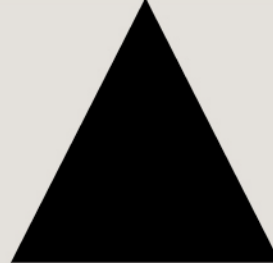


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Town Planning Report

WITMACK ROAD, WELLCAMP AND WARREGO HIGHWAY, CHARLTON QLD 4350

Town Planning Report

WITMACK ROAD, WELLCAMP AND WARREGO HIGHWAY, CHARLTON QLD 4350

- Development Permit for Reconfiguring a Lot – Boundary Realignment (Fourteen (14) Lots into Fourteen (14) Lots) and Access Easement.

Assessable Development (Impact Assessment)

Prepared by Property Projects Australia Pty Ltd
Prepared for F K Gardner and Sons Pty Ltd

8 October 2026

Prepared by Oliver O'Callaghan (Graduate Town Planner)
Reviewed by Marcus McNee (Senior Town Planner) and James Juhasz (Director)

BRISBANE OFFICE

LOWER GROUND / 618
BRUNSWICK ST NEW FARM
QLD 4005 AUSTRALIA

P +61 7 3254 1566

TOOWOOMBA OFFICE

123 MARGARET ST
TOOWOOMBA QLD 4350
AUSTRALIA

P +61 7 4632 0516

MELBOURNE OFFICE

LEVEL 1, 55 COLLINS ST
VIC 3000 AUSTRALIA

P +61 3 7037 0432

GEELONG OFFICE

10-14 BROUGHAM ST
GEELONG VIC 3220
AUSTRALIA

P +61 3 7037 0432

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1. EXECUTIVE SUMMARY

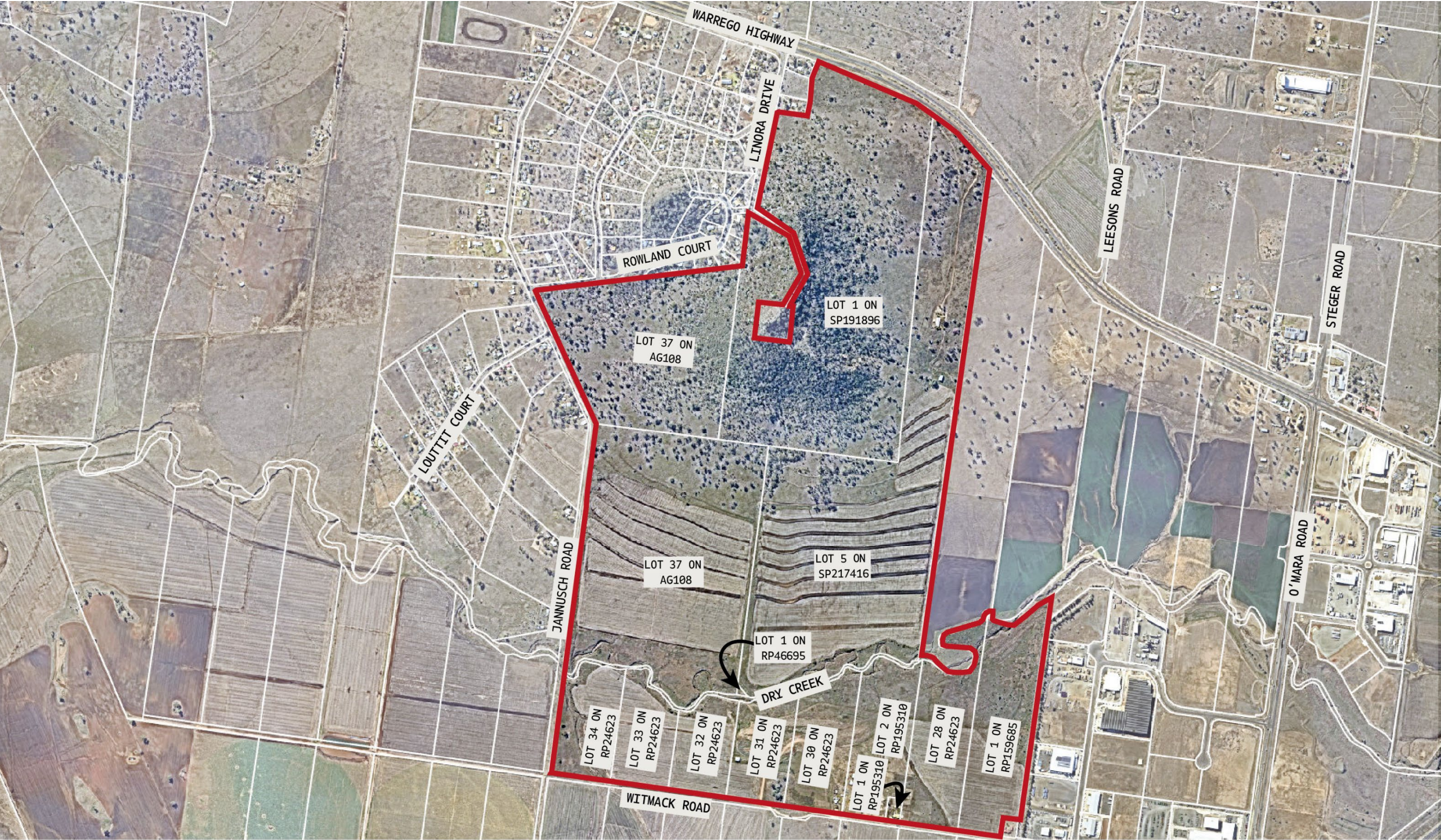
Table 1 – Site Details

Applicant:	F K Gardner and Sons Pty Ltd C/- Property Projects Australia
Address of Site:	Witmack Road, Wellcamp and Warrego Highway, Charlton QLD 4350 ("the subject site") Refer to Figure 1
Property Description:	Lot 28, Lot 30, Lot 31, Lot 32, Lot 33 and Lot 34 on RP24623, Lot 1 and Lot 2 on RP195310, Lot 1 on RP159685, Lot 36 on AG108, Lot 5 on SP217416, Lot 2 on RP24628, Lot 1 on SP191896 and Lot 1 on RP46695
Area of Site:	Total Site Area: 2,943,976m² (294.40 ha) ■ Lot 28 on RP24623 – 120,140m² (12.01 ha) ■ Lot 30 on RP24623 – 92,070m² (9.21 ha) ■ Lot 31 on RP24623 – 73,860m² (7.39 ha) ■ Lot 32 on RP24623 – 64,750m² (6.48 ha) ■ Lot 33 on RP24623 – 70,820m² (7.08 ha) ■ Lot 34 on RP24623 – 80,330m² (8.03 ha) ■ Lot 1 on RP195310 – 4,000m² (0.40 ha) ■ Lot 2 on RP195310 – 103,240m² (10.32 ha) ■ Lot 1 on RP159685 – 151,000m² (15.10 ha) ■ Lot 36 on AG108 – 506,870m² (50.69 ha) ■ Lot 5 on SP217416 – 662,143m² (66.21 ha) ■ Lot 2 on RP24628 – 299,470m² (29.95 ha) ■ Lot 1 on SP191896 – 714,600m² (71.46 ha) ■ Lot 1 on RP46695 – 683m² (0.07 ha)
Easements:	The subject site is not benefited or burdened by any existing easements.
Land Owner:	Heinmann Farm Pty Ltd ■ Lot 1 on SP191896 and Lot 5 on SP217416 Nass Farm Pty Ltd ■ Lot 28, Lot 30, Lot 31, Lot 32, Lot 33 and Lot 34 on RP24623, Lot 1 and Lot 2 on RP195310, Lot 1 on RP159685, Lot 36 on AG108, Lot 2 on RP24628 and Lot 1 on RP46695 Refer to Appendix A
Regional Plan:	The site is located within the Regional Landscape and Rural Production Area (RLPA) of the South East Queensland Regional Plan 2023 and the Priority Living Area (PLA) of the Darling Downs Regional Plan. Refer to Appendix A

Planning Scheme:	Toowoomba Regional Planning Scheme 2012 (Version 29.0) ("the planning scheme")
Zone and Precinct:	Rural Zone (100 ha Minimum Precinct) Refer to Figure 2
Neighbourhood / Local Plan:	Not Applicable
Overlays:	■ Agricultural Land Overlay ○ Agricultural Land ■ Airport Environs Overlay ○ 13km Wildlife Hazard Buffer Zone ○ Obstacle Height Restriction Zone (Area C - 15m) ○ Obstacle Height Restriction Zone (Area D - 45m) ○ Obstacle Height Restriction Zone (Area C - 90m) ○ OLS Extent ■ Bushfire Hazard Overlay ○ Bushfire Hazard - Medium Fire Risk ■ Environmental Significance Overlay ○ Areas of Ecological Significance Buffer ○ Areas of Ecological Significance ○ Waterways and Wetlands Buffer ■ Flood Hazard Overlay ○ Balance Mixed ○ Extreme Flood Risk ○ High Flood Risk ○ Medium Flood Risk ○ Low Flood Risk ○ Vulnerable Uses Restriction Area ○ Flood Plain Area ■ Landslide Hazard Overlay ○ High Landslide Hazard
Proposal Overview:	To realign the boundaries of the existing fourteen (14) lots and establish a shared access easement to provide access from the Warrego Highway to service five (5) of the fourteen (14) lots. The proposal retains the total existing number of lots but realigns their boundaries to provide a more functional lot configuration. Refer to Section 2.0
Aspects of Development:	■ Development Permit for Reconfiguring a Lot - Boundary Realignment (Fourteen (14) Lots into Fourteen (14) Lots) and Access Easement.
Category of Assessment:	☒ Impact Assessment

Public Notification:	The development application is required to be publicly notified for a minimum of fifteen (15) business days.
Assessment Manager:	Toowoomba Regional Council
Referral Agency:	The development application triggers referral to the State Assessment and Referral Agency ("SARA") under the following provisions of the Planning Regulation 2017: ■ Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 - Reconfiguring a lot near a State Transport Corridor; ■ Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, Item 1 - Reconfiguring a lot that is a future State Transport Corridor; and ■ Schedule 10, Part 3, Division 4, Table 2, Item 1 - Clearing Native Vegetation.

Figure 1 – Context Plan – Aerial



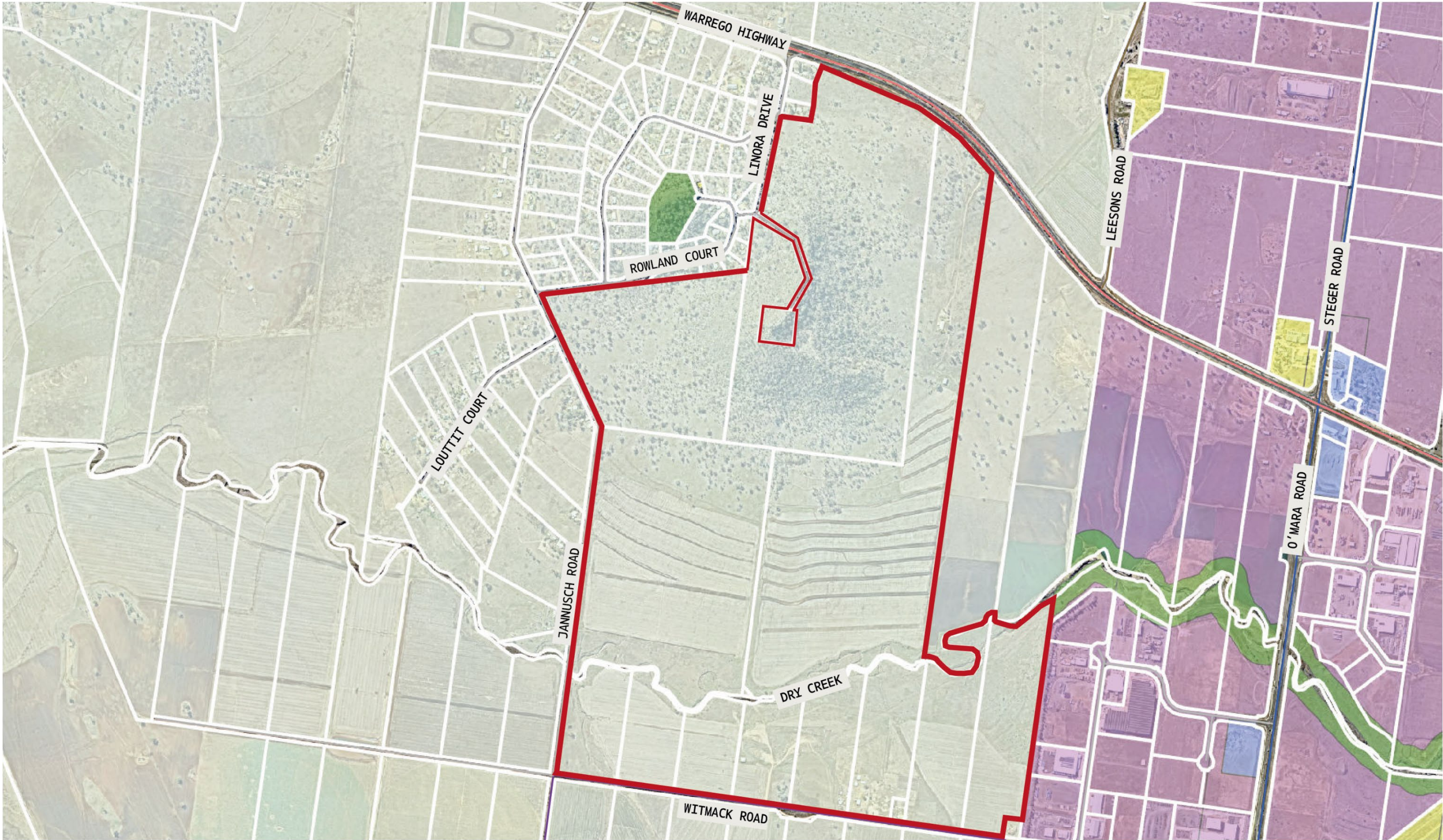
LEGEND: — SUBJECT SITE - WARREGO HIGHWAY AND WITMACK ROAD, WELLCAMP QLD 4350 (LOT 28, LOT 30, LOT 31, LOT 32, LOT 33 AND LOT 34 ON RP24623, LOT 1 AND LOT 2 ON RP195310, LOT 1 ON RP159685, LOT 36 ON AG108, LOT 5 ON SP217416, LOT 2 ON RP24628, LOT 1 ON SP191896 AND LOT 1 ON RP46695)

SCALE: NTS **SOURCE:** NEARMAP, TOOWOOMBA REGIONAL COUNCIL, QUEENSLAND GLOBE
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Figure 2 – Context Plan – Planning Scheme



LEGEND:					
SUBJECT SITE - WARREGO HIGHWAY AND WITMACK ROAD, WELLCAMP QLD 4350 (LOT 28, LOT 30, LOT 31, LOT 32, LOT 33 AND LOT 34 ON RP24623, LOT 1 AND LOT 2 ON RP195310, LOT 1 ON RP159685, LOT 36 ON AG108, LOT 5 ON SP217416, LOT 2 ON RP24628, LOT 1 ON SP191896 AND LOT 1 ON RP46695)					
SUB-ARTERIAL ROADS	LOCAL ROADS	COLLECTOR ROADS	LOCAL CENTRE ZONE	OPEN SPACE ZONE	
NATIONAL ROADS	DISTRIBUTOR ROADS	RURAL ZONE	MEDIUM IMPACT INDUSTRY	COMMUNITY FACILITIES ZONE	
SCALE: NTS SOURCE: NEARMAP, TOOWOOMBA REGIONAL COUNCIL, QUEENSLAND GLOBE					
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2. DEVELOPMENT PROPOSAL

2.1. Site Context

The subject site is comprised of fourteen (14) lots located along Witmack Road, Wellcamp and Warrego Highway, Charlton formally described as Lot 28, Lot 30-34 on RP24623, Lot 1 and Lot 2 on RP195310, Lot 1 on RP159685, Lot 36 on AG108, Lot 5 on SP217416, Lot 2 on RP24628, Lot 1 on SP191896 and Lot 1 on RP46695. The subject site has frontage to the following roads:

- Witmack Road (Distributor Road) approximately 1.56km;
- Warrego Highway (State-controlled Road) approximately 710m;
- Rowland Court (Local Street) approximately 370m of frontage;
- Hanrahan Road (Local Street) / Jannusch Road (Local Street) approximately 1.7km; and
- Linora Drive (Local Street) approximately 1.2km.

The subject site is located within the Rural Zone (100 ha Minimum Precinct) under the Toowoomba Regional Planning Scheme 2012 (Version 29.0). The site is affected by the Agricultural Land, Airport Environs, Bushfire Hazard, Environmental Significance, Flood Hazard and Landslide Hazard Overlays. The relevant mapped designations are summarised in **Table 1**.

The northern portion of the site, particularly within Lot 1 on SP191896, contains more densely vegetated land mapped as Medium Fire Risk under the Bushfire Hazard Overlay. Areas of Ecological Significance and associated buffers are also predominantly located in the northern portion of the site. A portion of the Waterways and Wetlands Buffer is located in the south western part of the site.

Flood hazard mapping principally follows Dry Creek through the southern portion of the site. The mapped designations include the Vulnerable Uses Restriction Area and varying levels of flood risk, particularly in the eastern portion of the site. The western section of the creek is predominantly mapped within the Balance Mixed subcategory.

State mapping identifies areas of Category B regulated vegetation in the northern portion of the site, particularly within Lot 1 on SP191896. The site also adjoins the Warrego Highway and is affected by future State transport corridor mapping.

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

2.2. Planning Framework

2.2.1. Local Planning Framework

The applicant seeks to reconfigure the subject site in the form of a boundary realignment. Specifically, the development application seeks a development approval for the following aspect of development:

- Development Permit for Reconfiguring a Lot - Boundary Realignment (Fourteen (14) Lots into Fourteen (14) Lots) and Access Easement.

The subject site is located within the Rural Zone (100 ha Minimum Precinct). The proposed lots do not achieve the minimum lot area of 100 hectares specified in Table 5.6:2 of the planning scheme. Accordingly, the proposal does not satisfy the minimum lot size requirement for code assessment and, therefore, falls within "Any other reconfiguring a lot not listed in this table" under Table 5.6:1. On this basis, the application is subject to impact assessment.

The suitability of the proposed configuration is assessed against the planning scheme including the Rural Zone Code, Reconfiguring a Lot Code and applicable overlay codes, as addressed in **Section 4.0** and **Appendix I**.

2.2.2. State Planning Framework

As illustrated within **Extract 1**, Lot 1 on SP191896 and Lot 5 on SP217416 adjoin the Warrego Highway and are located within the mapped extent of a future State transport corridor mapping.



Extract 1 – State-controlled road and future State-controlled road
Source – Development Assessment Mapping System

The application triggers referral to the State Assessment and Referral Agency (SARA) under the following provision of the Planning Regulation 2017:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Reconfiguring a lot near a State Transport Corridor; and

2.3. Proposed Development

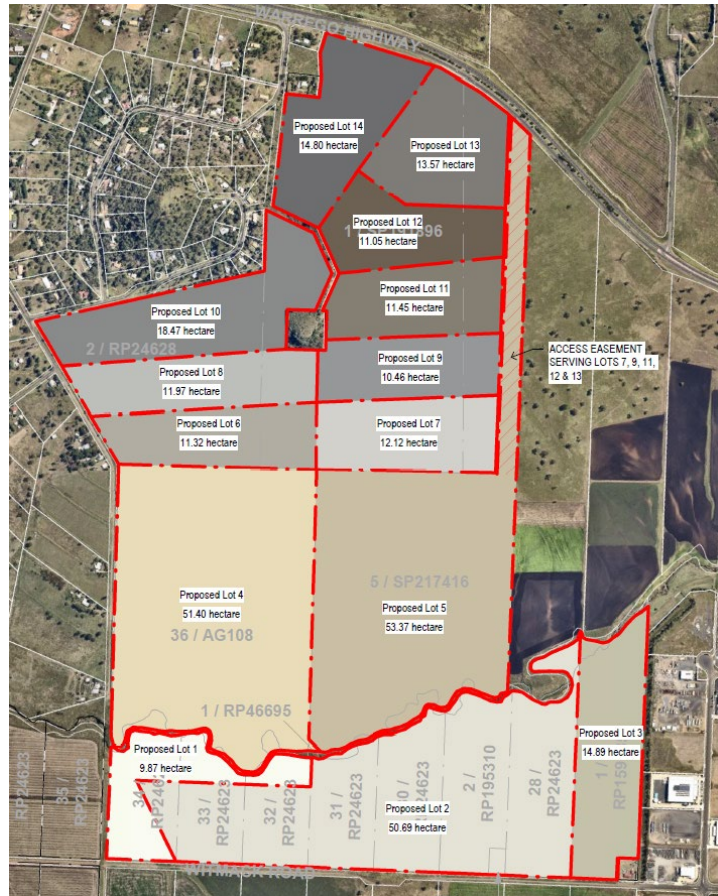
The development application proposes a boundary realignment of fourteen (14) lots into fourteen (14) lots, together with a shared access easement. The proposal retains the existing total number of lots but realigns their boundaries to achieve a different configuration and access arrangement.

Proposed Lots 1-3 front Witmack Road and are configured to accommodate existing infrastructure and potential future development, subject to applicable approvals including the existing development approval (MCUI/2018/2202/A). The remaining lots retain a rural character, with lot sizes varying from 11.05 hectares to over 53 hectares. Development envelopes, environmental covenant areas and vegetation management measures are proposed to protect ecological values and manage bushfire risk, whilst contemplating the potential for detached dwelling houses to be established on some or all of lots identified as Lots 4 to 14.

However, it is noted that the proposal does not seek approval for a new industrial use or detached dwelling house. Any future development remains subject to applicable development approvals and servicing requirements. Proposed lot areas are summarised in **Table 2** and shown in **Appendix B** and **Extract 3**.

2.3.1. Lot Configuration

As illustrated within **Extract 3**, the proposed reconfiguration retains fourteen (14) lots while realigning their boundaries to provide more functional lot configurations having regard to existing infrastructure, topography, vegetation, waterways and access arrangements.



Extract 3 – Lot Reconfiguration – General Arrangement
Source – FKG Group

Proposed Lots 1–3 are located along Witmack Road. Proposed Lot 1 is configured to encompass the ground water infrastructure and rights connected to this part of the site. The configuration of Proposed Lots 2 & 3 accommodates existing infrastructure and potential future development, including development approved by Council under MCUI/2018/2202/A.

Proposed Lots 4–14 retain a rural character. Their boundaries have been arranged to provide practical access and respond to the site’s physical constraints, including Dry Creek, topography and the vegetated slopes of Gowrie Mountain. Development envelopes are identified on proposed Lots 6–14 to guide the location of potential future dwelling houses and associated infrastructure. Environmental covenant areas and vegetation management measures are also proposed to protect ecological values and manage bushfire risk.

The proposed lot areas are summarised in **Table 2** below.

Table 2 – Proposed Lot Details

Lot	Area (ha)
Proposed Lot 1	9.87
Proposed Lot 2	50.68
Proposed Lot 3	14.89
Proposed Lot 4	51.40
Proposed Lot 5	53.37
Proposed Lot 6	11.32
Proposed Lot 7	12.12
Proposed Lot 8	11.97
Proposed Lot 9	10.46
Proposed Lot 10	18.47
Proposed Lot 11	11.44
Proposed Lot 12	11.05
Proposed Lot 13	13.57
Proposed Lot 14	14.80
Total Area	295.41

Note, the areas outlined in **Table 2** are approximate.

The proposed lot layout and access easement are shown on the Proposal Plans at **Appendix B**. The development envelopes and environmental covenant areas are identified in the Ecological Assessment Report at **Appendix D**.

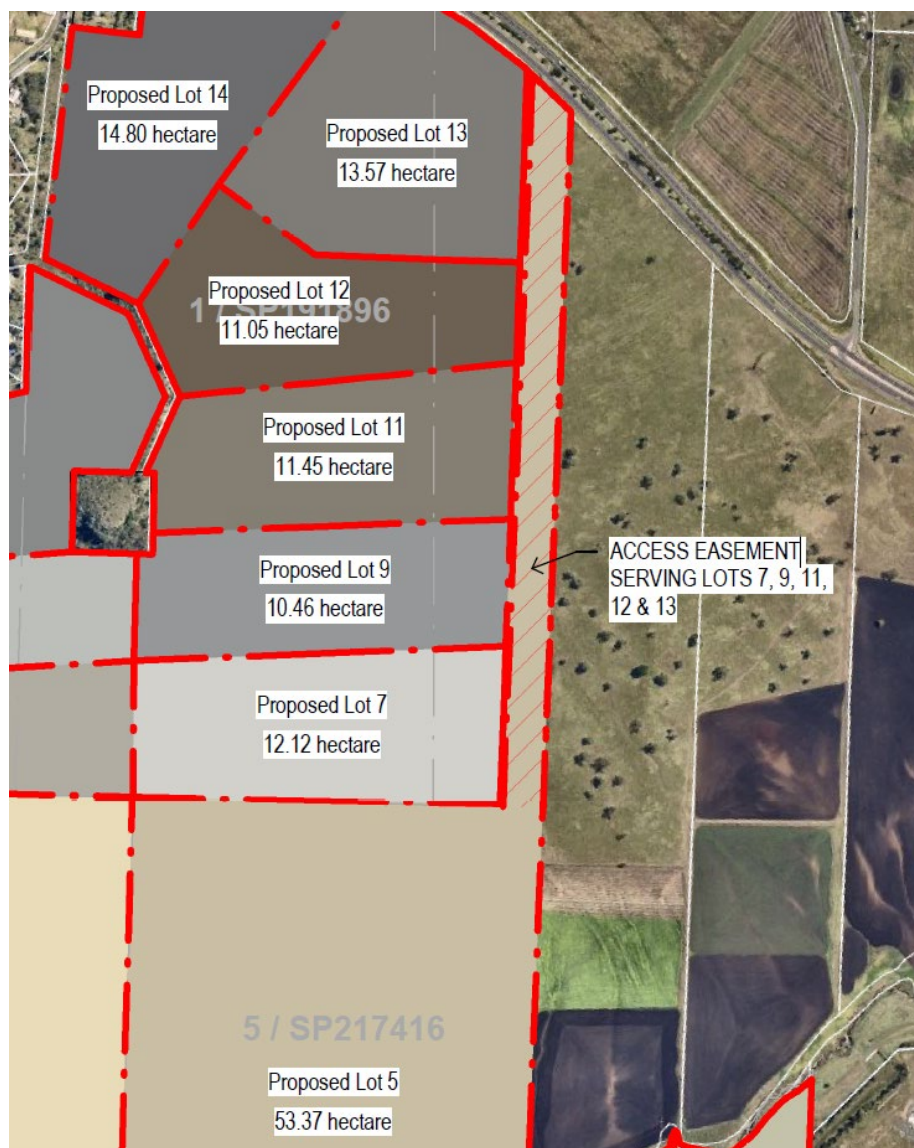
Further assessment of the suitability of the proposed configuration is provided in **Section 4.0** of this town planning report.

2.3.2. Access Easement

A shared access easement is proposed in the location shown on the Proposal Plans (**Appendix B**) and within **Extract 4**. The easement connects to the existing Warrego Highway crossover and provides access to the proposed allotments identified on those plans.

The access easement will burden Proposed Lot 5 and benefit Proposed Lots 7, 9, 11, 12 and 13. The easement is approximately 63 metres wide and approximately 1,085 metres long.

The Engineering Infrastructure Report proposes a formed rural gravel access, with detailed formation, pavement, grading and drainage requirements to be addressed through subsequent detailed design and Operational Works approval, where required.



Extract 4 – Access Easement – Lot Reconfiguration – General Arrangement
Source – FKG Group

2.4. Infrastructure, Services and Assets

An overview of the proposed infrastructure connections, access arrangements and stormwater management measures is provided in **Table 3** below. Further details are contained within the Engineering Infrastructure Report prepared by Kehoe Myers at **Appendix C**.

Table 3 – Infrastructure, Services and Assets

Aspect	Response
Water:	Proposed Lots 1-3 can be serviced from existing water infrastructure in Witmack Road. Proposed Lots 4, 6, 8 and 10 are proposed to be serviced from infrastructure in Jannusch Road and

Aspect	Response
	Rowland Court. Proposed Lot 14 will retain its existing connection from Linora Drive. Proposed Lots 5, 7, 9, 11, 12 and 13 are proposed to utilise on-site water supply systems. Detailed connection and storage requirements will be confirmed through subsequent design and approvals. A standard condition can be imposed to ensure compliance with the relevant requirements. Refer to the Engineering Infrastructure Report (Appendix C) for further information.
Sewer:	Council's reticulated sewer network is not available to the subject site. The Engineering Infrastructure Report considers the proposed allotments sufficiently large to accommodate on-site wastewater treatment and disposal systems. System design, soil suitability and land application areas will be confirmed through subsequent plumbing and drainage approvals. A standard condition can be imposed to ensure compliance with the relevant requirements. Refer to the Engineering Infrastructure Report (Appendix C) for further information.
Stormwater Quantity:	The Engineering Infrastructure Report considers the increase in runoff associated with the proposed reconfiguration and access works to be negligible relative to the size of the allotments. The shared access will generally follow existing topography and be designed to avoid concentrating flows and maintain existing overland flow paths. Drainage requirements associated with future development will be assessed through subsequent applications. A standard condition can be imposed to ensure compliance with the relevant requirements. Refer to the Engineering Infrastructure Report (Appendix C) for further information.
Stormwater Quality:	The Engineering Infrastructure Report identifies that stormwater quality treatment is not triggered for the rural reconfiguration as proposed. Erosion and sediment controls will be implemented for associated construction works. Any stormwater quality requirements arising from future industrial or other development will be assessed through the relevant subsequent applications. Refer to the Engineering Infrastructure Report (Appendix C) for further information.
Vehicle Access:	Vehicle access is proposed as follows: ■ Proposed Lots 1-3 via Witmack Road; ■ Proposed Lots 4, 6 and 8 via Jannusch Road;

Aspect	Response
	■ Proposed Lot 10 via Jannusch Road, with an alternative access option from Rowland Court; ■ Proposed Lot 5 via Warrego Highway; and ■ Proposed Lot 7, 9, 11, 12 and 13 via the proposed access easement (Warrego Highway); and ■ Proposed Lot 14 via existing Linora Drive access. Refer to the Engineering Infrastructure Report (Appendix C) for further information.
Earthworks:	Earthworks may be required to construct the shared access and associated drainage infrastructure. The extent will be determined through detailed design, having regard to existing topography, drainage paths and vegetation protection requirements. Any additional earthworks associated with future development will be addressed through the relevant subsequent approvals. A standard condition can be imposed to ensure compliance with the relevant requirements. Refer to the Engineering Infrastructure Report (Appendix C) for further information.
Electricity, Data and Telecommunications:	No new electricity or telecommunications connections are proposed as part of this application. The Engineering Infrastructure Report proposes on-site solar power or other suitable off-grid electricity systems and wireless telecommunications, subject to availability and future owner requirements. Detailed servicing arrangements will be determined as part of subsequent building or development works. A standard condition can be imposed to ensure compliance with the relevant requirements. Refer to the Engineering Infrastructure Report (Appendix C) for further information.

2.5. Supporting Information

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

2.5.1. Engineering Infrastructure Report

An Engineering Infrastructure Report has been prepared by Kehoe Myers at **Appendix C**. The key findings of the report are outlined below:

- Kehoe Myers has assessed the access and servicing requirements of the proposed boundary realignment.
- Vehicle access is proposed via the existing road network and a shared access easement. The existing Warrego Highway access is assessed as providing sufficient geometry for a rural Basic Left Turn Treatment, with no upgrade works proposed.
- The shared access is proposed to adopt a formed rural gravel road profile, with formation, grading, pavement and drainage details to be confirmed through subsequent detailed design and approvals. The gravel road profile is proposed for the length of the proposed access easement.
- Given the size of the lots, stormwater impacts are expected to be minor, with access works designed to maintain existing drainage paths and avoid concentrating flows.
- Servicing is proposed through a combination of existing reticulated water infrastructure, on-site water supply and wastewater disposal, off grid electricity and wireless telecommunications, subject to subsequent design and approvals.

2.5.2. Ecological Assessment Report

An Ecological Assessment Report has been prepared by Range Environmental at **Appendix D**. The key findings of the report are outlined below:

- Range Environmental has assessed the site's ecological values and potential development impacts, identifying native vegetation and habitat values, including confirmed occurrences of koala, austral cornflower and austral toadflax.
- The proposed layout seeks to avoid and minimise impacts through development envelopes, environmental covenant areas and defined vegetation clearing limits.
- Recommended rehabilitation measures include lantana control, planting and establishment of 200 austral cornflowers, and ongoing monitoring and maintenance.
- Protected plant surveys and any associated clearing approvals are required before relevant clearing works, together with fauna protection measures, including a fauna spotter catcher and an appropriate species management plan.
- The report supports the proposed reconfiguration subject to its recommended protection and management measures.

2.5.3. Bushfire Management Report

A Bushfire Management Report has been prepared by Range Environmental at **Appendix E**. The key findings of the report are outlined below:

- Range Environmental has assessed the bushfire hazards affecting the site and identified mitigation measures for the proposed reconfiguration.
- Development envelopes on Proposed Lot 6 to Proposed Lot 14 enable potential future dwelling houses to achieve BAL-19 or lower, subject to final siting and implementation of the recommended mitigation measures.
- Asset protection zones, ongoing vegetation management and environmental weed control are recommended to maintain suitable separation from hazardous vegetation and manage fuel loads.
- Suitable emergency vehicle access and a reliable firefighting water supply are required, including a minimum dedicated storage of 10,000 litres for future dwellings where an on-site supply is provided.
- Bushfire risk is considered manageable subject to implementation and ongoing maintenance of the recommended measures, with site-specific assessments recommended for future dwellings within 100 metres of potentially hazardous vegetation.

2.6. Consultation

2.6.1. Referral Agency

Prelodgement meeting advice was received on 27 November 2025. A copy of the prelodgement meeting advice and full response is provided at **Appendix F**.

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 must be carried out against:

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

3.1.1. State Planning Framework

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

4. KEY PLANNING MATTERS

The following section provides further discussion regarding key aspects of the proposed development and clearly demonstrates that the proposed development is, on balance, an appropriate development outcome.

4.1. Suitability of the Proposed Development

The proposed boundary realignment retains fourteen (14) lots while realigning their boundaries to achieve a more functional layout that can accommodate future land uses and activities that are consistent with the intent of the Rural Zone. The layout responds to existing infrastructure, topography, vegetation, Dry Creek and access requirements.

The Rural Zone Code seeks to protect productive rural land, maintain natural and scenic landscape values and minimise conflicts between rural activities and other uses. The Reconfiguring a Lot Code similarly seeks to facilitate sustainable use of rural land and agricultural resources, protect environmental values and provide safe and practical access and servicing.

4.1.1. Lot Size and Rural Land Management

The proposed allotments do not meet the 100 hectare minimum lot area. However, it is noted that this the case under the existing and proposed arrangement.

The suitability of the proposed lots is assessed against performance outcome P013 of the Rural Zone Code, which seeks to avoid creating *additional* lots smaller than 100 hectares, maintain productive capacity and protect natural and scenic landscape values.

The proposal retains fourteen (14) lots and, therefore, does not create additional lots with a total site area below 100 hectares. That is, there are presently fourteen (14) lots with a lot area less than 100 hectares and there will remain fourteen (14) lots with areas less than 100 hectares. To this end, the development complies with P013(a) of the Rural Zone Code. However, retaining the existing lot count does not, of itself, demonstrate that the revised configuration maintains rural productivity or maintains the natural and scenic landscape values of the land.

In this regard, the revised boundaries respond to existing infrastructure, topography, vegetation, Dry Creek and access requirements. Larger allotments, such as Proposed Lot 4 and 5, can accommodate larger scale rural activities, while the configuration of the smaller allotments, which maintain a minimum lot size of 10 hectares, responds to the more constrained areas but still provide the ability to retain smaller scale rural activities and pursuits. To this end, the proposed realignment does not reduce productive capacity but retains it at a level comparable to the pre-development case. As such, the development complies with P013(b) of the Rural Zone Code.

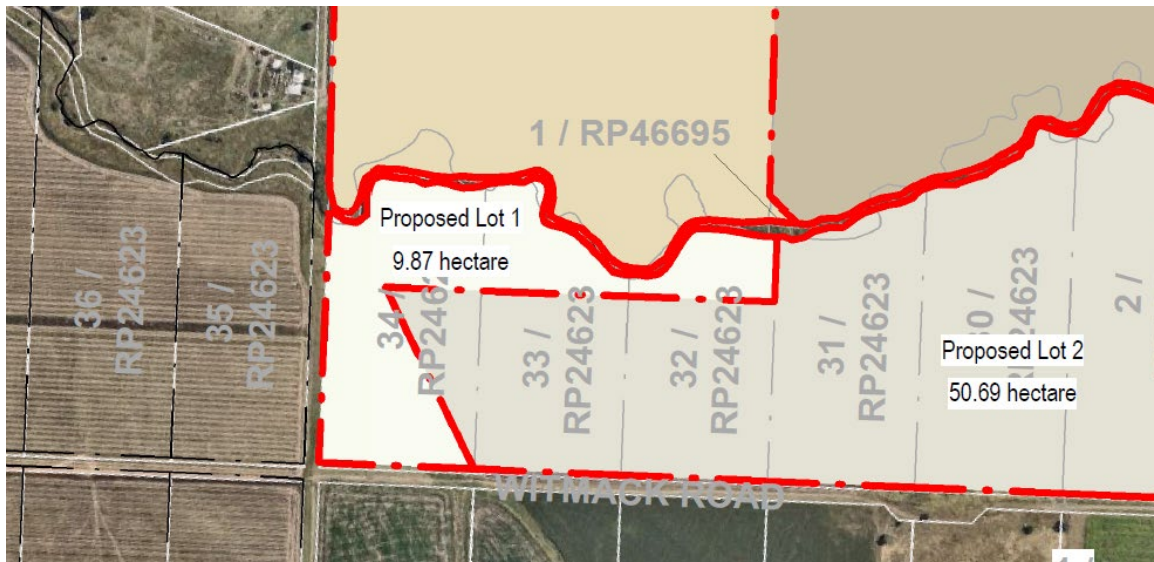
With respect to natural and scenic amenity values, the siting of development envelopes has been considered to avoid or, where not practical, minimise impact to mapped environmental values. Where required, environmental covenants are proposed to preserve areas of value, which aligns with P013(c) of the Rural Zone Code.

On balance, the proposed configuration is considered appropriate having regard to the existing cadastral pattern, retention of substantial rural land areas, access arrangements and measures to protect natural and scenic landscape values. This position relies on the revised boundaries retaining practical farming areas and operational access, with environmental protection and bushfire management measures capable of being implemented without unnecessarily restricting ongoing rural activities.

4.1.2. Lot Configuration and Future Development

Performance outcome P04 of Reconfiguring a Lot Code requires sufficient lot area, frontage, dimensions and road access to accommodate future development consistent with applicable planning scheme outcomes. The proposed lots provide substantial areas for buildings, setbacks, access, landscaping and on-site servicing. Development envelopes identify suitable locations for future buildings and associated infrastructure on proposed Lots 6-14.

The irregular configuration of Proposed Lot 1 (Extract 5) responds to the location of existing water infrastructure and rights. The shape serves a practical infrastructure and land management purpose rather than seeking a conventional lot configuration.



Extract 5 – Proposed Lot 1 – Lot Reconfiguration – General Arrangement
Source – FKG Group

4.1.3. Hatchet Lot and Shared Access Arrangement

The proposal includes a hatchet lot configuration and shared access arrangement along the eastern boundary of the site north of Dry Creek. Whilst Table 9.4.5:4 (Reconfiguring a Lot Code) outlines that hatchet lots are not to occur within the Rural Zone, the proposed arrangement is unique and requires consideration on its planning merits.

The access handle / shared access corridor ranges from 63.9m wide (approx.) at its southern extent to 67.8m wide (approx.) at its northern extent. This substantial width provides flexibility to accommodate vehicle access, drainage and separation from adjoining land. The arrangement serves large rural allotments and is not proposed as a means of increasing density. Its scale and function differ from a conventional narrow access handle.

A singular access easement also maintains one (1) access point to the Warrego Highway, which is consistent with the intent of the relevant sections of the State Development Assessment Provisions.

Furthermore, the proposed arrangement provides practical access while responding to the site's landform and vegetation. Detailed access design will need to demonstrate safe all weather access, appropriate drainage and emergency vehicle accessibility.

The remaining hatchet lot provisions, including access length and effects on adjoining land, are addressed in **Appendix I**.

4.1.4. Environmental Constraints

The lot layout incorporates development envelopes, environmental covenant areas and vegetation management measures to respond to ecological values and bushfire hazards. These measures support the site responsive layout sought by performance outcome P012 of the Rural Zone Code and the environmental outcomes of the Reconfiguring a Lot Code. They are discussed further in **Section 4.3**.

On balance, the proposed configuration is considered appropriate having regard to the existing lot pattern, intended rural function, practical access and servicing arrangements, and measures to protect productive, natural and scenic landscape values.

4.2. Planning Regulation 2017

4.2.1. Proposed Development

The development application seeks approval to rearrange the boundaries of fourteen (14) existing lots into fourteen (14) proposed lots, together with an access easement.

Schedule 2 of the Planning Act 2016 identifies several distinct forms of reconfiguring a lot. These include rearranging lot boundaries through registration of a plan under the Land Act 1994 or Land Title Act 1994, as identified in paragraph (c), and creating an easement giving access to a lot from a constructed road, as identified in paragraph (e).

The proposed development is characterised as a boundary realignment under paragraph (c), together with an access easement under paragraph (e). The revised boundaries respond to existing infrastructure, topography, vegetation, waterways and access requirements while retaining the existing TOTAL number of lots.

Although the boundary realignment will be registered through a plan of subdivision, that registration mechanism does not, of itself, determine whether the development is a "subdivision" for the purposes of the Planning Regulation 2017. The relevant consideration is the statutory definition and the nature of the proposed reconfiguration.

4.2.2. Regional Landscape and Rural Production Area

The subject site is located within the Regional Landscape and Rural Production Area (RLRPA) under the South East Queensland Regional Plan 2023 (ShapingSEQ). Schedule 10, Part 16, Section 23(1) of the Planning Regulation 2017 prohibits reconfiguring a lot within the RLRPA where the reconfiguration is both a subdivision and assessable development under section 21.

■ ***Section 23 – Prohibited development–reconfiguring a lot in SEQ regional landscape and rural production area***

- *(1) Reconfiguring a lot is prohibited development to the extent the lot is in the SEQ regional landscape and rural production area, if the reconfiguration–*
 - *(a) is a subdivision; and*
 - *(b) is assessable development under section 21.*
- *(2) However, subsection (1) does not apply if–*
 - *(a) the reconfiguration is an exempt subdivision; or*
 - *(b) each lot created by the reconfiguration is at least 100ha.*

For this purpose, Schedule 24 of the Planning Regulation 2017 defines “subdivision” by reference to paragraphs (a) and (d) of the definition of reconfiguring a lot in Schedule 2 of the Planning Act 2016.

■ ***subdivision means reconfiguring a lot stated in schedule 2 of the Act, definition reconfiguring a lot, paragraphs (a) and (d).***

For context, reconfiguring a lot is defined under the Planning Act 2016 as follows:

■ ***reconfiguring a lot means–***

- *(a) creating lots by subdividing another lot; or*
- *(b) amalgamating 2 or more lots; or*
- *(c) rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or*
- *(d) dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is–*
 - *(i) a lease for a term, including renewal options, not exceeding 10 years; or*
 - *(ii) an agreement for the exclusive use of part of the common property for a community titles scheme under the Body Corporate and Community Management Act 1997; or*
- *(e) creating an easement giving access to a lot from a constructed road.*

The proposed development comprises the rearrangement of existing lot boundaries under paragraph (c) and creation of an access easement under paragraph (e) of the definition of reconfiguring a lot in Schedule 2 of the Planning Act 2016. The definition of subdivision in Schedule 24 of the Planning Regulation 2017 refers specifically to paragraphs (a) and (d) of that definition. On this basis, the proposal does not constitute a subdivision for the purposes of Schedule 10, Part 16, section 23(1), and the prohibition does not apply. This conclusion was confirmed by the State Government as part of prelodgement engagement with the State Assessment and Referral Agency (SARA).

The proposed development therefore remains capable of assessment by Council as an impact assessable application, subject to the applicable assessment benchmarks and referral requirements. The merits of the proposed lot configuration, including agricultural productivity, environmental protection, access and servicing, are addressed elsewhere in this report.

4.3. Ecology and Bushfire

4.3.1. State Considerations

The site contains regulated vegetation and habitat values, including essential habitat and confirmed occurrences of koala, austral cornflower and austral toadflax. The application triggers referral to SARA for assessment against State code 16: Native vegetation clearing.

The ecological assessment considers potential clearing associated with the proposed boundaries, access and future infrastructure, including clearing allowances that may arise following approval whether or not those allowances are intended to be exercised. The proposed layout incorporates defined clearing limits and covenant areas to avoid and minimise impacts.

The report also identifies further requirements before relevant clearing works, including protected plant investigations, any associated permits and fauna protection measures. A separate EPBC self-assessment is recommended to confirm the Commonwealth referral position.

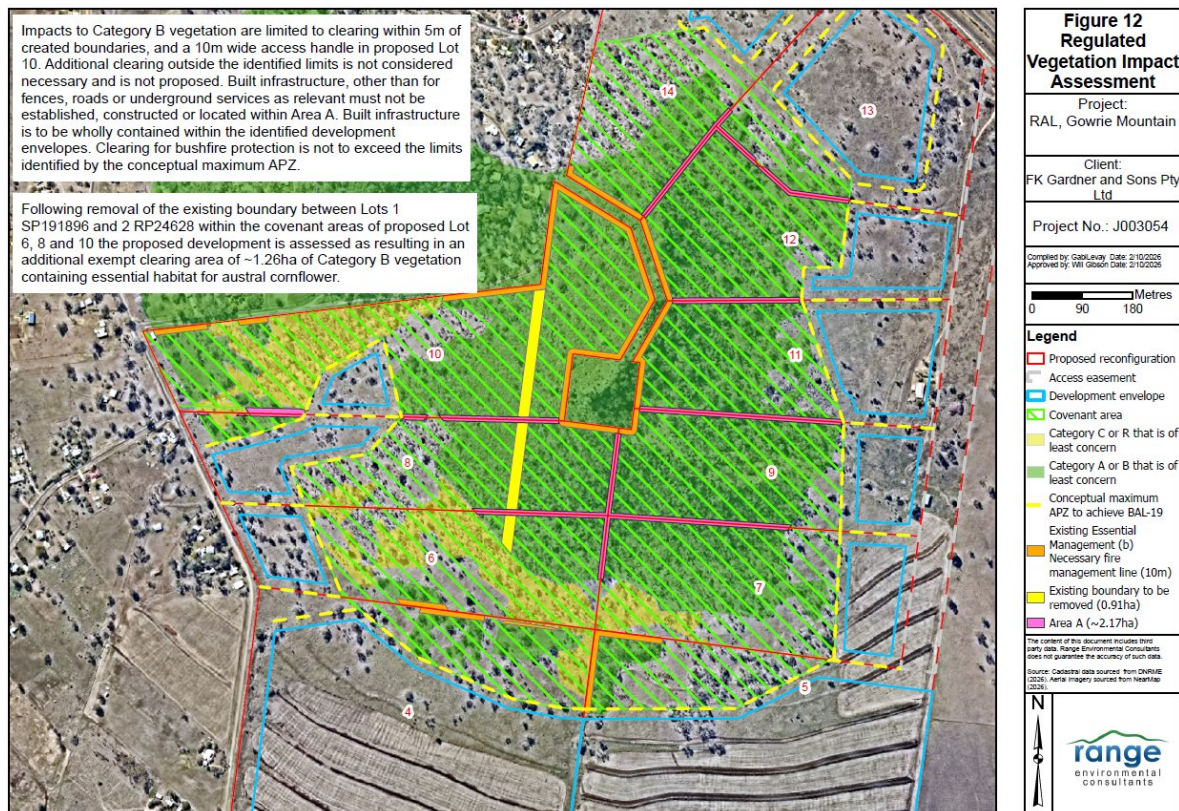
4.3.2. Local Considerations

The site is affected by the Environmental Significance and Bushfire Hazard Overlays. The proposed layout responds to these constraints through retention of significant vegetation, protection of habitat areas and identification of suitable development envelopes. Weed management and rehabilitation measures are proposed to improve the condition of retained habitat.

The Bushfire Management Report identifies development envelopes on proposed Lots 6–14 capable of accommodating future dwellings at BAL-19 or lower, subject to final siting and implementation of the recommended mitigation measures.

4.3.3. Development Envelopes and Management Measures

As illustrated within **Extract 6** in BLUE, development envelopes have been established to guide the location of future buildings and associated infrastructure while maintaining separation from hazardous vegetation and covenant areas.



Extract 6 – Regulated Vegetation Impact Assessment (Figure 12)

Source – Range Environmental

Note, the development envelopes on Proposed Lots 1-5 will be provided in accordance with the existing development approval (MCUI/2018/2202/A) over that portion of land.

Range Environmental have outlined the following recommended measures:

- defined clearing limits;
- registration of environmental covenants;
- lantana control and establishment of 200 austral cornflowers;
- asset protection zones and ongoing fuel management;
- suitable emergency vehicle access and firefighting water supplies; and
- site-specific bushfire assessments for future buildings where required.

Subject to implementation and ongoing maintenance of these measures, the supporting reports identify a basis for managing the ecological and bushfire implications of the proposed configuration.

4.4. Traffic and Access

Access to the proposed allotments is provided through the existing local road network and a shared access arrangement connecting to the existing Warrego Highway crossover.

The Engineering Infrastructure Report (Appendix C) assesses the existing highway access against the geometric requirements of a rural Basic Left Turn Treatment (BAL). The Preliminary BAL Investigation (PR02 – Issue P2) (Extract 7) identifies the existing shoulder widening and taper arrangement. The report considers the available geometry sufficient for the assessed treatment and proposes no external upgrade works at this access.



Extract 7 – Preliminary BAL Investigation (PR02 – Issue P2)
Source – Kehoe Myers

Use of the existing crossover avoids establishing an additional highway access point and consolidates access to the nominated allotments through the shared arrangement. The internal access is proposed as a formed rural access, with pavement, grading, drainage and emergency vehicle requirements to be resolved through detailed design.

The existing geometry provides support for the proposed arrangement; however, assessment against State code 1 must also consider vehicle types, movement frequency, entry and exit routes, sight distance and any implications of planned highway upgrades. These matters are subject to SARA's assessment.

The proposed boundary realignment does not itself approve an intensified land use. Traffic and access requirements associated with future development will be assessed through the relevant subsequent applications.

4.5. Other Relevant Matters

In addition to the assessment benchmarks, the following matters are relevant to consideration of the proposed development:

- **Existing cadastral pattern:** The site already comprises fourteen (14) lots, including allotments below the precinct's minimum lot area (100 ha). The proposal retains that number while providing a revised arrangement responding to infrastructure, landform and management requirements.
- **Surrounding land use pattern:** The proposed layout is consistent and compatible with the surrounding land use pattern. In particular, it is noted that:-

- The land is bound by the Warrego Highway (and Future State Controlled Road reserve) to the north;
- To the east is industrial land that comprises the Toowoomba Enterprise Hub;
- To the south, land is included in the Major Enterprise and Industrial Area (MEIA) under the South-East Queensland Regional Plan 2023; and
- To the west, the immediate locality contains a mix of rural residential development, rural allotments and vegetated land.

The proposal responds to this context while retaining opportunities for rural use and protecting mapped natural and scenic landscape values.

- **Coordinated land management:** Assessment of the site as a whole enables access, development envelopes, covenant areas and rehabilitation measures to be considered together rather than through separate applications for individual allotments.
- **Existing infrastructure:** The configuration recognises the location of existing water infrastructure and utilises existing road access where practicable. The Engineering Infrastructure Report identifies a combination of existing infrastructure and on-site solutions capable of servicing the proposed allotments, subject to detailed design and approvals.
- **Environmental management opportunities:** The proposal incorporates protection and rehabilitation measures, including environmental covenants, weed management and threatened flora planting. These measures provide an opportunity for coordinated management of retained ecological values.
- **Scope of approval:** The application seeks a boundary realignment and access easement. It does not seek approval for a new dwelling or industrial use. Future development remains subject to applicable planning, building, environmental and servicing requirements.

These matters support consideration of the proposal on its merits alongside the relevant assessment benchmarks.

5. CONCLUSIONS AND RECOMMENDATION

This town planning report has been prepared by *Property Projects Australia Pty Ltd* on behalf of F K Gardner and Sons Pty Ltd ("the applicant") in support of a development application lodged over land located at Witmack Road, Wellcamp and Warrego Highway, Charlton QLD 4350 being more formally described as Lot 28, Lot 30, Lot 31, Lot 32, Lot 33 and Lot 34 on RP24623, Lot 1 and Lot 2 on RP195310, Lot 1 on RP159685, Lot 36 on AG108, Lot 5 on SP217416, Lot 2 on RP24628, Lot 1 on SP191896 and Lot 1 on RP46695.

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

- Development Permit for Reconfiguring a Lot - Boundary Realignment (Fourteen (14) Lots into Fourteen (14) Lots) and Access Easement.

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, in the public interest and 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 G

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 <i>Planning Act 2016</i> and <i>Planning Regulation 2017</i>. Therefore, the applicant has the right to make a development application under Section 50 of the <i>Planning Act 2016</i>. Refer to Section 4.0 of this report for further detail on the implications of the <i>Planning Regulation 2017</i>.
Schedule 9 & 10 of the <i>Planning Regulation 2017</i>:	The referral requirements for the proposed development under the Planning Regulation 2017 have been reviewed. Based on this review, the development application triggers referral under the following provisions: ■ Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Reconfiguring a lot near a State Transport Corridor; ■ Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, Item 1 – Reconfiguring a lot that is a future State Transport Corridor; and ■ Schedule 10, Part 3, Division 4, Table 2, Item 1 – Clearing Native Vegetation. A response to State code 1: Development in a state-controlled road environment of the State Development Assessment Provisions (“SDAP”) is provided at Appendix I. A response to State code 16: Native vegetation clearing of the SDAP is provided at Appendix D.
Regional Plan (South East Queensland Regional Plan 2023):	The subject site is located within the Regional Landscape and Rural Production Area (RLPA) of the South East Queensland Regional Plan 2023 (ShapingSEQ). As identified at Section 2.2 of the planning scheme, the South East Queensland Regional Plan 2023 (ShapingSEQ) is appropriately integrated into the planning scheme and, therefore, a detailed assessment is not required. Despite this, it is noted that the development complies with the intent statement for the RLPA because:- ■ The development application does not involve or support an urban or rural residential use. The proposed lot sizes are consistent with the existing lot sizes and retain areas available for rural activities and land uses; and ■ The proposed layout has retained and protected areas mapped as being of environmental significance, as demonstrated within the enclosed technical reporting.

Matter / Benchmark	Response
	With respect to productive agricultural capacity, it is noted that, whilst the layout retains opportunities for small to medium scale rural activities and pursuits, under the existing scenario, the area is not important agricultural land.
Regional Plan (Darling Downs Regional Plan 2013):	The subject site is located within the Priority Living Area (PLA) of Darling Downs Regional Plan 2013. As identified at Section 2.2 of the planning scheme, the Darling Downs Regional Plan 2013 is appropriately integrated into the planning scheme and, therefore, a detailed assessment is not required.
Strategic Cropping Area and Priority Agricultural Area:	The subject site is affected by Strategic Cropping Area (SCA) and Priority Agricultural Area (PAA) mapping. The SCA identifies land that is, or is likely to be, highly suitable for cropping due to its soil, climate and landscape characteristics. The PAA identifies areas containing highly productive agricultural uses and seeks to protect their ongoing operation. The proposed development comprises a boundary realignment retaining fourteen (14) lots and associated access arrangements. It does not seek approval for a resource activity or regulated activity and, on this basis, does not require a regional interests development approval. The agricultural implications of the revised boundaries remain relevant to the planning assessment. The proposal retains substantial rural allotments and does not itself authorise conversion of agricultural land to industrial or other non-rural uses. Any future development remains subject to applicable approvals and assessment of agricultural land suitability and potential land use conflicts.
State Planning Policy ("SPP"):	The subject site is mapped as being affected by the following interests under the SPP: ■ Agriculture ○ Important agricultural areas; ○ Agricultural land classification – Class A and B. ■ Biodiversity ○ MSES – Regulated vegetation (intersecting a watercourse); ○ MSES – Regulated vegetation (essential habitat); ○ MSES – Wildlife habitat (endangered or vulnerable). ■ Natural Hazards, Risk and Resilience ○ Flood hazard area – local government flood mapping area;

Matter / Benchmark	Response
	○ Bushfire prone area. ■ Transport Infrastructure ○ State-controlled road; ○ Future State-controlled road. ■ Strategic Airports and Aviation Facilities ○ Wildlife hazard buffer zone; ○ Lighting area buffer – 6 km; ○ Obstacle limitation surface area and contours; ○ Height restriction zones – 15 m, 45 m and 90 m. As identified at Section 2.1 of the planning scheme, the interests under the SPP are not appropriately integrated into the planning scheme and, therefore, a detailed assessment is provided below: ■ Agriculture – The site is affected by Important Agricultural Area and Class A and B agricultural land mapping. The proposal retains fourteen (14) lots and substantial rural allotments and does not itself authorise a new non-agricultural land use. The revised boundaries and access arrangements seek to improve land management while retaining opportunities for ongoing rural use. Agricultural land suitability, operational access and potential conflicts with adjoining uses remain relevant to the assessment. Any future development will require consideration of the applicable agricultural protection provisions through the relevant approval process. ■ Biodiversity – The site contains mapped biodiversity values, including essential habitat, endangered or vulnerable wildlife habitat and regulated vegetation associated with a watercourse. The Ecological Assessment Report (Appendix D) assesses potential impacts associated with the revised boundaries, access arrangements and future infrastructure allowances. Development envelopes, environmental covenant areas and defined clearing limits are proposed to avoid and minimise impacts. ■ Natural Hazards, Risk and Resilience ○ Flood: Flood hazard mapping principally follows Dry Creek. The boundary realignment does not itself approve new buildings or intensification of land use within flood-affected areas. Access and associated earthworks must maintain drainage paths and avoid increasing flood impacts. Future development will

Matter / Benchmark	Response
	require assessment of flood levels, siting, access and evacuation requirements, where applicable. ○ Bushfire: The Bushfire Management Report identifies development envelopes on proposed Lots 6-14 capable of accommodating future dwellings at BAL-19 or lower, subject to final siting and implementation of the recommended mitigation measures. These include asset protection zones, ongoing vegetation management, suitable emergency access and firefighting water supplies. Refer to Appendix E. ■ Transport Infrastructure – The site adjoins the Warrego Highway and is affected by future State transport corridor mapping. The proposed access arrangements and potential impacts on the existing and future road corridor are subject to SARA assessment against State code 1. The Engineering Infrastructure Report assesses the existing highway crossover and considers its geometry suitable for the proposed shared access arrangement. Corridor protection and any access conditions remain subject to SARA’s assessment. Refer to Appendices C and I. ■ Strategic Airports and Aviation Facilities – The site is affected by aviation mapping, including obstacle limitation surfaces, height restrictions, lighting buffers and wildlife hazard buffers. The boundary realignment does not itself propose buildings, lighting installations or activities that would penetrate protected airspace or interfere with aviation operations. Any future development must address applicable height, lighting, wildlife attraction and aviation safety requirements.
Temporary State Planning Policy:	The development application is not currently affected by a <i>Temporary State Planning Policy</i> .
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.

Matter / Benchmark	Response
	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 I

Code Response Tables

Prepared by:

Property Projects Australia Pty Ltd

Rural Zone Code

6.6.6:1 Rural Zone Code – Requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
GENERAL		
P01 Setbacks are provided to: (a) avoid potential nuisance to neighbours; (b) protect residential amenity; and (c) maintain the local landscape character.	A01.1 Non-residential buildings, animal enclosures, storage facilities and waste disposal areas are setback the following distances from any: (a) dwelling on adjoining land in the Rural Zone - 50m; (b) land included in the low Density Residential, Low-medium Density Residential, Township, Emerging Community or the Rural Residential Zones - 100m.	Not Applicable (P01) The proposed development is limited to a boundary realignment.
P02 Development does not adversely impact on the character of the locality, having regard to the scale and visibility of buildings.	A02.1 Building height (other than for silos, windmills and similar farming infrastructure) does not exceed two (2) storeys or 10.5m in height above natural ground level.	Not Applicable (P02) The proposed development is limited to a boundary realignment.
ROADSIDE STALLS AND SHOPS		
Not Applicable No roadside stalls or shops are proposed.		
DWELLING HOUSE		
Not Applicable The proposed development does not involve a dwelling house.		

CARETAKER'S ACCOMMODATION		
Not Applicable The proposed development does not involve a caretaker's accommodation.		
NOISE AMENITY		
P09 The use does not adversely impact on the amenity of the surrounding residential land uses and/or residential streetscape character.	A09.1 New building plant or air-conditioning equipment is located central to the building and screened from view of the street or nearby residential uses	Not Applicable (P09) The proposed development is limited to a boundary realignment.
OUTDOOR LIGHTING		
Not Applicable The proposed development does not involve outdoor lighting.		
BUILDING WORK (NOT ASSOCIATED WITH A MATERIAL CHANGE OF USE)		
Not Applicable The proposed development does not involve any building work		

6.6.6:2 Rural Zone Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
P01 Forestry is established, maintained and operated in a manner that protects the amenity of the locality. A01.1 Use of equipment and machinery and haulage associated with forestry is restricted to: (a) Monday to Saturday – 7:00 am - 7:00 pm; and (b) Sunday and Public Holidays – 8:00 am – 7:00 pm.	A01 Forestry does not occur on land having slopes steeper than 15%.	Not Applicable (P01) The proposed development is limited to a boundary realignment.
P02 Adverse consequences of road traffic from harvesting activities on the road network are avoided.	No acceptable outcome is nominated.	Not Applicable (P02) The proposed development is limited to a boundary realignment.
P03 Forestry is established, maintained and harvested in a manner that maintains the environmental integrity, catchment values and the ecological values of the site.	A03.1 Land is not left in a disturbed and exposed condition, and is rehabilitated following harvesting.	Not Applicable (P03) The proposed development is limited to a boundary realignment.
USES		
P04 The zone primarily accommodates rural activities and related ancillary uses or compatible uses consistent with the values	A04.1 Uses which are consistent with the intent of the zone include: (a) rural activities;	Not Applicable (P04) The proposed development is limited to a boundary realignment.

and features of the zone including its rural production capacity, natural resources and scenic landscape amenity	(b) dwelling house where associated with rural activities; (c) caretaker's accommodation; (d) emergency services; (e) home based business; (f) major electricity infrastructure; (g) nature-based tourism; (h) outstation; (i) rural works' accommodation; (j) substation; (k) transport depot (where in the Heinemann Road Transport Precinct); and (l) warehouse (where in the Heinemann Road Transport Precinct and for the overnight storage of trucks and other road transport vehicles and the temporary storage of goods awaiting reshipment).	No land use is proposed as part of this development application.
	A04.2 Uses which are inconsistent with the intent of the zone include: (a) business activities; (b) accommodation activities (other than dwelling houses and short-term accommodation); (c) entertainment activities; (d) industry activities other than rural industry and extractive industry	Not Applicable (P04) The proposed development is limited to a boundary realignment.

	activities and industries requiring isolation from urban areas; and (e) recreation activities.	
P05 Rural industries are established only where associated with rural production in the immediate vicinity.	A05.1 No acceptable outcome is nominated.	Not Applicable (P05) The proposed development is limited to a boundary realignment.
P06 Tourism and recreation related uses are established only where they are small in scale and are directly associated with rural production, natural resources and landscape amenity in the immediate vicinity.	A06.1 No acceptable outcome is nominated	Not Applicable (P06) The proposed development is limited to a boundary realignment.
RURAL CHARACTER		
P07 Buildings are have a low rise, rural character.	A07.1 Building height (other than for silos, windmills and similar farming infrastructure) does not exceed two (2) storeys or 10.5m in height above natural ground level.	Not Applicable (P07) The proposed development is limited to a boundary realignment.
P08 Development does not unduly impact on the rural amenity and character of the locality, having regard to: (a) the scale, siting and design of buildings and structures;	A08.1 No acceptable outcome is nominated.	Complies (P08) The proposed development is limited to a boundary realignment and does not involve any land uses or structures. The proposed boundary realignment retains the existing number of lots and does not involve new buildings, structures or land uses. The revised lot configuration responds to the

(b) visibility from roads and other public view points, screening vegetation and landscaping; and (c) the natural landform and avoidance of visual scarring; (d) noise, odour and other emissions.		existing landform and vegetation and is not expected to adversely affect the rural amenity or character of the locality. Any future development will be subject to applicable planning requirements concerning built form, visual impacts, earthworks, noise, odour and other emissions.
P09 Roads and other infrastructure are of a sufficient capacity to accommodate the demands generated by the development.	A09.1 No acceptable outcome is nominated.	Complies (P09) The proposed boundary realignment retains the existing number of lots and is not expected to materially increase demand on roads or other infrastructure. Access and servicing arrangements are addressed in the Engineering Infrastructure Report. Any additional infrastructure requirements associated with future land uses will be considered through subsequent development applications, where required. Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia.
RURAL VIABILITY AND MANAGING CONFLICTS		
P010 Development does not restrict the ongoing operation or viability of nearby rural uses.	A010.1 No acceptable outcome is nominated.	Complies (P010) The proposed development is limited to a boundary realignment and will not restrict the ongoing operation or viability of the nearby rural uses.
P011	A011.1 No acceptable outcome is nominated	Not Applicable (P011)

Development that may be sensitive to the spray drift, odour, noise, dust, smoke and ash potentially associated with agricultural activities is adequately separated or buffered to avoid significant conflict		The proposed development is limited to a boundary realignment.
SITE LAYOUT		
P012 The site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, such that: (a) any hazards to people or property are avoided; (b) any earthworks are minimised; (c) the retention of natural drainage lines is maximised; (d) the retention of existing vegetation and biodiversity values is maximised; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening or separation to adjoining development.	A012.1 No acceptable outcome is nominated	Complies (P012) The proposed lot layout responds to existing topography, drainage patterns, vegetation, infrastructure, access arrangements and adjoining land uses. Revised boundaries and nominated development envelopes seek to minimise earthworks, retain natural drainage lines and ecological values, and provide appropriate separation from adjoining development. Hazard management, vegetation protection and servicing measures are addressed in the supporting engineering, ecological and bushfire reports, with detailed requirements for future development to be confirmed through subsequent approvals, where required. Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia.
PRECINCTS		
P013	A013.1	Complies (P013)

Development in the 100ha Precinct: (a) does not involve the creation of additional lots smaller than 100ha; (b) maintains the productive capacity of the land; and (c) maintains the natural and scenic landscape values of the land.	No acceptable outcome is nominated.	Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia.
P014 Development in the 200ha Precinct: (a) does not involve the creation of additional lots smaller than 200ha; (b) maintains the productive capacity of the land; and (c) maintains the natural and landscape values of the land.	No acceptable outcome is nominated.	Not Applicable (P014) The subject site is not within the 200ha precinct.

9.4.5 – Reconfiguring a Lot Code

9.4.5:1 Reconfiguring a Lot Code – Requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
P01 The lots resulting from the rearrangement of boundaries does not contribute to: (a) the proliferation of lots of rural land fragmentation; or (b) the potential to introduce uses or activities which conflict with the intent of the applicable zone for all or part of the site	A01.1 No additional lots are created by the rearrangement of boundaries.	Complies (A01.1) The proposed development does not involve additional lots
	A01.2 The resulting lots from rearranging boundaries are contained entirely within a single zone.	Complies (A01.2) The proposed development is contained within a single zone (Rural Zone).
P02 Lots resulting from rearrangement of boundaries do not require any new or additional infrastructure connections, or modification of existing connections.	A02.1 All lots resulting from rearrangement of boundaries: (a) retain all existing connections to water, sewer, electricity and other infrastructure wholly within the lot they serve; (b) do not require additional infrastructure connections or augmentation of existing connections; (c) except where in the Rural Zone, have sealed vehicle crossovers; (d) have stormwater drainage for lots 4000m ² or less:	Complies (P02) The proposed boundary realignment responds to the site's rural setting, topography, waterways, vegetation and existing infrastructure. The revised lot layout retains connections to the surrounding road network and provides shared access to relevant lots, supporting a functional and legible access arrangement. No new streets, community facilities or urban centres are proposed, and the layout maintains the rural character of the locality. Refer to the Engineering Infrastructure Report (Appendix C).

	(e) connected to adequately sized inter-allotment drainage; or (f) that drains the entirety of each lot independently without fill to the kerb and channel or swale of the road frontage	
P03 Where in the rural zone, all lots resulting from rearrangement of boundaries are provided with all weather road access from the driveway crossover to the nearest formed road.	A03.1 Where in the rural zone, all lots resulting from rearrangement of boundaries are provided with a formed gravel road from the driveway crossover to the nearest formed road in accordance with SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure	Complies (P03) The proposed lots will utilise existing road connections and the proposed shared access easement. All-weather access from each driveway crossover to the nearest formed road is to be provided, with any necessary upgrades confirmed through detailed design and conditioned as part of the approval. Refer to Section 4.4 of the Town Planning Report and the Engineering Infrastructure Report at Appendix C.
LOT SIZES AND DESIGN		
P04 All new lots provide sufficient area, frontage and dimensions, and road access that enable their future development to achieve relevant outcomes in applicable Use, Zone, Overlay, and Other Development Codes in relation to: (a) dwellings, buildings and/or other structures (b) setbacks ;	A04.1 All lots are rectangular and have minimum width to depth ratios, areas, dimensions and frontages as prescribed in Table 9.4.5:4.	Complies (P04) The revised lots are configured to support future rural uses, having regard to their area, dimensions, access and site constraints. Nominated development envelopes guide future building locations, with space for appropriate setbacks, landscaping, parking, manoeuvring and private open space. The shared access easement provides access to relevant lots. Future development remains subject to applicable code requirements.

(c) landscaping; (d) on site car parking and vehicle access; (e) recreation areas (private open space); (f) cultural heritage and character streetscape values; (g) other design criteria.		Refer to Sections 4.1 and 4.3 of the Town Planning Report, the Proposal Plans at Appendix B and the Ecological Assessment Report at Appendix D .
	A04.2 Where in the Low Medium Density Residential Zone development for lots 450m ² or less in area are capable of accommodating a rectangular building envelope with area and dimensions for: (a) a dwelling, including ancillary buildings and structures such as garages, covered carports and decks, that comply with the minimum setback requirements of the overlay or zone in which the land is located and building regulations; (b) private open space and recreation areas; (c) vehicle access and on-site car parking in accordance with the Transport, Access and Parking Code	Not Applicable (A04.2) The subject site is not within the Low-Medium Density Zone.

9.4.5:2 Reconfiguring a Lot Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Responses
P01 Except where in the Rural Zone (other than where in the Heinemann Road Transport Precinct) Limited Development (Constrained	A01.1 A Master Plan is prepared in accordance with SC6.4 PSP No. 4 Master Planning.	Not Applicable (P01) The subject site is within the Rural Zone.

Land) Zone, Community Facilities Zone, Open Space Zone or Recreation Zone, development: (a) occurs in a logical pattern and sequence; (b) is of a scale and density that facilitates an efficient land use pattern and facilitates a mix of lot sizes that provide for a range of residential dwelling choices; (c) is designed to create compact and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities; (d) creates a high quality streetscape and public open space network with connected public spaces and parks; (e) appropriately responds to constraints and natural values and mitigates any adverse impacts on areas of ecological significance; (f) is provided with all necessary infrastructure networks and is well serviced by community facilities; and (g) creates lots which are suitable for their intended use without requiring significant earthworks		
GENERAL		

P02 The layout of streets, lots and infrastructure gives the locality a strong and positive identity by: (a) responding to site characteristics, settings, landmarks, places of cultural heritage significance and views; (b) creating legible and interconnected movement and open-space networks; (c) locating community, retail, commercial and public transport facilities at focal points within convenient, safe and direct walking distance for residents/users; and (d) providing connections to existing facilities, services and movement networks in the surrounding area.	Where included in a local plan: A02.1 Neighbourhood design and lot layout is consistent with the requirements of any local plan. All other circumstances: No acceptable outcome provided	Complies (P02) The proposed boundary realignment responds to the site's rural setting, topography, waterways, vegetation and existing infrastructure. Existing road connections are retained and supplemented by a shared access easement, providing a functional access arrangement while maintaining the locality's rural character. No new streets or community, retail, commercial or public transport facilities are proposed. Refer to Sections 4.1 and 4.4 of the Town Planning Report and the Proposal Plans at Appendix B.
P03 The layout of streets, lots and infrastructure responds appropriately to environmental features of the site or locality by: (a) following the natural topography; (b) protecting and promoting views of landscape features, significant ridgelines, mountains, hills, rocky outcrops or other geological formations; (c) minimising the need for earthworks;	In partial fulfilment of the performance outcome: A03.1 A lot with an area of less than 450m² intended to be used for a dwelling house has a natural slope: (a) across the width of the lot not exceeding 10%; and (b) along the length of the lot not exceeding 5%.	Not Applicable (A03.1) The proposed development does not involve lots less than 450m².

(d) minimising vegetation loss and/or fragmentation; (e) maintaining natural drainage features and floodways; (f) maintaining important wildlife corridors and habitat areas; (g) providing for adequate buffering of (d), (e) and (f); (h) protecting and maintaining areas of indigenous cultural significance; and (i) connecting streets and open space to existing streets and open space on adjoining land as necessary for the orderly development of the precinct.		
P04 Street blocks and lot types are generally rectilinear and arranged to provide: (a) an efficient neighbourhood pattern, that supports walking cycling and public transport use; (b) the highest densities are located around open space, amenity features or other focal points; and (c) a mix of lot sizes which provide a wide choice in affordable and accessible housing and achieve streetscape variety	In partial fulfilment of the performance outcome A04.1 Subdivision involving the creation of lots for residential use ensures lots within the block are arranged so that: (a) there are between four (4) and six (6) adjoining attached (terrace or row) house lots in a group (to enable group housing construction and integrated streetscape solution); (b) there are no more than eight (8) narrow frontage (less than 15m) lots in a row;	Not Applicable (A04.1) The proposed development is not for a subdivision.

	(c) there are no more than four (4) lots with a width of 7.5m or less in a row unless serviced by a rear lane; and (d) there are no minor mismatches (e.g. less than 1m) in the rear corner lot boundaries of adjoining lots (to minimise the risk of set out error);	
	A04.2 Subdivision involving the creation of lots for residential use ensures lots with access to a laneway intended to accommodate more than one dwelling have a: (a) minimum width of 7.5m; and (b) minimum depth of 30m.	Not Applicable (A04.2) The proposed development is not for a subdivision
	A04.3 Street blocks fronting local streets do not exceed 100m in length.	Not Applicable (A04.3)
P05 Reconfiguration avoids risk to human safety and the environment from natural hazards and contaminated land	In partial fulfilment of the performance outcome A05.1 Where contamination is suspected (e.g. former dips, industrial sites), provide a preliminary contamination report for Residential or Rural Residential subdivisions	Complies (P05) The subject site is not listed on the contaminated land register.
P06 The development is integrated with the surrounding urban or rural environment, having regard to:	A06.1 No acceptable solution is nominated.	Complies (P06) The proposed development is limited to a boundary realignment and will not alter the

(a) the layout and dimensions of streets and lots; (b) connections to surrounding streets and pedestrian and cycle networks and other infrastructure networks; (c) provision for shared use of public facilities; (d) open space networks, retained habitat areas or corridors, landscape features and views and vistas; and (e) connections to centres.		character of the surrounding rural environment.
P07 In a reconfiguration that involves the creation of a new street (other than in a Rural Zone or the Rural Residential Zone) streetscape and landscape treatments are provided that: (a) create an attractive and legible environment with a clear character and identity; (b) use and highlight features of the site such as views, vistas, existing vegetation, landmarks and places of cultural heritage significance; (c) enhance safety and comfort, and meet user needs;	A07.1 No acceptable solution is nominated	Not Applicable (P07) The subject site is located within the Rural Zone.

(d) complement the function of the street in which they are located by reinforcing desired traffic speed and behaviour; (e) assist integration with the surrounding environment; (f) maximise infiltration of stormwater runoff; and (g) minimise maintenance costs through: i. street pavement, parking bays and speed control devices; ii. street furniture, shading, lighting and utility installations; iii. retention of existing vegetation; and iv. on street planting.		
P08 Neighbourhood design and lot mix provides sufficient opportunities for community, retail, commercial and other uses to meet community needs, where this is consistent with the intended character of the zone or precinct in which the land is located and appropriate to the size of development.	A08.1 No acceptable outcome is nominated.	Not Applicable (P08) The subject site is not located within a neighbourhood where these outcomes are applicable.
P09 Reconfigurations within the Low-medium Density Residential Zone and the Emerging Community Zone contribute to housing	A09.1 Reconfigurations incorporate the lot types identified in the performance outcome as follows:	Not Applicable (P09) The subject site is not located within the Low-medium Density Residential Zone or the Emerging Community Zone.

diversity and different levels of affordability to meet community needs by incorporating a mix of residential lot sizes drawing from the following lot types: (a) Traditional: A traditional lot caters for large dwelling houses, typically on lots with a frontage of up to 20m and depth of 30m to 32m for single storey dwelling houses and 25m for two (2) storey dwelling houses. (b) Multi-family: A multi-family lot allows for small multiple dwellings (typically four (4) to six (6) dwellings). Multiple dwellings on multi-family lots contribute significantly to diversity within a neighbourhood. Multi-family lots will typically be provided on-street corners to reduce the negative impact of rows of garage doors. (c) Courtyard: A courtyard lot has an area between 375m² and 480m² and comfortably accommodates a smaller detached dwelling house on a lot with a frontage of approximately 15m. (d) Villa: A villa lot has an area between 250m² and 320m² and accommodates a smaller dwelling house on a lot with a frontage of approximately 10m. It is suited to the housing needs of an	(a) reconfigurations creating between 10 and 50 additional lots incorporate a mix of at least two (2) different lot types; and (b) reconfigurations creating more than 50 additional lots incorporate a mix of at least three (3) different lot types	
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increasing number of one and two person households. A dwelling house on a villa lot is detached but usually built to one side boundary of the lot.		
P010 Reconfigurations within the Low-medium Density Residential Zone achieve a residential density that makes efficient use of the land and associated physical infrastructure	A010.1 Reconfigurations in the Low-medium Density Residential Zone facilitate a minimum residential density of 30 dwellings per hectare.	Not Applicable (P010) The subject site is not located within the Low-medium Density Residential Zone or the Emerging Community Zone.
P011 Reconfigurations within the Principal Centre Zone, Major Centre Zone, District Centre Zone or Local Centre Zone ensure an integrated, orderly and efficient development outcome is achieved across all lots in respect to access to the external road network, pedestrian and vehicle movement within the site and built form and function.	A011.1 No acceptable outcome is nominated	Not Applicable (P011) The subject site is not located within the Principal Centre Zone, Major Centre Zone, District Centre Zone or Local Centre Zone.
LOT SIZES AND DESIGN		
P012 Lot size in the Emerging Community Zone does not compromise the future development potential of the area for urban purposes	A012.1 Lots in the Emerging Community Zone have the minimum area and frontage as shown in Table 9.4.5:4.	Not Applicable (P012) The subject site is not located within the Emerging Community Zone.
P013 In the Rural Zone, the productive capacity of rural land resources is protected from	A013.1 Lots have a minimum area as shown in Table 9.4.5:4	Complies (P013)

the reconfiguration of lots that facilitates inappropriate intensification of development in the zone		Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia.
MOVEMENT NETWORK DESIGN		
P014 The street and road network has a clear structure, with roads that conform to their function in the network, having regard to: (a) traffic volumes, vehicle speeds and driver behaviour; (b) on street parking; (c) sight distance; (d) provision for public transport routes and stops; (e) provision for pedestrian and cyclist movement, prioritising these where appropriate; (f) provision for waste collection and emergency vehicles; (g) lot access; (h) convenience; (i) public safety; (j) amenity; (k) the incorporation of public utilities and drainage; and (l) landscaping and street furniture	A014.1 The street and road network is consistent with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Not Applicable (P014) The proposed development is limited to a boundary realignment and will not have a major impact on the existing road network.
P015	A015.1	Not Applicable (P015)

The road network provides for convenient and safe movement between local streets and higher order roads.	The proposed road network complies with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	The proposed development is limited to a boundary realignment and will not have a major impact on the existing road network.
P016 Local streets do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport)	A016.1 No acceptable outcome is nominated	Complies (P016) The proposed development does not result in local roads operating as through-traffic roads.
P017 Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport	A017.1 Intersections and pedestrian and cyclist crossings are provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Not Applicable (P017) The proposed development does not involve an intersection.
P018 Access arrangements for lots do not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads	A018.1 Access arrangements are consistent with the characteristics intended for the particular type of road or street specified in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure	Complies (P018) Refer to the Engineering Infrastructure Report prepared by Kehoe Myers at Appendix C .
P019 On-road car parking is provided according to projected needs taking into account: (a) total parking demand; (b) car parking opportunities on lots; and (c) non-residential and external parking generators.	A019.1 On-street parking is provided in accordance with the Transport, Access and Parking Code	Not Applicable (P019) The proposed development is in a rural area, the provision for on-street parking is not required in this instance.
P020	A020.1	Not Applicable (P020)

The movement network facilitates efficient and cost-effective provision and maintenance of infrastructure	Infrastructure is provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure	The proposed development does not involve provision for infrastructure.
P021 Rear lanes are designed to: (a) provide enough width to enable safe and efficient vehicle movement, including service vehicles; (b) have either a straight or T configuration and not be dead ends or cul-de-sacs; (c) enable easy and safe access into and out of garages without using doors that open into the lane; (d) not create a more direct through-route alternative for vehicles than the adjoining street network; (e) ensure rear yards of properties can be fenced for security; (f) ensure any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards; and (g) not provide for visitor parking within the lane unless in specifically designated areas	A021.1 Rear lanes are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure	Not Applicable (P021) Rear lanes are not associated with the proposed boundary realignment.
P022	A022.1	Not Applicable (P022)

Development does not compromise the delivery of existing or future public transport routes and encourages a highly connected local street network that enables public transport to efficiently service the area without the need to 'repeat a part of a route as part of the one trip'	Street networks in new developments are designed to accommodate the movements of a 14.5m long bus	The proposed development does not involve any street networks.
ROAD DESIGN		
P023 The geometric design features of each type of road: (a) convey its primary function for all relevant design vehicle types; (b) have an adequate horizontal and vertical alignment that is not conducive to excessive speeds; (c) encourage traffic speeds and volumes to levels commensurate with road hierarchy function; and (d) ensure unhindered access by emergency vehicles.	A023.1 Design of the roads comply with the SC6.2 PSP No. 2 - Engineering Standards - Roads and Drainage Infrastructure.	Not Applicable (P023) The proposed development does not involve new public road.
PEDESTRIAN AND CYCLIST FACILITIES		
P024 A network of pedestrian and cycle ways is provided having regard to: (a) opportunities to link open space networks, and community facilities,	A024.1 In partial fulfilment of the performance criterion, pedestrian and cycle ways are provided in accordance with SC6.2 PSP No. 2 - Engineering Standards - Roads and Drainage Infrastructure.	Not Applicable (P024) Given the context of the site, the provision of pedestrian and cycle ways are not required.

including public transport stops, local activity centres and schools; (b) likely trip purpose; (c) topography; (d) cyclist and pedestrian safety; (e) cost effectiveness; (f) likely user volumes and types; (g) convenience; and (h) accessibility.	A024.2 Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)	
P025 The alignment of pedestrian paths and cycleways is designed so that they: (a) allow for the retention of trees and other significant features; (b) maximise the visual interest provided by views and landmarks where they exist; (c) do not compromise the operation of or access to other infrastructure services; (d) are widened at potential conflict points; and (e) consider CPTED principles and disability access requirements.	A025.1 No acceptable outcome is nominated.	Not Applicable (P025) The provision of pedestrian and cycle ways is not warranted for the proposed boundary realignment given the rural context of the subject site.
P026 Safe street crossings are provided for pedestrians and cyclists across major roads	A026.1 Crossings and intersections are provided in accordance with SC6.3 PSP No 2 – Engineering Standards – Roads and Drainage Infrastructure	Not Applicable (P026.1) The proposed development does not create a major road and does not warrant a crossing over an existing major road.

	and Austroads Guide to Road Design Part 4: Intersections and Crossings: General.	
PUBLIC TRANSPORT		
P027 The movement network caters for the extension of existing or future public transport routes to provide services that are convenient and accessible to the community	A027.1 No acceptable outcome is nominated	Not Applicable (P027) The provision of public transport is not relevant to the proposed boundary realignment given the rural context of the subject site.
P028 Reconfiguration caters for the extension of public transport routes by locating the highest likely public transport 'trip generating' land uses in the vicinity of existing or potential public transport routes, where this is consistent with the intended character of the zone or precinct in which the land is located	A028.1 Except in the rural zone and the rural residential zone, at least 90% of proposed lots are within 400m safe walking distance from an existing or potential bus route or 500m walking distance of an identified bus stop.	Not Applicable (A028.1) The subject site is located within the rural zone.
P029 Residential densities within walking distance of existing and potential public transport stations and routes are at levels that take advantage of the infrastructure where this is consistent with the intended character of the zone or precinct in which the land is located	A029.1 No acceptable outcome is nominated.	Not Applicable (P029) Accessing public transport / routes via walking is not consistent with the intended character of the Rural Zone.
OPEN SPACE NETWORK		
P030	A030.1	Not Applicable (A030.1)

Neighbourhood design and lot layout provides a balanced variety of park types, including: (a) small local parks, which are designed to: i. provide a small open space setting for adjoining dwellings; ii. incorporate and retain existing natural features; iii. incorporate landscaping to assist in creating neighbourhood identity and way-finding; (b) neighbourhood parks, which are designed to: i. be centrally located; ii. support the local community's recreational needs; iii. provide opportunities for community and special events; (c) lineal or corridor parks, which are designed to: i. connect with existing or planned open space in the locality; ii. incorporate pedestrian and cycle paths; iii. protect significant natural features; iv. convey stormwater;	The lot reconfiguration makes provisions for the establishment of public parks in accordance with Part 4 Local Government Infrastructure Plan	The provision of public parks is not consistent with the intended character of the Rural Zone.
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v. provide for other recreational needs when not flooded; and (d) natural parkland areas which: i. retain locally significant wetlands, remnant vegetation and habitat for fauna; ii. continue ecological corridors and linkages to areas outside of the neighbourhood; iii. maintain important landscape and visual quality values.		
P031 Where provision for a public park is required in Part 4 – Local Government Infrastructure Plan the design and lot layout provides for safe and secure, well distributed and located parkland that: (a) has passive surveillance by surrounding development; (b) is of a suitable size, shape and topography for its function; (c) is located on a suitable road; (d) is highly accessible to local communities; and (e) achieves an acceptable standard of flood immunity.	A031.1 The public park meets the requirements of section 4.5.5 of the planning scheme. A031.1 The public park meets the standards identified in Table 9.4.5:3	Not Applicable (P031) No public park is required for the site under the Local Government Infrastructure Plan.
P032	A032.1	Not Applicable (P032)

Neighbourhood design and lot layout provides for safe and secure, well distributed and located parkland that: (a) provides a clear relationship between the public realm and adjoining land uses through treatment including alignment, fencing and landscaping; (b) enhances the area's local identity and landscape amenity; (c) provides for a range of recreational opportunities to meet community needs; (d) forms a linkage to existing parkland or habitats; (e) respects and retains existing natural elements; and (f) protects biodiversity values and features	No acceptable outcome is nominated	No public park is required for the site under the Local Government Infrastructure Plan. The provision of additional parkland is not necessary given the context of the site.
AMENITY		
P033 Reconfiguration provides for sufficient buffering to minimise impacts on accommodation activities and other sensitive land uses from nearby incompatible uses	A033.1 No acceptable outcome is nominated	Complies (P033) The proposed development is not impacted from nearby incompatible uses.
P034 The layout of lots created for industrial or commercial purposes facilitates the siting and design of development in a manner that ensures the amenity of accommodation	A034.1 No acceptable outcome is nominated	Not Applicable (P034) The proposed development is limited to a boundary realignment.

activities and sensitive land uses is protected.		
P035 Where reconfiguring a lot on land in the Lowmedium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High Impact Industry Zone it must not result in future sensitive uses within the site being exposed to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing	A035.1 Where reconfiguring a lot on land in the Low-medium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High Impact Industry Zone, it is demonstrated that a future sensitive use on proposed lots can meet: (a) the indoor noise objectives set out in the Environmental Projection (Noise) Policy 2008 are met; and (b) the air quality objectives in the Environmental Protection (Air) Policy 2008, are met through the use of measures such as: i. landscaping and open space; ii. setbacks; iii. the orientation of lots away from the industrial area; iv. barriers, mounds and fencing; and/or v. screening.	Not Applicable (P035) The proposed development is located within the Rural Zone.
SAFETY AND SECURITY		
P036	A036.1	Complies (P036)

The reconfiguration discourages crime, vandalism and anti-social behaviour and facilitates: (a) personal and property security; (b) casual surveillance of footpaths and parkland; and (c) activity and interaction within public spaces and movement networks	The reconfiguration is designed in accordance with Crime Prevention Through Environmental Design (CPTED) Guidelines for Queensland.	The proposed development has been designed to provide generous sightlines throughout the site, and as a result, crime, vandalism and anti-social behaviour is not promoted.
NATURAL VALUES		
P037 Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible	A037.1 Development within a water supply area involving the creation of new lot/s is connected to council's reticulated water supply system and a water supply outlet located within a road reserve is within 40M of the following: (a) all of the land; or (b) a building envelope designated on each lot; or (c) the centre of each lot, excluding access handles (where no building envelope is designated); and (d) all existing or proposed buildings	Not Applicable (A037.1) The subject site is not located within a water supply area.
P038 The reconfiguration provides for lot sizes and titling arrangements that ensure areas of ecological significance remain intact as part of common property or within large lots	A038.1 No acceptable outcome is nominated	Complies (P038) The proposed development will result in no impact to the waterway (Dry Creek) which traverses through the site.

P039 The layout of roads, driveways and other infrastructure avoids crossing or otherwise fragmenting waterways, wetlands, habitat areas or ecological corridors	A039.1 No acceptable outcome is nominated	Complies (P039) The proposed development includes an access easement which is separated from Dry Creek.
CLIMATIC RESPONSE		
P040 The street, lot orientation and lot size facilitate buildings that conserve non-renewable energy sources through climate-responsive siting and design	In partial compliance with the performance outcome: A040.1 Neighbourhoods are generally designed so that: (a) the long axis of roads runs east-west; (b) the number of wide lots (lots with a width greater than 15m) is minimised on streets running north-south; and (c) lots are generally rectangular in shape and not splayed.	Not Applicable (A040.1)
	A040.2 Where they are proposed, built-to-boundary walls are located on the west-southwest boundary of lots except where these boundaries are on the higher side of a sloping lot	Not Applicable (A040.2) The proposed development does not include built-to-boundary walls.
SERVICES		
P041 Services, including water supply, stormwater management, sewage disposal, waste disposal,	A041.1 No acceptable outcome is nominated	Complies (P041) Refer to the Engineering Infrastructure Report prepared by Kehoe Myers at Appendix C.

drainage, electricity and telecommunications, are provided in a manner that: (a) is efficient; (b) minimises risk of adverse environmental or amenity related impacts; (c) promotes total water cycle management and the efficient use of water resources; and (d) minimises whole of life cycle costs for that infrastructure		
NOISE IMPACTS		
P042 Lots are of a suitable size and dimensions to facilitate adequate noise management.	A042.1 Lots near a rail corridor or a regional arterial, sub-arterial or distributor roads are of sufficient size and depth to ensure that future dwellings are not exposed to road or rail noise greater than 63dB LA10(18hr). A042.2 Where it is not practical to achieve the required noise levels through lot layout and design, noise attenuation barriers are utilised to achieve the required noise levels.	Complies (P042) The proposed lots retain substantial areas and dimensions that provide opportunities for separation, setbacks and buffering between future rural uses and sensitive receivers. No new noise-generating land use is proposed as part of the boundary realignment. Any future development will need to demonstrate appropriate noise management having regard to adjoining uses and applicable planning requirements.
P043 Noise attenuation measures: (a) are compatible with the local streetscape;	A043.1 No acceptable outcome is nominated	Not Applicable (P043) Noise attenuation measures are not required for the proposed boundary realignment.

(b) minimise whole of life cycle costs where they are to be located on or adjacent to public land or common property; and (c) are designed to discourage crime and anti-social behaviour, having regard to: i. aesthetic quality and compatibility with streetscape; ii. physical accessibility; iii. provision of casual surveillance of public open space and movement networks; iv. opportunities for concealments or vandalism; and v. easy and economic maintenance		
AIR QUALITY		
P044 Reconfiguration does not result in lots intended for accommodation activities or sensitive land uses being subject to adverse air quality or impacts	A044.1 No acceptable outcome is nominated	Not Applicable (P044) The proposed development is limited to a boundary realignment.
ADDITIONAL REQUIREMENTS FOR VOLUMETRIC SUBDIVISION		
Not Applicable The proposed development does not involve a volumetric subdivision		
HATCHET LOTS		
P046	A046.1	Complies (P046)

Lot reconfigurations only create hatchet lots as a means of increasing residential densities in within: (a) Walking catchments around centres offering a broad range of goods, facilities and services (being 800m around Major and 400m around District centres and designated Local centres within the centre hierarchy); (b) Land that benefits visually from high quality parkland; (c) Walking catchments around major nonindustrial employment areas (land within 800m walk of 1000 or more nonindustrial jobs); (d) A central transport corridor bounded by Nelson, West, Jellicoe and Hume street, and (e) An 800m walking catchment of the University of Southern Queensland (Toowoomba campus).	Lot reconfigurations only create hatchet lots in the Low-medium Density Residential Zone.	Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia.
P047 The location and configuration of the access strip/easement and main body does not compromise: (a) the streetscape qualities of the area;	A047.1 Only 1 Hatchet Lot is created behind any full frontage lot as shown in Figure 1 below.	Complies (P047) Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia.
	A047.2 The access strip/easement to the Hatchet Lot is located on only 1 side of the lot with	Complies (A047.2)

(b) the residential amenity of the area; or (c) the Street System.	direct frontage to the street as illustrated in Figure 2 below.	The proposed access easement is only located on the eastern side of the lot with direct frontage to the road (Warrego Highway).
P048 The configuration of hatchet lots maintain the ability of existing buildings and structures to - (a) provide adequate daylight and ventilation to habitable rooms; (b) allow adequate light and ventilation to habitable rooms of buildings on adjoining lots; and (c) not adversely impact on the amenity and privacy of residents on adjoining lots.	A048.1 Where the lot reconfiguration creates a hatchet lots the new lot boundaries create setbacks to existing dwellings that comply with the minimum distances in the Queensland Development Code or relevant planning scheme code.	Complies (A048.1) Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia.
P049 The access strip/easement: (a) has a minimum width of 6 metres for its full length; (b) is located on the southern or western side of the lot; (c) has a maximum length of 30 metres; (d) is located so that there is no more than one driveway serving an adjoining property within 6 metres of the access strip/easement boundary (see figure 3 below).	No acceptable outcome is nominated	Complies (P049) Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia.

P050 Stormwater is discharged from the site to a lawful point of discharge, as defined in the Queensland Urban Drainage Manual (QUDM), without the use of pumped or charged pipe systems, and not to private land other than to an easement for stormwater purposes befitting the site and allowing discharge to a lawful point of discharge in land over which Council has tenure or control. Note: Land over which Council has tenure or control does not include Council's open space network.	A050.1 The site: (a) has a natural surface with an elevation that is higher than the abutting road and enables stormwater to drain gravitationally to the abutting road via subsurface pipes; or (b) has a natural surface with an elevation that is higher than Council's stormwater drainage network in the abutting road and enables stormwater to drain gravitationally to the stormwater drainage network in the abutting road via subsurface pipes; or (c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development.	Complies (P050) Stormwater drainage associated with the proposed boundary realignment and access works will be designed to discharge by gravity to a lawful point of discharge. Any discharge across private land will require an appropriate stormwater easement benefiting the site. Refer to the Engineering Infrastructure Report at Appendix C, with detailed drainage arrangements to be confirmed through subsequent design and approvals.
RECONFIGURATIONS CREATING LOTS LESS THAN 450M² IN AREA IN A RESIDENTIAL ZONE		
Not Applicable The proposed development does not create lots less than 450m²		
RECONFIGURATIONS FACILITATING DUAL OCCUPANCY DEVELOPMENT		
Not Applicable The proposed development does not facilitate a Dual Occupancy.		

8.2.4 Landslide Hazard Overlay Code

8.2.4:2 Landslide Hazard Overlay Code – Requirements for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
P01 Development maintains the safety of people and property from the risk of landslide.	A01.1 Development is carried out in accordance with a geo-technical report, prepared by a suitably qualified and experienced registered engineer, that includes: a. an assessment of the stability of the site; b. an assessment of the impact that the proposed development (including all proposed buildings, roads, excavation and/or filling, access and drainage works) would have on the stability of the site and adjacent land; and c. requirements (including, where relevant, preferred locations, methods of construction and management regimes for buildings, foundations, roads, excavation and/or filling, storm and wastewater drainage, landscaping and other works) that are necessary to be incorporated into the development to reduce the level of risk to life and property (whether on the site or not) to an acceptable level.	Complies (P01) The proposed boundary realignment does not involve new buildings or substantial earthworks. Future development should be located and designed having regard to slope stability and the mapped landslide hazard, with site-specific geotechnical assessment undertaken where required to demonstrate that risks to people and property are appropriately managed.

	A01.2 In high risk areas shown on the Landslide Hazard Overlay maps, development does not: (a) involve any new building work other than a minor extension <20m² gross floor area to an existing building; (b) create any additional lots; (c) involve vegetation clearing; or (d) alter stormwater conditions or ground levels beyond the limitations identified in A03.2.	
P02 Public safety and the environment are not adversely affected by the impacts of landslide on hazardous material made or stored on the subject site.	A02.1 The manufacture and/or storage of dangerous goods does not occur on a site shown as high risk on the Landslide Hazard Overlay maps.	Not Applicable (P02) Any future development is limited to a boundary realignment.
Siting and Design		
P03 The siting and design of development minimises impacts on the natural landform and landscape character.	A03.1 Development avoids cut and fill by using elevated or light-framed construction, or stepped (split level) building forms. A03.2 Any proposed cut and fill does not: (a) involve a total change of more than 1.5m relative to natural ground level at any point; (b) occur within 1.5m of any site boundary;	Complies (P03) The proposed lot layout responds to existing topography and vegetation. Nominated development envelopes guide future building locations to minimise disturbance to the natural landform and landscape character.

	(c) necessitate the construction of retaining walls exceeding 1.2m in height; and (d) exceed 50m³ of cut and/or fill in total.	
P04 The development includes measures that ensure: a. the long term stability of the development site; b. access to the site is not restricted during a landslide event; c. the need for significant earthworks is avoided; d. landslide hazards are avoided; and e. the risk of erosion is avoided.	No acceptable outcome is nominated.	Complies (P04) The boundary realignment does not involve new buildings or substantial earthworks. Future development and associated access works should incorporate appropriate slope stability, drainage and erosion control measures. Site-specific geotechnical assessment should be undertaken where required to confirm long-term stability, minimise earthworks and maintain safe access during a landslide event.
P05 Vehicle access is designed and located to: a. avoid risk of landslip and erosion; and b. provide for safe and functional all weather access.	A05.1 Development is designed so that vehicular access does not exceed a grade of 1 in 4.	Complies (P05) Existing access arrangements are retained where practicable. The proposed shared access should be designed to provide safe, functional, all-weather access, with detailed design addressing slope stability, drainage and erosion risks and incorporating geotechnical recommendations where required.

P06 Vegetation clearing is avoided and where practicable, revegetation is undertaken to strengthen landslide risk areas.	No acceptable outcome is nominated.	Complies (P06) The proposed layout seeks to retain existing vegetation and minimise clearing, as discussed in Section 4.3 of the Town Planning Report and the Ecological Assessment Report at Appendix D. Any necessary clearing and revegetation should be undertaken in accordance with the ecological recommendations, with revegetation used where practicable to stabilise disturbed areas and strengthen landslide risk areas, having regard to bushfire management requirements.
Community Infrastructure		
Not Applicable The proposed development does not involve community infrastructure.		

8.2.3 Flood Hazard Overlay Code

8.2.3:1 Flood Hazard Overlay Code – Requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
DEVELOPMENT IN FLOODS ISLANDS ONLY		
Not Applicable		
The proposed development is not in a flood island.		
MATERIAL CHANGE OF USE (HOME BASED BUSINESS ONLY)		
Not Applicable		
The proposed development does not involve a Material Change of Use.		
REARRANGEMENT OF BOUNDARIES		
P03 Development layout does not increase the risk to existing or future people, property or infrastructure located on the premises or other premises.	A03.1 Development ensures there is sufficient area outside the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area to accommodate the intended use(s).	Complies (P03) The proposed boundary realignment responds to existing waterways and drainage patterns and does not involve new buildings or changes to flood conveyance or storage. Access works and future development should be located and designed to maintain existing flow paths and avoid increasing flood risk on the site or adjoining premises. Refer to the Engineering Infrastructure Report at Appendix C for drainage and infrastructure considerations.
	A03.2 Development ensures that building envelopes are located in an area other than the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area.	
	A03.3 Development ensures that the entry points into the development are located to provide a safe and clear evacuation route path that	

	meets the requirements of Table 8.2.3.6 during floods up to the Defined Flood Event.	
RESILIENT BUILT FORM (ALL OTHER DEVELOPMENT, INCLUDING DWELLING HOUSE AND DUAL OCCUPANCY)		
Not Applicable		
The proposed development does not involve built form.		

8.2.3:2 Flood Hazard Overlay Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
DEVELOPMENT IN FLOOD ISLANDS ONLY		
P01 Development involving a vulnerable use is not located in a flood island area.	A01.1 Vulnerable uses are not located within a flood island area.	Not Applicable The proposed development is not in a flood island.
RISK-COMPATIBLE LAND USE		
P02 Development is compatible with the level of risk associated with the natural hazard, such that: (a) vulnerable uses are not located in the Vulnerable Uses Restriction Area; (b) all other uses within the: i. FR4 flood risk area are limited to non-urban uses; ii. FR3 flood risk area are consistent with the intent of any underlying Flood Management	A02.1 No acceptable outcome provided.	Not Applicable (P02) The proposed development is limited to a boundary realignment.

Precinct or otherwise are limited to non-urban uses; iii. FR2 flood risk area, FR1 flood risk area, Balance (mixed) flood risk area or OFP1(low) overland flow path area are consistent with the overall outcomes of the relevant zone or any Flood Management Precinct.		
RESILIENT BUILT FORM		
Not Applicable The proposed development does not involve any built form.		
SITING OF DEVELOPMENT FOR RECONFIGURING A LOT		
P05 Development siting and layout in a flood risk area responds to flooding potential and maintains personal safety at all times, such that: (a) subdivision of land occurs consistent with the overall outcomes of any applicable Flood Management Precinct; (b) lots for urban purposes provide a ground level above the Defined Flood Event; (c) rural and rural residential lots provide sufficient area outside the Defined Flood Event to accommodate the required minimum lot size;	A05.1 Development is avoided on that part of any land within the FR4, FR3 or FR2 flood risk areas, or otherwise as specified in the overall outcomes of a Flood Management Precinct. A05.2 Development complies with the filling requirements of table 8.2.3.5. A05.3 Development in a greenfield area protects a flood conveyance area by providing an easement or reserve over the area of the premises up to the Defined Flood Event to be retained for the purposes of reserve	Complies (P05) The proposed boundary realignment retains fourteen rural lots and responds to existing waterways and mapped flood constraints. No urban lots or building format lots are proposed. Future buildings and associated infrastructure should be located outside the Defined Flood Event, with safe access appropriately demonstrated.

(d) lots (excluding balance or common property lots) on a building format plan under the Land Title Act 1994 which is subject to a community titles scheme under the Body Corporate and Community Management Act 1997 and associated with a material change of use are located above the Defined Flood Event.		
P06 Development siting and layout in an overland flow path area accommodates the flow path characteristics and minimises the risk to persons, property and infrastructure both on site and external to the site.	A06.1 Development: (a) for urban purposes avoids maintaining overland flow paths in private ownership; (b) for rural or rural residential purposes provides sufficient area outside the overland flow path areas to accommodate the required minimum lot size. OR	Not Applicable (P06) The subject site is not mapped to be affected by overland flow.
	A06.2 Development is in accordance with an approved site-based stormwater management plan.	
ACCESS AND ISOLATION		
P07 Development in a flood risk area is sited and designed such that: (a) road layout avoids isolation in a flood hazard event and does not impede evacuation;	A07.1 Road and/or pathway layout within the development provides a safe and clear evacuation path: (a) to ensure persons are not physically isolated from an adjacent flood-free urban area;	Complies (P07) The proposal retains existing road connections and provides a shared access easement. Detailed access design should address flood exposure, maintain evacuation opportunities and demonstrate safe vehicular access during the relevant flood event.

(b) vehicular access during a flood hazard event is enabled; (c) provision is made for on-site sheltering during a flood event; and (d) signage is utilised to ensure that community members have a clear understanding of the nature of the flood risk in the area	(b) by locating entry points into the reconfiguration above the Defined Flood Event and avoiding cul-de-sacs or other non-permeable layouts; and (c) in the form of at least one (1) evacuation route that meets the requirements of Table 8.2.3.6 during floods up to the Defined Flood Event.	Future development should provide suitable on-site shelter above the relevant flood level, with flood warning signage where required. Refer to the Engineering Infrastructure Report at Appendix C for access and drainage considerations.
	A07.2 An area is available within the development site at or above the flood planning level with sufficient space to accommodate the likely population of the development in safety for a relatively short time until flash flooding subsides or people can be evacuated.	
	A07.3 Development ensures that: (a) signage is provided on a road or pathway indicating the position and path of all safe evacuation routes off the premises; (b) if the premises contains or is within 100m of a waterway, hazard warning signage and depth indicators are provided at each key hazard point, such as at a waterway crossing or an entrance to a low-lying reserve.	
FLOOD STORAGE AND CONVEYANCE		
P08	A08.1	Complies (P08)

Development complies with the requirements of table 8.2.3.5 and does not change the flood characteristics of the area, taking account of the cumulative impact of development, outside the site in ways that result in: (a) loss of flood or overland flow storage/conveyance; (b) loss of or changes to flow paths; (c) acceleration or retardation of flows; (d) increase in the depth or duration of flood or overland flow waters; or (e) any reduction in flood warning times elsewhere on the floodplain.	No acceptable outcome provided.	The proposed development is limited to a boundary realignment and will not change the flood characteristics of the area.
EMERGENCY MANAGEMENT AND BUSINESS CONTINUITY		
P09 Development supports, and does not unduly burden, disaster management responses and recovery capacity and capabilities for a flood hazard event up to and including the Defined Flood Event or the Overland Flow Event.	A09.1 Development enables or does not hinder or complicate self-evacuation of persons and ensures sufficient warning time for the nature of the use.	Complies (A09.1) The proposed development is for a boundary realignment and will not involve hinder evacuation arrangements.
	A09.2 Materials stored on site: (a) are not located within the FR4 and FR3 flood risk areas or the OFP2 (high) overland flow path area, and otherwise are those that are readily able to be moved in a flood event; and	Not Applicable (A09.2) The proposed development is for a boundary realignment and does not involve the storage of materials.

	(b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood.	
HAZARDOUS MATERIALS		
P010 Development not in the FR4 or FR3 flood risk areas or the OFP2 (high) overland flow path area ensures public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk	A010.1 Development ensures: (a) the manufacture or storage in bulk of hazardous materials is located at least above the flood planning level in Table 8.2.3.3 or the overland flow planning level in Table 8.2.3.4 (whichever is applicable): or (b) structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of floodwaters.	Not Applicable (A010.1) The proposed development is for a boundary realignment and does not involve hazardous materials.
INFRASTRUCTURE		
P011 Essential services infrastructure within a site (including electricity, gas, water supply, wastewater and telecommunications) is located outside the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area or maintains its function during and immediately after flood events.	A011.1 Any components of the infrastructure that are likely to fail to function or may result in contamination when inundated by flood water (e.g. electrical switchgear and motors, water supply pipeline air valves) are: (a) located outside the FR4 and FR3 flood risk areas or OFP2 (high) overland flow path area; and	Not Applicable (P011) The proposed development is for a boundary realignment and does not introduce any essential services infrastructure.

	(b) located above the flood planning level in Table 8.2.3.3 or the overland flow planning level in Table 8.2.3.4 (whichever is applicable); or (c) designed and constructed to exclude floodwater intrusion/infiltration.	
	A011.2 Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by all flood events.	
COMMUNITY INFRASTRUCTURE		
P012 Development involving community infrastructure: (a) is not located within a flood risk area, flood island or the OFP2 (high) overland flow path area if it involves a vulnerable use; (b) remains functional to serve community need during and immediately after a flood event; (c) retains essential site access during a flood event such that the following uses have direct access to low hazard evacuation routes as defined in Table 8.2.3.6:	A012.1 No acceptable outcome provided.	Not Applicable (P012) The proposed development does not require or involve community infrastructure.

i. a vulnerable use located outside the Vulnerable Uses Restriction Area; ii. substation; iii. utility installations involving water and sewerage treatment plants (d) is able to remain functional even when other infrastructure or services may be compromised in a flood event.		
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State code 1: Development in a state-controlled road environment

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

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Complies (PO1) The proposed development is limited to a boundary realignment. The proposed development is not located in a state-controlled road.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies (PO2) The proposed development is limited to a boundary realignment. The proposed development will not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies (PO3) The proposed development is limited to a boundary realignment. The proposed development will not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road.

Performance outcomes	Acceptable outcomes	Response
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Not Applicable (PO4) The proposed development is limited to a boundary realignment.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials. AND AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road. AND AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road. AND AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.	Not Applicable (PO5) The proposed development is limited to a boundary realignment.
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	Not Applicable (PO6) The proposed development is limited to a boundary realignment.

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Performance outcomes	Acceptable outcomes	Response
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	AO7.1 Landscaping is not located in a state-controlled road . AND AO7.2 Landscaping can be maintained without requiring access to a state-controlled road . AND AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road .	Not Applicable (PO7) The proposed development is limited to a boundary realignment.
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Complies (PO8) The proposed development is limited to a boundary realignment. All stormwater run-off from the site will not create or exacerbate a safety hazard for users of the state-controlled road.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies (PO9) The proposed development is limited to a boundary realignment. All stormwater run-off from the site will not create or exacerbate a safety hazard for users of the state-controlled road.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies (PO10) The proposed development is limited to a boundary realignment. All stormwater run-off from the site will not adversely impact the structural integrity of the state-controlled road.

Performance outcomes	Acceptable outcomes	Response
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road. AND AO11.2 Development does not concentrate flows to a state-controlled road. AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	Complies (PO11) The proposed development is limited to a boundary realignment. All stormwater run-off from the site will not create or exacerbate a safety hazard for users of the state-controlled road.
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road. AND AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.	Complies (PO12) The proposed development is limited to a boundary realignment and will not result in a material worsening of flooding impacts within a state-controlled road.

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

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Performance outcomes	Acceptable outcomes	Response
	AND AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.	
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge. AND AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.	Complies (PO13) The proposed development is limited to a boundary realignment. All stormwater discharge will be appropriately managed.
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Complies (PO14) The proposed development is limited to a boundary realignment. All stormwater discharge will be appropriately managed.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies (PO15) The proposed development is limited to a boundary realignment. The existing Warrego Highway access is retained, with its suitability for the revised lot arrangement and road user safety

Performance outcomes	Acceptable outcomes	Response
		addressed in Section 4.4 of the Town Planning Report and the supporting access investigation.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	Complies (PO16) The proposed development is limited to a boundary realignment. The existing highway access is retained, with access design and operation to maintain the highway's transport function and avoid queuing onto the highway. Refer to Section 4.4 and the supporting access investigation.
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	Complies (PO17) The proposed development is limited to a boundary realignment. Retention of the existing access is proposed, subject to confirmation that its use and any required upgrades are compatible with the future intent of the Warrego Highway. Refer to Section 4.4 and the supporting access investigation.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Complies (PO18) The proposed development is limited to a boundary realignment. The proposal relies on an existing highway access, with its use for the revised lot arrangement subject to the applicable limited access road policy and any access approval requirements. Refer to Section 4.4.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies (PO19) The proposed development is limited to a boundary realignment. Existing local road connections are retained. Any new or changed access within 100 metres of a state-controlled road intersection will need to demonstrate that road user safety is maintained. Refer to Section

Performance outcomes	Acceptable outcomes	Response
		4.4 and the Engineering Infrastructure Report at Appendix C.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Complies (PO20) The proposed development is limited to a boundary realignment. No new land use is proposed. Any new or changed local road access within 100 metres of a state-controlled road intersection will need to demonstrate that the intersection's operating performance is maintained. Refer to Section 4.4 and the Engineering Infrastructure Report at Appendix C.
Public passenger transport and active transport		
Not Applicable The proposed development is not located within proximity to and does not involve public passenger transport and active transport.		

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies (PO25) The proposed development is limited to a boundary realignment. Existing road connections are retained, with the suitability and safety of the Warrego Highway access addressed in Section 4.4 of the Town Planning Report and the supporting access investigation.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies (PO26) The proposed development is limited to a boundary realignment. The existing number of lots is retained and no new land use is proposed. The proposal is therefore not expected to materially increase traffic demand or worsen the operating

Performance outcomes	Acceptable outcomes	Response
		performance of the state-controlled road network. Refer to Section 4.4.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies (PO27) The proposed development is limited to a boundary realignment. Local road access is utilised where practicable, with the existing Warrego Highway access serving the relevant lots through the proposed shared access arrangement. Refer to Section 4.4 and the Engineering Infrastructure Report at Appendix C
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies (PO28) The proposed development is limited to a boundary realignment. The proposed development is limited to a boundary realignment. No land use involving haulage exceeding 10,000 tonnes per year is proposed. Any future development involving such haulage will require separate consideration of pavement impacts.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies (PO29) The proposed development is limited to a boundary realignment. The proposed development is limited to a boundary realignment. No buildings or structures are proposed within the state-controlled road corridor. The revised boundaries and access arrangements are to remain compatible with any identified planned road upgrades.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Complies (PO30) The proposed development is limited to a boundary realignment.

Performance outcomes	Acceptable outcomes	Response
		No works within the state-controlled road corridor are proposed as part of the lot rearrangement. Any subsequent access works will need to accommodate corridor improvements and relevant road authority requirements.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies (PO31) The proposed development is limited to a boundary realignment and will not create a safety hazard for users of the state-controlled road or road transport infrastructure.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies (PO32) The proposed development is limited to a boundary realignment and will not adversely impact the operating performance of the state-controlled road.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Complies (PO33) The proposed development is limited to a boundary realignment and will not undermine, damage or cause subsidence of a state-controlled road.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Complies (PO34) The proposed development is limited to a boundary realignment and will not cause ground water disturbance in a state-controlled road.

Performance outcomes	Acceptable outcomes	Response
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable (PO35)
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	Complies (PO36) The proposed development is limited to a boundary realignment and will not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.

Table 1.5 Environmental emissions

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

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
Not Applicable		
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
Not Applicable		
Material change of use (accommodation activity)		
Not Applicable		
Material change of use (other uses)		
Not Applicable		

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

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

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road .	AO52.1 Development is not located in a future state-controlled road. OR ALL OF THE FOLLOWING APPLY: AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND AO52.3 The intensification of lots does not occur within a future state-controlled road. AND AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.	Complies (PO52) The proposed development is limited to a boundary realignment and will not impede delivery of a future state-controlled road.
PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road .	AO53.1 Development does not include new or changed access to a future state-controlled road .	Complies (PO53) The proposed development is limited to a boundary realignment and will not create a safety hazard for users of a future state-controlled road.
PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road .	No acceptable outcome is prescribed.	Complies (PO54) The proposed development is limited to a boundary realignment and will not undermine, damage or cause subsidence of a future state-controlled road.
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow	No acceptable outcome is prescribed.	Complies (PO55)

Performance outcomes	Acceptable outcomes	Response
or drainage impacts in a future state-controlled road or road transport infrastructure .		The proposed development is limited to a boundary realignment and will not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure.
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road. AND AO56.2 Development does not concentrate flows to a future state-controlled road. AND AO56.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	Complies (PO56) The proposed development is limited to a boundary realignment and stormwater will be lawfully discharged.