core Precinct, except where the residential component would conflict with the efficient operation of vehicle-oriented uses such as community facilities, bulky goods retailing and service industries in the Highfields Town Centre Frame Precinct.	A09.1 Residential development within the Highfields Town Centre (excluding the Highfields Town Centre Frame Precinct) achieves densities of up to 40 dwellings units per hectare (nett).	Not Applicable (A09.1) The subject site is not in the Highfields Town Centre.
	A09.2 Residential development does not occur in the Highfields Town Centre Frame Precinct	Not Applicable (A09.2) The subject site is not in the Highfields Town Centre.
P010 Development is of a density, scale and form that accentuates the dominance of the Highfields town centre	A010.1 Development has a maximum height of: (a) Four (4) storeys in the Highfields Town Centre Core Precinct; (b) Three (3) storeys in the Highfields Town Centre Frame Precinct; and (c) Four (4) storeys in the Highfields Medium Density Residential Precinct.	Not Applicable (A010.1) The subject site is not in the Highfields Town Centre.
	A010.2 Development has a maximum density of 40 dwellings per hectare (nett) in the Highfields Medium Density Residential Precinct.	Not Applicable (A010.2) The subject site is not in the Highfields Town Centre.

P011 Development in the Highfields town centre supports the creation of 'main street' environments generating pedestrian activity and facilitating active pedestrian focussed street frontages.	A011.1 For sites in the Highfields Town Centre Core Precinct: (a) residential accommodation is limited to the floors above the first two (2) levels of a building; and (b) commercial and retail premises are provided in shopfront tenancies at ground level or in upper floors.	Not Applicable (A011.1) The subject site is not in the Highfields Town Centre.
	A011.2 For sites in the Highfields Town Centre Medium Density Residential Precinct non-residential uses occur in shopfront tenancies at ground level only and are associated with residential accommodation at levels above the ground floor	Not Applicable (A011.2) The subject site is not in the Highfields Town Centre.
P012 Development is designed to accommodate a mix of activities that: (a) can be interchanged between tenancies without substantial design alterations; (b) are mutually compatible; (c) allow for a range of densities and housing types; and (d) provide for the daily convenience needs of customers	A012.1 Buildings have floor to ceiling heights generally in accordance with the following: (a) ground level: 3.3m minimum to allow for commercial and/or retail uses; and (b) all other floors: 3m minimum	Not Applicable (A012.1) The subject site is not in the Highfields Town Centre.
P013	A013.1	Not Applicable (A013.1)

Buildings are designed to: (a) achieve distinction between various elements and levels; (b) relate to the human scale, particularly at interfaces to public streets and communal/semi-public spaces; and (c) screen carparking, service areas, building plant and other components and activities that have the potential to adversely impact on amenity.	Buildings over two (2) storeys have distinct street level and upper level elements with distinctions between elements achieved through varied setbacks and/or variations in building materials, colours, and textures at the threshold between the elements.	The subject site is not in the Highfields Town Centre.
	A013.2 Development in the Highfields Town Centre Core Precinct fronting a 'Main Street' are built to the front boundary at street level and set back at upper level.	Not Applicable (A013.2) The subject site is not in the Highfields Town Centre.
	A013.3 Development in the Highfields Town Centre Core Precinct integrates car parking areas within or beneath buildings so that carparking areas are screened from view from pedestrian thoroughfares.	Not Applicable (A013.2) The subject site is not in the Highfields Town Centre.
	A013.4 Development in the Highfields Town Centre Frame Precinct integrates carparking areas and structures so that: (a) car parking areas are located within, behind or beneath buildings so that they are screened from view from pedestrian thoroughfares; and (b) carparking areas are consolidated and accessed from shared driveways.	Not Applicable (A013.4) The subject site is not in the Highfields Town Centre.
	A013.5	Not Applicable (A013.5)

	Services, structures and mechanical plant (including individual air conditioning equipment for dwelling units) are visually integrated into the design and finish of the building or effectively screened from view.	The subject site is not in the Highfields Town Centre.
	A013.6 Roofs include pitches, gables, skillions or other articulated styles, and include other articulated features such as parapets, where in the Highfields Town Centre Core Precinct and Highfields Town Centre Frame Precinct	Not Applicable (A013.6) The subject site is not in the Highfields Town Centre.
P014 Ground storeys with frontages to public open spaces incorporate open and active uses that are likely to foster casual, social and business interaction for extended periods (such as shopfronts, indoor/outdoor cafes and restaurants).	A014.1 Development in locations identified as having 'Active Frontages' on Figure 2d - Highfields Town Centre Precinct - Pedestrian/Cyclist Network, incorporate one or more of the following uses at ground floor level: (a) community use; (b) educational establishment; (c) food and drink outlet; (d) health care services; (e) service industry; (f) shop; (g) showroom; and (h) veterinary services.	Not Applicable (A014.1) The subject site is not in the Highfields Town Centre.

	A014.2 Entrances to buildings address the street or public space to which the building has frontage.	Not Applicable (A014.2) The subject site is not in the Highfields Town Centre.
	A014.3 Where buildings are located on a corner site, the main entrance faces the principal street or the corner.	Not Applicable (A014.3) The subject site is not in the Highfields Town Centre.
	A014.4 Clear windows are provided at ground storey and grille or translucent security screens (where provided) are used rather than solid shutters, screens or roller-doors	Not Applicable (A014.4) The subject site is not in the Highfields Town Centre.
	A014.5 Buildings which front a street or public open space incorporate shops or food and drink outlets	Not Applicable (A014.5) The subject site is not in the Highfields Town Centre.
P015 Patterns of lots, urban spaces, buildings and uses: (a) facilitate convenient pedestrian and vehicular access; (b) provide clear, safe and convenient connections to existing streets, public transport routes and paths for pedestrians and cyclists; (c) provide for the location of buildings close to frontages of streets and other urban spaces in order to facilitate	A015.1 No acceptable outcome is nominated.	Not Applicable (A015.1) The subject site is not in the Highfields Town Centre.

navigation, access and casual surveillance of public and semi-public spaces; (d) maintain visual links to important views or key features of the Highfields town centre (indicated as placemaking features on Figure 2a - Highfields Town Centre Precinct - Key Features); and (e) provide for buildings facing streets and public open spaces that have their entries visible, clearly recognisable and accessible from the street or public space.		
MAJOR DESIGN FEATURES - WHERE IN THE HIGHFIELDS TOWN CENTRE		
P016 The 'Town Square' is: (a) the pre-eminent civic space and community focal point for the Highfields District. It is generally located central to the Highfields Town Centre Core Precinct and fronting part of O'Brien Road (the 'Main Street'); (b) an urban open space that provides an appropriate balance of urban outdoor spaces and green space areas within the Highfields Town Centre Core Precinct. It is flanked by buildings with uses such as restaurants and cafes and positioned between the anchor stores and associated	A016.1 The area of the Town Square is at least 7,500m² with a frontage of at least 80m to the 'Main Street'. Refer to Figure 2b - Highfields Town Centre Precinct - Key Features for indicative location of the 'Town Square'.	Not Applicable (A016.1) The subject site is not in the Highfields Town Centre.
	A016.2 The land required for the Town Square is surveyed and transferred to Council as part of the first development approval for any assessable development (material change of use or reconfiguring a lot) that includes the land identified as containing the Town Square on Figure 2b - Highfields Town Centre Precinct - Key Features.	Not Applicable (A016.2) The subject site is not in the Highfields Town Centre.

commercial tenancies located on either side of the 'Main Street'; (c) a functional public space provided with landscape treatments and passive recreational opportunities such as street furniture, shade trees, ground covers, shade structures, water features and other physical embellishments. It is available for managed use by the community for social functions, informal gatherings and other passive usage of the civic space. In this regard, the area for the 'Town Square' is dedicated to Council for public ownership; and (d) convenient pedestrian and cycle access connections enable movement of people to and from the 'Town Square' and 'Main Street', to other parts of the Highfields Town Centre Core Precinct and beyond		
P017 The 'Main Street' is the main retail, business and entertainment spine of the Local Plan area. It comprises a diverse mix of business activities to service the higher order retail and commercial needs of the community, with significant developments provided in appropriate locations so as not to be visually dominant and to reinforce the	A017.1 Buildings fronting the 'Main Street' have articulated and textured façades. The design incorporates a low proportion of solid massing and an open appearance by using two or more elements such as: (a) colonnades; (b) awnings; (c) balconies;	Not Applicable (A017.1) The subject site is not in the Highfields Town Centre.

intent and function of the Highfields Town Centre Core Precinct.	(d) eaves; (e) recesses; and/or (f) windows.	
	A017.2 Blank, unarticulated walls longer than 10m are not provided on the 'Main Street'. Articulation of frontages can be achieved through the use of: (a) variations in plan shape, such as curves, steps, recesses, projections or splays; (b) variations in the treatment and patterning of windows, sun protection devices, or other elements of a façade; (c) elements of a finer scale than the main structural framing; and (d) murals or artworks	Not Applicable (A017.2) The subject site is not in the Highfields Town Centre.
P018 The 'Main Street' is a shared, low vehicle speed street for pedestrians, cyclists and vehicles. It has generous footpath widths, a high standard of soft and hard landscape treatments. Footpaths are covered by street tree canopies and building awnings providing shade for pedestrians. A vibrant and active street-front is displayed.	A018.1 Development that fronts the 'Main Street', located as shown on Figure 2b - Highfields Town Centre Precinct - Key Features, is constructed to Council development standards including: (a) 30m wide ultimate road reserve; (b) single carriageway lane in each direction; (c) 5m road reserve dedication (per fronting lot);	Not Applicable (A018.1) The subject site is not in the Highfields Town Centre.

	(d) 5m wide paved footpath; (e) 2m on road cycle lanes in each direction; (f) minimum 3m width, over footpath awning; (g) kerbside perpendicular or angled parking; (h) street tree plantings in footpath and/or parking spaces; (i) street furniture; (j) low speed environment; (k) intersection and streetscape treatments that act as gateway/'Main Street' entry points; and (l) minimise through traffic.	
P019 Anchor stores or large shopping centre developments are not visually prominent in terms of building bulk or developed on standalone sites surrounded by extensive areas of bitumen carparking.	A019.1 Anchor stores and large shopping centre developments are located generally in accordance with Figure 2b - Highfields Town Centre Precinct - Key Features.	Not Applicable (A019.1) The subject site is not in the Highfields Town Centre.
	A019.2 Anchor stores and other higher order developments are 'sleeved' behind smaller shop front premises	Not Applicable (A019.2) The subject site is not in the Highfields Town Centre.
P020 Public spaces, including the Town Square and Main Street, and major activity generators, such as anchor stores, are effectively	A020.1 Pedestrian connections provide direct pedestrian thoroughfares linking anchor stores and other significant facilities and destination points (as identified as placemaking features on Figure 2b).	Not Applicable (A020.1) The subject site is not in the Highfields Town Centre.

integrated into the movement system and provide for the needs of intended users.	A020.2 In the Highfields Town Centre Core Precinct, pedestrian arcades or other thoroughfares are provided, are a minimum of 6m wide, provide a direct line of sight to a major pedestrian destination (including anchor stores and the Town Square), and are not indirect or terminate in dead ends.	Not Applicable (A020.2) The subject site is not in the Highfields Town Centre.
	A020.3 Public spaces associated with development incorporate seating and other street furniture.	Not Applicable (A020.3) The subject site is not in the Highfields Town Centre.
P021 Pedestrian pathways are: (a) comfortable and safe to use; (b) adequately sheltered from excessive sunlight and inclement weather; and (c) provided to give convenient and legible access to car parking areas	A021.1 Awnings are provided on street frontages and/or above pedestrian thoroughfares to a minimum width of 3m (or to match the width of the adjoining footpath or pedestrian thoroughfare) within the Highfields Town Centre Core and Highfields Town Centre Frame Precincts.	Not Applicable (A021.1) The subject site is not in the Highfields Town Centre.
	A021.2 Hard landscape and paving treatments are durable, low maintenance, avoid glare and reflection, and are non-slip.	Not Applicable (A021.2) The subject site is not in the Highfields Town Centre.
	A021.3 Specific pedestrian routes are provided and are clearly marked in accordance with Figure	Not Applicable (A021.3) The subject site is not in the Highfields Town Centre.

	2d - Highfields Town Centre Precinct - Pedestrian/Cyclist Network.	
P022 The 'public realm' - outdoor spaces both on public and private property in which the public frequent - are well defined and are designed and managed to encourage regular and casual usage with unrestricted access.	A022.1 Development in the Highfields Town Centre Core Precinct incorporates: (a) open space areas and small informal spaces adjacent to the street, where pedestrian thoroughfares meet and where there are opportunities for rest stops, meeting places and other vantage points; and (b) outdoor pedestrian orientated commercial areas that are integrated with pedestrian thoroughfares and open spaces such as street corner cafes, al-fresco restaurants, market style shops.	Not Applicable (A022.1) The subject site is not in the Highfields Town Centre.
LANDSCAPING - WHERE IN THE HIGHFIELDS TOWN CENTRE		
P023 Landscaping enhances the quality of buildings, urban spaces and significant pedestrian and cycle pathways without unduly restricting opportunities for casual surveillance.	A023.1 Trees and other vegetation provide shade and visual interest yet do not impede casual surveillance of the street, by providing trees and other vegetation along footpaths and other open spaces where between a building and the street, at heights of between 0.6m and 2m above ground level at maturity.	Not Applicable (A023.1) The subject site is not in the Highfields Town Centre.
P024	A024.1 Development in the Highfields Town Centre Core Precinct incorporates the provision of street	Not Applicable (A024.1) The subject site is not in the Highfields Town Centre.

Street furniture is provided and meets the needs of likely users and contributes to the desired character and landscaping theme of the centre and includes, but is not limited to, seating, drinking fountains, shade structures and shelters, litter bins, bicycle parking facilities, signs, bollards and lighting.	furniture and landscape works where the scale of the development exceeds: (a) for mixed use development including residential uses: 25 dwellings/hectare (nett); (b) for Shops and Shopping Centres, over 1,000m² GFA; (c) offices over 500m² GFA; (d) short-term accommodation over 1,000m² GFA.	
	A024.2 Street furniture, including seats, bollards, grates, grilles, screens and fences, bicycle racks, flag poles, banners, litter bins, telephone booths and drinking fountains are co-ordinated with other elements of the streetscape.	Not Applicable (A024.2) The subject site is not in the Highfields Town Centre.
	A024.3 Incorporation of street furniture and landscape works is provided in accordance with a streetscape planting design manual, relevant planning scheme policy or in the absence of these as per an agreement between the Council and the developer of the land use for the reasonable provision of streetscape works that enable the intent of the Precinct to be achieved.	Not Applicable (A024.3) The subject site is not in the Highfields Town Centre.
	A024.4	Not Applicable (A024.4)

	Bicycle parking facilities are provided in accordance with the Austroads Guide to Traffic Management – Part 11: Parking (Section 7.8.5), and are designed to meet AS 2890.3- 1993.	The subject site is not in the Highfields Town Centre.
P025 Street trees and landscaping treatment contribute to the character, amenity, utility and safety of public and semi-public thoroughfares and spaces. Premises are attractively landscaped to fulfil the function, location, use and setting relevant to the premises. Landscaping is integrated with the built form to create focal points in appropriate locations	A025.1 Street trees are provided along footpaths, in public open spaces and in carparks, consistent with the requirements of the Landscaping Code.	Not Applicable (A025.1) The subject site is not in the Highfields Town Centre.
	A025.2 Lighting is located consistent with the Works Code.	Not Applicable (A025.2) The subject site is not in the Highfields Town Centre.
	A025.3 Soft landscaping (vegetation, planting and the like) and hard landscaping (paving, retaining walls and the like) is provided on premises, in the following forms: (a) trees, low planting and hard landscaping are provided along street frontages or access ways, for a minimum width of 3m; (b) shade trees are provided in car parks at a rate of one (1) tree per six (6) spaces; (c) a landscaped buffer strip is provided between the business and commercial use and any adjacent residential uses at ground level, which: a. has a minimum width of 3m; b. is planted with a variety of screening trees and shrubs	Not Applicable (A025.3) The subject site is not in the Highfields Town Centre.

	(species selected appropriate to the task and scale of development to be screened from view); and c. incorporates solid fencing or walls of at least 1.8m in height where acoustic attenuation is required; (d) roof-top planting is to soften the appearance of buildings and provide visual amenity, especially for residential mixed use buildings; and (e) planting is integrated with the design of any multi-level car parking structures.	
	A025.4 For mixed use development incorporating residential uses and/or office uses, the provision of landscaped area(s) at ground level is not less than 10% of the site area.	Not Applicable (A025.4) The subject site is not in the Highfields Town Centre.
PARKING AND SERVICING		
P026 Refuse disposal areas are located in convenient and unobtrusive positions and are capable of being serviced by refuse collection vehicles.	A026.1 Centralised refuse storage areas are: (a) located at least 5m from any street frontage or any other boundary; (b) of hardstand construction; and (c) convenient to access.	Complies (A026.1) A standard condition can be imposed to ensure compliance.
P027	A027.1	Complies (P027)

Parking areas, servicing and access are designed and located: (a) to ensure no parking, servicing and access area, or structures are a dominant visual element on the site on which it is developed, or the streetscape; (b) to allow multiple developments to utilise common carparking areas; (c) to service the needs of all users of the development; and (d) to avoid pedestrian, cyclist and vehicular conflict.	Car parking areas, service areas and access driveways are located where they will not unduly intrude upon pedestrian use of footpaths and will not dominate the streetscape through: (a) the use of rear access lanes; (b) parking and service areas situated at the rear of the site or below ground level; or (c) shared driveways where reciprocal access and shared carparking and access arrangements are in place, as relevant.	Refer to the Traffic Impact Assessment at Appendix E.
P028 Access driveways are located where they will not detract from the active frontages of the Precinct, impact on the overall streetscape appearance or the character and amenity of public spaces and will not unduly intrude upon pedestrian use of footpaths.	A028.1 Vehicular driveway access for carparks, refuse service and loading dock facilities of the development is not provided to developments from the 'Main Street' or other streets identified in Figure 2d- Highfields Town Centre Precinct - Pedestrian/Cyclist Network as having an active street frontage.	Not Applicable (A028.1) The subject site is not in the Highfields Town Centre Precinct.
	A028.2 Loading and service bays are located at the rear of the premises or where appropriate below ground level and accessed by streets that are not identified in Figure 2d- Highfields Town Centre Precinct -	Not Applicable (A028.2) The subject site is not in the Highfields Town Centre Precinct.

	Pedestrian/Cyclist Network as having an active street frontage.	
RESIDENTIAL AMENITY		
P029 Development involving a residential component provides residents of the site and surrounding land with a high level of privacy whilst providing residents with a reasonable outlook.	A029.1 Development is to ensure that: (a) Habitable rooms or private open space of a dwelling are separated by at least 9m; or (b) Outlook from windows, balconies, and terraces is screened where a direct view is available into a habitable room or private open space of a dwelling; or (c) Windows have translucent glazing or sill heights of at least 1.7m where within 9m of a habitable room or private open space of a dwelling.	Not Applicable (P029) The proposed development is not for residential purposes.
	A029.2 Where screening is used, it: (a) is a solid translucent screen or perforated panels or trellises which have a maximum of 50% openings; and (b) is permanent and fixed, and designed to blend in with the development.	Not Applicable (P029) The proposed development is not for residential purposes.
P030 Mixed use development incorporating residential uses provides reasonable standards of identity, privacy and security for residents and their visitors.	A030.1 Pedestrian entries are prominent when viewed from the street, are clearly defined, signposted, and well lit for safety.	Not Applicable (P030) The proposed development is not for mixed use development.
	A030.2	Not Applicable (P030)

	Entries to the residential component of a mixed use development are clearly separated from non-residential entrances.	The proposed development is not for mixed use development.
	A030.3 Safe and secure parking areas are provided for residential uses that are clearly marked, easily accessible and separate from non-residential building users.	Not Applicable (P030) The proposed development is not for mixed use development.
	A030.4 Development fronting streets, open space areas and dwellings: (a) provides vehicle loading/unloading and refuse storage/collection facilities within enclosed service yards or courtyards; (b) locates site service facilities and refuse storage/collection areas away from residential dwelling units, and away from the frontage to a public street or park in a manner that would result in bins being directly visible from those public spaces; (c) limits service vehicle loading/unloading to between 7:00 am and 6:00 pm; and (d) designs and locates ventilation and mechanical plant that does not direct noise and odours toward nearby dwelling units.	Not Applicable (P030) The proposed development is not for mixed use development.

P031 Development that includes a residential component is provided with private open space which: (a) facilitates active use by residents; (b) has adequate privacy; (c) has access to direct sunlight; and (d) has convenient access from a main living area	A031.1 Landscape design allows for shading and sunlight to communal areas, privacy buffers between dwelling units and assists in providing microclimatic control.	Not Applicable (P031) The proposed development does not include a residential component.
	A031.2 A minimum of 20% of the site is provided as landscape and recreation spaces each with a minimum dimension of 3m.	Not Applicable (P031) The proposed development does not include a residential component.
	A031.3 Development includes a screened area within or outside of the building envelope for storing refuse bins.	Not Applicable (P031) The proposed development does not include a residential component.