



COMBINED DEVELOPMENT APPLICATION

Development Permit – Material Change of Use

Preliminary Approval – Building Work assessable against a Planning Scheme

Learning Centre

129 West Street & 2-4 Helen Street, Newtown

PLANNING REPORT

September 2026

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EXECUTIVE SUMMARY

SITE DETAILS

Address of Site	129 West Street and 2-4 Helen Street, Newtown
Real Property Description	129 West Street: Lot 3 on RP905944, Lot 1 on RP55700, Lot 1 on RP55340 and Lot 2 on RP16943 2-4 Helen Street: Lots 3 & 4 on RP62871
Area of Site	129 West Street: 21,036m ² 2-4 Helen Street: 1,270m ²
Road Frontage(s)	129 West Street: Primary - West Street, Secondary - Margaret Street and Hill Street 2-4 Helen Street: Primary – Helen Street
Easements	Nil
Registered Owners	The Corporation of the Roman Catholic Diocese of Toowoomba

PLANNING INSTRUMENTS

Regional Plan	South East Queensland Regional Plan and Darling Downs Regional Plan
Regional Plan Designation	South East Queensland Regional Plan: Urban Footprint
Planning Scheme	<i>Toowoomba Regional Planning Scheme 2012</i>
Zone	Community Facilities Zone
Zone Precinct	Education Precinct
Overlays	• Airport Environs Overlay • Heritage Overlay • Neighbourhood Character Overlay
Vegetation	• Nil
Existing Use	129 West Street: St Mary's College, Toowoomba main campus 2-4 Helen Street: carpark (subject of separate application)
Current Approvals (129 West St)	• OW/2011/7299: Operational Work for stormwater and driveway crossover;

- MCUI/2015/4820: Material Change of Use for extensions to Educational Establishment;
- MCUI/2018/3172: Material Change of Use for extensions to Educational Establishment including Negotiated Decision Notice MCUI/2018/3172/A; and
- EXEM/2024/5780: Exemption Certificate for 2 x amenities blocks.

APPLICATION OVERVIEW

Application	Development Application
Approval Sought	Development Permit; and Preliminary Approval
Development Type	Material Change of Use; and Building Work assessable against a Planning Scheme
Land Use Definition	Educational Establishment (extensions)
Level of Assessment	Impact Assessable
Relevant Referral/Technical Agencies	Referral Agency: State Assessment and Referral Agency Technical Agency: Department of Transport and Main Roads

PROPOSED DEVELOPMENT

Development Summary	
Gross Floor Area	1,664.09m ²
Building Footprint	892.53m ²
Building Site Cover	4.7%
Building Setbacks	East (West Street): 6.8m (upper levels) South (Hill Street): 1.91m (stairwell)
Building Height	Metres: 15.789m Storeys: 4 storeys
Impervious Area	Existing: 2,921m ² Proposed: 2,996m ² Additional: 75m ²
Total Use Area	892.53m ²
Vehicular Access	Primary: West Street Secondary: Hill Street

Carparking	Nil
Operational Parameters	• 56 primary school students + 2 FTE staff; and • 112 secondary school students (including 28 x Yr 12 students) + 4 FTE staff

APPLICANT DETAILS

Applicant	St Mary's College, Toowoomba c/- Precinct Urban Planning PO Box 3038 TOOWOOMBA QLD 4350
Contact Person	Paul Kelly Phone: 07 4632 2535 Mobile: 0488 772 991 Email: paul@precinctplan.com.au
Our Reference	2026-119

1.0 INTRODUCTION

This report has been prepared in support of a Combined Development Application for:

- (i) Development Permit for Material Change of Use (extensions to Educational Establishment); and
- (ii) Preliminary Approval for Building Work assessable against a Planning Scheme (partial demolition and additions to a local heritage place).

The application is located on land at 129 West Street and 2-4 Helen Street, Newtown, described as Lot 3 on RP905944, Lot 1 on RP55700, Lot 1 on RP55340, Lot 2 on RP16943 and Lots 3 & 4 on RP62871 (**the site**). The development site area for the application is located at 129 West Street, Newtown on land described as Lot 3 on RP905944.

The proposed development involves a material increase in the intensity or scale of the use of the premises and accordingly, comprises a Material Change of Use as defined under Schedule 2 of the *Planning Act 2016* (**the Act**). The proposed development also includes works regulated under building assessment provisions of a planning scheme and accordingly, comprises Building Work as defined under Schedule 2 of the Act.

This town planning report addresses the merits of the development having regard to the provisions of the *Planning Act 2016* and the *Toowoomba Regional Planning Scheme 2012*. This planning report has been prepared on behalf of the applicant, St Mary's College, Toowoomba.

This Combined Development Application for (i) a Development Permit for Material Change of Use and (ii) a Preliminary Approval for Building Work assessable against a Planning Scheme, is Impact Assessable development under the *Toowoomba Regional Planning Scheme 2012*. The following report demonstrates the suitability of the proposal within the locality and its compliance with the relevant provisions of the *Toowoomba Regional Planning Scheme 2012*.

2.0 SITE AND LOCALITY

2.1 SITE

The subject site is located at 129 West Street and 2-4 Helen Street, Newtown and is described as Lot 3 on RP905944, Lot 1 on RP55700, Lot 1 on RP55340, Lot 2 on RP16943 and Lots 3 & 4 on RP62871. The development site area at 129 West Street (Lot 3 on RP905944) comprises a single title of irregular triangular configuration with a site area of 19,060m². The application includes the land at 2-4 Helen Street (Lots 3 & 4 on RP62871) for carparking purposes. The subject site is located approximately 450 metres west of the Toowoomba Central Business District; refer to **Figure 1**.

The subject site forms part of the main campus for St Mary's College, Toowoomba and includes education buildings and facilities associated with the College; refer to **Figure 2**.

FIGURE 1 - LOCALITY PLAN

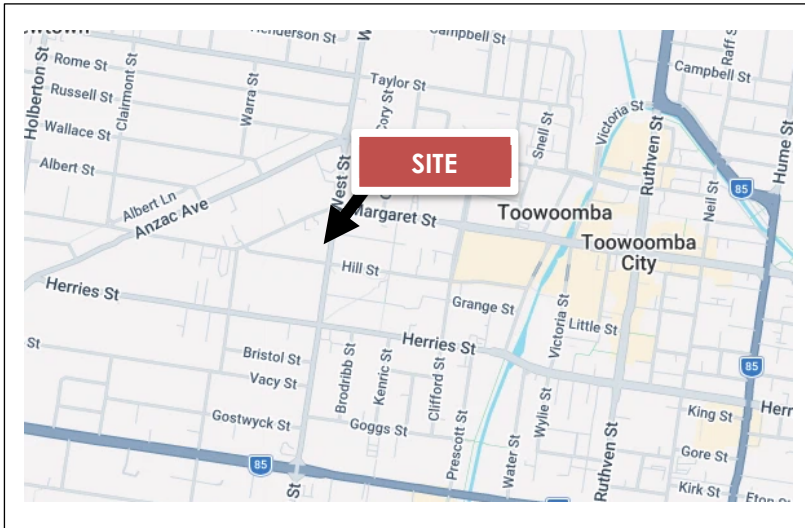
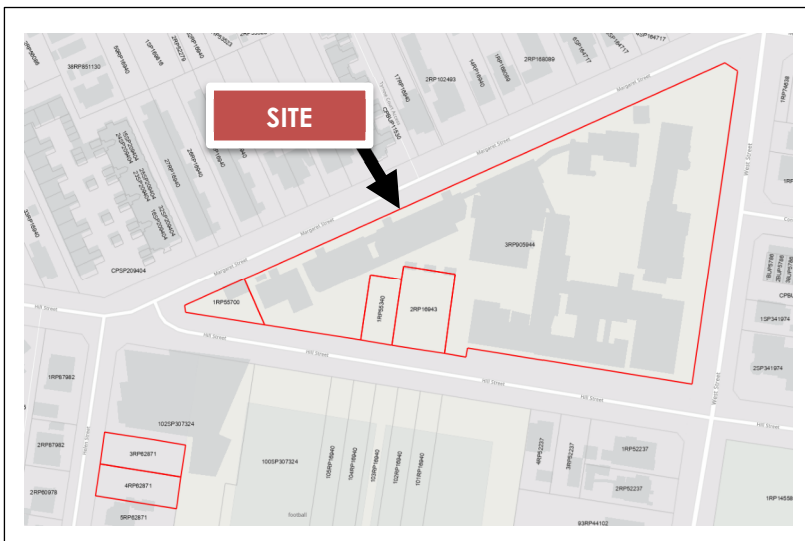


FIGURE 2 - CADASTRAL PLAN



The site is improved with education facilities associated with the main campus for St Mary's College, Toowoomba. The features of the site and surrounding land uses including the location of the development site area in the south-eastern corner of the main campus, is illustrated in **Figure 3**.

FIGURE 3 - AERIAL IMAGERY



2.2 SITE CHARACTERISTICS

The site is characterised by the following features:

- The subject site has primary frontage to West Street and secondary frontages to Hill Street, Margaret Street and Helen Street:
 - West Street is a four-lane, bitumen-sealed carriageway with concrete kerb and channel. The road verge includes a bitumen sealed footpath, two (2) driveway crossovers and seven (7) street trees. West Street is identified as a Sub-arterial Road on the Toowoomba Road Hierarchy.
 - Hill Street is a two-lane, bitumen-sealed carriageway with concrete kerb and channelling and on-street angled parking bays with a wide crossover along the site's frontage. Hill Street is identified as a Local Road on Council's Road Hierarchy.
 - Margaret Street is a two-lane, bitumen-sealed carriageway with concrete kerb and channel, on-street parallel parking bays and bus setdown areas. The road verge includes a concrete footpath, three (3) driveway crossovers and seven (7) street trees. Margaret Street is identified as a Local Road on the Toowoomba Road Hierarchy.

- Helen Street is a two-lane, bitumen-sealed carriageway with concrete kerb and channelling. The road verge includes a sealed driveway crossover centrally located within the frontage, three street trees and a power pole. Helen Street is identified as a Local Road on Council's Road Hierarchy
- Lands in the locality drain in an easterly direction towards West Creek which is located approximately 770 metres to the east of the subject land. The subject site at 129 West Street experiences a crossfall of approximately 6 metres west to east. The highest point of the subject land is RL630m in the western portion with the lowest point at RL624m in the south-eastern corner; refer to **Figure 4**.
- The subject site is improved with education facilities associated with the main campus of St Mary's College, Toowoomba. The development site area includes the T.P. O'Brien Library building that will be removed as part of this application; refer to **Photographs 1 – 2**.
- The subject site is identified as a Local Heritage Place (Place ID 1/TOO/0231) under Planning Scheme Policy No 6 – Heritage Places but is not identified as a Queensland Heritage Place.
- The development site area is generally clear of mature vegetation and does not include Native Vegetation or Koala Habitat Areas on the State's regulated vegetation mapping.
- The subject site is serviced by Council's reticulated water, sewerage and stormwater networks with an underground sewer main and manholes traversing the subject site. The location of infrastructure networks is illustrated in **Figure 4**.

FIGURE 4 - CONTOUR AND INFRASTRUCTURE MAP

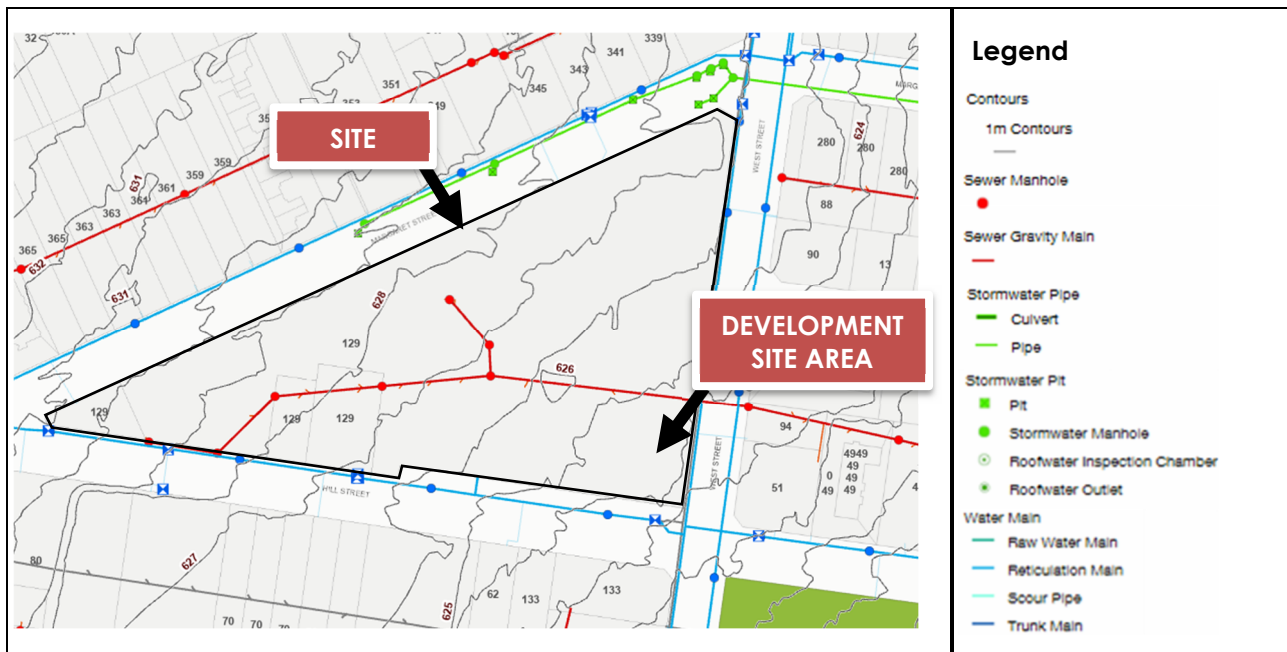


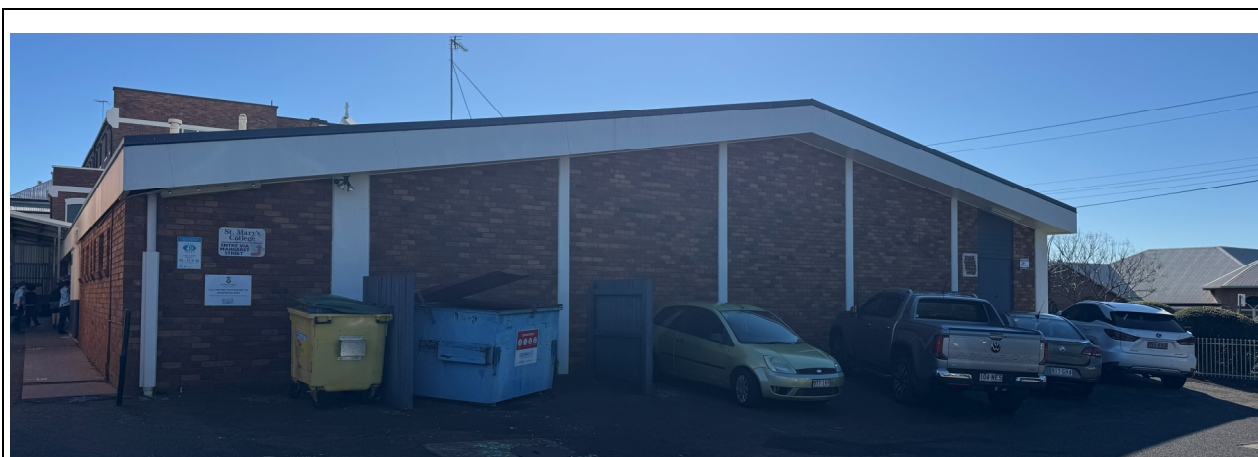
Figure 4 confirms the subject land at 129 West Street experiences a crossfall of approximately 6 metres west to east and the site at 2 – 4 Helen Street experiencing a crossfall of approximately two metres west to east. The highest point of the subject land at 129 West Street is RL630m in the western portion with the lowest point at RL624m in the south-eastern corner i.e. the development site area.

Figure 4 also confirms the subject site is connected to Council's reticulated water supply, sewerage and stormwater networks with an underground sewer main and manholes traversing the site.

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



PHOTOGRAPH 1 - Frontage view of the development site area from the West Street frontage showing the eastern façade of the T.P. O'Brien Library building to be removed as part of this application.



PHOTOGRAPH 2 - Frontage view of the development site area from the Hill Street frontage showing the southern façade of the T.P. O'Brien Library building to be removed.

2.3 SURROUNDING LAND USE

2.3.1 SURROUNDING LOCALITY

The site is situated in a locality that is characterised by a mix of residential, commercial and community land uses. The scale and character of the built form in the locality is of a predominately of mixed use character.

2.3.2 ADJOINING PROPERTIES

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

- Lands to the **north** and **west** of the development site area includes buildings and facilities associated with the main campus of St Mary's College, with the Archbishop Dunne Primary Building immediately to the north (refer to **Photographs 3 – 4**) and the Archbishop Duhig Building and Brother Treacy Building immediately to the west (refer to **Photographs 5 - 6**).



PHOTOGRAPH 3 - Front view of the Archbishop Dunne Primary Building to the north of the development site area.



PHOTOGRAPH 4 - Rear view of this building.



PHOTOGRAPH 5 - Frontage view of the Archbishop Duhig Building to the west of the development site area.



PHOTOGRAPH 6 - View of the common area between the Archbishop Duhig and Brother Treacy Buildings.

- Lands to the **east** of the development site area across West Street include a detached dwelling at 94 West Street and a commercial office at 51 Hill Street.



PHOTOGRAPH 7 - View of the residence at 94 West Street and the commercial office at 51 Hill Street to the east of the development site area across West Street.

- Land to the **south** of the development site area across Hill Street includes a detached dwelling and outbuildings at 133 West Street (cnr Hill Street).



PHOTOGRAPH 8 - Front view of the residence at 133 West Street to the south of the development site area taken from the West Street frontage.



PHOTOGRAPH 9 - Side view of the dwelling at 133 West Street taken from the site's Hill Street frontage opposite the development site area.

2.4 CURRENT DEVELOPMENT APPROVALS

The subject site at 129 West Street, Newtown benefits from the following development approvals as available on Council's Development.i website:

- OW/2011/7299: Development Permit for Operational Work for stormwater and driveway crossover on West Street, dated 6 January 2012.
- MCUI/2015/4820: Development Permit for Material Change of Use for extensions to Educational Establishment, dated 15 October 2015. This approval allowed for extensions to the playground on the land at 59 & 61 Hill Street.
- MCUI/2018/3172: Development Permit for Material Change of Use for extensions to Educational Establishment, dated 30 October 2018 including a Negotiated Decision Notice dated 31 January 2019 (MCUI/2018/3172/A). This approval included a new auditorium, gym and grandstand for the College on land at 80 & 82 Hill Street.
- EXEM/2024/5780: Exemption Certificate under the *Planning Act 2016*, dated 8 November 2024 for two (2) amenities blocks on the main campus at 129 West Street.

3.0 PROPOSAL

This Combined Development Application seeks approval for the following aspects of development on land at 129 West Street and 2-4 Helen Street, Newtown being the main campus for St Mary's College, Toowoomba:

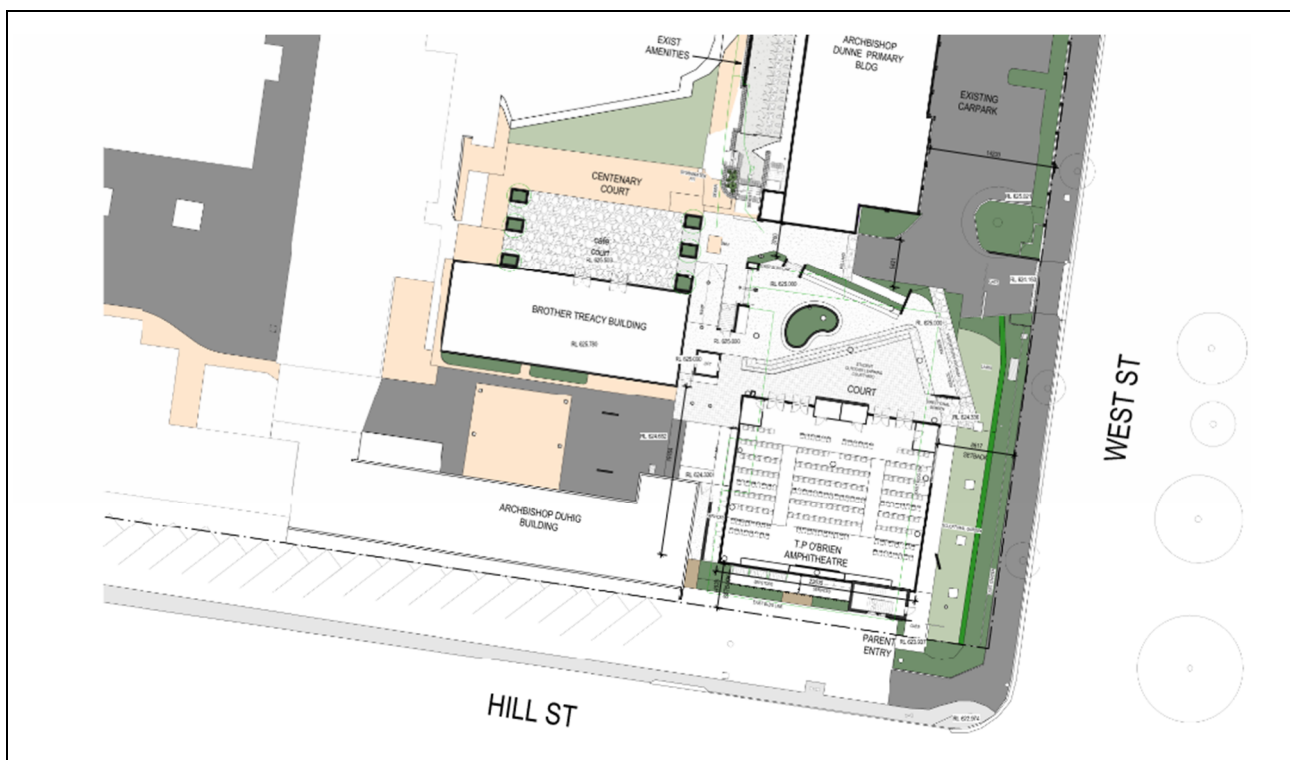
- (i) Development Permit for Material Change of Use (extensions to Educational Establishment); and
- (ii) Preliminary Approval for Building Work assessable against a Planning Scheme (partial demolition and additions to a local heritage place).

The Material Change of Use includes a new Learning Centre that will greatly enhance the College's education facilities and will ensure it remains competitive in terms of education standards offered to students. Details regarding the proposed design of the development are provided below.

3.1 SITE COMPOSITION AND LAYOUT

The subject site is identified as a Local Heritage Place under the Planning Scheme Policy No 6 – Heritage Places (Place ID 1/TOO/0231). The proposal includes the removal of the existing T.P. O'Brien Library being a later addition to the College (circa 1990s) and comprising a single storey brick building adjacent the intersection of West and Hill Streets. The removal of this building is required to facilitate the new multi-storey Learning Centre development. The four (4) storeys Learning Centre building will be setback 6.8 metres (upper levels) from the site's primary frontage to West Street and 1.91 metres (stairwell) to the site's secondary frontage to Hill Street. The location of the new building including its setting within the main campus is illustrated on Dwg No 230710 MP10-00: Concept – Site, Rev K, prepared by Aspect Architects and Project Managers, dated 17 August 2026, attached at **Appendix D** with an excerpt provided in **Figure 5**.

FIGURE 5 - PROPOSED SITE PLAN



The Ground Level of the building includes the T.P O'Brien Amphitheatre that will accommodate 246 students and includes a presentation area at the southern end and audio rooms at the northern end. A covered outdoor learning area and Welcome Courtyard is provided on the northern side of the building. Level 1 includes four (4) general learning areas and a covered outdoor learning area/courtyard on the northern side of the building. Level 2 includes a new School Library and amenities with a covered outdoor learning area/courtyard on the northern side of the building as well as a skywalk bridge to connect to the rear of the adjacent Archbishop Dunne Primary Building to the north. Level 3 is mostly an outdoor area with two (2) general learning areas towards the back of the building. Access between levels will be via a stairwell in the south-eastern corner and a lift well and stairwell in the north-western corner of the building. Reference is made to the Floor Plans prepared by Aspect Architects and Project Managers attached at **Appendix D**.

Levels 1 – 3 include a breakout/viewing area in the south-eastern corner overlooking Laurel Bank Park and each of these levels includes a curved component in the north-eastern corner to improve sightlines between the Archbishop Dunne Primary Building and Laurel Bank Park.

3.2 BUILT FORM AND HERITAGE

The new Learning Centre building will have a total gross floor area of 1,664m² across the four (4) storeys and a building footprint of 892.53m² which translates to a site cover of 4.7%. The building will have an overall height of 15.789 metres which has been taken from the southern side (Hill Street); however, as a consequence of site topography, the building will have a lesser height on the northern side where adjacent the heritage buildings. The current design of the building seeks to include building elements that reduce the bulk, scale and massing of the structure. This is achieved through the use of a muted colour scheme, a mixture of external wall cladding materials e.g. face brick, light coloured concrete, rendered surfaces and battened screening devices, as well as variations in fenestration design. Reference is made to the Elevations and Perspectives prepared by Aspect Architects and Project Managers attached at **Appendix D** including an extract from the West Street perspective drawing provided in **Figure 6**.

FIGURE 6 - PROPOSED SITE PLAN



Important elements of the design that seek to reduce the effect of bulk and scale is the use of curved and wide covered areas along the northern side of each level where adjacent heritage buildings and the positioning of the Level 2 skywalk connection to the Archbishop Dunne Primary Building at the rear of the two buildings. The combination of these elements greatly assists in improving view lines of the existing heritage buildings on this site.

The new Learning Centre seeks to establish a contemporary building in the campus setting that exhibits current building styles whilst incorporating elements and features of the heritage buildings on this site; namely, the Archbishop Dunne Primary Building (circa 1921) immediately to the north and the Brothers' House (circa 1899) near the intersection of Margaret Street. This is to ensure the development will appropriately integrate with and will not detract from, the heritage values of this site. The design of the building has been amended from earlier versions presented to Council for pre-lodgement advice taking into consideration Council's heritage advisor's comments.

These matters have formed part of the assessment undertaken by the applicant's consulting heritage advisors, Lovell Chen in their Heritage Impact Statement for this development included with this report at **Appendix F**. The heritage assessment identifies the existing buildings on this site that exhibit heritage values and confirms the removal of the single storey T.P. O'Brien Library will not impact on the site's heritage values. In addition, the assessment confirms the proposed skywalk connection to the upper level of the adjacent heritage building (i.e. Archbishop Dunne Primary Building), will not diminish the significance, integrity or legibility of this building.

Specifically, with respect to the design of the new Learning Centre, the Heritage Impact Statement includes the following comments:

"The proposed height of the new building is similar to the height of the heritage buildings. Its massing has been moderated through setbacks to the upper levels, particularly along the northern and eastern elevations. These setbacks reduce the perceived bulk of the building when viewed from surrounding streets and assist in maintaining the visual dominance of the heritage buildings from key public viewpoints. The incorporation of terraces, planting and articulated building forms further contributes to breaking down the scale of the development and softening its appearance.

Although contemporary in its architectural expression, the design incorporates a number of elements that establish a sympathetic relationship with the historic campus buildings. The façade composition utilises a regular rhythm of bays, vertical elements and recessed sections that reflect the ordered arrangement of openings and structural bays characteristic of the Dunne building. Similarly, the use of brick cladding, light coloured concrete, rendered surfaces, timber screening and fenestration detailing as well as the proposed muted colour scheme is a contemporary interpretation of the material palette and architectural character of the historic buildings without replicating them. The new building is responsive to its adjacent heritage building and fits in comfortably within its setting.

It is accepted that the proposed building will introduce a larger built form into the south-east corner of the site in; however, the design response, setbacks, articulation and material treatment collectively reduce its visual impact. Importantly, the development does not obscure or overwhelm the principal elevations of Brothers' House or the Dunne building and retains their landmark presence within the West Street streetscape. As a result, the new development is considered to have an overall acceptable impact on the heritage significance of St Mary's College while supporting the ongoing evolution and functional requirements of the school."

3.3 ACCESS & CARPARKING

The development will maintain existing accesses to the site from West Street, Hill Street, Margaret Street and Helen Street. This development application does not propose additional carparking, rather, it will rely on carparking provided as part of a concurrent but separate development application that seeks to provide additional carparking on the College's land at 2 – 4 Helen Street, Newtown (35 carparks). It is noted the new Learning Centre will accommodate the following staff and student numbers:

- 56 primary school students + 2 full-time-equivalent (FTE) staff; and
- 112 secondary school students (including 28 x Yr 12 students) + 4 FTE staff.

In terms of Planning Scheme carparking requirements and proposed carparking arrangements for this development application and the concurrent separate development application referred to above, reference is made to the calculations provided in **Table 1** below.

TABLE 1 - CARPARKING CALCULATIONS

CARPARKS REQUIRED			
Development Application	Operational Parameters	Planning Scheme Parking Rate	Carparks Required
Learning Centre at 129 West Street	56 primary school students + 2 FTE staff 112 secondary school students (including 28 x Yr 12 students) + 4 FTE staff	Primary: 1 per 10 students + 1 per FTE staff	8 carparks
		Secondary: 1 per 10 x Yr 12 students + 1 per FTE staff	7 carparks
Temporary Classrooms at 62 Hill Street	112 existing secondary school students (physical education classes) including 28 x Yr 12 students + 4 FTE staff	Secondary: 1 per 10 x Yr 12 students + 1 per FTE staff	7 carparks
Total Carparks Required			22 carparks
CARPARKS PROVIDED			
Development Site	Carparks Provided		
2 – 4 Helen Street	35 carparks		
62 Hill Street	2 carparks		
Total Carparks	37 carparks		

These calculations confirm additional carparking provided in the separate development application provides an excess of carparking based on current Planning Scheme parking rates for the two concurrent development applications.

Specifically, this development application relies on the additional carparking provided at 2-4 Helen Street, Newtown i.e. 35 carparks. As a result, the land at 2-4 Helen Street has been included in the development application.

3.4 LANDSCAPING

The development at 129 West Street includes replacement of frontage landscaping and fencing along the West Street frontage and landscaping along the Hill Street frontage. Landscaping is proposed in the ground level Welcome Courtyard on the northern side of the building and in planter boxes within the covered area on the northern side of each level as well as the rooftop level. Refer to the Landscape Plans prepared by Jackie Amos Landscape Architect attached at **Appendix E**.

3.5 INFRASTRUCTURE AND SERVICING

The development site area is serviced by all urban infrastructure and is not traversed by underground services; refer to the infrastructure locations shown in **Figure 4**. In particular, reference is made to Dwg No A10-01: Concept Plan – Ground at **Appendix D** that confirms the new Learning Centre maintains required clearances to the underground sewer main traversing the site.

In terms of stormwater management, reference is made to the Concept Stormwater Management Plan prepared by Titus Civil Consulting attached at **Appendix G** that concludes: (i) the proposed development as modelled will result in a negligible change in total runoff, (ii) stormwater quality treatment devices satisfy the water quality targets of the State Planning Policy and (iii) the development achieves the Planning Scheme requirements for stormwater quantity and quality management.

With respect to waste management, the development will maintain existing refuse storage and collection arrangements adjacent the Hill Street frontage as shown on the Site Plans included at **Appendix D**.

3.6 NOISE AND LIGHTING AMENITY

At the outset, it is noted the Learning Centre building will generally be used by the College during school hours. The application is supported by a Noise Impact Assessment, prepared by SoundBASE Consulting Engineers and an External Lighting Report, prepared by Diametric Engineers; refer to **Appendices H - I**. These reports make recommendations to ensure the development will not generate adverse off-site amenity impacts on nearby sensitive receptors in terms of noise and lighting.

4.0 PLANNING FRAMEWORK

4.1 THE PLANNING ACT 2016

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

The proposed development involves a material increase in the intensity or scale of an existing use of premises and accordingly, comprises a Material Change of Use under Schedule 2 of the *Planning Act 2016* (**the Act**). A Development Permit for Material Change of Use must be obtained prior to the expansion of the use of premises. Assessment against the *Toowoomba Regional Planning Scheme 2012* indicates that this development application is Impact Assessable in accordance with Section 45(5) of the Act.

4.2 STATE PLANNING POLICY

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

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

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

The SPP addresses seventeen (17) state interests categorised under the following themes:

- (i) Liveable communities and housing.
- (ii) Economic growth.
- (iii) Environment and heritage.
- (iv) Safety and Resilience to Hazards.
- (v) Infrastructure.

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

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

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

4.2.1 STATE INTEREST POLICIES AND ASSESSMENT BENCHMARKS

Part E of the SPP contains state interest policies and where relevant, the assessment benchmarks for each state interest. The assessment benchmarks for each relevant state interest are listed below.

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

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

The Planning Scheme incorporates the following State interests:

- Safety and Resilience to Hazards (where relating to flood hazard)

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

1. Liveable Communities

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

Where these circumstances apply, the development:

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

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

2. Mining and Extractive Resources

These provisions relate to the following developments:

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

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

3. Water Quality

These provisions relate to the following matters of state interest:

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

In this instance the proposed development involves a Material Change of Use for an urban purpose on a site that involves a land area that exceeds 2,500m². Reference is made to the Concept Stormwater Management Plan, prepared by Titus Civil Consulting at **Appendix G** that confirms the development has been designed to achieve the State Planning Policy's water quality provisions. Accordingly, the proposed development satisfies matters associated with this State interest.

Natural Hazards, Risk and Resilience

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

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

In this instance, the site is identified as being impacted by natural hazards. In particular, the site is impacted by Flood Hazard Area – Local Government Flood Mapping Area. Section 2 of the *Toowoomba Regional Planning Scheme 2012* (Planning Scheme) confirms that matters associated with State interests, as they relate to flood hazards area appropriately integrated into the Planning Scheme. In this instance, the subject site is not located within the Flood Hazard Overlay of the Planning Scheme.

Accordingly, it is considered the proposed development will not adversely affect matters associated with this State interest.

4. Strategic Airports and Aviation Facilities

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

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

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

In this instance the subject land is not located within an area impacted by a strategic airport i.e. Toowoomba Wellcamp Airport. Accordingly, these provisions are not relevant to the assessment of this application.

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

4.3 STATE REFERRAL AGENCIES

Section 54 of the *Planning Act 2016* and Section 22 and Schedule 10 of the *Planning Regulation 2017 (the Regulation)* are of relevance for the purposes of determining applicable referral agencies and their jurisdiction in terms of being advice or concurrence agencies as well as the relevant assessment benchmarks that are to be addressed. The State Assessment and Referral Agency (**SARA**), established under the auspices of the Department of State Development, Infrastructure and Planning (**DSDIP**) is the assessment manager or referral agency for development applications where the State has a jurisdiction pursuant to Schedule 8 or 10 of the Regulation. Schedule 10 regulates when applications are referable.

In accordance with Schedule 8, DSDIP will not be the assessment manager for this development application. The SDAP components of the overall development will be addressed by DSDIP as part of the application referral process.

TABLE 2 - REFERRAL TRIGGER ASSESSMENT

Part	Application Involving		Applicable	Comment
Part 1	Airport land		No	The proposed development is not located on airport land.
Part 2A	Caboolture Interim Plan	West Structure	No	The site is not located within the Caboolture West investigation or growth areas.
Part 3	Clearing vegetation	native	No	The proposed development does not involve clearing native vegetation or give rise to accepted clearing.
Part 4	Contaminated land		No	The site is not identified as contaminated land.

Part	Application Involving	Applicable	Comment
Part 5	Environmentally relevant activities	No	An approval for an ERA is not sought.
Part 6	Fisheries	No	The proposed development is not associated with: • aquaculture; or • the removal, destruction or damage of marine plants; or • the constructing or raising of waterway barrier works; and • is not within a declared fish habitat area.
Part 7	Hazardous chemical facilities	No	The proposed development is not for a hazardous chemical facility.
Part 8	Heritage places	No	The proposed development is not associated with a locally listed place. In addition, the site is not associated with, nor does it adjoin a property on the Queensland heritage register.
Part 9	Infrastructure-related	Yes	The following relates to infrastructure-related referrals: • The proposed development exceeds the thresholds identified at Schedule 20. • The site is not associated with a designated premises. • The site is not located within 25m of a State transport corridor and does not involve a new or changed access to the State transport corridor. • The site is not located adjacent to a local road that intersects with a State controlled road and is not within 100m of a State-controlled intersection. • The site is not identified as a future State-controlled road. • The site is not located within 100m of an electricity substation. • The site is not subject to an easement for the benefit of an electricity distribution entity, or transmission entity and for a transmission grid or supply network. • The site is not associated with an easement for oil, gas or electricity infrastructure. • The site is not in proximity to a State controlled transport tunnel (both existing and/or future).
Part 10	Koala habitat area	No	The site is not mapped as containing koala habitat areas.
Part 11	Noise attenuation land	No	The site is not identified as being noise attenuation land and the site is not within proximity of an off-road motorcycle facility. The proposed development is not associated with prohibited development.
Part 12	Operational works for reconfiguring a lot	No	The proposed development does not involve Operational Works.
Part 13	Ports	No	The site is not associated with port land.
Part 14	Reconfiguring a lot under Land Title Act	No	The proposed development does not involve Reconfiguring a Lot under the Land Title Act.

Part	Application Involving	Applicable	Comment
Part 15	SEQ Development area	No	The site is not located within an SEQ development area.
Part 16	SEQ regional landscape and rural production area and SEQ rural living area	No	The site is not located within the SEQ regional landscape and rural production area or the SEQ rural living area.
Part 16AA	Solar Farms	No	The proposed development does not involve a solar farm.
Part 16A	Southport Spit	No	The site is not located in the Southport Spit.
Part 16B	SEQ Northern Inter-Urban Break	No	The site is not located within the identified SEQ Northern Inter-Urban Break area.
Part 17	Tidal works or work in a coastal management district	No	The proposed development does not involve tidal works or works within a coastal management district.
Part 18	Urban design	No	The proposed development does not involve an increase in GFA that is greater than 25,000m ² .
Part 19	Water-related development	No	The proposed development does not involve: - the taking or interfering of water; or - removing quarry material from a watercourse or lake; or - relates to a dam; or - the construction of a levee.
Part 20	Wetland protection area	No	The site is not identified as being within a wetland protection area.
Part 21	Wind farms	No	The proposed development does not involve a wind farm

The above assessment of the referral triggers under the *Planning Regulation 2017* confirms that the proposed development will trigger referral in this instance. Accordingly, the following referral trigger will apply to this application.

Referral Trigger	Planning Regulation 2017	Agency Type	Technical Agency
Development application for Material Change of Use on a site within 25 metres of a State transport corridor and on a site that fronts a road that is within 100 metres of an intersection with a State transport road.	Sch 10, Pt 9, Div 4, Sub 2, Table 4, Item 1	Concurrence Agency	Department of Transport and Main Roads

4.4 STATE DEVELOPMENT ASSESSMENT PROVISIONS

The State Development Assessment Provisions (**SDAP**) provide assessment benchmarks for the assessment of development applications where the chief executive administering the *Planning Act 2016* (**the Act**) is the assessment manager or a referral agency. The chief executive through the State Assessment and Referral Agency (**SARA**) uses the SDAP to deliver a coordinated, whole-of-government approach to the state's assessment of development applications.

The SDAP applies throughout the State and contains the matters of State interest the chief executive may have regard to when assessing/deciding a development application as either the assessment manager or referral agency. The SDAP contains criteria for assessment within State Codes to clarify when the State is to be involved in the assessment of an application and the specific matters of State interest that apply. The SDAP is a specific assessment benchmark that a development must be assessed against as prescribed under the Regulation. In this instance, the proposed development triggers assessment against the following State Code:

- **State Code 6** – Protection of State transport networks

An assessment of the proposed development against State Code 6 is provided at **Appendix C**.

4.5 REGIONAL PLAN(S)

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

4.5.1 SOUTH-EAST QUEENSLAND REGIONAL PLAN

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

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

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

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

The SEQ regulatory provisions ensure that land use planning and development throughout the region support *ShapingSEQ 2023*'s desired regional growth pattern, goals, elements and strategies.

Under the settlement pattern identified in ShapingSEQ 2023, the site has been included within the **Urban Footprint**. The Urban Footprint identifies land sufficient to provide for the region's urban development needs over the life of the plan. The area includes land intended to accommodate the full range of acceptable urban uses, such as housing, industry, business, infrastructure, community facilities and urban open space.

The proposed development involves an educational establishment use in an area suitable for such purposes. Accordingly, the application complies with the provisions of ShapingSEQ 2023 and the proposed development will not compromise the outcomes sought under the South East Queensland Regional Plan.

4.5.2 DARLING DOWNS REGIONAL PLAN

The Darling Downs Regional Plan was adopted on 14 October 2013 and covers the local authority areas of Balonne Shire Council and the Regional Councils of Goondiwindi, Maranoa, Southern Downs, Toowoomba and Western Downs. The policies contained in the regional plan contribute towards the protection of strategic areas of priority agricultural land use from potentially incompatible resource activities and seek to maximise opportunities for co-existence of resources and agricultural land use. The regional plan also safeguards areas required for the growth of towns in the regions through the establishment of Priority Living Areas while providing for resource activities to locate within these areas where it meets communities' expectations as determined by the relevant local government. The site is located within the City of Toowoomba which is identified as Restricted Area (RA) 384 under Appendix 2 of the Regional Plan. This designation reflects the boundaries of the SEQ Regional Plan referred to under section 4.5.1 above. The development satisfies the requirements of the SEQ Regional Plan and accordingly will not compromise the outcomes sought under the Darling Downs Regional Plan.

4.6 TOOWOOMBA REGIONAL PLANNING SCHEME 2012

4.6.1 INTRODUCTION

Pursuant to the provisions of section 45(3) of the *Planning Act 2016*, a development application subject to code assessment must be assessed against the assessment benchmarks in a categorising instrument (planning scheme). The applicable planning scheme (categorising instrument) in this instance is the *Toowoomba Regional Planning Scheme 2012*. A summary of the assessment of the proposal against the provisions of this Planning Scheme is outlined below.

4.6.2 DEFINITIONS

Under the *Toowoomba Regional Planning Scheme 2012*, the proposed Learning Centre will be defined as **"Educational Establishment"**. The relevant use definition is as follows:

"Educational Establishment" means the use of premises for—

- a. training and instruction to impart knowledge and develop skills; or
- b. student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph (a).

Examples include: college, outdoor education centre, primary school, secondary school, special education facility, technical institute, university.

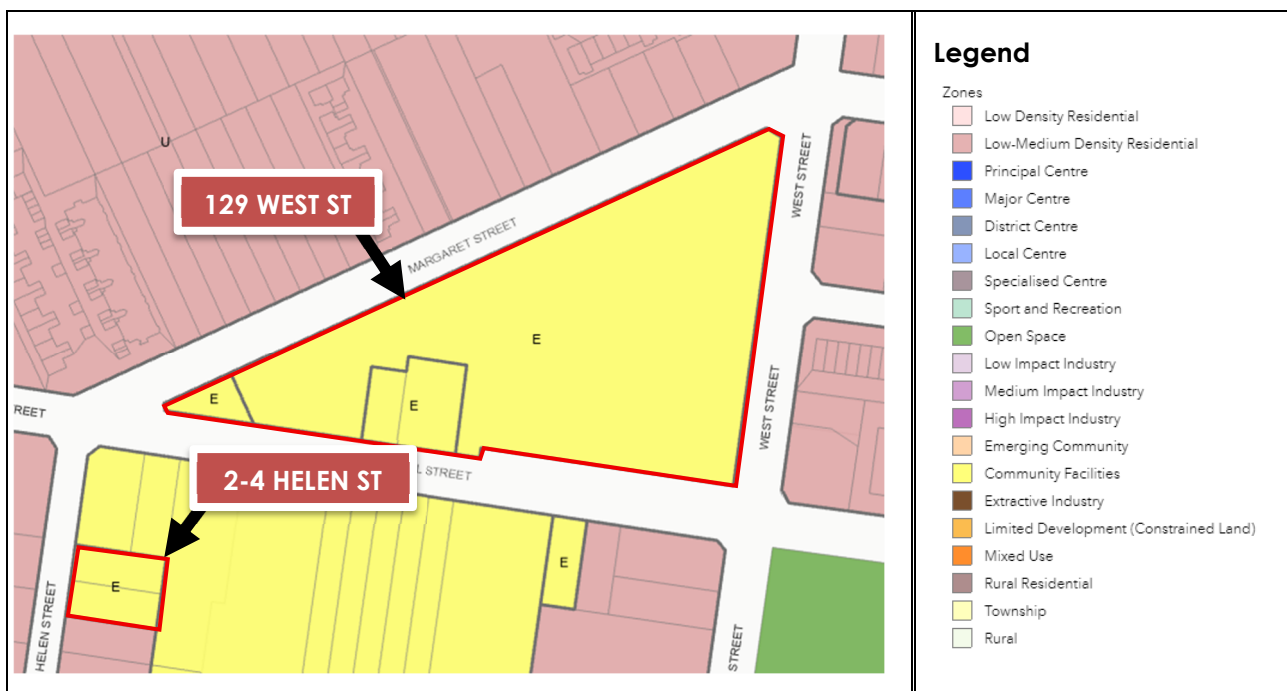
This land use definition was confirmed by Council at a formal pre-lodgement meeting held on 25 March 2026.

4.6.3 ZONING

Under the *Toowoomba Regional Planning Scheme 2012*, the region is divided into twenty (20) land use zones. Certain zones are further divided into precincts for the purposes of conveying preferred land use intent or in order to assign assessment status to individual uses.

The subject land at 129 West Street and 2-4 Helen Street are located within the **Community Facilities Zone (Education Precinct)**. The zoning of the site and surrounding locality is illustrated in **Figure 7**.

FIGURE 7 - ZONING MAP



Under the assessment tables applicable to the Community Facilities Zone (Education Precinct) at section 5.5.14 of the Planning Scheme, a Material Change of Use for an Educational Establishment use is identified as Code Assessable development.

The site at 129 West Street is also located in the Heritage Overlay (refer to **Figure 8**) and is identified as a Local Heritage Place under Planning Scheme Policy 6 – Heritage Places (Place ID 1/TOO/0231) but is not a Queensland Heritage Place. The application includes partial demolition of a Local Heritage Place and under Assessment Table 5.7.1 – Building Work of the Planning Scheme, this raises the level of assessment for the development to **Impact Assessment**. This level of assessment was confirmed by Council at a formal pre-lodgement meeting held on 25 March 2026.

4.6.4 OVERLAY MAPPING

The Planning Scheme includes overlay maps that identify land characterised by particular features or subject to physical constraints that are likely to influence the use and development potential of affected areas. Overlay maps also identify those lands subject to assessment against specific area codes. In this instance, the subject land is impacted the following two (2) overlays:

- (i) Airport Environs Overlay;
- (ii) Heritage Overlay; and
- (iii) Neighbourhood Character Overlay.

The applicability of these overlays is illustrated in **Figures 8 - 9**.

FIGURE 8 - AIRPORT ENVIRONS OVERLAY MAP

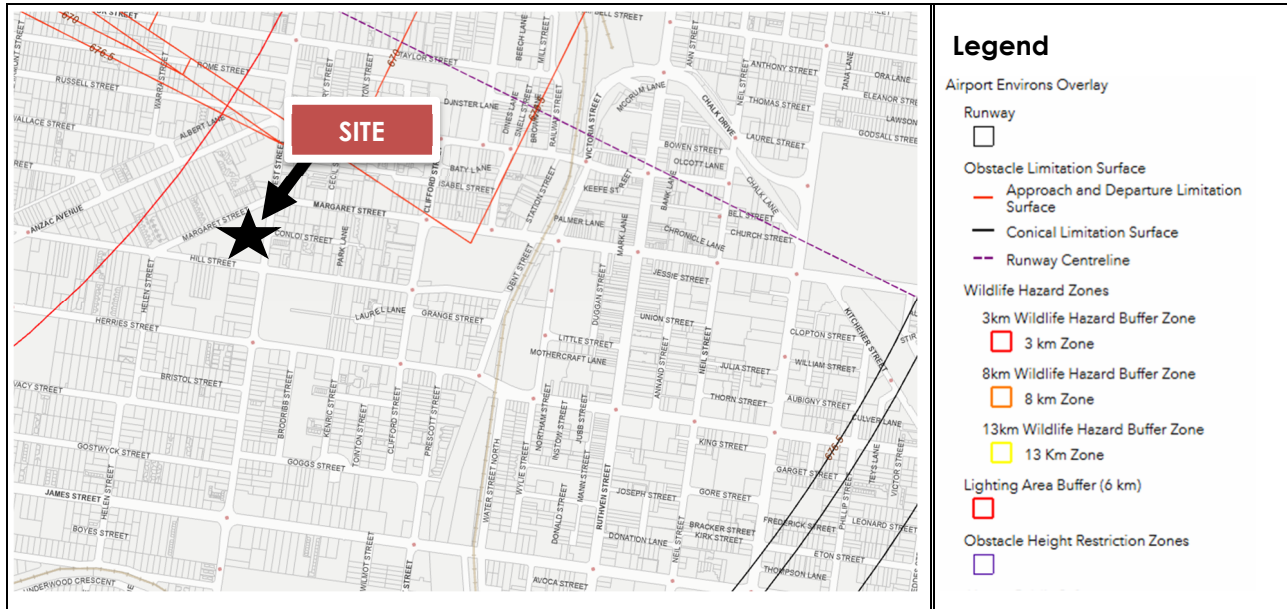


Figure 8 confirms the site is impacted by the Airport Environs Overlay. In particular, the site is located within the Obstacle Limitation Surface (OLS) 676.5m contour, the Lighting Area Buffer (6km) and the 8km Wildlife Hazard Buffer Area of the Toowoomba Airport. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment does not change but triggers assessment against the Airport Environs Overlay Code. An assessment of the proposed development against this code is provided at **Appendix B**.

FIGURE 9 - NEIGHBOURHOOD CHARACTER & HERITAGE OVERLAY MAP

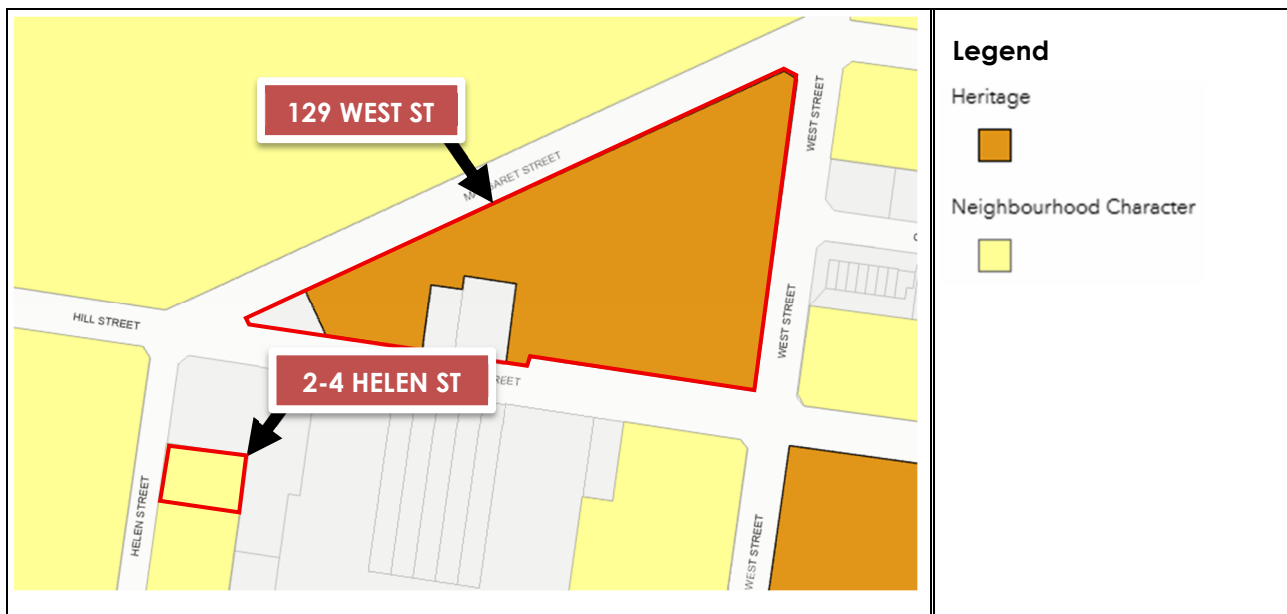


Figure 9 confirms the development site area at 129 West Street is located in the Heritage Overlay. The site is also identified as a Local Heritage Place under Planning Scheme Policy 6 – Heritage Places (Place ID 1/TOO/0231) but is not a Queensland Heritage Place. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment does not change but triggers assessment against the Heritage Overlay Code. **Figure 9** also shows the site at 2-4 Helen Street to be used for carparking to service this development is located in the Neighbourhood Character Overlay, however a review of Planning Scheme Policy 7 – Neighbourhood Character Places confirms the site is not a Neighbourhood Character Place. This application does not seek approval over the land at 2-4 Helen Street, however, as the development relies on this site for carparking purposes, an assessment against the Neighbourhood Character Overlay Code is required. The assessment against the Heritage Overlay Code and Neighbourhood Character Overlay Code is provided at **Appendix B**.

4.7 ASSESSMENT BENCHMARKS

As identified in section 4.6, this Development Application is subject to Code Assessment and therefore, requires assessment against the following provisions of the *Toowoomba Regional Planning Scheme 2012*.

- Strategic Framework; refer to section 4.7.1;
- Overall Outcomes – Community Facilities Zone (Education Precinct); refer to section 4.7.2; and
- Applicable Codes; refer to section 4.7.3.

4.7.1 STRATEGIC FRAMEWORK

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

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

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

4.7.2 OVERALL OUTCOMES – COMMUNITY FACILITIES ZONE (EDUCATION PRECINCT)

Section 6.6.1 of the *Toowoomba Regional Planning Scheme 2012* outlines the general intent for development within the Community Facilities Zone (Education Precinct) through the collective identification of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the Community Facilities Zone, including the Education Precinct, as detailed in **Table 3**.

TABLE 3 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
Overall Outcomes for the Zone Code	
(a) development is located in highly accessible locations and is sympathetic in scale, height and bulk with that of surrounding developments or designed to ensure that where of a greater scale, height and bulk to surrounding development the visual impacts are addressed through the use of setbacks, building form, landscaping and other means;	Complies: The subject site has frontage to West Street which is identified as Sub-arterial Road on the Toowoomba Road Hierarchy. The road network providing access to the College is of sufficient standard to accommodate the traffic generated by the development. The scale and height of the building is generally consistent with the adjoining multi-level buildings along the West Street frontage of the College. The application includes a Heritage Impact Statement that supports the scale, massing and design of the development as well as Landscape Plans to improve the visual amenity of each level of the building.
(b) development provides opportunities for co-location of community activities to create identifiable community nodes;	Complies: The development seeks to expand an existing community use at this location i.e. Educational Establishment, which will contribute towards consolidation of this community node.
(c) development is integrated with surrounding land uses through permeable and legible connections;	Complies: Each of the subject frontages include a formed footpath.
(d) land within the zone remains available to accommodate community related activities;	Complies: The proposed development does not preclude the establishment of other community uses.
(e) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encourages sustainable transport use;	Complies: The development will incorporate sustainable practices into the design where practical including water re-use.
(f) uses and works are located, designed and managed to avoid significant adverse effects on the natural environment and minimise impacts on adjacent land;	Complies: The design and location of the development will not generate adverse impacts on the receiving environment including nearby sensitive receptors. The development has been designed to include screening devices for upper levels to avoid overlooking nearby residences and the development plans include shadow diagrams to confirm the building will not result in overshadowing. The application is also supported by a Noise Impact Assessment and External Lighting Report that include recommendations to ensure the development will not generate adverse off-site amenity impacts in terms of noise and lighting.
(g) adverse impacts on natural features and processes, both on-site and on adjoining areas, are avoided and any unavoidable impacts are minimised through location, design, operation and management of development;	Complies: The design and location of the development will not generate adverse impacts on natural features and processes. The application is supported by a Concept Stormwater Management Plan that confirms the development will not impact on ground water supplies in accordance with relevant standards.

Overall Outcome	Response
(h) development will be provided with a level of development infrastructure, including utility installations that is appropriate to the use; and	Complies: The application will be connected to infrastructure networks servicing the area including reticulated water, sewerage, stormwater, electricity and telecommunication networks.
(i) development is designed to consider CPTED principles and encourage public transport accessibility and active transport modes of walking and cycling.	Complies: The building has been designed taking into consideration CPTED principles and the College currently makes provision for bus setdowns, drop-off zones and bicycle parking. Each of the site's frontages include a formed footpath.
Overall Outcomes for the Education Precinct	
(a) the primary use of the land is for educational establishment and related ancillary purposes including staff and student accommodation.	Complies: The development seeks a material change of use for extensions to an Educational Establishment use.

The above assessment demonstrates that the proposed development generally satisfies the intent and outcomes sought for land included in the Community Facilities Zone (Education Precinct).

4.7.3 APPLICABLE CODES

The codes applicable to the assessment of the proposed development are identified in **Table 4** followed by a summary of the assessment outcomes.

TABLE 4 - APPLICABLE CODES

Zone Code(s)
Community Facilities Zone Code An assessment of the proposed development against the Zone Code is provided at Appendix A and confirms that the development complies with the outcomes sought within this code.
Overlay Codes
- Airport Environs Overlay Code - Heritage Overlay Code - Neighbourhood Character Overlay Code
Development Codes
- Community and Recreation Uses Code - Environmental Standards Code - Integrated Water Cycle Management Code - Landscaping Code - Transport, Access and Parking Code - Works and Services Code

5.0 TECHNICAL ASSESSMENTS

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

- Heritage Impact Statement, prepared by Lovell Chen; refer to **Appendix F**;
- Concept Stormwater Management Plan, prepared by Titus Civil Consulting; refer to **Appendix G**.
- Noise Impact Assessment, prepared by SoundBASE Consulting Engineers; refer to **Appendix H**; and
- External Lighting Report, prepared by Diametric Engineers; refer to **Appendix I**.

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

6.0 CONSULTATION

6.1 STATUTORY NOTIFICATION

This Development Application is Code Assessable and accordingly is not required to be publicly notified under the provisions of the *Planning Act 2016* and its associated regulations.

6.2 PRE-LODGEEMENT MEETINGS

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

Toowoomba Regional Council

The proposed development has been the subject of written pre-lodgement advice issued by Toowoomba Regional Council in email correspondence dated 25 March 2026. At this meeting two separate development proposals were discussed including:

- Combined Development Application at 129 West Street (main campus) for (i) Material Change of Use (Educational Establishment extensions) and (ii) Building Works assessable against a Planning Scheme (demolition and additions to a local heritage place); and
- Development Application at 62 Hill Street and 2 – 4 Helen Street for Material Change of Use (Educational Establishment extensions).

Specifically, with respect to the development at 129 West Street, Council confirmed the land use definition, assessment levels (code assessable) and supporting documentation required to accompany the future development application. Council also provided heritage advice and recommended alterations to the design of the development to address potential impacts on the heritage values of the site. These matters have been taken into consideration during the preparation of this application.

Separate informal pre-lodgement advice was provided by Toowoomba Regional Council on 25 August 2026 to confirm the extent of individual properties within the College campus to be included in the development application.

7.0 CONCLUSION

This Combined Development Application by St Mary's College, Toowoomba seeks approval for (i) a Material Change of Use for extensions to an Educational Establishment and (ii) Building Work assessable against a Planning Scheme for partial demolition of a local heritage place, on land at 129 West Street and 2-4 Helen Street, Newtown.

The assessment that has been undertaken has demonstrated the following:

- The development seeks to expand and consolidate an existing education facility on land within the Community Facilities Zone. The proposed use complies with the intent of the zone.
- The land is identified as a local heritage place and the application seeks to replace a modern single-storey building on the site with a new multi-level education building. The application is supported by a heritage impact statement that confirms the removal of the existing building and the design of the new building, will not detract from the heritage values of the site.
- The proposed development has been designed to ensure it does not adversely impact on the surrounding environment and is provided with all urban infrastructure.
- The proposed development achieves compliance with the benchmarks of the Planning Scheme's Strategic Framework and within the relevant zone, overlay and development codes (as outlined in section 4.7).

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

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

APPENDIX A - STRATEGIC FRAMEWORK ASSESSMENT

Toowoomba Regional Planning Scheme 2012

APPENDIX B - ASSESSMENT BENCHMARKS

Toowoomba Regional Planning Scheme 2012

APPENDIX C - STATE CODE ASSESSMENT

APPENDIX D - DEVELOPMENT PLANS

Aspect Architects and Project Managers

APPENDIX E - LANDSCAPE PLANS

Jackie Amos Landscape Architect

APPENDIX F - HERITAGE IMPACT STATEMENT

Lovell Chen

APPENDIX G - CONCEPT STORMWATER MANAGEMENT PLAN

Titus Civil Consulting

APPENDIX H - NOISE IMPACT ASSESSMENT

SoundBASE Consulting Engineers

APPENDIX I - EXTERNAL LIGHTING REPORT

Diametric Engineers

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.2 SETTLEMENT PATTERN		
3.2.1 Strategic Outcomes	Yes	The proposed development seeks to improve and enhance education facilities offered by St Mary's College, Toowoomba through the provision of a multi-level Learning Centre on their main campus at 129 West Street, Newtown. The development will rely on additional land within the campus located at 2-4 Helen Street for the purpose of providing carparking to service the proposed Learning Centre. The development is consistent with the intent of the Community Facilities Zone (Education Precinct) and ensures the consolidation of education facilities at this location. The site at 129 West Street is located in the Heritage Overlay and identified as a Local Heritage Place under the Planning Scheme. The application is supported by a Heritage Impact Statement that identifies existing buildings on the main campus that exhibit heritage values and confirms the removal of the single storey library building (circa 1990's) will not impact on the site's heritage values. The assessment also confirms the proposed skywalk connection to the upper level of the adjacent heritage building will not diminish the significance, integrity or legibility of this building. The application is supported by a Heritage Impact Statement that identifies existing buildings on the main campus that exhibit heritage values and confirms the removal of the single storey library building (circa 1990's) will not impact on the site's heritage values. The assessment also confirms the proposed skywalk connection to the upper level of the adjacent heritage building will not diminish the significance, integrity or legibility of this building. Specifically, with respect to the design of the new multi-level Learning Centre, the Heritage Impact Statement confirms the new development is considered to have an overall acceptable impact on the heritage significance of St Mary's College while supporting the ongoing evolution and functional requirements of the school. The development will be connected to all urban infrastructure, maintains required clearance to existing underground infrastructure and ensures stormwater management will not generate adverse downstream drainage impacts. The development will rely on existing and proposed carparking arrangements that exceed Planning Scheme requirements and ensure the development will not generate traffic safety or circulation issues for the immediate locality.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.2.2 Element – network of towns	No	
3.2.3 Element – compact urban form	Yes	Refer to the response to 3.2.1.
3.2.4 Element – suburban neighbourhoods	Yes	Refer to the response to 3.2.1.
3.2.5 Element – urban neighbourhoods	No	
3.2.6 Element – centres of activity	No	
3.2.7 Element – central business district (CBD)	No	
3.2.8 Element – sustainable urban development	Yes	The design of the development incorporates sustainable practices including maximising energy efficiency and water re-use devices.
3.2.9 Element – rural landscape	No	
3.2.10 Element – natural places	No	
3.2.11 Element – development constraints	Yes	Refer to the discussion on heritage matters in the response to 3.2.1.
3.2.12 Element – incompatible land uses	Yes	The development site area for the proposed Learning Centre is entirely located within the College campus and does not adjoin residential land. The design and location of the development will not generate adverse impacts on the receiving environment including nearby sensitive receptors. The development has been designed to include screening devices for upper levels to avoid overlooking nearby residences and the development plans include shadow diagrams to confirm the building will not result in overshadowing. The application is also supported by a Noise Impact Assessment and External Lighting Report that include recommendations to ensure the development will not generate adverse off-site amenity impacts in terms of noise and lighting. The carpark at 2-4 Helen Street is the subject of a separate development application but includes measures to ensure it will not generate adverse offsite impacts on nearby sensitive receptors including the provision of 1,800mm high acoustic fencing where adjoining residential land.
3.3 NATURAL ENVIRONMENT		
3.3.1 Strategic Outcomes	Yes	The development site area is located outside mapped areas of environmental

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
		significance and has been historically cleared of native vegetation. Proposed stormwater management measures ensure the development will not generate adverse impacts on downstream drainage or groundwater supplies.
3.3.2 Element - protect ecosystems with biodiversity values	Yes	Refer to the response to 3.3.1.
3.3.3 Element – waterways, wetlands and aquifers	Yes	Refer to the response to 3.3.1.
3.3.4 Element - air quality	No	
3.3.5 Element – climate change	Yes	Refer to the response to 3.3.1.
3.3.6 Element – environmental offsets	No	
3.4 COMMUNITY IDENTITY AND DIVERSITY		
3.4.1 Strategic Outcomes	Yes	The proposed development seeks to improve and enhance education facilities offered by St Mary's College, Toowoomba through the provision of a multi-level Learning Centre on their main campus at 129 West Street, Newtown. The development will rely on additional land within the campus located at 2-4 Helen Street for the purpose of providing carparking to service the proposed Learning Centre. The development is consistent with the intent of the Community Facilities Zone (Education Precinct) and ensures the consolidation of education facilities at this location. The site at 129 West Street is located in the Heritage Overlay and identified as a Local Heritage Place under the Planning Scheme. The application is supported by a Heritage Impact Statement that identifies existing buildings on the main campus that exhibit heritage values and confirms the removal of the single storey library building (circa 1990's) will not impact on the site's heritage values. The assessment also confirms the proposed skywalk connection to the upper level of the adjacent heritage building will not diminish the significance, integrity or legibility of this building. Specifically, with respect to the design of the new multi-level Learning Centre, the Heritage Impact Statement confirms the new development is considered to have an overall acceptable impact on the heritage significance of St Mary's College while supporting the ongoing evolution and functional requirements of the school.

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Theme/Element	Relevance Yes/No	Assessment
3.4.2 Element – rural community identity	No	
3.4.3 Element – Toowoomba City identity	Yes	Refer to the response to 3.4.1.
3.4.4 Element – urban design	Yes	Refer to the response to 3.4.1.
3.4.5 Element – community facilities and services	Yes	Refer to the response to 3.4.1.
3.4.6 Element – sport and recreation	No	
3.4.7 Element – urban parks and public places	No	
3.4.8 Element – housing diversity and affordability	No	
3.4.9 Element – cultural diversity and heritage	Yes	Refer to the response to 3.4.1.
3.5 NATURAL RESOURCES AND LANDSCAPE		
3.5.1 Strategic Outcomes	Yes	The development site area is located outside mapped areas of environmental significance and has been historically cleared of vegetation. Proposed stormwater management measures ensure the development will not generate adverse impacts on downstream drainage or groundwater supplies.
3.5.2 Element – scenic amenity	No	
3.5.3 Element – water resources	Yes	Refer to the response to 3.5.1.
3.5.4 Element – sustainable production	No	
3.5.5 Element – natural economic resources	No	
3.5.6 Element – stock routes	No	
3.6 ACCESS AND MOBILITY		
3.6.1 Strategic Outcomes	Yes	The subject site has a high degree of accessibility and has primary frontage to West Street which is identified as Sub-arterial Road on the Toowoomba Road Hierarchy. The road network providing access to the College is of sufficient standard to accommodate the traffic generated by the development. All street frontages include formed footpaths and the College makes provision for bus setdowns and

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Theme/Element	Relevance Yes/No	Assessment
		bicycle parking.
3.6.2 Element – integrated transport system	Yes	Refer to the response to 3.6.1.
3.6.3 Element – active transport	Yes	Refer to the response to 3.6.1.
3.6.4 Element – public transport	Yes	Refer to the response to 3.6.1.
3.6.5 Element – road network	Yes	Refer to the response to 3.6.1.
3.7 INFRASTRUCTURE AND SERVICES		
3.7.1 Strategic Outcomes	Yes	The development will be connected to all urban infrastructure, maintains required clearance to existing underground infrastructure and ensures stormwater management will not generate adverse downstream drainage impacts. The proposal will be provided with refuse storage and collection arrangements that accommodate waste generated by the development.
3.7.2 Element – coordinated infrastructure planning and delivery	Yes	Refer to the response to 3.7.1.
3.7.3 Element – integrating water management and infrastructure	Yes	Refer to the response to 3.7.1.
3.7.4 Element – waste water management infrastructure and services	Yes	Refer to the response to 3.7.1.
3.7.5 Element – utility infrastructure and services	Yes	Refer to the response to 3.7.1.
3.7.6 Element – waste management and recycling	Yes	Refer to the response to 3.7.1.
3.8 ECONOMIC DEVELOPMENT		
3.8.1 Strategic Outcomes	Yes	The proposed development seeks to improve and enhance education facilities offered by St Mary's College, Toowoomba through the provision of a multi-level Learning Centre on their main campus at 129 West Street, Newtown. In this regard, the development reinforces Toowoomba's role as the primary centre for the Toowoomba Region and the greater Darling Downs.
3.8.2 Element - economic growth	Yes	Refer to the response to 3.8.1.

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Theme/Element	Relevance Yes/No	Assessment
3.8.3 Element – activity centres and employment	Yes	Refer to the response to 3.8.1.
3.8.4 Element – creative and knowledge-based industries	Yes	Refer to the response to 3.8.1.
3.8.5 Element – tourism	No	

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Community Facilities Zone – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Scale and character		
PO ₁ Buildings and structures are consistent with the scale of existing buildings and structures in the area.	AO_{1.1} In the Higher Education Precinct, Buildings and structures have a maximum height of three (3) storeys or 12.5m from ground level. AO_{1.2} In the Hospital Precinct, building and structures have a maximum height of six (6) storeys from ground level AO_{1.3} In other precincts, buildings and structures have a maximum height of two (2) storeys or 8.5m from ground level.	N/A N/A Performance Solution: The subject land is located in the Community Facilities Zone/Education Precinct; refer to Figure 7 – Zoning Plan. The proposed Learning Centre has a building height of 15.789m or 4 storeys. Refer to the Development Plans attached at Appendix D. The scale and height of the building is generally consistent with the adjoining multi-level buildings along the West Street frontage of the College and the application includes a Heritage Impact Statement that supports the scale, massing and design of the development; refer to Appendix F. The design of the development is also enhanced with high quality landscaping to improve the visual amenity of each level of the building; refer to Appendix E.
Amenity		
PO ₂ Development provides adequate separation, buffering and screening from residential premises so that the privacy and amenity of such premises are not adversely affected.	AO_{2.1} Buildings are set back from any boundary adjoining a residential premises a minimum of 3m or half the height of the building, whichever is the greater. AO_{2.2} Active outdoor use areas, site access and car parking, servicing or outdoor storage areas are set back from any boundary adjoining a residential premises a minimum of 3m.	Complies: The development site area for the Learning Centre 129 West Street does not adjoin residential premises or land in a residential zone; refer to Figure 7. The proposed carpark at 2-4 Helen Street is the subject of a separate development application. Complies: The development site area for the Learning Centre 129 West Street does not adjoin residential premises or land in a residential zone; refer to Figure 7.

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Community Facilities Zone – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO_{2.3} Where buildings, car parking, servicing or storage areas are proposed within 10m of any boundary adjoining a residential premises, the following is provided: (a) a minimum 1.8m high solid timber, brick or masonry fence; or (b) a densely planted landscape strip, having a minimum width of 3m.	The proposed carpark at 2-4 Helen Street is the subject of a separate development application. N/A: The development site area for the Learning Centre 129 West Street does not adjoin residential premises or land in a residential zone; refer to Figure 7. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.
PO₃ Where provided, outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads.	AO_{3.1} Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i>. AO_{3.2} Outdoor lighting is provided in accordance with <i>Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>.	Complies: Outdoor lighting associated with the proposed development will comply with the requirements of <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i> and <i>Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>. Refer to the External Lighting Report prepared by Diametric Engineers at Appendix I.
Caretaker's accommodation		
PO₄ Development provides for the accommodation of a caretaker and their family members involved in the running of a non-residential use, in a manner that: (a) does not compromise the productivity of the use; (b) is safe and comfortable for the amenity of residents; and (c) has regard to the landscape and private recreation needs of the residents.	AO_{4.1} A caretaker's accommodation is: (a) separated from significant levels of emissions (adverse to human health or	N/A

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Community Facilities Zone – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	amenity) generated by the use/s of the site by at least 6m; (b) provided with a private landscape and recreation area which: (i) is directly accessible from a habitable room; and (ii) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (iii) if a balcony, a veranda or a deck, has a minimum area of 8m² with minimum dimensions of 2.4m. AO_{4.2} No more than one (1) caretaker's accommodation is established per non-residential use.	
Non residential uses – Scale of use where involving the reuse of an existing building		
PO ₅ The non-residential use is of a scale and intensity that is compatible with the character of the streetscape and the residential appearance of the locality.	AO _{5.1} The use: (a) is carried out in an existing building; (b) only increases the Gross Floor Area of the building by a maximum of 25m²; (c) is a single tenancy only; and (d) does not involve outdoor dining.	N/A: The development involves the construction of a new building at 129 West Street; refer to the Development Plans at Appendix D .
Non-residential uses – noise amenity		
PO ₆ The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or residential streetscape character.	AO _{6.1} New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses.	Complies: The development will be designed to ensure building plant and equipment is appropriately shielded and attenuated.
PO ₇ Hours of operation are controlled so that the non-residential use does not impact on the amenity or privacy of adjoining residential uses.	AO _{7.1} Where involving a shop or food outlet, the use does not operate outside the hours of 6:00 am to 7:00 pm.	N/A: The development does not involve a shop or food outlet activities.

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Community Facilities Zone – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO7.2 Non-residential uses (except for shop and food outlet) do not create audible noise between the hours of 7:00 pm and 6:00 am.	Performance Solution: The proposed Learning Centre will operate between the hours of 7.00am and 10.00pm. Refer to the recommendations of the Noise Impact Assessment prepared by SoundBASE Consulting Engineers for this development attached at Appendix H .
Non-residential uses – privacy and screening		
PO ₈ Non-residential uses provide adequate separation, buffering and screening from adjoining residential premises so that the privacy and amenity of residential premises is protected.	AO_{8.1} A 2m wide vegetated buffer is provided to any vehicle movement and parking areas that adjoin a residential boundary. AO_{8.2} A 1.8m high solid screen fence and 1.5m wide strip of screen landscaping are provided along all boundaries shared with an adjoining residential use. AO_{8.3} Windows that have direct views into adjoining residential buildings are provided with fixed screening that is a maximum of 75% transparent to obscure views into the adjoining residential building and maintain privacy for those residents.	N/A: The development site area for the Learning Centre 129 West Street does not adjoin residential premises or land in a residential zone; refer to Figure 7. The proposed carpark at 2-4 Helen Street is the subject of a separate development application. N/A: The development site area for the Learning Centre 129 West Street does not adjoin residential premises or land in a residential zone; refer to Figure 7. The proposed carpark at 2-4 Helen Street is the subject of a separate development application. Complies: Screening devices have been provided to upper levels of the Learning Centre to avoid the potential for overlooking. Refer to the Development Plans at Appendix D.
a	AO _{9.1} Refuse storage areas are located behind the front building line and are screened from view from the streetscape and/or adjoining residential uses by a 1.8m high solid screen fence.	Complies: The development relies on existing approved refuse storage/collection areas provided within the main campus of the College at 129 West Street at the location shown on the Concept - Site Plan at Appendix D .

Toowoomba Regional Planning Scheme 2012

Community Facilities Zone – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Non-residential uses – outdoor lighting		
PO ₁₀ Outdoor lighting for non-residential uses maintains the amenity of the surrounding residential area and does not adversely impact the safety for vehicles or pedestrians on the adjoining street as a result of light emissions, either directly or by reflection.	AO _{10.1} Outdoor lighting for non-residential uses is restricted to low level security lighting only. AO _{10.2} Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting.	Complies: Outdoor lighting associated with the proposed development will include low-level security lighting and will comply with the requirements of <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i> . Refer to the External Lighting Report prepared by Diametric Engineers at Appendix I .
Non-residential uses – impact on road network		
PO ₁₁ Non-residential uses are located on major roads and do not introduce non-residential traffic into local streets.	AO _{11.1} Non-residential uses have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road and vehicle access to the development does not occur from a local street.	Complies: The site has primary frontage to West Street which is identified as a Sub-arterial Road on the Toowoomba Road Hierarchy and is of sufficient standard to accommodate traffic generated by the development.
Building Work (not associated with a Material Change of Use)		
PO ₁₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	PO _{12.1} Car parking is provided in accordance with the Transport, Access and Parking Code.	N/A: The development application is for a Material Change of Use.
PO ₁₃ Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	PO _{13.1} No reduction of previously approved landscaping areas is to occur.	N/A: Refer to the response to AO _{12.1} .
PO ₁₄ Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	PO _{14.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A: Refer to the response to AO _{12.1} .

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Community Facilities Zone – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₅ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	PO_{15.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No.3 Engineering Standards – Water and Wastewater Infrastructure. OR PO_{15.2} Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.	N/A: Refer to the response to AO_{12.1}. N/A

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Community Facilities Zone – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Uses		
PO ₁ The zone accommodates a range of community related activities and uses which directly support them.	AO_{1.1} Uses which are consistent with the intent of the zone include: (a) accommodation activities where for staff or student accommodation in the Education Precinct; (b) caretakers accommodation; (c) cemetery in the Government or Other Community Purposes Precincts; (d) child care centre; (e) community residence; (f) community use; (g) educational establishment in the Education or Government Precincts; (h) emergency services in the Government or Other Community Purposes Precincts; (i) home based business; (j) landing; (k) major electricity infrastructure; (l) substation; (m) telecommunications facility; and (n) utility installation. AO_{1.2} Uses which are inconsistent with the intent of the zone include: (a) entertainment activities; (b) industry activities; and (c) rural activities.	Complies: The subject land is located in the Community Facilities Zone/Education Precinct; refer to Figure 7. The proposed extension to an "Educational Establishment" use at this location is listed as a consistent use under AO_{1.1}.

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Community Facilities Zone – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₂ Non community related activities directly support the community related activity on the site and are ancillary in scale and nature.	No acceptable outcome is nominated.	N/A: The material change of use application is for extensions to a community activity i.e. "Educational Establishment".
PO ₃ When a community related activity ceases operation, the land is redeveloped for an alternative community related activity.	No acceptable outcome is nominated.	Complies: Refer to the response to PO ₂ .
PO ₄ Non-community related development does not prejudice the on-going operation and expansion of existing uses or the development of new community related activities.	No acceptable outcome is nominated.	N/A: Refer to the response to PO ₂ .
Built form		
PO ₅ To the extent practical, the scale of development responds sensitively to surrounding development, which may include transitioning of building height to match that of the surrounding area at site boundaries, the articulation and variation of building lines or the provision of setbacks and landscaping to reduce the impacts of the development.	No acceptable outcome is nominated.	Performance Solution: The proposed Learning Centre has a building height of 15.789m or 4 storeys. Refer to the Development Plans attached at Appendix D . The scale and height of the building is generally consistent with the adjoining multi-level buildings along the West Street frontage of the College and the application includes a Heritage Impact Statement that supports the scale, massing and design of the development; refer to Appendix F . The design of the development is also enhanced with high quality landscaping to improve the visual amenity of each level of the building; refer to Appendix E .
PO ₆ Development provides adequate separation, buffering and screening from land in a residential or rural residential zone so that the privacy and amenity of such premises are not adversely affected.	AO_{6.1} Buildings are set back from any boundary adjoining land in a residential or rural residential zone a minimum of 3m or half the height of the building, whichever is the greater. AO_{6.2} Active outdoor use areas, site access and car parking, servicing or outdoor storage areas are set back from any boundary adjoining land in a	N/A: The development site area for the Learning Centre 129 West Street does not adjoin residential premises or land in a residential zone; refer to Figure 7. The proposed carpark at 2-4 Helen Street is the subject of a separate development application. N/A: The development site area for the Learning Centre 129 West Street does not adjoin residential premises or land in a residential zone; refer to Figure 7.

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Community Facilities Zone – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	residential or rural residential zone a minimum of 3m. AO_{6.3} Where buildings, car parking, servicing or storage areas are proposed within 10m of any boundary adjoining land in a residential or rural residential zone, the following is provided: (a) a minimum 1.8m high solid timber, brick or masonry fence; or (b) a densely planted landscape strip, having a minimum width of 3m. AO_{6.4} Buildings or other structures do not result in overshadowing of living room windows or private or communal open space of any residential premises on land in a residential or rural residential zone, or of any useable public open space, for more than three (3) hours between 9:00 am and 3:00 pm on 21 June, or for more than 20% than existing.	The proposed carpark at 2-4 Helen Street is the subject of a separate development application. N/A: The development site area for the Learning Centre 129 West Street does not adjoin residential premises or land in a residential zone; refer to Figure 7. The proposed carpark at 2-4 Helen Street is the subject of a separate development application. Complies: Refer to the Development Plans at Appendix D.
PO ₇ The front building setback is consistent with the prevailing front setbacks in the street.	AO_{7.1} Where the site has frontage to a collector or local road, buildings are set back from that frontage: (a) within 20% of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings, 4m. AO_{7.1} Where the site has frontage to a road other than a collector or local road, buildings are set back from that frontage by 6m.	Complies: The proposed Learning Centre has frontage to a Local Road i.e. Hill Street and is setback behind the existing building line along this frontage. Refer to the Site Plans at Appendix D. Complies: The proposed Learning Centre has frontage to a Sub-arterial Road i.e. West Street and is setback 8.617m from this frontage. Refer to the Site Plans at Appendix D.

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Community Facilities Zone – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO₈ 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 earthworks are minimised; (b) the retention of natural drainage lines is maximised; (c) the retention of existing vegetation is maximised; (d) damage or disruption to services is avoided; and (e) there is adequate buffering, screening and separation to sensitive land uses.	No acceptable outcome is nominated.	Complies: The design of the development ensures that the site layout responds sensitively to on-site topography, drainage patterns and services by: • minimising earthworks; • retaining natural drainages lines; • avoids clearing of vegetation; • minimising or avoiding damage/disruption to services; and • maintaining adequate buffers/separation distances to nearby sensitive uses.
PO₉ Where appropriate, development facilitates pedestrian and open space connections through the neighbourhood.	No acceptable outcome is nominated.	Complies: Each of the College's frontages include a formed footpath.
Amenity and safety		
PO₁₀ Site layout facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sightlines; (b) exterior building designs which promote safety; (c) adequate definition of uses and ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.	No acceptable outcome is nominated.	Complies: The design of the development incorporates community safety measures identified in PO₁₀.

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Community Facilities Zone – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₁ Development is designed to incorporate graffiti-prevention measures.	AO _{11.1} Building design and layout incorporates the following features where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.	Complies: The design of the development will incorporate graffiti-prevention measures identified in AO _{11.1} .
PO ₁₂ Development maintains a high level of amenity within the site and for surrounding areas, having regard to noise, odour, lighting, access to sunlight, privacy and outlook.	No acceptable outcome is nominated.	Complies: The proposed development has been sensitively located to ensure it will not generate adverse offsite amenity impacts in terms of visual amenity, noise, overlooking or overshadowing. Refer to Appendices D & H .

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Height of Buildings and Other Structures		
PO ₁ The height of buildings or other structures does not affect the operational efficiency of the Toowoomba Airport or Oakey Army Aviation Centre or create a hazard to the safe navigation of aircraft using the airport.	AO_{1.1} Buildings and other structures in areas adjacent to the Toowoomba Airport do not penetrate the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps. AO_{1.2} Buildings or other structures (including private forestry plantations) in areas adjacent to the Oakey Army Aviation Centre shown on the Airport Environs Overlay maps do not exceed the following heights: (a) Area A – 0m; (b) Area B – 7.5m; (c) Area C – 15m; (d) Area D – 45m; and (e) Area F – 90m. AO_{1.3} Any cranes or other equipment used during the construction do not exceed the heights set out in AO_{1.1} or AO_{1.2}.	Complies: The subject land is located beneath the Obstacle Limitation Surface (676.5m) of the Toowoomba Airport; refer to Figure 8 . The highest point of the development site area at 129 West Street is at the 625m contour; refer to Figure 4 . The development has a building height of 15.789m; refer to the Elevations at Appendix D . Accordingly, the height of the development on the subject site (625m + 16m = 641m) will not impinge on the OLS (676.5m) at this location.
Acoustic Amenity		
PO ₂ Development is appropriately located and designed to prevent adverse impacts from aircraft noise in accordance with Australian Standards AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.	AO_{2.1} Premises are not developed for: (a) dwelling house, multiple dwelling, dual occupancy, retirement facility, tourist park, hospital, health care services, relocatable home park, community residence, child care centre, educational establishment, residential care facility, resort complex, rooming accommodation or rural worker's	N/A: The subject land is not located beneath the 25 ANEF or 35 ANEF Contour of the Toowoomba Airport; refer to Figure 8 .

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	accommodation on land within the 25 or higher ANEF contour; (b) short term accommodation, community use, hotel, place of worship, rooming accommodation or theatre, on land within the 30 or higher ANEF contour; (c) business activities or commercial uses on land within the 35 or higher ANEF contour.	
PO₃ Development for: (a) caretaker's accommodation, community residence, dwelling house, dwelling unit, multiple dwelling, dual occupancy, child care centre, retirement facility, tourist park, educational establishment, hospital, health care services, rooming accommodation, relocatable home park, residential care facility, resort complex or rural worker's accommodation on land situated between the 20 and 25 ANEF contours; (b) short term accommodation, club, community uses, hotel, place of worship or theatre, on land situated between the 20 and 30 ANEF contours; or (c) business activities or commercial uses on land situated between the 20 and 35 ANEF contours; incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended	No acceptable outcome is nominated.	N/A: The subject land is not located beneath the 25 ANEF or 35 ANEF Contour of the Toowoomba Airport; refer to Figure 8.

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
design sound levels and reverberation times for building interiors.		
Lighting and Emission Hazards		
PO₄ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of: (a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots; (b) interfering with navigation or communication facilities; or (c) emissions that may effect pilot visibility or aircraft operations.	AO_{4.1} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve: (a) lighting that shines light above the horizontal; (b) coloured or flashing lights; (c) sodium lights; or (d) flare plumes. AO_{4.2} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve configurations of lights in straight parallel lines 500m to 1,000m long. AO_{4.3} Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.	N/A: The subject land is not located within the Airport Dangerous Light Area of the Toowoomba Airport; refer to Figure 8.
PO₅ Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport Environs Overlay maps that may affect pilot visibility or aircraft operation by way of: (a) gas plumes; (b) particulate emissions (e.g. dust or smoke); or (c) electromagnetic field radiations.	In partial fulfilment of the performance outcome: AO_{5.1} Any cleared vegetation is mulched or removed from the site and not burnt on-site. AO_{5.2} Any gas plumes do not have peak vertical velocities of more than 4.3m/sec and/or oxygen content of less than 50% of ambient levels.	Complies: Vegetation clearing will be managed in accordance with the requirements of AO_{5.1-5.2}.

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Development within the Public Safety Area		
PO ₆ Development does not introduce or intensify uses within the public safety area shown on the Airport Environs Overlay maps which are likely to increase risks to public safety.	AO _{6.1} Premises within the Public Safety Area are not developed for: (a) accommodation activities; (b) uses that attract large numbers of people (e.g. business, community or industrial activities involving large numbers of workers or customers such as shopping centres, child care centres, health care services, major sport, recreation and entertainment facility, place of worship or club); (c) institutional uses (e.g. educational establishment, hospital or detention facility); (d) uses involving the manufacture or depot storage of hazardous materials (e.g. fuel, lubricants and other flammable materials, chemical, explosives, and poisonous or noxious gases); and (e) utility installations being transport terminals.	N/A: The subject land is not located within the Public Safety Area of the Toowoomba Airport; refer to Figure 8 .
Potential Wildlife Hazards		
PO ₇ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of attracting wildlife to the area which could cause or contribute to bird-strike hazard.	AO _{7.1} The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot);	N/A: The subject land is not located within the 3km Wildlife Hazard Area of the Toowoomba Airport; refer to Figure 8 .

Toowoomba Regional Planning Scheme 2012

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. AO7.2 The following uses are located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered: (a) animal keeping (being a riding school, the keeping, handling and racing of horses or stables); (b) community use (being show grounds); (c) outdoor sport and recreation (being a drive in theatre); and (d) food and drink outlet (being a drive-through facility). AO7.3 The following uses are located between the 3km and 8km Wildlife Hazard Buffer Zones shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing.	N/A: The subject land is not located within the 3km Wildlife Hazard Area of the Toowoomba Airport; refer to Figure 8. Complies: The subject land is located between the 3km and 8km Wildlife Hazard Areas of the Toowoomba Airport; refer to Figure 8. The development application does not seek approval for any of the uses listed in AO7.3.

Toowoomba Regional Planning Scheme 2012

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO_{7.4} Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km Wildlife Hazard Buffer zone shown on the Airport Environs Overlay Maps. AO_{7.5} Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.	N/A: The application does not seek approval for utility installations. Complies: Landscape species selection will comply with the requirements of AO_{7.5}.
Transient Aviation Activities		
PO ₈ Development does not adversely impact on the operational airspace of the Toowoomba Airport or Oakey Army Aviation Centre.	AO _{8.1} Development that includes activities involving transient intrusions such as parachuting, hot-air ballooning or hang gliding are not located within the operational airspace shown on the Airport Environs Overlay maps.	N/A

Toowoomba Regional Planning Scheme 2012

Heritage Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Carports and Garages		
PO₁ When viewed from a public place ancillary buildings such as garages and carports: (a) are subservient to existing buildings on the site; (b) do not detract from the heritage values or appearance of existing buildings; and (c) are consistent with the heritage values of the building and its surrounds.	AO_{1.1} New garages, carports or outbuildings are: (a) set back equal to or behind the alignment of the primary building on the site; (b) have a lower height than the primary building on that site and on adjoining properties that have frontage to the same street; and (c) have a roof pitch that is the same as the primary building on that site. The diagrams at the end of this code illustrate the acceptable outcome.	N/A: The application does not seek approval for a carport, garage or outbuilding.
Reconfiguring a Lot		
PO₂ Reconfiguring a lot, including boundary rearrangements, retains cultural heritage values through: (a) retention of existing Heritage Places; (b) maintaining prevailing subdivision patterns and arrangements that contribute to the existing streetscape character. Editor's note – Consideration of prevailing subdivision patterns and arrangements includes, but is not limited to: • grain of subdivision established by combination of street/block patter, orientation, spacing and alignment of surrounding streets and laneways; • regular shaped lots and dimensions; • frontage width that enables resultant development to maintain a consistent repetition (rhythm) in the	AO_{2.1} Existing Heritage Places are retained wholly within a single lot facing the street. AO_{2.2} Where in a residential zone lots have sufficient area and dimensions for a rectangular shaped building envelope with dimensions for: (a) a dwelling house that faces the street setback from the road equal to or greater distance than existing houses on adjoining lots; (b) ancillary buildings and structures, including garages, covered carports and decks, setback equal to or behind the front	N/A: The application does not seek approval for Reconfiguring a Lot.

Toowoomba Regional Planning Scheme 2012

Heritage Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
streetscape including setbacks, spacings and orientation of buildings.	building line of the proposed dwelling house; (c) private open space and recreation area; (d) vehicle access and on-site car parking in accordance with the Transport, Access and Parking Code.	

Toowoomba Regional Planning Scheme 2012

Heritage Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Development on a Heritage Place (as identified in Schedule 6 PSP No. 6 - Heritage Places)		
PO ₁ A Heritage Place is retained unless it is structurally unsound and uneconomically repairable or is of no cultural heritage significance.	AO _{1.1} The heritage place is retained.	Performance Solution: Refer to the assessment against the Heritage Overlay Code included with the Heritage Impact Statement prepared by Lovell Chen attached at Appendix F .
PO ₂ The development is compatible with the conservation and management of the cultural heritage significance and values of the heritage place.	AO _{2.1} Development is in accordance with an approved conservation management plan applying to the place.	Performance Solution: Refer to the assessment against the Heritage Overlay Code included with the Heritage Impact Statement prepared by Lovell Chen attached at Appendix F .
PO ₃ Development does not alter, remove or conceal the features and values of the heritage place that contribute to its cultural heritage significance.	AO _{3.1} Development is in accordance with an approved conservation management plan applying to the place.	Performance Solution: Refer to the assessment against the Heritage Overlay Code included with the Heritage Impact Statement prepared by Lovell Chen attached at Appendix F .
PO ₄ Any changes made to a heritage place are: (a) minor or superficial; (b) sympathetic to features and values of the place; and (c) reversible.	No acceptable outcome is nominated.	Complies: Refer to the assessment against the Heritage Overlay Code included with the Heritage Impact Statement prepared by Lovell Chen attached at Appendix F .
PO ₅ The form, scale and design of the development are consistent with, and sympathetic to the setting of the heritage place, having regard to: (a) bulk; (b) height; (c) setbacks and siting; (d) horizontal and vertical articulation; (e) roof lines; (f) building openings; (g) orientation; (h) materials, footings and architectural detailing; (i) eaves; and	No acceptable outcome is nominated.	Complies: Refer to the assessment against the Heritage Overlay Code included with the Heritage Impact Statement prepared by Lovell Chen attached at Appendix F .

Toowoomba Regional Planning Scheme 2012

Heritage Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(j) access and on-site parking.		
PO ₆ Elements within the road reserve that make a positive contribution to the setting of the heritage place are retained.	In partial compliance with the performance outcome: AO _{6.1} Existing bluestone kerbing and channelling is retained. AO _{6.2} Existing street trees and street furniture are retained and are not adversely affected.	Complies
Development on Land adjoining a Heritage Place		
PO ₇ The proposal is sympathetic to and consistent with the features and values of the heritage place, having regard to: (a) maintaining views from public spaces to and from the heritage place; (b) consistency of built form, scale and setbacks; (c) potential for overshadowing; (d) consistency with open space and landscaping features; and (e) any other relevant matter.	No acceptable outcome is nominated.	N/A
Reconfiguring a Lot on or adjoining a Heritage Place		
PO ₈ Reconfiguring a lot does not: (a) reduce public access to the heritage place; (b) create the potential to adversely affect views to and from the place; or (c) obscure or destroy any pattern of historic subdivisions, the historical context, the landscape settings or the scale and consistency of urban precincts relating to the place.	AO _{8.1} Where on a heritage place, the reconfiguring a lot is in accordance with an approved conservation management plan applying to the place.	N/A

Toowoomba Regional Planning Scheme 2012 (v28.0)

Neighbourhood Character Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Carports and Garages		
PO₁ When viewed from a public place ancillary buildings such as garages and carports: (a) are subservient to existing buildings on the site; (b) do not detract from the character or appearance of existing buildings; and (c) are consistent with the overall character of the local streetscape.	AO_{1.1} New garages, carports or outbuildings are: (a) set back equal to or behind the front building line of the primary building on the site; (b) have a lower height than the primary building on that site and on adjoining properties that have frontage to the same street; and (c) have a roof pitch that is the same as the primary building on that site. The diagrams at the end of this code illustrate the acceptable outcome.	Complies: The development site area at 2-4 Helen Street is located in the Neighbourhood Character Overlay (refer to Figure 9) but is not identified as a Neighbourhood Character Place under the Planning Scheme Policies. The proposed development at this location is the subject of a separate development application and seeks to formalise an existing non-residential carpark.
Reconfiguring a Lot		
PO₂ Reconfiguring a lot, including boundary rearrangements, retains neighbourhood character values through: (a) retention of existing Neighbourhood Character Places; (b) maintaining prevailing subdivision patterns and arrangements that contribute to the existing streetscape character. Editor's note – Consideration of prevailing subdivision patterns and arrangements includes, but is not limited to: • grain of subdivision established by combination of street/block pattern, orientation, spacing and alignment of surrounding streets and laneways;	AO_{2.1} Existing Neighbourhood Character Places are retained wholly within a single lot facing the street. AO_{2.2} Where in a residential zone lots have sufficient area and dimensions for a rectangular shaped building envelope with dimensions for: (a) a dwelling house that faces the street setback from the road equal to or greater distance than existing houses on adjoining lots; (b) ancillary buildings and structures, including garages, covered carports and decks, setback equal to or behind the front	N/A: The development site area at 2-4 Helen Street is located in the Neighbourhood Character Overlay (refer to Figure 9) but is not identified as a Neighbourhood Character Place under the Planning Scheme Policies. N/A: The development site area at 2-4 Helen Street is located in the Neighbourhood Character Overlay (refer to Figure 9) but is not located in a residential zone (refer to Figure 7).

Toowoomba Regional Planning Scheme 2012 (v28.0)

Neighbourhood Character Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
- regular shaped lots and dimensions; - frontage width that enables resultant development to maintain a consistent repetition (rhythm) in the streetscape including setbacks, spacings and orientation of buildings.	building line of the proposed dwelling house; (c) private open space and recreation area; (d) vehicle access and on-site car parking in accordance with the Transport, Access and Parking Code.	

Toowoomba Regional Planning Scheme 2012 (v28.0)

Neighbourhood Character Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Demolition, Removal (which includes relocation within a site) of a Neighbourhood Character Place (as defined in Schedule 6 PSP No. 7 – Neighbourhood Character Places) – whether or not as a consequence of New Development.		
PO ₁ The Neighbourhood Character Place is retained unless: (a) it is structurally unsound and uneconomically repairable; or (b) does not make a positive contribution to the character of the local streetscape. Note: See the Neighbourhood Character Assessment within Appendix 2 of Planning Scheme Policy No.1 – Development Application Requirements for further guidance.	AO ₁ The Neighbourhood Character Place is retained.	N/A: The development site area at 2-4 Helen Street is located in the Neighbourhood Character Overlay (refer to Figure 9) but is not identified as a Neighbourhood Character Place under the Planning Scheme Policies.
PO ₂ The relocation of a neighbourhood character place within a site is consistent with the local streetscape pattern and does not otherwise detract from the character or amenity of the local area.	No acceptable outcome is nominated.	N/A: Refer to the response to AO ₁ .
Extensions or Alterations		
PO ₃ A neighbourhood character place is not raised or enclosed underneath.	No acceptable outcome is nominated.	N/A: Refer to the response to AO ₁ .
PO ₄ Development, including extensions or alterations and ancillary buildings such as garages and carports, when viewed from a public place:	No acceptable outcome is nominated. <i>Note: The diagrams at the end of this code include examples of how this may be achieved.</i>	N/A: The development site area at 2-4 Helen Street is located in the Neighbourhood Character Overlay (refer to Figure 9) but is not identified as a Neighbourhood Character Place under the Planning Scheme Policies. The proposed development at this location is the subject of a separate development application and seeks to formalise an existing non-residential carpark.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Neighbourhood Character Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(a) is subservient to existing buildings both on the site and adjacent sites; (b) is not obtrusive in the local streetscape; (c) consistent with the overall character of the existing buildings in the local streetscape; (d) utilises materials that are consistent with the fabric of the existing building; and (e) does not detract from the character or appearance of existing buildings.		
PO ₅ New buildings and extensions incorporate siting and setbacks which are consistent with the local streetscape pattern.	AO _{5.1} New buildings and extensions are: (a) setback from any adjoining public place: (i) more than the existing buildings on the premises; or (ii) an equal or greater distance that the buildings on adjoining properties. (b) of a lower or equal height to buildings on adjoining properties.	N/A: Refer to the response to PO ₄ .
Design and Form of New Development Generally		
PO ₆ The form, scale and design of the development are consistent with, and sympathetic to the local streetscape and character of the surrounding area, having regard to:	No acceptable outcome is nominated.	Complies: The development site area at 2-4 Helen Street is located in the Neighbourhood Character Overlay (refer to Figure 9) but is not identified as a Neighbourhood Character Place under the Planning Scheme Policies. The proposed development at this location is the subject of a separate development application and seeks to formalise an existing non-residential carpark. In this regard, the development generally maintains the existing streetscape which will be further enhanced through the installation of frontage landscaping.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Neighbourhood Character Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(a) bulk and scale; (b) height; (c) setbacks, siting and landscaping; (d) horizontal and vertical articulation; (e) roof lines; (f) building openings; (g) orientation; (h) materials and architectural detailing; (i) eaves and awnings; and (j) access and on-site parking. Note: See the Neighbourhood Character Assessment within Appendix 2 of Planning Scheme Policy No.1 – Development Application Requirements for further guidance.		
PO₇ The form, bulk, scale, roof lines, setbacks, height, orientation, materials, articulation, fenestration, finishes and detailing of the development: (a) where they relate to the development of premises containing or adjacent to a Neighbourhood Character Place as listed in Schedule 6 Planning scheme policies, SC6.7.2, are sympathetic to and respectful of: (i) the significance of the place; and (ii) the contribution of the place to the Local Streetscape and heritage of the surrounding area. (b) where the circumstances in (a) do not apply: (i) are sympathetic to and respectful of the Local Streetscape; and (ii) do not detract from the appearance of retained existing buildings on the	No acceptable outcome is nominated.	Complies: Refer to the response to PO ₆ .

Toowoomba Regional Planning Scheme 2012 (v28.0)

Neighbourhood Character Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
premises when viewed from a public place.		
PO ₈ Particular consideration must be given to: (a) the compatibility of the character, appearance, location, height and bulk of the development with those aspects of existing premises on the site and/or in the Local Streetscape; (b) preventing irreversible damage to the significance, including character, of the place and the Local Streetscape; (c) the incorporation of materials and features, such as windows and doors, that are compatible with the style of the majority of buildings in the Local Streetscape; and (d) the retention of special features of the place.	No acceptable outcome is nominated.	Complies: Refer to the response to PO ₆ .
PO ₉ Elements within the road reserve that make a positive contribution to the local streetscape are retained.	In partial compliance with the performance outcome: AO _{9.1} Existing bluestone kerbing and channelling is retained. AO _{9.2} Existing street trees and street furniture are retained and are not adversely affected.	N/A: There is no bluestone kerbing adjacent the development site area's frontage. Complies: Existing street trees along the site's frontage will be maintained.

Toowoomba Regional Planning Scheme 2012

Community and Recreation Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
Character		
PO₁ Development positively contributes to a pleasant streetscape and complements the character of the locality, having regard to: (a) avoidance of large blank walls through variations in plan shape, such as curves, steps, recesses, projections or splays; and (b) variations in the treatment and patterning of windows, sun protection devices, or other elements of a facade; (c) use of elements of a finer scale than the main structural framing; (d) planting at any or all levels, including on podiums or roof decks; and (e) use of murals and artworks.	No acceptable outcome is nominated.	Complies: The proposed development at 129 West Street includes a Learning Centre that comprises four storeys. The building will have an overall height of 15.789 metres which has been taken from the southern side (Hill Street); however, as a consequence of site topography, the building will have a lesser height on the northern side where adjacent the heritage buildings. The current design of the building seeks to include building elements that reduce the bulk, scale and massing of the structure. This is achieved through the use of a muted colour scheme, a mixture of external wall cladding materials e.g. face brick, light coloured concrete, rendered surfaces and battened screening devices, as well as variations in fenestration design. Reference is made to the Elevations and Perspectives prepared by Aspect Architects and Project Managers attached at Appendix D. The scale and height of the building is generally consistent with the adjoining multi-level buildings along the West Street frontage of the College and the application includes a Heritage Impact Statement that supports the scale, massing and design of the development; refer to Appendix F. The design of the development is also enhanced with high quality landscaping to improve the visual amenity of each level of the building; refer to Appendix E.

Toowoomba Regional Planning Scheme 2012

Community and Recreation Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
PO ₂ Development has a high quality appearance and makes a positive contribution to the streetscape having regard to orientation of buildings to the street and incorporation of way-finding elements.	AO _{2.1} The unarticulated length of external walls along a road frontage does not exceed 15m. AO _{2.2} Pedestrian entries: (a) are visible from the street and visitor car parking areas and are separate to vehicle access points; (b) incorporate sun and rain shelter, such as overhangs or awnings, that are a minimum of 900mm wide from the external building face to the outermost projection; and (c) are defined by human scale design elements (such as, doors, windows, awnings, a portico, landscaping, etc).	Complies: Refer to the design elements of the building described in the response to PO ₁ and the Development Plans at Appendix D . Complies: The proposal will rely on the existing defined pedestrian entries to the College.
PO ₃ A variety of building materials, textures and colours, building elements, articulation and landscaping are used to provide visual interest.	No acceptable outcome is nominated.	Complies: Refer to the response to PO ₁ .
PO ₄ Landscaping is provided to enhance the appearance of the development and unsightly components are screened.	AO _{4.1} Where a front setback is provided, landscaping is provided along all road frontages of the site. AO _{4.2} Outdoor work, storage (including bin storage) and servicing areas are: (a) not located adjacent to any road frontage; and (b) screened from public view by either: (i) a 1.8m high solid wall or fence, constructed in materials and colours	Complies: Refer to the Development Plans at Appendix D and the Landscape Plans at Appendix E . Complies: Refer to the Development Plans at Appendix D .

Toowoomba Regional Planning Scheme 2012

Community and Recreation Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
	compatible with the main building on site; or (ii) mature landscaping that has the same effect as a 1.8m high wall. AO_{4.3} A minimum of 5% of the site is used to provide landscaping.	Complies: Refer to the Development Plans at Appendix D and the Landscape Plans at Appendix E.
PO ₅ Building design and site layout, optimise accessibility and convenience for users, particularly pedestrians.	No acceptable outcome is nominated.	Complies: Refer to the Development Plans at Appendix D.
Amenity		
PO₆ Development is compatible with the amenity of surrounding land, having regard to: (a) the location and type of vehicular access; (b) hours of operation; (c) traffic; (d) the location of car parking areas; (e) waste storage and collection, and litter management; (f) signage; (g) visual amenity; (h) privacy; and (i) noise, odour and dust emissions.	No acceptable outcome is nominated.	Complies: The development will: • maintain existing vehicle accesses; • maintain existing hours of operation; • maintain and improve traffic circulation arrangements; • maintain and improve existing onsite carparking areas and maintain existing bus setdowns and drop off zones; • maintain existing refuse storage and collection arrangements; • provide any additional signage in accordance with Council requirements; • preserve the visual amenity of the primary frontage of the school (refer to Heritage Impact Statement at Appendix F); • maintain privacy to nearby residential premises (refer to the screening devices shown on the Elevations at Appendix D); and

Toowoomba Regional Planning Scheme 2012

Community and Recreation Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
		not increase adverse offsite impacts in terms of noise, odour or dust (refer to the Noise Impact Assessment at Appendix H).
Child Care Centre		
PO ₇ The location and site design of the child care centre is highly accessible and is co-located with, or located close to, centres or other community or recreation uses.	No acceptable outcome is nominated.	N/A: The development does not include a Child Care Centre use.
PO ₈ The site is located to minimise the: (a) hazards of heavy traffic; and (b) introduction of non-local traffic into minor, residential streets.	AO _{8.1} The site is not located on: (a) arterial routes; or (b) local access roads.	N/A
PO ₉ Outdoor activity and storage areas are screened from adjoining properties and from the street.	No acceptable outcome is nominated.	N/A
PO ₁₀ Buildings and activities are located and designed to discourage potentially hazardous vehicular or pedestrian movements and minimise on-site conflict between children's activities and car parking.	AO _{10.1} Parking spaces are located so that children are not required to cross the driveway or vehicular access way to reach the building.	N/A

Toowoomba Regional Planning Scheme 2012

Environmental Standards Code – Assessment benchmarks for assessable development

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

Toowoomba Regional Planning Scheme 2012

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	Habitable Room window of an adjoining Dwelling; and (b) the luminaire does not exceed a height of 8m above the court surface. AO_{1.6} The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential dwellings.	Complies
PO ₂ Outdoor lighting (excluding street lighting, normal residential lighting and low level security lighting) situated in excess of 4m above ground level does not jeopardise the safety or well-being of any pedestrian, cyclist or motorist. Light emissions do not reduce the ability of transport system users to see essential details of the route ahead, including signalling systems and signage.	AO _{2.1} Outdoor lighting situated in excess of 4m above ground level is provided in accordance with Australian Standard AS1158.1.1:2005 – <i>Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i> .	Complies: Proposed outdoor lighting for the development will be designed and installed in accordance with Australian Standard AS 1158.1.1 – <i>Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i> . Refer to the External Lighting Report prepared by Diametric Engineers at Appendix I .
PO ₃ Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.	AO _{3.1} The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.	N/A: The subject land is not located within the Environmental Significance Overlay.
PO ₄ Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed to proactively address possible obtrusive light nuisance.	AO _{4.1} Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed in a manner to mitigate any light nuisance impacts from the existing lawful use by establishing:	Complies: Outdoor lighting for the proposed sensitive use (Educational Establishment) will be designed to avoid light nuisance on surrounding properties. Refer to the External Lighting Report prepared by Diametric Engineers at Appendix I .

Toowoomba Regional Planning Scheme 2012

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(a) shielding or louvers on windows facing the light source; (b) orientating buildings and bedrooms so that external lighting does not impact on residents during night time hours; and (c) utilising earth embankments, landscaping or other physical measures to shield existing light sources.	
Odour		
PO ₅ Development does not unreasonably affect the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts.	AO_{5.1} The development does not involve activities that create odorous air emissions. OR AO_{5.2} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i>. AO_{5.3} The development will not result in the release of noxious or offensive odours beyond the boundary of the site that cause environmental nuisance at any odour sensitive place, i.e. sufficient buffering is available within the development site itself to dissipate odour issues. <i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3..</i>	Complies: The nature of use i.e. Educational Establishment, will not generate adverse odorous air emissions. Complies: Refer to the response to AO_{5.1}. Complies: Refer to the response to AO_{5.1}.
PO ₆ Lot reconfigurations for residential or other environmentally sensitive land uses do not encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.	AO _{6.1} Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in Table 9.4.2:2 at the end of this code.	N/A: The proposed development does not involve Reconfiguring a Lot.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary					
	AO_{6.2} Where lots for residential or other environmentally sensitive land uses are located within the distances from specific existing uses outlined in Table 9.4.2:2, an Odour Assessment Report has been provided to demonstrate that the development will achieve the following thresholds therefore minimising odour nuisance. <table><tr><th>Existing Use/Activity</th><th>Odour Level at Sensitive Receiving Environment.</th></tr><tr><td rowspan="2">All Activities</td><td>2OU/m³ 3 minute average, 99.5th percentile.</td></tr><tr><td>4OU/m³ 3 minute average, 99.9th percentile.</td></tr></table>	Existing Use/Activity	Odour Level at Sensitive Receiving Environment.	All Activities	2OU/m³ 3 minute average, 99.5th percentile.	4OU/m³ 3 minute average, 99.9th percentile.	
Existing Use/Activity	Odour Level at Sensitive Receiving Environment.						
All Activities	2OU/m³ 3 minute average, 99.5th percentile.						
	4OU/m³ 3 minute average, 99.9th percentile.						
PO ₇ Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.	AO _{7.1} The development ensures that all putrescibles waste will be stored in a manner that prevents odour nuisance and fly breeding and will be disposed of at intervals not exceeding seven (7) days.	Complies: The nature of the development i.e. Educational Establishment, will not generate any putrescible waste.					
Noise							
PO ₈ The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses.	AO _{8.1} The development will achieve the following noise levels (when measured at the nearest sensitive receiver): (a) Background (L ₉₀) + 5dB(A) for variable noise between the hours of 7:00 am to 10:00 pm (measured at the facade of the sensitive land use); (b) Background (L ₉₀) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am	Complies: The proposed development will be managed to ensure compliance with the relevant noise limits and exclusions for an Educational Establishment use under the <i>Environmental Protection Act 1994</i> . Refer to the Noise Impact Assessment prepared by SoundBASE Consulting Engineers at Appendix H .					

Toowoomba Regional Planning Scheme 2012

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(a) Development: (i) is located in an appropriate zone; (ii) proposes best practice design and construction materials (in relation to noise attenuation); and (iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land uses.	(measured within bedrooms assuming open windows); (c) Background (L_{90}) for continuous noise sources (measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and (d) maximum limit L_{Amax} 45dB(A) inside dwellings; and The development will achieve the Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>. HOWEVER AO_{8.2} Where a development is unable to meet noise levels specified in AO_{8.1} an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).	Complies: Refer to the Noise Impact Assessment prepared by SoundBASE Consulting Engineers at Appendix H.
PO₉ Development (other than licensed premises operating under a Liquor Licensing Approval) proposing the use of amplified sound equipment is designed, constructed and operated in a manner that is sensitive to the impacts of high and low frequency noise on adjoining sensitive land uses.	AO_{9.1} Where development (other than licensed premises operating under a Liquor Licensing Approval) proposes the use of amplified sound equipment, existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion:	Complies: Refer to the Noise Impact Assessment prepared by SoundBASE Consulting Engineers at Appendix H.

Toowoomba Regional Planning Scheme 2012

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary																											
	<table><tr><td></td><td colspan="8">Frequency - Hz - "A" Weighted</td></tr><tr><td></td><td>31</td><td>63</td><td>125</td><td>250</td><td>500</td><td>1K</td><td>2K</td><td>4K</td></tr><tr><td>Background Level SPL dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td></tr></table>		Frequency - Hz - "A" Weighted									31	63	125	250	500	1K	2K	4K	Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	
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PO ₁₀ Proposed sensitive land uses in close proximity to existing lawful land uses involving significant noise emissions such as entertainment venues, child care centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the development.	AO_{10.1} The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within the <i>Environmental Protection (Noise) Policy 2008</i>. AO_{10.2} Where the proposed sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development is designed and constructed to meet the internal sound level design criterion contained in Australian Standard AS2107:2000 <i>Acoustics – Recommended design sound levels and reverberation times for building interiors</i>. AO_{10.3} Where the sensitive land use is within or adjoining entertainment venues utilising amplified music the applicant has undertaken an acoustic assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).	N/A: The development involves a sensitive land use (Educational Establishment) but is not located in proximity to existing lawful land uses involving significant noise emissions. Complies: Refer to the Noise Impact Assessment prepared by SoundBASE Consulting Engineers at Appendix H. N/A																											

Toowoomba Regional Planning Scheme 2012

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₁ Proposed sensitive land uses adjoining Council controlled arterial roads (other than designated 'Transport Noise Corridors') are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors': AO_{11.1} The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>. AO_{11.2} The siting of buildings and selection of construction materials complies with the specifications of Australian Standard AS3671-1989 <i>Acoustics – Road traffic noise intrusion – Building siting and construction</i>.	N/A: The subject land does not adjoin a Council controlled arterial road.
PO ₁₂ Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	AO _{12.1} Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the <i>Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'</i> for all habitable rooms adjoining the corridor.	N/A: The subject land does not adjoin a State Transport Noise Corridor.
PO ₁₃ Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive land uses.	AO_{13.1} Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers. AO_{13.2} Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to achieve a nil increase in background noise levels (L₉₀) at the nearest sensitive receiver.	Complies: Any roof-mounted plant and equipment will be designed in accordance with AO _{13.1-13.2} . Refer to the Noise Impact Assessment prepared by SoundBASE Consulting Engineers at Appendix H .
PO ₁₄ The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers.	AO _{14.1} Building work (including excavation and filling) is only conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays).	Complies: Construction will be managed in accordance with AO _{14.1-14.2} .

Toowoomba Regional Planning Scheme 2012

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{14.2} Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	
PO ₁₅ Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers.	AO _{15.1} Private sporting courts are not used between 10:00 pm and 7:00 am. AO _{15.2} Mechanical equipment such as ball throwing machines which create audible noise at the nearest sensitive receiver is not used between 7:00 pm and 7:00 am.	N/A: The proposed development does not involve private sporting courts or mechanical sporting equipment.
PO ₁₆ Vibration from the development does not affect the amenity of surrounding sensitive land uses or cause environmental harm or nuisance.	AO _{16.1} The development does not result in vibration impacts outside of the development site. AO _{16.2} Where vibration may impact on surrounding sensitive land uses, the proponent has provided a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the level of vibration will not cause adverse amenity impacts or cause environmental harm or nuisance at any sensitive land use surrounding the development.	Complies: The nature of the development is such that it will not result in vibration impacts outside the development site area.

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Environmental Standards Code – Assessment benchmarks for assessable development

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

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₈ Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO _{18.1} Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of dwellings or other sensitive land uses affected by potential dust nuisance.	Complies: The haulage route for the development will utilise West Street which is identified as a Sub-arterial road on the Toowoomba Road Hierarchy and is of suitable standard.
PO ₁₉ Water used for dust suppression activities does not itself create environmental harm.	AO _{19.1} Water approved as a method for controlling dust emissions must not be used in a manner that enables contaminated water to enter any stormwater system or natural drainage corridor outside of the site boundaries.	Complies: Any water used on-site for dust suppression will not result in the discharge of contaminated water into drainage corridors/stormwater devices.
PO ₂₀ The ongoing operation of the development site does not create dust nuisance for adjoining landholders.	AO _{20.1} Areas within the site that are frequently used for vehicular purposes are imperviously sealed. AO _{20.2} Industry-specific activities undertaken on site that create dust are performed in an enclosed shed or other structure with suitable dust extraction and filtration systems. AO _{20.3} Grain facilities are equipped with semi enclosed grain receival hoppers fitted with dust extraction and filtration systems. All conveyor belts and bulk grain processing equipment are enclosed to prevent dust emission. Bunker storage without dust extraction is only permitted whereby the release of dust will not impact on surrounding sensitive receivers. AO _{20.4} All development likely to generate any significant amount of dust must have an adequate water supply available at all times in order to undertake proactive dust reduction measures e.g. watering of access roads. AO _{20.5} Development that is likely to create ongoing significant dust issues has submitted a 'site based	Complies: The nature of the development is such that it will not result in dust generation noting that all high-traffic access, parking and manoeuvring areas will be sealed.

Toowoomba Regional Planning Scheme 2012

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	management plan' which adequately addresses dust mitigation measures.	
PO ₂₁ Proposed sensitive land uses are adequately separated from existing lawful land uses likely to generate dust emissions such as landfill sites, quarries, cropping land, motor sport facilities and other similar dust generating activities.	AO _{21.1} Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	Complies: The proposed extension to an Educational Establishment achieves the separation distances identified in Table 9.4.2:2.
PO ₂₂ Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	AO _{22.1} Dustfall averaged over an annual period of time does not exceed 133mg/m ² /day when measured at the nearest sensitive receiver.	Complies: The nature of the development is such that it will not result in dust fall that exceeds 133mg/m ² /day.
General Emissions		
PO ₂₃ Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	AO_{23.1} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i>. AO_{23.2} Where a type of air emission is not listed within the <i>Environmental Protection (Air) Policy 2008</i> the proponent can demonstrate that the level of emission is in compliance with Australian ambient air quality standards; or If Australian standards do not exist, an ambient air quality standard from another country or organisation may be used with appropriate justification. AO_{23.3} Where a development is proposing to generate and release air emissions in excess of current air quality emission standards the proponent will provide an 'air quality impact assessment' which adequately addresses the impact of the	Complies: The nature of the development is such that it will not result in air emissions which could cause environmental harm.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	release and provides justification as to why the industry cannot mitigate the levels further.	
PO ₂₄ Child Care Centres are well located to avoid any harmful impacts from air pollution.	AO _{24.1} Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	Complies: The proposed extension to an Educational Establishment is not located in an area affected by harmful levels of air pollution.
PO ₂₅ Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.	AO _{25.1} Sensitive land uses in relation to air emissions are not located within the separation distances specified in Table 9.4.2:2.	Complies: Refer to the responses to AO _{21.1} and AO _{24.1} .
PO ₂₆ Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.	AO _{26.1} Emission levels from equipment and infrastructure comply with the relevant industry standards as demonstrated through an approved written statement or certification provided by the carrier to council i.e. Electromagnetic Energy report.	N/A: The proposed development does not include telecommunication facilities or other uses that generate electromagnetic radiation.
PO ₂₇ Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	AO _{27.1} Car park exhaust stacks are located away from adjoining sensitive receivers. AO _{27.2} Emissions are discharged vertically and have an exit velocity of at least 10m/second. AO _{27.3} Spray booth exhaust stacks are at least 8m in height or 4m higher than the adjoining ridgeline of a neighbouring building (if the building is within 40m of the emission point), whichever is the greater. AO _{27.4} Tank venting for hydrocarbon fuel storage and LP Gas is located in accordance with AS1940-2004 <i>The Storage and handling of flammable and combustible liquids (for hydrocarbons)</i> and AS1596:2008 <i>The Storage and Handling of LP Gas</i> .	Complies: The nature of the development is such that it will not expose surrounding land uses to concentrated levels of air contaminants.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Waste Management		
PO ₂₈ The development (excluding high rise buildings in excess of three (3) stories) is designed to ensure that waste storage and collection can be undertaken in a manner that complies with Council's <i>Technical Guidelines for New Developments Waste Storage and Collection Requirements</i> .	AO _{28.1} For commercial premises and industry activities (other than those premises utilising Council's wheelie bin waste collection program): (a) general waste and recycling containers are located within the curtilage of the property in an area that enables the waste collection truck to pick up the containers while entering and leaving the premises in a forward gear; (b) a container storage area is dedicated that is large enough to cater for the expected volume of general waste and recycling; (c) storage areas are screened either behind a building or using screening materials or landscaping to a minimum height of 1.5m; (d) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is roofed and bunded, contains an impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewered areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention; (e) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin	Complies: The development relies on existing approved refuse storage/collection areas located on the main campus at 129 West Street at the location shown on the Concept - Site Plan at Appendix D .

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	storage area is designed to enable bins to be washed out within the storage area and drained to a sewer system (requiring trade waste approval) within sewerage areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewered areas; and (f) bin storage areas do not pose amenity issues for surrounding sensitive receivers, including odour during storage periods or noise issues resulting from collection programs.	
	AO_{28.2} For a Multiple Dwelling of three (3) – six (6) units the development satisfies one of the following criteria: (a) a minimum road frontage is available within the immediate road reserve adjoining the development in order to place the required number of waste and recycling containers out for collection (2 x 240L wheelie bins per tenement) when calculated at 1m/bin e.g. a development requiring eight (8) bins must have at least 8m of useable road reserve (in terms of bin collection, excluding a 1m clearance around power poles and any area below a street trees canopy where bins cannot be collected); OR (b) the complex includes a communal bin storage area, whereby the body corporate will implement internal	N/A: The proposed development does not involve a Multiple Dwelling.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	procedures requiring residents to progressively fill bins and only place full bins out for collection; and (c) each tenement has an approved bin storage area that will not create amenity issues for surrounding sensitive land uses; and (d) bin storage areas are screened behind buildings for amenity purposes; and (e) storage areas are not within dwellings (including garages) and it is not necessary to take the bins through dwellings (including garages) for collection purposes; and (f) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and (g) where a rear storage area is not possible bins are stored in a minimum 1.5m high screened area in the front of the dwelling(s); OR (h) screened communal storage areas (to a minimum height of 1.5m) are proposed which contain an impervious floor, hose cock and grading/drainage towards a grassed area or other porous surface.	
	AO_{28.3} For a Multiple Dwelling above six (6) units the development satisfies one of the following criteria: (a) The development incorporates 'internal collection' of either bulk bins or wheelie bins (in accordance with the waste	N/A: The proposed development does not involve a Multiple Dwelling.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	management guideline that accompanies the environmental standard); OR (b) Communal bin storage areas contain a roof, bunding and bin 'washing' provisions in the form of either a sewer connection (requiring trade waste approval) or where no sewer is available a connection to a waste water treatment device, drain to an area of significant landscaping or drain to a water quality improvement device e.g. Bioretention system is acceptable; OR (c) Where 'internal collection' is proposed the internal design complies with the waste management guideline that accompanies this environmental standard and a certification from a registered RPEQ has been provided to demonstrate that manoeuvrability is acceptable for an appropriately sized refuse vehicle.	
	AO_{28.4} Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste: (a) utilise a maximum of four (4) wheelie bins i.e. less than 1 cubic metre; (b) store bins within the curtilage of the property in a designated area in close proximity to a hose cock, whereby any adjoining sensitive land uses will not experience amenity issues i.e. odour; (c) store bins on an impervious surface;	N/A: The development relies on industrial refuse storage containers.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(d) place bins on the road reserve for a maximum period of 24 hours during collection programs; and (e) store bins in an area that is screened from public view either in a building, behind a building or within a purpose built screened storage area within a 1.5m minimum height.	
PO ₂₉ Development for a Community Residence, Residential Care Facility or Retirement Facility utilising communal bin storage areas ensure that residents have reasonable access to waste containers, where the development is for aged care purposes.	AO _{29.1} For development involving a Community Residence, Residential Care Facility or Retirement Facility, bin storage areas are located within reasonable proximity to all units, in accordance with Council's Environmental Guideline.	N/A: The proposed development does not involve a Community Residence, Residential Care Facility or Retirement Facility.
PO ₃₀ High rise (in excess of three (3) storeys) residential developments and joint commercial and residential developments are designed to enable best practice waste management principles to be applied.	AO _{30.1} The applicant has provided a waste management plan that as a minimum has addressed the following issues: (a) likely waste quantity and waste type to be generated on site on a weekly basis; (b) likely recycling quantities to be generated on a weekly basis; (c) waste container and recycling container (type and volume) requirements for the residential component (based on 240L of general waste and 240L of recycling per unit) and the commercial component (if applicable); (d) waste storage area locations; (e) dual waste chutes for general waste and recycling; (f) bin room specifications and hygiene practices for waste handling areas, chutes,	N/A: The proposed development does not involve a high-rise residential development.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	waste containers and other applicable equipment; (g) collection arrangements and manoeuvring diagrams (including overhead clearances); (h) waste minimisation practices; (i) use of compactors; (j) an impact assessment of waste management practices on any surrounding sensitive land uses; (k) air extraction fans, refrigeration or associated devices for refuse storage areas to prevent odour, particularly where putrescibles are stored; and (l) clinical and related waste storage and collection issues (if applicable).	
PO ₃₁ Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	AO _{31.1} The development will be carried out in accordance with the waste management hierarchy outlined in the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	Complies: Construction will be managed in accordance with the requirements of AO _{31.1} .
PO ₃₂ Development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> is designed to adequately cater for legislative storage and collection requirements.	Where involving development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i>: AO_{32.1} The storage of 'clinical and related waste' is in accordance with the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> with storage locations	N/A: The nature of the development is such that it will not generate clinical or related waste.

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	being demonstrated on submitted site/floor plans. AO_{32.2} The development has proposed a method of disposing of 'clinical and related waste' and has demonstrated that an applicable waste collection vehicle is able to manoeuvre on site, while entering and leaving the premises in a forward gear.	
PO ₃₃ Residential development involving 'internal collection' of either bulk bins or wheelie bins is designed to a standard that enables heavy vehicle access and manoeuvring whilst providing safety to residents and the protection of infrastructure.	AO_{33.1} The development is designed and certified by a RPEQ and complies with the requirements outlined in Council's <i>Technical Guidelines for Waste Storage and Collection Requirements for New Developments</i>, including: (a) appropriate manoeuvring is adequate with vehicles being able to enter and exit the property in a forward gear; (b) overhead clearance is adequate for the applicable refuse vehicle; (c) road surface is appropriate for a HRV; (d) side clearance is appropriate for wheelie bin collection; (e) collection areas are appropriate for either bulk bins or wheelie bins; (f) minimum road width of 5.5m; and (g) internal road networks enable the refuse vehicle to traverse the site without resident safety being jeopardised.	N/A: The development does not include residential uses.
PO ₃₄ Development involving refuse storage and collection external to Council's waste contract utilise waste containers and hygiene practices that prevent odour issues and remove	AO_{34.1} The applicant will utilise the following control measures: (a) putrescibles waste will be removed from the property at intervals not exceeding seven	Complies: On-site refuse storage containers will be managed and maintained in accordance with the requirements of AO _{34.1} .

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
harbourage opportunities for vermin and mosquitoes.	(7) days (putrescibles will be refrigerated where possible and appropriate); (b) tight fitting lid assemblies will be utilised on all waste containers to prevent the pooling of rainwater, thus minimising mosquito breeding opportunities; and (c) bins will be secured to ensure that vermin and pest animals do not have access to a potential food source; and (d) bins will be cleaned on an 'as needed' basis if odour is identified as an issue.	

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Integrated Water Cycle Management Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
Stormwater Management		
PO ₁ Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	AO_{1.1} Stormwater quality treatment measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. AO_{1.2} Pollutant load reductions are achieved in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: The development involves capture and discharge of stormwater to the street drainage network and is any additional stormwater quality treatment measures are required they will be implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. Refer to the Concept Stormwater Management Plan prepared by Titus Civil Consulting at Appendix G. Complies: Pollutant load reductions will be achieved in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. Refer to the Concept Stormwater Management Plan prepared by Titus Civil Consulting at Appendix G.
PO ₂ Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.	AO _{2.1} Sediment and erosion control measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Sediment and erosion control measures will be implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. Refer to the Concept Stormwater Management Plan prepared by Titus Civil Consulting at Appendix G .
PO ₃ Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters, having regard to:	AO _{3.1} Stormwater flow control measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Stormwater flow control measures will be implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. The development involves capture and discharge of stormwater to the street drainage network. Refer to the Concept Stormwater Management Plan prepared by Titus Civil Consulting at Appendix G .

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Integrated Water Cycle Management Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
(a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions.		
Waste Water Management		
PO ₄ Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate regard for: (a) cumulative effects; (b) the applicable water quality objectives for the receiving waters; (c) adverse impact on ecosystem health of receiving waters; and (d) in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset.	AO _{4.1} Waste water management measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A: The site is located in a sewered area; refer to Figure 4 .
Artificial Waterways and Water Bodies		
PO ₅ The waterway or water body is designed to integrate multiple functions, including: (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management.	AO _{5.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A: The development does not involve the establishment of an artificial waterway.

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Integrated Water Cycle Management Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
PO ₆ The waterway is located and designed to be responsive to natural drainage features.	AO _{6.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A: Refer to the response to AO _{5.1} above.
PO ₇ The waterway or body is designed to minimise whole of life cycle costs.	AO _{7.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A
Flooding and Drainage		
PO ₈ Flooding and drainage characteristics upstream or downstream of the site are not worsened.	AO _{8.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Stormwater management measures will be implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> . The development involves capture and discharge of stormwater to the street drainage network. Refer to the Concept Stormwater Management Plan prepared by Titus Civil Consulting at Appendix G .
PO ₉ The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO _{9.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Proposed stormwater management measures will be designed to work within the capacity of the existing drainage network in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> , at the detailed design phase. Refer to the Concept Stormwater Management Plan prepared by Titus Civil Consulting at Appendix G .
PO ₁₀ Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Refer to the response to AO _{8.1} for proposed stormwater management measures which will be designed to ensure stormwater from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of

Toowoomba Regional Planning Scheme 2012

Integrated Water Cycle Management Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
		adjacent land. Refer to the Concept Stormwater Management Plan prepared by Titus Civil Consulting at Appendix G .
Water Cycle Management		
PO₁₁ The design and management of the development integrates water cycle elements so that: (a) water is used efficiently and potable water demand is reduced; (b) wastewater production is minimised; (c) stormwater peak discharges and runoff volumes are not worsened; (d) natural drainage lines and hydrological regimes are maintained as far as possible; (e) large, uninterrupted impervious surfaces are minimised; (f) reuse of stormwater and grey-water is encouraged where public health and safety will not be compromised; and (g) water is used efficiently.	AO_{11.1} Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.	Complies: The design of the development will ensure integrated water management practices are undertaken in accordance with the requirements of SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.

Toowoomba Regional Planning Scheme 2012

Landscaping Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₁ Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development.	AO _{1.1} Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2.	Complies: Refer to the Landscape Plans prepared by Jackie Amos Landscape Architect at Appendix E .
PO ₂ Landscape construction is undertaken by a suitably qualified landscape professional.	AO _{2.1} Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	Complies: Refer to the response to PO ₁ .
PO ₃ Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.)	AO _{3.1} Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used. AO _{3.2} Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area. AO _{3.3} Existing site trees are integrated into the development. AO _{3.4} Species selection is reflective of cool temperate species.	Complies: Existing street trees will be maintained along both site frontages. Complies: Refer to the response to AO _{1.1} . Complies: Refer to the Landscape Plans prepared by Jackie Amos Landscape Architect at Appendix E . Complies: Refer to the response to AO _{1.1} .
PO ₄ Where the development involves the creation of a new road street tree planting is undertaken having consideration of:	Where the development involves the creation of a new road: AO _{4.1} Street planting is carried out in accordance with the requirements of SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage. AO _{4.2} Species and materials are used that minimise the use of potable water.	N/A: The proposal does not involve the creation of a new road.

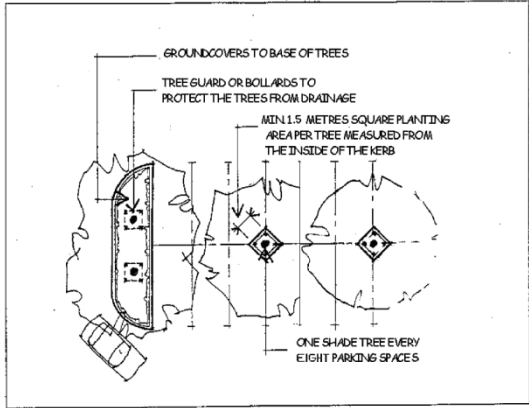
Toowoomba Regional Planning Scheme 2012

Landscaping Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
(a) the hierarchy and function of the street; (b) selection of appropriate species; (c) avoidance of conflict between the street tree and utilities and services within the road reserve; (d) soil conditions; (e) existing street trees; (f) solar access; and (g) driveway access.	AO _{4.3} Street tree planting is in accordance with Planning Scheme Policy No.8 – Street Trees.	
PO ₅ Fencing design and acoustic barriers: (a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street.	AO _{5.1} Front fences longer than 15m and greater than 1,400mm in height are visually fragmented with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers. AO _{5.2} All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. AO _{5.3} Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum 3m vegetated buffer on either side of the fence with vegetation having a mature height equal to or above the height of the acoustic fencing.	N/A: The development does not include front fences >1,400mm in height. N/A: Refer to the response at AO _{5.1} . N/A: Refer to the Noise Impact Assessment prepared by SoundBASE Consulting Engineers at Appendix H .
PO ₆ Location, design and provision of planting in carparks and internal roadways achieve a high degree of shade, amenity and safety.	AO _{6.1} Landscaping visually fragments and shades carparking areas with regular tree planting in individual planting bays evenly distributed throughout the car parking area at the rate of one planting bay per eight (8) carparking spaces.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.

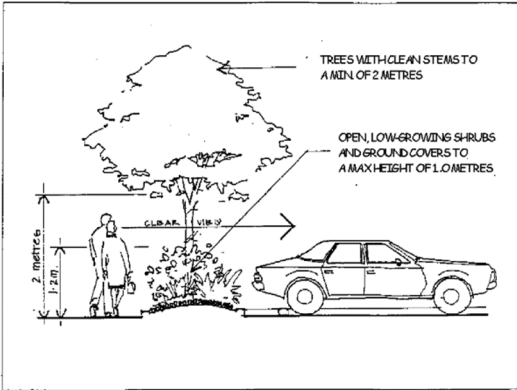
Toowoomba Regional Planning Scheme 2012

Landscaping Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	AO_{6.2} Individual planting bays have a minimum dimension of 1,500 x 1,500mm with permeable surface treatments and are flush with the finished surface levels of the car park. AO_{6.3} No raised kerbing is provided around planting bays. Wheelstops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas. AO_{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.	N/A: Refer to the response to AO_{6.1}. N/A: Refer to the response to AO_{6.1}. N/A: Refer to the response to AO_{6.1}.
		

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Landscaping Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	 TREES WITH CLEAR STEMS TO A MIN OF 2 METRES OPEN, LOW-GROWING SHRUBS AND GROUND COVERS TO A MAX HEIGHT OF 1.0 METRES 2 METRES 1.2M CLEAR VIEW	
PO ₇ Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.	AO_{7.1} Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits. AO_{7.2} Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber.	Complies: Refer to the Landscape Plans at Appendix E. Complies: Refer to the Landscape Plans at Appendix E.
PO ₈ Maintenance access points must be considered and accommodated for in the site planning and design process.	AO_{8.1} Access by appropriate maintenance or utility vehicles must be demonstrated with ground surface treatments that are stable and usable in all weather. AO_{8.2} Functional maintenance vehicle circulation and access gates to be provided.	Complies: Refer to the Landscape Plans at Appendix E. Complies: Refer to the Landscape Plans at Appendix E.

Toowoomba Regional Planning Scheme 2012

Landscaping Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₉ On-site stormwater harvesting is to be maximised with reuse measures and amelioration of stormwater impacts indicated.	AO _{9.1} Landscape design incorporates the flow of water along overland flow paths. AO _{9.2} Landscaping is used to help maximise opportunities for on-site infiltration by: (a) minimising impervious surfaces and incorporating semi-permeable paving products; (b) falling hard surfaces towards pervious surfaces such as turf or mulched areas; (c) maximise opportunities for turf and planting areas; (d) align planting areas parallel to contours to slow the flow of surface water; and (e) ensure planting palette comprises canopy tree species. AO _{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells. AO _{9.4} Sediment and erosion control measures are outlined. AO _{9.5} Planter boxes on podiums and building forecourts plumbed to stormwater.	Complies: Stormwater will be managed in accordance with the appropriate standards; refer to the Concept Stormwater Management Plan at Appendix G .
PO ₁₀ Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.	No acceptable outcome is nominated.	Complies: Refer to the response to PO ₁ .

Toowoomba Regional Planning Scheme 2012

Landscaping Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₁₁ Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use.	AO _{11.1} Design complies with AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility.	Complies: Proposed pedestrian pathways and places will comply with the AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility.
PO ₁₂ Risks to personal safety and the potential for crime, vandalism and fear are reduced through design that has been informed by <i>Crime Prevention Through Environmental Design</i> (CPTED) principles in relation to: (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management.	Landscape design incorporates the following design measures: AO_{12.1} The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through: clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate. AO_{12.2} Barriers are used to attract, channel or restrict the movement of people by: clear spatial definition and legibility, optimising opportunity for public interaction, visually permeable screens and fencing, appropriate use of mechanical measures that correspond to actual risk. AO_{12.3} Reinforcing definition of territory and ownership of private, semi-public and public spaces through: clear design cues for use and activities, transitions and boundaries between public and private, design that encourages public interaction and ownership, legible universal signage.	Complies: The development has been designed to respect CPTED principles with respect to: (a) surveillance; (b) access control; (c) territorial reinforcement; and (d) space management.

Toowoomba Regional Planning Scheme 2012

Landscaping Code – assessment benchmarks for assessable development

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

Toowoomba Regional Planning Scheme 2012

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

Performance outcomes	Acceptable outcomes	Compliance summary
Driveway Crossovers		
PO₁ Vehicular access arrangements: (a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and (iii) the function and configuration of the access road; (b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road; (ii) the integrity of any infrastructure within the road reserve; and (iii) the safety of access to adjacent properties; and (c) protect the amenity of premises in the vicinity. <i>Note: Access to State-controlled Roads requires the approval of the Department of Transport and Main Roads.</i>	AO_{1.1} Other than for a Dwelling House, Dual Occupancy, Home-based Business, vehicular access to a Council-controlled road is provided in accordance with Australian Standard AS 2890.1 – <i>Off Street Car Parking</i> (and Australian Standard AS 2890.2 where relevant). AO_{1.2} Where the vehicular access is for a Dwelling House, Dual Occupancy or Home-based Business, the driveway crossover:	N/A: The application does not seek approval for new or extended driveway crossovers. The proposed carpark at 2-4 Helen Street is the subject of a separate development application. N/A

	(a) is not: (i) a second property access; (ii) located on a bend in the road of more than 45°; or (iii) to a State-controlled Road or a road with bluestone kerbing; (b) is not within: (i) 25m of a signalised road intersection; (ii) 20m of an unsignalised road intersection in an industrial or Centre's zone or 10m otherwise; (iii) 2m of any adjoining property access, including shared property accesses, at the property line; (iv) 1m of any street signage, power poles, street lights, manholes, stormwater gully pits, or other Council asset; or (v) the outer canopy of any street tree. (c) does not: (i) require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (ii) front a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (iii) require removal or modification of any existing bluestone kerbing; (iv) require any change to existing footpath/verge profiles; (v) have access restricted by an access restriction strip or link reserve; or (vi) access an unformed or unkerbed road;	
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Toowoomba Regional Planning Scheme 2012

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

Performance outcomes	Acceptable outcomes	Compliance summary
	(d) is constructed of gravel (but only in a non-urban zone), reinforced concrete, bitumen or pavers; and (e) is provided in accordance with the relevant diagram in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	
Car Parking Provision		
PO₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity. <i>Note: Where the development does not meet the acceptable outcomes, or where no acceptable outcome is specified, a parking demand analysis report prepared by a suitably qualified person may assist in demonstrating compliance with the performance outcome.</i>	AO_{2.1} Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of: (a) Non-Residential Use one (1) parking space per 50m² of GFA; and (b) Residential Use - one (1) parking space per dwelling. AO_{2.2} Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code. <i>Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.</i> <i>Note: If the number of car parking spaces calculated in accordance with AO_{2.1} and AO_{2.2} is not a whole number, the number of parking spaces to be provided is rounded-up to next highest whole number.</i> <i>Note: Where application is made for establishment of two or more uses on the same premises, the parking demand is calculated by totalling the requirements for each use.</i>	N/A: The subject site is located within the Community Facilities Zone/Education Precinct. Complies: Table 9.4.6:3 nominates the following rate for and "Educational Establishment" use: • Preparatory – One space per seven (7) children plus 1 space per FTE staff. • Primary – One (1) space per ten (10) students plus 1 space per FTE staff. The visitor parking can be provided as a set-down per pick-up area (20% of short term parking); • Secondary – One (1) space per ten (10) year 12 students; plus, a set-down per pick-up area for visitors and one (1) space per FTE staff; Reference is made to the calculations provided in the Planning Report sec.3.3 that confirms the development will rely on the proposed carpark at 2-4 Helen Street that is the subject of a separate development

Toowoomba Regional Planning Scheme 2012

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

Performance outcomes	Acceptable outcomes	Compliance summary
		application. In this regard proposed carparking arrangements exceed Planning Scheme requirements.

Toowoomba Regional Planning Scheme 2012

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

Performance outcomes	Acceptable outcomes	Compliance summary
Transport Network		
PO ₁ The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in SC 6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	No acceptable outcome is nominated.	Complies: Access to the College is via its primary frontage to West Street which is identified as Sub-arterial Roads on the Toowoomba Road Hierarchy. The road network providing access to the College is of sufficient standard to accommodate traffic generated by the development.
PO ₂ Development does not compromise the orderly provision or upgrading of the transport network.	No acceptable outcome is nominated.	Complies: Refer to the response to PO ₁ .
PO ₃ Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land.	No acceptable outcome is nominated.	Complies: The development will rely on the existing bus set downs which are located adjacent the Margaret Street frontage of the College.
PO ₄ Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.	No acceptable outcome is nominated.	Complies: The site's frontages include formed footpaths.
PO ₅ Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to:	AO _{5.1} Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines</i> .	N/A: The application does not seek approval for new car parks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.

Toowoomba Regional Planning Scheme 2012

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

Performance outcomes	Acceptable outcomes	Compliance summary
(a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.		
PO ₆ Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists.	No acceptable outcome is nominated.	Complies: Directional signage will be provided where required.
Access		
PO ₇ Vehicle access arrangements and queuing areas are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; and (c) the function and characteristics of the access road and adjoining road network.	AO _{7.1} Access driveways and queuing areas are located and designed in accordance with the provisions of <i>Australian Standard AS 2890.1 Part 1: Off Street Carparking</i> .	N/A: The application does not seek approval for new or extended driveway crossovers or queuing areas. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.
PO ₈ Access arrangements minimise any adverse impact on: (a) the integrity of any infrastructure within the road reserve; (b) the safety and convenience of pedestrians and cyclists;	No acceptable outcome is nominated.	Complies: Proposed upgrades to accesses will be designed and constructed in accordance with the requirements of PO ₈ .

Toowoomba Regional Planning Scheme 2012

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

Performance outcomes	Acceptable outcomes	Compliance summary
(c) the safety and convenience of access to adjacent properties; (d) the amenity of premises in the vicinity; and (e) street trees in the road reserve.		
PO₉ Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick-up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle.	No acceptable outcome is nominated.	Complies: The development will rely on the existing bus set downs which are located adjacent the Margaret Street frontage of the College.
PO₁₀ Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: (a) safe for pedestrians, cyclists and vehicles; (b) conveniently connected to the main component of the development by pedestrian pathway; and (c) designed to provide for pedestrian priority and clear sightlines.	AO_{10.1} Bus pick-up/set-down areas: (a) allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting buses; (c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and (d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. AO_{10.2} Car and taxi pick-up/set-down areas: (a) allow a car to manoeuvre in and out of the area in an easy and safe manner;	Complies: The development will rely on the existing bus set downs which are located adjacent the Margaret Street frontage of the College.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	(b) afford maximum safety for passengers boarding or alighting cars; (c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and (d) avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.	
Pedestrian and Cycle Facilities		
PO ₁₁ Provision is made for the safe and convenient movement of pedestrians on site and external to the site, having regard to desire lines, legibility, weather protection and the needs of people with disabilities.	AO _{11.1} Pedestrian pathways and crossings are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> . AO _{11.2} Access for cyclists and pedestrians is clearly distinguished from vehicle access. AO _{11.3} Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s).	Complies: The site's frontages include formed footpaths.
PO ₁₂ Provision is made for safe and convenient cycle movement to the site and within the site having regard to desire lines, users' needs and legibility.	AO _{12.1} Shared paths and on-road cycle lane facilities are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards Roads and Drainage Infrastructure</i> .	Complies: The site's frontages include formed footpaths.
Parking and Circulation		
PO ₁₃ Car parking areas are designed to be: (a) clearly defined, marked and signed;	AO _{13.1} The entry to the car park is clearly signposted.	Complies: Directional signage will be provided where required.

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

Performance outcomes	Acceptable outcomes	Compliance summary
(b) convenient, safe and accessible; and (c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrians movement within car park areas.	AO_{13.2} Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use. AO_{13.3} Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such. AO_{13.4} Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street. AO_{13.5} Public Safety: (a) The car park is located where it can be monitored by passers-by or the occupiers of the development. (b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with Australian Standard AS 1158.3.1 – <i>Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements</i>. (c) Except in the case of residential development: (i) where the car park is not required at night, entry to the car park is physically restricted; and (ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light. (d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows	Complies: The existing and proposed carparking spaces are freely available for use by staff and parents. Complies: Existing approved visitor carparking areas will be maintained. Complies Complies: Existing and proposed carparking areas are designed to ensure casual surveillance by passers-by and staff.

Toowoomba Regional Planning Scheme 2012

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

Performance outcomes	Acceptable outcomes	Compliance summary
	surveillance and minimises the risk of crime.	
PO ₁₄ Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	AO_{14.1} Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard AS2890.1 <i>Part 1: Off Street Carparking</i>. AO_{14.2} Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve. AO_{14.3} Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard AS2890.1 <i>Part 1: Off Street Carparking</i>. AO_{14.4} Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard AS1428.1: <i>Design for Access and Mobility</i>. AO_{14.5} Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard AS1428.1: <i>Design for Access and Mobility</i>. AO_{14.6} The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application. N/A: Refer to the response to AO_{14.1}. N/A: Refer to the response to AO_{14.1}. N/A: Refer to the response to AO_{14.1}. N/A: Refer to the response to AO_{14.1}. N/A: Refer to the response to AO_{14.1}.
PO ₁₅ Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any	For non-residential development on a site in, or adjoining, a residential zone: AO_{15.1} Car parking and driveway areas are setback a minimum distance of 3m from a side boundary	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.

Toowoomba Regional Planning Scheme 2012

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

Performance outcomes	Acceptable outcomes	Compliance summary
adverse impact on the amenity of premises in the vicinity.	that is common with a residential use in a residential zone. AO_{15.2} Landscape planting is used between the car park and driveway areas and the side boundary to soften the visual impacts of car park areas and to provide shade. AO_{15.3} An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application. N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.
PO ₁₆ Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{16.1} Car parking is provided either at the rear of the development or beneath buildings.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.
PO ₁₇ Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO _{17.1} Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	N/A: The proposed development does not include above ground or multi-level parking areas.
PO ₁₈ Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO_{18.1} Aesthetics, glare, heat absorption and re-radiation. (a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and (b) Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.

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

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₉ Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	AO _{19.1} Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.
PO ₂₀ Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.	AO _{20.1} A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.
PO ₂₁ Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure.	AO _{21.1} The development is capable of meeting the requirements of Council's <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.
Servicing		
PO ₂₂ Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	AO _{22.1} The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Table 9.4.6:3. AO _{22.2} Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in manner that makes it impractical to use them as storage or work areas. AO _{22.3} The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard AS 2890.2 – 1989 – <i>Off Street Parking – Commercial Vehicle Facilities</i> .	Complies: Table 9.4.6:3 nominates a SRV service vehicle rate for "Educational Establishment" uses. The College already makes provision for service vehicle set down areas. N/A: The development does not propose changes to approved access arrangements, internal driveways or parking areas for service vehicles. N/A: The development does not propose changes to approved service vehicle loading areas.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	AO_{22.4} Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so. AO_{22.5} Service vehicles can enter and leave the site in a forward gear.	N/A: The development does not propose changes to approved service vehicle loading areas. N/A: The development does not propose changes to approved service vehicle loading areas.
PO ₂₃ Refuse collection vehicles are able to access on-site refuse collection facilities.	AO _{23.1} Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	Complies: The development relies on existing approved refuse storage/collection areas located on the main campus at 129 West Street at the location shown on the Concept - Site Plan at Appendix D .
PO ₂₄ Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	N/A: The development does not propose changes to approved service vehicle loading areas.
PO ₂₅ Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{25.1} Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	N/A: The development does not propose changes to approved service vehicle loading areas.

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

Performance outcomes	Acceptable outcomes	Compliance summary
Utilities		
PO ₁ A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{1.1} Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. OR AO _{1.2} Where not in a water supply area, the development is provided with an on site water supply in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. AO _{1.3} Water supply systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies: The development is located within a reticulated water supply area and the development will be connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. N/A N/A
PO ₂ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{2.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. OR AO _{2.2} Where not within a wastewater area, on-site wastewater treatment and disposal is provided which complies with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. AO _{2.3} Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies: The development is located within a wastewater area and the development will be connected to Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. N/A N/A

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

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₃ The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{3.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies: The proposed development will be connected to the electricity supply servicing the area.
PO ₄ Premises are connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	AO _{4.1} The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	Complies: The proposed development will be connected to the telecommunication networks servicing the area.
PO ₅ Provision is made for future telecommunications services (e.g. fibre optic cable).	AO _{5.1} Conduits are provided in accordance with <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Any new underground conduits will be provided to accommodate future fibre optic cables in the area.
PO ₆ Development near utility services does not: (a) adversely affect the function of the service; or (b) place an additional load on the service; and (c) protects the infrastructure from physical damage; and (d) allows ongoing necessary access for maintenance purposes.	AO _{6.1} Setbacks and loadings comply with <i>the Queensland Development Code QDC MP1.4.</i>	Complies: Refer to the location of Council's services in Figure 4 and the location of development site areas on the Site Plans at Appendix D .
PO ₇ Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	Complies: The development will ensure that any additional infrastructure required to service the development will be integrated with existing networks.
PO ₈ Water meter/s are installed and located for easy access by the relevant authority.	AO _{8.1} Water meter/s are installed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: Any new water meters will be installed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .
Movement Networks		
PO ₉ Premises are provided with the following works along the full extent of the road frontage and to	AO _{9.1} Design and construction of external road works are undertaken in accordance with <i>SC6.2 PSP</i>	N/A: Additional external roadworks are not required as part of this development.

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

Performance outcomes	Acceptable outcomes	Compliance summary
a standard that is appropriate to the function of the road and the character of the locality: (a) appropriate roadway treatment; (b) appropriate pavement edging (including kerb and channel); (c) safe vehicular access; (d) safe footpaths and bikeways; (e) street scaping or street tree planting; (f) stormwater drainage; and (g) street lighting systems.	<i>No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i> AO_{9.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i>.	Complies: The site's frontages include formed footpaths.
PO₁₀ Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with: (a) the current and projected level of usage; (b) the desired streetscape character; and (c) activities which are anticipated to occur within the verge.	AO_{10.1} Street scaping works, footpaths and cycle paths are provided in accordance with <i>PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{10.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i>.	Complies: The development does not involve additional street scaping works, footpaths or cycleways. Complies: Refer to the response to AO_{10.1} above.
PO₁₁ Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and ensures the safe passage of vehicles, pedestrians and cyclists.	AO_{11.1} Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	N/A: The application does not seek approval for new carparks. The proposed carpark at 2-4 Helen Street is the subject of a separate development application.
PO₁₂ Movement networks can be easily and efficiently maintained.	AO_{12.1} Infrastructure is provided in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>.	Complies: Infrastructure will be provided in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>.
Vehicular Access		
PO₁₃ Vehicular access arrangements: 1. are appropriate for: (a) the capacity of the parking area;	AO_{13.1} Other than for a House, Dual Occupancy, Bed and Breakfast Establishment or Home-based Business, vehicular access to a Council-	N/A: The application does not seek approval for new or extended driveway crossovers. The proposed

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Performance outcomes	Acceptable outcomes	Compliance summary
(b) the volume, frequency and type of vehicle useage; and (c) the function and configuration of the access road; 2. minimise any potentially adverse impact on: (a) the safety and efficiency of the road; (b) the integrity of any infrastructure within the road reserve; and (c) the safety of access to adjacent properties; and 3. protect the amenity of premises in the vicinity.	controlled road is provided in accordance with Australian Standard AS 2890.1 – <i>Off Street Car Parking</i> (and Australian Standard AS 2890.2 where relevant). AO_{13.2} Where the vehicular access is for a House, Dual Occupancy, Bed and Breakfast Establishment or Home-based Business, the driveway crossover: (a) is not: (i) a second property access; (ii) located on a bend in the road of more than 45%; or (iii) to a State-controlled Road or a road with bluestone kerbing; (b) is not within: (i) 25 m of a signalised road intersection; (ii) 20 m of an unsignalised road intersection in an industrial or Centre's zone or 10m otherwise; (iii) 2m of any adjoining property access, including shared property accesses, at the property line; (iv) 1m of any street signage, power poles, street lights, manholes, stormwater gully pits, or other Council asset; or (v) the outer canopy of any street tree; (c) does not: (i) require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water	carpark at 2-4 Helen Street is the subject of a separate development application. N/A: The proposed development is for an Educational Establishment use.

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Performance outcomes	Acceptable outcomes	Compliance summary
	meters, manholes or stormwater gully pits); (ii) front a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (iii) require removal or modification of any existing bluestone kerbing; (iv) require any change to existing footpath/verge profiles; (v) have access restricted by an access restriction strip or link reserve; or (vi) access an unformed or unkerbed road; (d) is constructed of gravel (but only in a non-urban zone), reinforced concrete, bitumen or pavers; and (e) is provided in accordance with the relevant diagram in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	
Earthworks and Retaining Walls		
PO ₁₄ Earthworks result in stable landforms and structures.	AO _{14.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₁₅ Earthworks do not result in the contamination of land or water and avoid risk to people and property.	AO _{15.1} Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₁₆ Earthworks are undertaken in a manner that: (a) maintains natural landforms;	AO _{16.1} Earthworks and the construction of retaining walls and batters are undertaken in	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.

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Performance outcomes	Acceptable outcomes	Compliance summary
(b) minimises height of retaining walls and batter faces; (c) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land; and (d) does not unduly impact on the amenity of the streetscape.	accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	
PO ₁₇ Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	AO _{17.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₁₈ Earthworks do not prevent access or create difficult access to the property.	AO _{18.1} Earthworks and the construction of retaining walls and batters ensure driveways can be provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₁₉ Earthworks do not cause a significant impact on the amenity of the locality or along routes taken to transport material as a result of truck volumes, dust or noise.	AO _{19.1} Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and retaining walls will be designed and constructed in accordance with Council's requirements.
PO ₂₀ The transportation of material minimises adverse impact on the road system.	AO _{20.1} Material is transported in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Any material required for the development will be transported in accordance with Council's requirements.
Waste Management		
PO ₂₁ Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste such that:	No acceptable outcome is nominated.	Complies: The development relies on existing approved refuse storage/collection areas located on the main campus at 129 West Street at the location shown on the Concept - Site Plan at Appendix D .

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

Performance outcomes	Acceptable outcomes	Compliance summary
(a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; and (c) the performance of the wastewater system is not put at risk.		
PO22 Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times.	AO22.1 Refuse container storage areas are provided which: - are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; - are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; - are within normal hose length of a hose cock; - are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and - are situated not closer than 6m to a road or 2m to any site boundary. AO22.2 On sites greater than 2,000m² in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the site in a forward direction without having to make more than a 3-point turn.	Complies: The development relies on existing approved refuse storage/collection areas located on the main campus at 129 West Street at the location shown on the Concept - Site Plan at Appendix D. Complies: The development relies on existing approved refuse storage/collection areas located on the main campus at 129 West Street at the location shown on the Concept - Site Plan at Appendix D.

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Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{22.3} For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	
PO ₂₃ Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the refuse container storage area.	No acceptable outcome is nominated.	Complies: Provision is made for recyclable waste in the existing refuse storage collection area.
Construction Management		
PO ₂₄ Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	AO _{24.1} Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds.	Complies: Construction works will be undertaken in accordance with Council's requirements.
PO ₂₅ Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.	AO _{25.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies: Construction works will be undertaken in accordance with Council's requirements.
PO ₂₆ While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	AO _{26.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies: Construction works will be undertaken in accordance with Council's requirements.
PO ₂₇ Traffic, parking and delivery of construction materials generated during construction are managed to minimise impact on the amenity of the surrounding area and to manage the safety of pedestrians, cyclists and motorists.	AO _{27.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies: Construction works will be undertaken in accordance with Council's requirements.

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

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₂₈ Council and state infrastructure is not damaged by construction activities.	AO_{28.1} Construction, alterations and any repairs to infrastructure is undertaken in accordance with the <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure, Queensland Development Code QDC MP1.4</i>, and, where applicable, in consultation with the relevant service authority. AO_{28.2} Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the <i>Transport Infrastructure Act 1994</i>.	Complies: Construction works will be undertaken in accordance with Council's requirements.

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies: The proposed development will take access via the local road network. The nearest State controlled road (i.e. James Street) is located approximately 680m to the south of the site. On this basis, it is considered the development will not create a safety hazard for users of State-controlled roads.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street). On this basis, the development will not adversely impact the structural integrity or physical condition of the State controlled road.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street). On this basis, the development no net worsening of the operating performance of the State controlled road.
PO4 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: The proposed development will take access via the local road network. The nearest State controlled road (i.e. James Street) is located approximately 680m to the south of the site.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	N/A: The development will not involve haulage that exceeds the thresholds listed in PO5.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	N/A: The development does not require a new railway level crossing.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	N/A: The development does not adversely impact on the operating performance of an existing railway crossing.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	N/A: The development is not located in proximity to a railway crossing.

Performance outcomes	Acceptable outcomes	Response
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	N/A: The development is not located in proximity to a railway crossing.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	N/A: The development is not located in proximity to a railway crossing.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies: The development does not adversely impact on the operating performance of the adjacent railway corridor.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies: The development does not interfere with or obstruct, railway transport infrastructure or other rail infrastructure.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	Complies: The development does not adversely impact on the structural integrity or physical condition of the adjacent railway corridor or rail transport infrastructure.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street) and reference is made to the Concept Stormwater Management Plan, prepared by Titus Civil Consulting at Appendix G .
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street) and reference is made to the Concept Stormwater Management Plan, prepared by Titus Civil Consulting at Appendix G .
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street) and reference is made to the Concept Stormwater Management Plan, prepared by Titus Civil Consulting at Appendix G .
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure . AND	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street) and reference is made to the Concept Stormwater Management Plan, prepared by Titus Civil Consulting at Appendix G .

Performance outcomes	Acceptable outcomes	Response
	AO17.2 Development does not concentrate flows to a state transport corridor. AND AO17.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.	
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	<i>For a state-controlled road or road transport infrastructure, all of the following apply:</i> AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor. AND AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor. AND AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10%	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street) and reference is made to the Concept Stormwater Management Plan, prepared by Titus Civil Consulting at Appendix G. Complies: Refer to the response to AO18.1. Complies: Refer to the response to AO18.1.

Performance outcomes	Acceptable outcomes	Response
	increase) to existing time of submergence of a state transport corridor. <i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i>	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor.	<i>For a state-controlled road environment, both of the following apply:</i> AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge. AND AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor. <i>For a railway environment both of the following apply:</i> AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site. AND AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street) and reference is made to the Concept Stormwater Management Plan, prepared by Titus Civil Consulting at Appendix G. Complies: Refer to the response to AO19.1. Complies: Refer to the response to AO19.1. Complies: Refer to the response to AO19.1.
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical	No acceptable outcome is prescribed.	Complies: The proposed development is located approx. 680m north of the nearest State controlled road (i.e. James Street) and reference is made to

Performance outcomes	Acceptable outcomes	Response
condition of existing drainage infrastructure and the surrounding drainage network is maintained.		the Concept Stormwater Management Plan, prepared by Titus Civil Consulting at Appendix G .
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	N/A: The subject land is not located in an area identified for planned upgrades to State transport infrastructure.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained.
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained.

Performance outcomes	Acceptable outcomes	Response
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services .	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained. Existing school bus services will also be maintained.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained. Existing school bus services will also be maintained.

Performance outcomes	Acceptable outcomes	Response
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services will be maintained.
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. public bus services and existing formed footpaths will be maintained. Existing school bus services will also be maintained.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. taxi services will be maintained.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	Complies: Existing public passenger transport infrastructure or services i.e. booked hire services will be maintained.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND AO34.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area	Complies: Existing public passenger transport infrastructure or services i.e. taxi services will be maintained.

Performance outcomes	Acceptable outcomes	Response
	(category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services , pedestrian and cyclist access and active transport infrastructure .	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Complies: Existing school bus services will be maintained.