Brett Stevens

SMK QLD

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Reconfiguring of a Lot (Impact) Boundary Realignment – Planning Report

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423 Millmerran Inglewood Road,
Millmerran QLD 4357

APPLICATION SUMMARY

Project Name	**Reconfiguring of a Lot (Impact) – Boundary Realignment – Six (6) Lots into five (5) Lots**
Client	**Brett Stevens**
Our Reference	**26068**
Report Name	**26068 – Reconfiguring of a Lot – Boundary Realignment Planning Report**
Real Property Description	**Lot 1/ SP136970** **Lot 3/ RP16063** **Lot 5/ RP16063** **Lot 2799/ DER3476** **Lot 2801/ DER3476** **Lot 3141/ DER3484**
Property Address	**423 Millmerran Inglewood Road, Millmerran QLD 4357**
Property Area	**Lot 1/ SP136970: 61.421 ha** **Lot 3/ RP16063: 23.593 ha** **Lot 5/ RP16063: 29.00 ha** **Lot 2799/ DER3476: 32.375 ha** **Lot 2801/ DER3476: 32.375 ha** **Lot 3141/ DER3484: 32.375 ha**
Property Zoning	**Rural Zone – 100ha Precinct**
Property Owners	**Lot 1/ SP136970: Back Creek Farming Pty Ltd** **Lot 3/ RP16063: Brett Thomas Stevens** **Lot 5/ RP16063: Brett Thomas Stevens** **Lot 2799/ DER3476: Back Creek Farming Pty Ltd** **Lot 2801/ DER3476: Back Creek Farming Pty Ltd** **Lot 3141/ DER3484: Back Creek Farming Pty Ltd**
Client Information	**Brett Stevens** **423 Millmerran Inglewood Road** **Millmerran QLD 4357**
Prepared by	**SMK QLD Pty Ltd** **PO Box 422** **9 Pratten Street** **Goondiwindi QLD 4390**
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Document History

Version Number	Date	Authority	Details
1	July 2026	Tom Jobling (SMK QLD)	Initial Issue

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Introduction

We refer to the above matter and confirm that we act on behalf of Brett Stevens the applicant and owner of the above-mentioned land. They have instructed us to prepare the attached application on their behalf. Attached to support the assessment of the application under the provisions of the Toowoomba Regional Council Planning Scheme Version 28 (November 2022) are the following:

- DA Form 1 – Application Details
- DA Applicant Template – Owners Consent (Back Creek Farming Pty Ltd)
- DA Applicant Template – Owners Consent (Brett Stevens)
- DA Maps
- SPP Maps
- Proposal Plan 26068-1
- Proposal Plan 26068-1 photo
- Payment for ROL Application (Impact Assessable)

Proposed Development

This proposal is for the development approval of a proposed reconfiguring of a lot – boundary realignment application for six (6) lots into five (5) lots, the proposal occurs in the 100 hectare Precinct of the Rural zone of the Toowoomba Regional Council Planning Scheme.

All of the proposed new lots would be below the minimum lot size requirements of the 100ha Precinct of the Rural zone, however all existing lots are below the minimum lot size requirements and the proposal will not create additional lots; the proposed boundary realignment would create five (5) lots that are adequate size and shape for the Rural zone and the proposed new lots will continue to be used for agricultural purposes.

The proposed boundary realignment will allow for better use of the land and will largely follow existing boundaries; the proposed boundary realignment will allow for the continued use of the land for agricultural purposes with no changes to be made.

There will be no changes to the existing use of the land and the proposed lots would continue to be used for agricultural purposes, the existing dwelling, sheds and infrastructure on proposed lot 4 & 5 will be retained as a result of this proposal and there will be no changes made to these existing structures as per Proposal Plan 26068-1.

The proposal will make no changes to the existing land use and the proposed boundary realignment will not create any new lots that are below the minimum lot size requirements of the Rural zone.

Site Details

The site is relatively flat and has a slight fall towards Back Creek. The site includes some vegetation on-site; there will be no removal of vegetation and the site will continue to be used for agricultural purposes.

Proposed lot 4 & 5 have existing dwelling and sheds that will be retained as a result of this proposal. There will be no changes made to the existing connections to services or existing infrastructure as a result of this proposal. The proposed reconfiguring of a lot application allows for the better use of land and creates more efficient lots that all for the Rural zone to continue to be used for Rural purposes.

Site Access

There are no changes to the use of any of the proposed lots and the lots will utilise existing access points to Millmerran Inglewood Road and Owens Scrub Road. There will be no changes made to existing access and there are no changes to be made to the access points. The proposed boundary realignment will not increase the traffic on the traffic network and the proposal will not have an adverse impact on the existing road network in the surrounding area.

Services

The existing dwelling and sheds on proposed lot 5 will retain the existing connections to the on-site water, on-site wastewater disposal system, electricity and telecommunications with no changes to be made to these existing connections.

Proposed lot 4 has existing silos, cattle yards and other infrastructure, the existing connections will not be altered. Proposed lot 1, 2 & 3 all have no existing connections to any services, there are no changes proposed as a result of this application, proposed lot 1, 2 & 3 would be connected to onsite water supply, onsite wastewater disposal, electricity and telecommunications if/ when required and are currently utilised for grazing and cropping purposes.

Surrounding Land Uses

The proposed reconfiguring of a lot occurs in the Rural zone, the land to the east, west and south is zoned within the Rural zone. The proposal is located on the outskirts of the town of Millmerran and there is landed that is zoned within the Medium Impact Industry zone, the Community Facilities one and the Sport and Recreation zone to the north and north-west of the site.

The proposal will not create any uses that are inadequate for the Rural zone, there will be no adverse impacts arising on the adjoining and surrounding land uses as a result of this proposal. The proposed boundary realignment will not alter the areas of environmental significance or any areas of vegetation and does not create lots that allow for uses that are not fit for the Rural zone.

The proposal will not have an adverse impact on the surrounding land uses and the proposed reconfiguring of a lot will be in keeping with the Rural zone and the existing and proposed uses within the surrounding area will not be adversely impacted by the proposed reconfiguring of a lot proposal.

Legislative Assessment

The following local and state government planning requirements have been identified as relevant to this proposal. The proposed reconfiguring of a lot application will be assessed again the following planning instruments;

- Toowoomba Regional Council Planning Scheme Version 27 (February 2022)
- State Development Assessment Provisions (SDAP)
- State Planning Policy (SPP)
- Planning Act 2016
- Planning Regulation 2017

Planning Requirements for the Toowoomba Regional Council Planning Scheme

Part 1 About the Planning Scheme

This reconfiguring of a lot development application for planning approval is assessable against the Toowoomba Regional Council Planning Scheme which has been prepared in accordance with the Sustainable Planning Act 2009 (the Act) as a framework for managing development in a way that advances the purpose of the Act. This application has been assessed against the following relevant parts of the Planning Scheme.

Part 2 State Planning Provisions

This proposal has been assessed against the following State Planning Provisions as per Part 2 of the Toowoomba Regional Council Planning Scheme and the SPP Mapping System.

State Development Assessment Provisions (SDAP)

The proposed development has been assessed against the State Development Assessment Provisions – Version 3.6 (May 2026). The proposal triggers 'State Code 1: Development in a state-controlled road environment'. The proposal will require referral to the State Assessment Referral as a result. The proposal does not trigger any of the other twenty-six (26) state codes.

State Code 1: Development in a State-controlled Road Environment

The application has been assessed against State Code 1: Development in a State-Controlled Road Environment due to its location within 25 metres of a state-controlled road.

1.1 Purpose Statement

The purpose of this code is to protect the safety, function and efficiency of state-controlled roads, future state-controlled roads, road transport infrastructure, active transport infrastructure and public passenger services on state-controlled roads from adverse impacts of development. The code is intended to protect the safety of people using, and living or working near, state-controlled roads. Specifically, this code seeks to ensure development:

1) does not increase the likelihood or frequency of accidents, fatalities or serious injury for users of a state-controlled road;

2) does not adversely impact the structural integrity or physical condition of state-controlled roads, road transport infrastructure, public passenger transport infrastructure or active transport infrastructure;

3) does not adversely impact the function and efficiency of state-controlled roads or future state-controlled roads;

4) does not adversely impact the state's ability to plan, construct, maintain, upgrade or operate state-controlled roads, future state-controlled roads or road transport infrastructure;

5) does not significantly increase the cost to the state to plan, construct, upgrade or maintain state-controlled roads, future state-controlled roads or road transport infrastructure;

6) maintains or improves access to public passenger transport infrastructure or active transport infrastructure;

7) does not adversely impact the state's ability to operate public passenger services on state-controlled roads;

8) protects community amenity from significant adverse impacts of environmental emissions generated by road transport infrastructure or vehicles using state-controlled roads.

Table 1.1 Development in General

Performance Outcomes	Acceptable Outcomes	Proposal
Buildings, Structures, Infrastructure, Services and Utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road.	**AO1.1** Development is not located in a state-controlled road. AND **AO1.2** Development can be maintained without requiring access to a state-controlled road.	The proposed development is located adjacent to a state-controlled road and will not create a safety hazard for users of Millmerran Inglewood Road.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	The design and construction of the proposed development will not adversely impact the structural integrity or physical condition of the state-controlled road.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road.	No acceptable outcome is prescribed.	The location of the proposed development does not obstruct road transport infrastructure or the operating performance of Millmerran Inglewood Road.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road, do not create a safety hazard for users of the state-controlled road.	No acceptable outcome is prescribed.	There will be no advertising devices included as a result of this proposal, this is not applicable.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road.	**AO5.1** Facades of buildings & structures fronting the state-controlled road are made of non-reflective materials. **AO5.2** Facades of buildings & structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road. **AO5.3** External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road. **AO5.4** External lighting of buildings and structures does not involve flashing or laser lights.	The proposal does not include any facades of buildings or structures fronting the state-controlled road, the design and construction of the proposed non-resident workforce accommodation will not create a safety hazard.

Performance Outcomes	Acceptable Outcomes	Proposal
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road.	**AO6.1** Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	The proposal does not include any alterations to existing road, pedestrian or bikeway bridges over the state-controlled road, this is not applicable.
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road.	**AO7.1** Landscaping is not located in a state-controlled road. AND **AO7.2** Landscaping can be maintained without requiring access to a state-controlled road. AND **AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.	Any landscaping that will be included in this proposal will not create a safety hazard for users of Millmerran Inglewood Road.
Stormwater and Overland Flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road.	No acceptable outcome is prescribed.	The proposal will not create or exacerbate safety hazards on the state-controlled road as a result of stormwater runoff.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	Any stormwater run-off or overland flow from the proposed development site will not result in the worsening of the operating performance of Millmerran Inglewood Road.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	Stormwater runoff from the proposed development will not adversely impact the structural integrity or physical condition of the state-controlled road.
PO11 Development ensures that stormwater is lawfully discharged.	**AO11.1** Development does not create any new points of discharge to a state-controlled road. AND **AO11.2** Development does not concentrate flows to a state-controlled road. AND **AO11.3** Stormwater run-off is discharged to a lawful point of discharge. AND **AO11.4** Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	The proposed development will not create any new points of discharge to a state-controlled road, there will be no changes made to the existing disposal of stormwater as a result of this proposal.

Performance Outcomes	Acceptable Outcomes	Proposal
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road.	**AO12.1** For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road. **AO12.2** For all flood events up to 1% annual exceedance probability, development results in negligible impacts (10% increase) to existing peak velocities within a state-controlled road. **AO12.3** For all flood events up to 1% annual exceedance probability, development results in negligible impacts to existing time of submergence of a state-controlled road.	The proposed development will not result in the worsening of flooding impacts on the state-controlled road.
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road.	**AO13.1** Drainage infrastructure is contained within the development site, except at the lawful point of discharge. AND **AO13.2** Drainage infrastructure can be maintained without requiring access to a state-controlled road.	All drainage infrastructure will be wholly contained within the development site and will not require access to the state-controlled road.
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	The integrity and physical condition of the state-controlled road will not be adversely impacted as a result of this proposal.

Table 1.2 Vehicular Access, Road layout and Local Roads

Performance Outcomes	Acceptable Outcomes	Proposal
Vehicular Access to a state-controlled road or within 100 metres of a state-controlled intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road.	No acceptable outcome is prescribed.	There will be no new or changed access as a result of this proposal.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road.	No acceptable outcome is prescribed.	There will be no new or changed access as a result of this proposal.

PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road.	No acceptable outcome is prescribed.	The location of the existing access will be consistent with the future intent of the state-controlled road.
PO18 New or changed access is consistent with the access for the relevant limited access road policy: 1) LAR 1 where direct access is prohibited; or 2) LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	The existing access point is consistent with the access for the relevant limited access road policy.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road.	No acceptable outcome is prescribed.	The site of the proposal does not have access to a local road; this is not applicable.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	The site of the proposal does not have access to a local road; this is not applicable.
Public Passenger Transport and Active Transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	The proposed development will not compromise the safety of users of public passenger transport infrastructure or services.
PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway.	No acceptable outcome is prescribed.	The proposal will have no adverse impacts on pedestrian and cycle access to a railway station.
PO23 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.	The proposal does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure.
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.	The proposed development will not adversely impact the operating performance of public passenger transport infrastructure.

Table 1.3 Network Impacts

Performance Outcomes	Acceptable Outcomes	Proposal
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	The proposal will not compromise the safety of users of the Millmerran Inglewood Road.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	The proposed development will not result in the worsening of the operating performance of Millmerran Inglewood Road.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Traffic movements will be directed to the state-controlled road network, vehicles will enter and exit the site from Millmerran Inglewood Road.
PO28 Development involving haulage exceeding 10,000 tons per year does not adversely impact the pavement of a state-controlled road.	No acceptable outcome is prescribed.	The proposed development does not involve any haulage; this is not applicable to this proposal.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads.	No acceptable outcome is prescribed.	The proposal will avoid the delivery of planned upgrades of state-controlled roads.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor.	No acceptable outcome is prescribed.	The proposed development does not impede the delivery of corridor improvements within the state-controlled road corridor.

Tables 1.4, 1.5 and 1.6 of State Code 1: Development in a state-controlled road environment are not applicable to this proposal, as a result of this the application has not been assessed against the Performance Outcomes and Acceptable Outcomes listed in these tables.

State Planning Policy – State Interest Policies and Assessment Benchmarks

Agriculture

The application has been assessed against the following assessment benchmarks for the state interest – agriculture in Part E of the State Planning Policy, Planning for Economic Growth. The location of the proposed reconfiguring of a lot occurs in an area that triggers the Agriculture State Interest.

All of the following state interest policies must be appropriately integrated in planning and development outcomes, where relevant;

Assessment Benchmark	Proposal
(1) Agriculture and agricultural development opportunities are promoted and enhanced in important agricultural areas (IAAs).	
(2) Agricultural Land Classification (ALC) Class A and Class B land will be protected for sustainable agricultural use by:	
(a) avoiding fragmentation of ALC Class A or Class B land into lot sizes inconsistent with the current or potential use of the land for agriculture.	The proposal will not result in the fragmentation of ALC Class A or Class B land.
(b) avoiding development that will have an irreversible impact on, or adjacent to, ALC Class A or Class B land.	The proposed development will not have an irreversible impact on ALC Class A or B land.
(c) maintaining or enhancing land conditions and the biophysical resources underpinning ALC Class A or Class B land.	The proposal will maintain land conditions and the biophysical resources resources underpinning ALC Class A or Class B land.
(3) Fisheries resources are protected from development that compromises long-term fisheries productivity, sustainability and accessibility.	
(4) Growth in agricultural production and a strong agriculture industry is facilitated by:	
(a) promoting hard to locate intensive agricultural land uses, such as intensive animal industries, aquaculture, and intensive horticulture in appropriate locations.	The proposal will allow for hard to locate agricultural land uses to continue to be located in appropriate locations.
(b) The proposal will protect existing intensive agricultural land uses, such as intensive animal industries, aquaculture, and intensive horticulture, from encroachment by development that is incompatible and/or would compromise the safe and effective operation of the existing activity	The proposed reconfiguring of lot will not have an adverse impact on any existing intensive agricultural land uses from encroachment from development that is incompatible.
(c) locating new development (such as sensitive land uses or land uses that present biosecurity risks for agriculture) in areas that avoid or minimise potential for conflict with existing agricultural uses through the provision of adequate separation areas or other measures.	The proposal will allow for sensitive land uses or land uses that present biosecurity risks for agriculture to be avoided. The proposal will not have an adverse impact on agricultural uses.
(d) facilitating opportunities for co-existence with development that is complementary to agricultural uses that do not reduce agricultural productivity (e.g., on-farm processing, farm gate sales, agricultural tourism etc.)	The location and design of the proposed development will allow for the co-existence of any future proposed dwellings and agricultural uses.
(e) considering the provision of infrastructure and services necessary to support a strong agriculture industry and associated agricultural supply chains	The proposal will allow for the existing infrastructure and services to support the strong agriculture industry.
(f) ensuring development on, or adjacent to, the stock route network does not compromise the network's primary use for moving stock on foot, and other uses and values including grazing, environmental, recreational, cultural heritage, and tourism values.	The proposed development is not located adjacent to the stock route network and will not compromise the movement of stock on foot or other uses and values.

Liveable Communities

The application has been assessed against the following assessment benchmarks for Liveable Communities in Part E of the State Planning Policy, Planning for Liveable Communities and Housing – Liveable Communities.

Assessment Benchmark	Proposal
A development application in an urban area involving premises that is, or will be, accessed by common private title, for:	
(1) A material changes of use, or reconfiguring a lot; and	This proposal is for the reconfiguring of a lot.
(2) The application involves buildings – either attached or detached – that are not covered by other legislation or planning provisions mandating fire hydrants.	This is not applicable.
All of the following requirements are assessment benchmarks for the development:	
(1) Development ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently.	The proposal does not occur in an urban area; the site is not serviced by the reticulated water supply and there will be no alterations to existing fire hydrants.
(2) 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.	No new roads are included in this proposal; the existing road network and proposed and existing access points are adequate for fire emergency vehicles to gain access to the site.
(3) Fire hydrants are suitably identified so that fire services can locate them at all hours. Further information in relation to these requirements is detailed in the liveable communities' guidance material.	The proposal occurs in the Rural zone; the proposal will make no alterations to any existing fire hydrants and is not serviced by the reticulated water supply.

Water Quality

The application has been assessed against the following assessment benchmarks for water quality in Part E of the State Planning Policy, Planning for Environmental Heritage – Water Quality.

Assessment Benchmark	Proposal
For receiving waters, a development application for:	
(1) a material changes of use for an urban purpose that involves premises 2500 m^2 or greater in size and; (a) will result in six or more dwellings; or (b) will result in an impervious area greater than 25 per cent of the net developable area.	This is not applicable to this proposal.
(2) Reconfiguring a lot for an urban purpose that involves premises 2500 $metres^2$ or greater in size and will result in six or more lots.	The proposed reconfiguring of a lot is not for an urban purpose, all of the proposed lots included in this proposal are greater that 2500m^2, the proposal will not result in six or more lots.

Assessment Benchmark	Proposal
(3) Operational works for an urban purpose that involves disturbing a land area 2500 metres^2 or greater in size.	This is not applicable.
For water supply buffer areas, a development application:	
(4) located wholly outside an urban area and relating to premises that is within, or partly within, a water supply buffer area, that involves: (a) a material change of use for the intensive animal industry, medium and high-impact industry, noxious and hazardous industry, extractive industry, utility installation that involves sewerage services, drainage or stormwater services, waste management facilities, or motor sport facility; or (b) Reconfiguring a lot to create five or more additional lots if any resultant lot is less than 16 hectares in size, and any of the lots created will rely on on-site wastewater treatment.	The proposed reconfiguring of a lot proposal is not for an intensive animal industry, medium and high-impact industry, noxious and hazardous industry, extractive industry, utility installation that involves sewerage services, drainage or stormwater services, waste management facilities, or motor sport facility. The proposed new lots will be consistent with the use of land in the surrounding area. All of the proposed lots will be greater than 16 hectares.
The following requirements are assessment benchmarks for the development:	
(1) Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values arising from: (a) altered stormwater quality and hydrology (b) wastewater (c) the creation or expansion of non-tidal artificial waterways (d) The release and mobilisation of nutrients and sediments.	The proposed new lots will be located, designed, constructed and operated to avoid adverse impacts on environmental values and stormwater quality, wastewater and the release and mobilisation of nutrients and sediment. The proposal will not expand any artificial non-tidal waterways.
(2) Development achieves the applicable stormwater management design objectives outlined in tables A & B	Stormwater will continue to be disposed of to the legal discharge point as a result of this proposal.
(3) Development in a water supply buffer area avoids adverse impacts on drinking water supply environmental values.	This proposal will have no adverse impacts on drinking water supply or environmental values.

Natural hazards, Risk and Resilience

The application has been assessed against the following assessment benchmarks for Natural Hazards, Risk and Resilience in Part E of the State Planning Policy, Planning for Safety and Resilience to Hazards – Natural Hazards, Risk and Resilience.

Assessment Benchmark	Proposal
A development application for a material change of use, reconfiguration of a lot or operational works on premises in any of the following:	
(1) Bushfire prone areas	Some of the site included in the proposed new lots has been identified as bushfire prone areas.
(2) Flood hazard areas	The proposed development occurs in an area identified as a flood hazard area.
(3) Landslide hazard areas	The proposal is not located in a landslide hazard area.
(4) Storm tide inundation areas	The proposal does not occur in a storm tide inundation area.

Assessment Benchmark	Proposal
(5) Erosion prone area	The site of the proposal is not in an erosion prone area.
All of the following requirements are assessment benchmarks for the development:	
Erosion prone areas within a coastal management district:	
(1) Development does not occur in an erosion prone area within a coastal management district unless the development cannot feasibly be located elsewhere and is: (a) coastal-dependent development; or (b) Temporary, readily relocatable or able to be abandoned development; or (c) Essential community infrastructure; or (d) Minor redevelopment of an existing permanent building or structure that cannot be relocated or abandoned.	This proposal does not occur within an erosion prone area or a coastal district. This is not applicable.
(2) Development permitted in (1) above, mitigates the risks to people and property to an acceptable or tolerable level.	This is not applicable.
Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district:	
(3) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.	The proposal is for the reconfiguring of a lot; the proposed new lots will not worsen the risks of bushfire or flood hazards on the site or surrounding land. There are no changes to the existing road network.
All-natural hazard areas:	
(4) Development supports and does not hinder disaster management response or recovery capacity and capabilities.	The proposal will not have any adverse impacts on the response to disaster management or recovery capacity.
(5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.	The proposal will not increase the severity of natural disasters; the reconfiguring of a lot will not increase the potential for damage on the site or on the surrounding land uses.
(6) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.	No risks to public safety will arise as a result of this proposal; there will be no release of hazardous materials as a result of a natural disaster.
(7) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.	Natural processes and protective functions of landforms and any vegetation that can mitigate risks will be maintained as a result of this proposal.

Part 3 Strategic Framework

Settlement Pattern

This proposal allows for the settlement pattern in the Toowoomba Region to be limited to Toowoomba City and the rural towns of Clifton, Crows Nest, Highfields, Millmerran, Oakey and Pittsworth. It does not have an adverse impact on urban development in urban areas. It will not create any land use conflicts and will allow residents of the Toowoomba region to have the option of affordable housing. The proposed development is located in the Rural Zone and will create greater opportunities for affordable living within the zone and the Toowoomba region.

Natural Environment

This proposal occurs in the Rural Zone, the site has areas that have been previously cleared and the site has been used for agricultural purposes, the proposal does not include any further clearing. The proposal will not impact any waterways or wetlands in the region and will not have an adverse impact on water quality or the biodiversity networks that are enjoyed in the Toowoomba Region, the nature of the proposal will not impact areas of biodiversity value.

Community Identity and Diversity

The proposal will fit in with the unique identity of the Toowoomba region; it will not have an adverse impact on the character of the town centre or on heritage places. The use of the land will continue to be as per the zone and it will allow for the continuation of sport, recreation and cultural celebrations in the region. This proposal will not have an adverse impact on any community activities and residents will have the ability to enjoy a range of community services.

Natural Resources and Landscape

This proposal will not have an adverse impact on the natural resources of the region; the proposal will not have an adverse impact on scenic landscapes or natural resources and there will be no changes the existing use of important agricultural area or Class A and Class B Good Quality Agricultural Land. The proposal will not stop extractive and mineral resources or forestry plantations.

Access and Mobility

The proposed includes the use of existing access points and no new access points to the Millmerran Inglewood Road. The existing access points will allow for all of the proposed lots to avoid creating adverse impacts on the existing transport network or existing access points in the adjoining and surrounding area.

Infrastructure and Services

The proposal will allow for all existing services and infrastructure to continue to service the Toowoomba Region, this proposal occurs in the Rural zone, proposed lot 4 & 5 have existing connections to an onsite water supply, onsite wastewater disposal system, reticulated electricity and adequate telecommunications supply. There will be no changes to the existing connections and no new connections as a result of this proposal.

Economic Development

The reconfiguring of a lot will allow for strong economic development in the region, it will not have an adverse impact on the retail or commercial services; it is not located in close proximity to the town centre and CBD of Toowoomba and is located in close proximity to the town of Millmerran, it will not have an adverse impact on future economic development of the region's towns, whilst allowing for potential economic development of the site in the future.

Part 4 Local Government Infrastructure Plan

The proposed reconfiguring of a lot occurs in the region of Millmerran in a rural location and is not subject to Part 4 – Local Government Infrastructure Plan of the Toowoomba Regional Council Planning Scheme. The proposed reconfiguring of a lot will abide by the Local Government Infrastructure Plan.

Part 5 Levels of Assessment

This proposal is for the reconfiguration of a lot development. As per Part 5 – Tables of Assessment of the Toowoomba Regional Council Planning Scheme the proposal is listed under Part 5.6 and will require assessment against the Assessment Benchmarks and Codes that are listed in 'Table 5.6.1 – Reconfiguring a lot' as shown below;

Table 5.6.1 – Reconfiguring a lot

Zone	Category of Development and Assessment	Assessment Benchmarks for Assessable Development
All zones	**Impact Assessment**	• The Planning Scheme
	Any other reconfiguring a lot not listed in this table	

Part 6 Zones

The proposed reconfiguring of a lot occurs in the Rural Zone, the proposed boundary realignment requires assessment against Part 6 of the Toowoomba Regional Council Planning Scheme as per Part 5 – Tables of Assessment shown above. The proposed reconfiguring of a lot will require assessment against Part 6.6.6 Rural Zone Code. The proposal has been assessed against the Rural Zone Code and the twenty-eight (28) Performance Outcomes of the zone below.

6.6.6 Rural Zone Code

6.6.6.1 Application

This code applies to assessable development: (1) within the Rural Zone as identified on the zoning maps contained within Schedule 2 (Mapping); and (2) identified as requiring assessment against the Rural Zone Code by the tables of assessment in Part 5 (Tables of assessment).

6.6.6.2 Purpose and Overall Outcomes

(1) The purpose of the zone is to:

(a) provide for a wide range of rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;

(b) provide opportunities for non-rural uses that are compatible with agriculture, the environment, and the landscape character of the rural area where they do not compromise the long term use of the land for rural purposes; and

(c) protect or manage significant natural features, resources, and processes, including the capacity for primary production.

In addition, the zone code aims to:

(a) protect the productive capacity of all rural land for rural use;

(b) protect water quality and the ecological and hydrological processes of waterways and wetlands;

(c) protect the landscape character and its associated visual and scenic amenity;

(d) minimise the potential for conflict between rural uses and other uses;

(e) provide for the establishment of appropriately scaled agri- and eco-tourism activities that are based on farm life or primary production in the locality, or on the scenic or environmental values of the locality;

(f) provide for intensive animal industries including feedlots, piggeries and poultry farms;

(g) protect rural land from fragmentation that diminishes its productive capacity.

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

(a) areas used or suitable for primary production are conserved and are not further fragmented;

(b) the establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses;

(c) uses that require isolation from urban areas as a consequence of their impacts, such as noise or odour, may be appropriate where land use conflicts are minimised;

(d) development incorporates sustainable land management and other sustainable practices that maximise energy efficiency, water conservation and encourages sustainable transport use;

(e) development contributes to the amenity and landscape character of the area;

(f) the establishment of non-rural activities that are directly associated with and subordinate to rural production, natural resources and landscape amenity is facilitated in a manner that minimises land use conflicts and is compatible with the character and environmental values of the locality. Suitable activities may include small-scale outdoor recreation, tourism facilities, short-term accommodation, home based businesses, and produce sales;

(g) rural industries are facilitated where:

(i) associated with rural production in the immediate vicinity;

(ii) avoiding or minimising adverse impacts on the amenity of the locality; and

(iii) compatible with the infrastructure in the locality.

(h) natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and provided with appropriate buffers from development;

(i) adverse impacts of land use, both on-site and on adjoining areas, are avoided and any unavoidable impacts are minimised through location, design, operation and management;

(j) existing intensive animal industries are protected from the intrusion of non-rural activities such as small-scale outdoor recreation and tourism facilities;

(k) the viability of both existing and future rural uses and activities are protected from the intrusion of incompatible uses; and

(l) development has access to development infrastructure including utility installations and essential services.

100 Hectare Precinct

(3) The overall outcome of the 100 Hectare Precinct within the Rural Zone is that the productive, natural and landscape values of highly fragmented rural land are preserved by the prevention of further fragmentation by reconfiguring a lot creating inappropriate lot sizes that do not support these outcomes.

Response

The proposed reconfiguring of a lot does not create any new lots; the proposal will allow for existing infrastructure and services such as the existing dwelling and shed to be wholly located within proposed lot 5. As a result of this proposal the five (5) new lots will not create further fragmentation and will allow for the continued use of the existing site for agriculture purposes, mainly for cropping, there will be no change of use as a result of this proposal.

Table 6.6.6.1 – Rural Zone Code – Requirements for accepted development and assessment benchmarks for assessable benchmarks

Performance Criteria	Acceptable Outcomes	Proposal
General		
PO1 Setbacks are provided to: (a) avoid potential nuisance to neighbours; (b) protect residential amenity; and (c) maintain the local landscape character.	**AO1.1** Non-residential buildings, animal enclosures, storage facilities and waste disposal areas are setback the following distances from any: (a) dwelling on adjoining land in the Rural Zone - 50m; (b) land included in the low Density Residential, Low-medium Density Residential, Township, Emerging Community or the Rural Residential Zones - 100m.	The proposal is for a reconfiguring of a lot only, this is not applicable to this proposal.
PO2 Development does not adversely impact on the character of the locality, having regard to the scale and visibility of buildings.	**AO2.1** Building height (other than for silos, windmills and similar farming infrastructure) does not exceed two (2) storeys or 10.5m in height above natural ground level.	There are no changes to be made to any existing buildings, there are no new buildings included in this proposal.
Roadside Stalls & Shops		
PO3 The display and sale of goods does not impact negatively upon the amenity, character or safety of rural areas and the safety and efficiency of roads.	**AO3.1** Any structure used for the sale of goods or produce is limited to 25m² gross floor area. **AO3.2** Access to the structure is via the primary property access point. **AO3.3** Produce or goods sold are grown, made or produced on or adjacent to the land on which the roadside stall is erected.	The proposal is not for a roadside stall or shop, this is not applicable.
Dwelling House		
PO4 Dwellings have safe, all weather road access.	**AO4.1** Formed Road access is provided to the dwelling.	The existing dwelling on proposed lot 5 will be retained with no changes to be made, the existing access points shall be retained.
PO5 An adequate, safe and reliable supply of potable and general use water is provided.	**AO5.1** The dwelling is connected to a rainwater tank with a capacity of at least 45,000 litres.	The existing dwelling has an existing connection to an adequate water supply.
PO6 Wastewater generated on site is treated and disposed of in a sustainable manner.	**AO6.1** Wastewater is treated and disposed of in accordance with the Queensland Plumbing and Wastewater Code (QPW).	There will be no changes made to the existing disposal of wastewater.

Performance Criteria	Acceptable Outcomes	Proposal
PO7 The location of any dwelling does not compromise the continued operation of an existing or approved intensive animal industry, extractive industry or other uses that are incompatible with residential development.	**AO7.1** The dwelling is located at least 1,000m from an existing or approved intensive animal industry operation. **AO7.2** The dwelling is separated from an extractive industry by at least: (a) 500m from a hard rock extractive industry; (b) 200m from a sand and gravel extractive industry; (c) 100m from a haul route. **AO7.3** The dwelling is setback from site boundaries by 50m.	The proposal makes no changes to the existing dwelling.
Caretaker's Accommodation		
PO8 Development provides for the accommodation of a caretaker, and their family members, in a manner that: (a) does not compromise the productivity of use; (b) is safe and comfortable for the amenity residents; and (c) has regard to the landscape and private recreation needs of the residents.	**AO8.1** A caretaker's accommodation is: (a) separated from significant levels of emissions (adverse to human health or amenity) generated by the use/s of the site by at least 6m; (b) provided with a private landscape and recreation area which: (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 minimum114 area of 8m² with minimum dimensions of 2.4m. **AO8.2** No more than 1 caretaker's accommodation is established per nonresidential use.	The proposal does not include a caretaker's accommodation use, this is not applicable to this proposal.
Noise Amenity		
PO9 The use does not adversely impact on the amenity of the surrounding residential land uses and/or residential streetscape character.	**AO9.1** New building plant or air-conditioning equipment is located central to the building and screened from view of the street or nearby residential uses.	The proposal does not include any changes to the existing dwelling, the proposal will not adversely impact the amenity of the surrounding land uses.
Outdoor Lighting		
PO10 Outdoor lighting maintains the amenity of the surrounding 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.	**AO10.1** Outdoor lighting is restricted to low level security lighting only. **AO10.2** Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting	The proposal will not make any changes to the existing outdoor lighting.

PO11 to PO14 are not applicable to this proposal.

Table 6.6.6.2 – Rural Zone Code – requirements for accepted development and assessment benchmarks for assessable development

Performance Criteria	Acceptable Solution	Proposal
Uses		
PO4 The zone primarily accommodates rural activities and related ancillary uses or compatible uses consistent with the values and features of the zone including its rural production capacity, natural resources and scenic landscape amenity	**AO4.1** Uses which are consistent with the intent of the zone include: (a) rural activities; (b) dwelling house where associated with rural activities; (c) caretaker's accommodation; (d) emergency services; (e) home based business; (f) major electricity infrastructure; (g) nature-based tourism; (h) outstation; (i) rural works' accommodation; (j) substation; (k) transport depot (l) warehouse **AO4.2** Uses which are inconsistent with the intent of the zone include: (a) business activities; (b) accommodation activities (c) entertainment activities; (d) industry activities other than rural industry and extractive industry activities and industries requiring isolation from urban areas; (e) recreation activities.	The proposal is for the reconfiguring of a lot only and does not include any changes of use, all proposed lots will continue to be used for rural purposes as a result of this application.
PO5 Rural industries are established only were associated with rural production in the immediate vicinity.	No acceptable outcome is nominated.	The proposal does not include the creation of rural industries.
PO6 Tourism and recreation related uses are established only where they are small in scale and are directly associated with rural production, natural resources and landscape amenity in the immediate vicinity.	No acceptable outcome is nominated.	The proposal does not include tourism and recreation related uses.
Rural Character		
PO7 Buildings have a low rise, rural character.	**AO7.1** Building height (other than for silos, windmills and similar farming infrastructure) does not exceed two (2) storeys or 10.5m in height above natural ground level.	This proposal will retain the existing dwelling with no changes and retains the low rise, rural character.
PO8 Development does not unduly impact on the rural amenity and character of the locality, having regard to: (a) the scale, siting and design of buildings and structures; (b) visibility from roads and other public viewpoints, screening vegetation and landscaping; and (c) the natural landform and avoidance of visual scarring; (d) noise, odour & other emissions.	No acceptable outcome is nominated.	The proposed reconfiguring of a lot will not unduly impact the rural amenity the proposal does not include any changes to the scale, siting and design of the existing buildings or structures, nor does it include any new buildings or structures.

Performance Criteria	Acceptable Solution	Proposal
PO9 Roads and other infrastructure are of a sufficient capacity to accommodate the demands generated by the development.	No acceptable outcome is nominated.	The proposal will utilise existing access points, there will be no adverse impacts on the existing road or access points in the surrounding area.
Rural Viability and Managing Conflicts		
PO10 Development does not restrict the ongoing operation or viability of nearby rural uses.	No acceptable outcome is nominated.	The proposed reconfiguring of a lot will not restrict the operation or viability of any nearby rural uses.
PO9 The front building setback is consistent with the prevailing front setbacks in the street.	No acceptable outcome is nominated.	The proposal will not make any changes to the existing setbacks of buildings or structures and is consistent with the Rural zone.
Site Layout		
PO12 The site layout responds sensitively to onsite and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, such that: (a) any hazards to people or property are avoided; (b) any earthworks are minimised; (c) the retention of natural drainage lines is maximised; (d) the retention of existing vegetation and biodiversity values is maximised; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening or separation to adjoining development.	No acceptable outcome is nominated.	The proposed new boundaries and site layout will respond to the topography of the surrounding land. The proposal will make no changes to the existing topography or drainage patterns of the site and is for the reconfiguring of a lot only.
PO13 Development in the 100ha Precinct: (a) does not involve the creation of additional lots smaller than 100ha; (b) maintains the productive capacity of the land; and (c) maintains the natural and scenic landscape values of the land.	No acceptable outcome is nominated.	The proposal is located in the 100ha precinct, the existing lots are all below the minimum lot size requirements of the zone and the proposal will not create any additional lots. The proposal will allow for the protection of the Rural zone for Rural activities.

Performance Criteria	Acceptable Solution	Proposal
PO14 Development in the 200ha Precinct: (a) does not involve the creation of additional lots smaller than 200ha; (b) maintains the productive capacity of the land; and (c) maintains the natural and landscape values of the land.	No acceptable outcome is nominated	The proposal does not occur within the 200ha precinct.

PO1 to PO3 are not applicable to this proposal.

Part 7 Local Plans

The Highfields, Meringandan and Meringandan West Local Plan, the Glenvale Local Plan and the Charlton Wellcamp Enterprise Area Local Plan are not applicable to this proposal or the land that this proposal is located on. The proposal has not been assessed against the Local Plans included in the Toowoomba Regional Council Planning Scheme.

Part 8 Overlays

The proposed reconfiguration of a lot triggers the following overlay codes listed in Part 8 of the Toowoomba Regional Council Planning Scheme as per the relevant overlay maps contained in Schedule 2 (Mapping) or the relevant overlays of the SPP Interactive Mapping System. The proposal has been assessed against the following relevant overlay codes.

8.2.1 Airport Environs Overlay Code

The proposal is not subject to the Airport Environs Overlay Code as shown on the overlay maps contained within Schedule 2 (Mapping) or on the SPP Mapping system. The proposal has not been assessed against the eight (8) Performance Outcomes.

8.2.2 Bushfire Hazard Overlay Code

8.2.2.1 Application

This code applies to assessable development: (1) subject to the Bushfire Hazard Overlay shown on the overlay maps contained within Schedule 2 (Mapping); and (2) identified as requiring assessment against the Bushfire Hazard Overlay Code by the tables of assessment in Part 5 (Tables of assessment).

8.2.2.2 Purpose

(1) The purpose of the Bushfire Hazard Overlay Code is to protect the safety of people and property in bushfire risk areas.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) development does not increase the exposure of people and property to an unacceptable bushfire hazard risk;

(b) development located in a bushfire risk area is designed to mitigate the bushfire risk through siting, design and management measures;

(c) development provides access & evacuation routes for both private and emergency service vehicles which are appropriate to the nature of the development and the level of bushfire risk;

(d) development for essential community infrastructure is able to function effectively during and immediately after a bushfire event;

(e) public health and safety and the environment are not put at risk by development involving the manufacture and/or storage of hazardous goods in a bushfire hazard area;

(f) the reconfiguration of land appropriately responds to bushfire hazard having regard to the appropriate siting of future development and access for evacuation; and

(g) development provides access to an adequate water supply for firefighting purposes.

Table 8.2.2:1 – Assessment Benchmarks for Assessable Development

Performance Criteria	Acceptable Solution	Proposal
PO1 Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible.	**AO1.2** Development outside a water supply area involving proposed or existing buildings with a combined gross floor area greater than 50m², are provided with a dedicated on site water storage system that permanently holds a minimum of 10,000 litres (e.g., dam, swimming pool or water tank) for firefighting purposes. **AO1.3** A water tank is provided within 10m of each building (other than a class 10 building) which: (a) Is either below ground level or of nonflammable construction; (b) Has a take-off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: (i) 10,00 litres for residential buildings; (ii) For industrial, commercial; and other buildings, a volume specified in AS2304- 2011 (c) Includes shielding of tanks and pumps in accordance with AS2304-2011 (d) Includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank (e) Is provided with rural fire brigade tank fittings if serviced by a rural fire brigade (i.e. 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines); and (f) Is clearly identified by directional signage at the street frontage.	The proposed reconfiguring of a lot occurs outside of a water supply area, the existing dwelling has an existing supply of rainwater tanks to supply the dwelling in the event of a bushfire hazard, proposed lot 1, 2 & 3 does not have any existing buildings or structures on the site, they have been used for cropping purposes and has an existing water supply that is adequate for the existing use.

Performance Criteria	Acceptable Solution	Proposal
PO2 Development provides for the safety of people and property by avoiding areas of High or Medium bushfire risk.	**AO2.1** Development is not located on land that is subject to High or Medium bushfire risk. OR **AO2.2** Where development is located in a High or Medium bushfire risk area (except for single dwellings on existing lots), it complies with a Bushfire Management Plan for the premises.	The proposal is for the reconfiguring of a lot only and there will be no changes made to the existing dwelling.
PO3 Development provides for the safety of people and property by mitigating the bushfire risk through the siting of buildings.	**AO3.1** Buildings and structures: (a) are sited in locations of lowest hazard within the lot; and (b) achieve setbacks from hazardous vegetation of 1.5 times the predominant mature canopy tree height or 10 m, whichever is the greater; and (c) are 10 m from any retained vegetation strips or small areas of vegetation; and (d) are sited so that elements of the development least susceptible to fire are sited closest to the bushfire hazard.	There are no changes that will be made as a result of this proposal to the existing buildings or structures located on the site of the proposal.

Table 8.2.2:2 – Bushfire Hazard Overlay Code – assessment benchmarks for assessable development

Performance Criteria	Acceptable Solution	Proposal
For All Development		
PO1 Community infrastructure is only located in a bushfire medium and high risk area where the function and role of the infrastructure necessitates its location in the area and there are no suitable alternative sites in a low bushfire hazard area.	No acceptable outcome is nominated.	The proposal does not include any community infrastructure, this is not applicable to this application.
PO2 Community infrastructure is able to function effectively during and immediately after bushfire events.	**AO2.1** The community infrastructure is located on land that is not subject to High or Medium bushfire risk; or **AO2.2** The community infrastructure will not involve any new building work other than a minor extension (<20 m² Gross Floor Area) to an existing building; or **AO2.3** The community infrastructure development is located within a bushfire hazard area (as identified in the Bushfire Hazard Overlay Maps) but is designed to function effectively during and immediately after bushfire events.	The proposal does not include any community infrastructure, this is not applicable to this application.
Water Supply		
PO3 Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible	**AO3.1** Development within a water supply area involving the creation of a new lot/s or involving proposed and existing buildings with a combined gross floor area greater than 50m², is connected to Council's reticulated water supply system. It will be readily available at all time for fire fighting vehicles and a water supply outlet	Proposed lot 1, 2 & 3 all have an adequate existing supply of water to the site, these can also be used for firefighting purposes. Proposed lot 4 & 5 include the existing

Performance Criteria	Acceptable Solution	Proposal
	located within the road reserve is within 40m² of the following: (f) All of the land; or (g) A building envelope designated on each lot; or (h) The centre of each lot, excluding access handles; and (i) All existing and proposed buildings And Fire hydrants are designed and installed in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines, Unless otherwise specified by the relevant water entity AO3.2 Development outside a water supply area involving proposed or existing buildings with a combined gross floor area greater than 50m², are provided with a dedicated on site water storage system that permanently holds a minimum of 10,000 litres for firefighting purposes. AO3.3 A water tank is provided within 10m of each building (other than a class 10 building) which: (a) Is either below ground level or of nonflammable construction; (b) Has a take-off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: (i) 10,00 litres for residential buildings; (ii) For industrial, commercial; and other buildings, a volume specified in AS2304-2011 (c) Includes shielding of tanks and pumps in accordance with AS2304-2011 (d) Includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank (e) Is provided with rural fire brigade tank fittings if serviced by a rural fire brigade (i.e. 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines); and (f) Is clearly identified by directional signage at the street frontage.	dwelling and a number of existing water tanks that will be retained as a result of this proposal. There will be no changes made to the existing water supply for all of the proposed lots, all of the proposed lots will retain an existing water supply that is adequate for the existing use and for firefighting purposes.
Hazardous Materials		
PO4 Public safety and the environment are not adversely affected by the detrimental impacts of bushfire on the manufacture or storage of hazardous materials in bulk.	**AO4.1** Development complies with a Bushfire Management Plan for the premises.	The proposal will avoid adverse impacts to public safety, there will be no manufacture or storage of hazardous materials as a result of this proposal.
Reconfiguring a lot and Material Change of Use		
PO5 Lot design and the siting of buildings provide safe sites for habitable and non-habitable buildings.	**AO5.1** All development enables buildings and structures to achieve setbacks from hazardous vegetation that are: (a) sited within the area of lowest hazard within the lot; and (b) provide for adequate setbacks from hazardous vegetation;	The proposed new lot design will allow for the existing buildings and structures to comply with the setback

Performance Criteria	Acceptable Solution	Proposal
	and (c) 1.5 times the predominant mature canopy tree height or 10m, whichever is the greater; and (d) 10m from any retained vegetation strips or small areas of vegetation; and (e) sited so that elements of the development least susceptible to fire are sited closest to the bushfire hazard.	requirements. The proposal includes no changes to the existing buildings or structures and no new buildings or structures.
PO6 For development that will result in multiple buildings or lots, roads and access are designed to mitigate against bushfire hazard by ensuring adequate access for: (a) firefighting and other emergency vehicles; and (b) the evacuation of people in the event of an emergency.	**AO6.1** The road design is capable of providing access for firefighting and other emergency vehicles, in accordance with the standards identified in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. **AO6.2** The lot layout ensures that all roads are through roads. **AO6.3** The lot layout does not include long narrow lots, long access ways or rear lots. **AO6.4** The road has a maximum gradient of 1 in 8 (12.5%).	The proposal will make no changes to the existing road network and will utilise existing access points for both proposed lots.
PO7 For development that will result in multiple buildings or lots, fire breaks are provided that: (a) adequately and effectively separate the development site from surrounding vegetation to mitigate against bushfire hazard; (b) have sufficient width to enable continuous access for firefighting and other emergency vehicles, residents and equipment; and (c) are in secure tenure and are maintained.	**AO7.1** The development incorporates a fire break provided by a perimeter road that: (a) separates the boundary of the lots and the adjacent bushland; (b) has a minimum cleared width of 20m; (c) has a formed road width of 6m; and (d) is constructed to an all-weather standard. **AO7.2** The development includes fire breaks which are located as close as possible to the boundaries of the lot(s) and the adjoining bushfire hazard and the fire breaks have: (a) a minimum cleared width of 6m; (b) a minimum formed width of 4m; (c) a maximum gradient of 1 in 8 (12.5%); (d) are constructed and maintained to prevent erosion, provide adequate drainage and provide continuous access for fire fighting vehicles; (e) provide passing bays and turning areas for fire-fighting appliances; and (f) are either located on public land, or within an access easement that is granted in favour of the Toowoomba Regional Council and the Queensland Fire and Rescue Service. **AO7.3** Vehicular access is provided along and at each end of the fire break to existing fire maintenance trails or roads. **AO7.4** The development includes sufficient cleared breaks of 6m minimum width in retained bushland within the development (e.g., creek corridors and retained vegetation) to allow burning of sections and access for bushfire response.	The proposal will make no changes to the existing buildings and structures, there are existing fire breaks in place that will be retained as a result of this proposal.

8.2.3 Flood Hazard Overlay Code

8.2.3.1 Application

This code applies to assessable development:

(1) subject to the Flood Hazard Overlay shown on the overlay maps contained within Schedule 2 (Mapping); and

(2) identified as requiring assessment against the Flood Hazard Overlay Code by the tables of assessment in Part 5 (Tables of assessment).

(3) Land in the Flood hazard overlay is identified on the Flood hazard overlay map and is included in the following sub-categories:

(a) Flood Risk Area 1 (FR1);
(b) Flood Risk Area 2 (FR2);
(c) Flood Risk Area 3 (FR3);
(d) Flood Risk Area 4 (FR4);
(e) Balance (mixed) flood risk area;
(f) Flood island area;
(g) Overland Flow Path Area 1 (OFP1 (low));
(h) Overland Flow Path Area 2 (OFP2 (high)); and
(i) Vulnerable Uses Restriction Area.

(4) References to 'flood risk area' within this code include land within the following subcategories:

(a) Flood Risk Area 1 (FR1);
(b) Flood Risk Area 2 (FR2);
(c) Flood Risk Area 3 (FR3);
(d) Flood Risk Area 4 (FR4);
(e) Balance (mixed) flood risk area;
(f) Overland Flow Path Area 1 (OFP1 (low)); and
(g) Overland Flow Path Area 2 (OFP2 (high)).

(5) When using this code, reference should be made to section 1.6 and section 5.3.3

8.2.3.2 Purpose

(1) The purpose of the Flood Hazard Overlay Code is to ensure development in identified flood hazard areas protects the safety of people and property and does not adversely affect floodplain functions, by:

(a) limiting development in areas of intolerable risk (FR3 and FR4) so as to avoid the risk presented by the flood hazard;

(b) managing development in areas of tolerable risk (FR1 and FR2) so as to mitigate the risk presented by the flood hazard; and

(c) managing development in overland flow path areas (OFP1 (low) and OFP2 (high)) to mitigate the risk presented by the overland flow hazard.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) use, siting, design and layout avoids or mitigates the flood risk to people, property and infrastructure such that:

(i) the FR4 level of flood risk is avoided by restricting development to non-urban purposes:

(ii) development within a Flood Management Precinct is managed to provide for limited urban development in accordance with the intent of the precinct, otherwise where not in a Flood Management Precinct:

(A) development within the FR3 level of flood risk is restricted to nonurban purposes;
(B) development within the FR2 flood risk area, FR1 flood risk area or the balance (mixed) flood risk area mitigates this risk through site-specific built form and design;

(iii) vulnerable uses are avoided in the Vulnerable Uses Restriction Area.

(b) development in overland flow path areas accommodates the overland flow in a manner that mitigates the adverse impacts of this hazard on site and external to the site;
(c) development supports, and does not unduly burden disaster management and recovery capacity during and after significant flood events;
(d) development avoids isolation of persons for flood events up to and including the Defined Flood Event, and avoids isolation of vulnerable uses in more extreme events;
(e) development avoids the release of hazardous materials as a result of a flood event;
(f) development directly, indirectly or cumulatively avoids an increase in severity of flooding or adverse impacts of flooding within or external to a development site: and
(g) development maintains natural processes and the protective function of landforms and/or vegetation.

Table 8.2.3:1 – Flood Hazard Overlay Code – Assessment Benchmarks for Assessable Development

Performance Criteria	Acceptable Solution	Proposal
Rearrangement of Boundaries		
PO3 Development layout does not increase the risk to existing or future people, property or infrastructure located on the premises or other premises.	**AO3.1** Development ensures there is sufficient area outside the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area to accommodate the intended use(s). **AO3.2** Development ensures that building envelopes are located in an area other than the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area. **AO3.3** Development ensures that the entry points into the development are located to provide a safe and clear evacuation route path that meets the requirements of Table 8.2.3.6 during floods up to the Defined Flood Event.	The proposed boundary realignment will ensure that there is sufficient area outside the the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area to accommodate the intended use.

PO1, PO2 & PO4 are not applicable to this proposal.

Table 8.2.3:2 – Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance Criteria	Acceptable Solution	Proposal
Risk-Compatible Land Use		
PO2 Development is compatible with the level of risk associated with the natural hazard, such that: (a) vulnerable uses are not located in the Vulnerable Uses Restriction Area; (b) all other uses within the: (i) FR4 flood risk area are limited	No acceptable outcome provided.	The proposal is for a boundary realignment only and there will be no changes made to the existing use.

Performance Criteria	Acceptable Solution	Proposal
to non-urban uses; (ii) FR3 flood risk area are consistent with the intent of any underlying Flood Management Precinct or otherwise are limited to non-urban uses; (iii) FR2 flood risk area, FR1 flood risk area, Balance flood risk area or OFP1 overland flow path area are consistent with the overall outcomes of the relevant zone or any Flood Management Precinct.		
Resilient Built Form		
PO3 Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding, such that it is: (a) located to avoid the risk to occupants and minimise the risk of property damage; (b) developed in accordance with the overall outcomes of an applicable Flood Management Precinct; (c) capable of withstanding the flood hazard through compliance with flood planning level requirements and the relevant building assessment provisions.	**AO3.1** Buildings are not located in the FR4 or FR3 flood risk areas. **AO3.2** Buildings in a Flood Management Precinct are developed in accordance with the overall outcomes of that precinct. **AO3.3** Buildings in a flood risk area: (a) of a residential nature provide a finished habitable floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed in accordance with the relevant building assessment provisions; (b) of a non-residential nature provide a finished floor level located, designed & constructed to at least the flood planning level specified in table 8.2.3.3 & designed in accordance with the relevant building assessment provisions. **AO3.4** Buildings in an overland flow path area provide a finished habitable floor level located, designed and constructed to at least the overland flow planning level specified in table 8.2.3.4.	The proposal does not include changes to the existing dwelling or infrastructure, the proposed development will allow for both proposed lots to have room for buildings to be located outside the FR4 and FR3 flood risk areas.
PO4 Development ensures that a use which requires an interface with the public realm, (including a commercial or residential use), maintains a functional and attractive relationship with the adjacent street frontage.	**AO4.1** Development for a residential use where pier and pole construction are utilised: (a) if understorey screening is provided it is a is a minimum of 50% permeable to allow for the flow of flood water through the understorey. **AO4.2** Development for a commercial building or structure maintains an active street frontage through: (a) providing clear pedestrian access from any adjacent footpath to the floor level of the commercial activity; (b) providing a retail or food and beverage use, if consistent with the overall outcomes of the applicable zone & precinct, which interfaces with and overlooks the street; (c) urban design treatments which screen the understorey of the building from view from the adjacent street frontage but do not impede flood flow.	The proposal is for the reconfiguring of a lot only.

Performance Criteria	Acceptable Solution	Proposal
Siting of Development for Reconfiguring a lot		
PO5 Development siting and layout in a flood risk area responds to flooding potential and maintains personal safety at all times, such that: (a) subdivision of land occurs consistent with the overall outcomes of any applicable Flood Management Precinct; (b) lots for urban purposes provide a ground level above the Defined Flood Event19; (c) rural and rural residential lots provide sufficient area outside the Defined Flood Event to accommodate the required minimum lot size; (d) lots (excluding balance or common property lots) on a building format plan under the Land Title Act 1994 which is subject to a community titles scheme under the Body Corporate and Community Management Act 1997 and associated with a material change of use are located above the Defined Flood Event.	**AO5.1** Development is avoided on that part of any land within the FR4, FR3 or FR2 flood risk areas, or otherwise as specified in the overall outcomes of a Flood Management Precinct. **AO5.2** Development complies with the filling requirements of table 8.2.3.5. **AO5.3** Development in a greenfield area protects a flood conveyance area by providing an easement or reserve over the area of the premises up to the Defined Flood Event to be retained for the purposes of reserve or Park.	The proposed reconfiguring of a lot will avoid areas of FR4, FR3 or FR2 Flood risk areas.
PO6 Development siting and layout in an overland flow path area accommodates the flow path characteristics and minimises the risk to persons, property and infrastructure both on site and external to the site.	**AO6.1** Development: (a) for urban purposes avoids maintaining overland flow paths in private ownership; (b) for rural or rural residential purposes provides sufficient area outside the overland flow path areas to accommodate the required minimum lot size. OR **AO6.2** Development is in accordance with an approved site-based stormwater management plan.	The proposal is for the reconfiguring of a lot only and all proposed lots have room for development outside of overland flow paths.
Access and Isolation		
PO7 Development in a flood risk area is sited and designed such that: (a) road layout avoids isolation in a flood hazard event and does not impede evacuation; (b) vehicular access during a flood hazard event is enabled; (c) provision is made for on-site sheltering during a flood event; and (d) signage is utilised to ensure that community members have a clear understanding of the nature of the flood risk in the area.	**AO7.1** Road and pathway layout within the development provides a safe and clear evacuation path: (a) to ensure persons are not physically isolated from an adjacent flood-free urban area; (b) by locating entry points into the reconfiguration above the Defined Flood Event and avoiding cul-de-sacs or other non-permeable layouts; (c) in the form of at least 1 evacuation route that meets the requirements of Table 8.2.3.6 during floods up to the DFE. **AO7.2** An area is available within the development site at or above the flood planning level with sufficient space to accommodate the likely population of the development in safety	All lots will retain existing clear evacuation paths to the road network, the proposal is for the reconfiguring of a lot only.

Performance Criteria	Acceptable Solution	Proposal
	for a relatively short time until flash flooding subsides or people can be evacuated. **AO7.3** Development ensures that: (a) signage is provided on a road or pathway indicating the position and path of all safe evacuation routes off the premises; (b) if the premises contains or is within 100m of a waterway, hazard warning signage and depth indicators are provided at each key hazard point, such as at a waterway crossing or an entrance to a low-lying reserve.	
Flood Storage and Conveyance		
PO8 Development complies with the requirements of table 8.2.3.5 and does not change the flood characteristics of the area, taking account of the cumulative impact of development, outside the site in ways that result in: (a) loss of flood or overland flow storage/conveyance; (b) loss of or changes to flow paths; (c) acceleration or retardation of flows; (d) increase in the depth or duration of flood or overland flow waters; or (e) any reduction in flood warning times elsewhere on the floodplain.	No acceptable outcome provided.	The proposal is for the reconfiguring of a lot only and does not include any changes to the flood characteristics.
Emergency Management and Business Continuity		
PO9 Development supports, and does not unduly burden, disaster management responses and recovery capacity and capabilities for a flood hazard event up to and including the Defined Flood Event or the Overland Flow Event.	**AO9.1** Development enables or does not hinder or complicate self-evacuation of persons, ensures sufficient warning time for the nature of the use. **AO9.2** Materials stored on site: (a) are not located within the FR4 and FR3 flood risk areas or the OFP2 overland flow path area, and otherwise are those that are readily able to be moved in a flood event; and (b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood.	The proposed reconfiguring of a lot enables the self-evacuation of persons and the proposed new lots will not unduly burden disaster management responses and recovery capacity.
Hazardous Materials		
PO10 Development not in the FR4 or FR3 flood risk areas or the OFP2 (high) overland flow path area ensures public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	**AO10.1** Development ensures: (a) the manufacture or storage in bulk of hazardous materials is located at least above the flood planning level in Table 8.2.3.3 or the overland flow planning level in Table 8.2.3.4. (b) structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of floodwaters.	The proposal does not include the storage of hazardous materials, this is not applicable.

Performance Criteria	Acceptable Solution	Proposal
Infrastructure		
PO11 Essential services infrastructure within a site (including electricity, gas, water supply, wastewater and telecommunications) is located outside the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area or maintains its function during and immediately after flood events.	**AO11.1** Any components of the infrastructure that are likely to fail to function or may result in contamination when inundated by flood water (e.g. electrical switchgear and motors, water supply pipeline air valves) are: (a) located outside the FR4 and FR3 flood risk areas or OFP2 (high) overland flow path area; and (b) located above the flood planning level in Table 8.2.3.3 or the overland flow planning level in Table 8.2.3.4 (whichever is applicable); or (c) designed and constructed to exclude floodwater intrusion/infiltration. **AO11.2** Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by all flood events.	The proposed reconfiguring of a lot will not make any alterations to any components of any infrastructure.
Community Infrastructure		
PO12 Development involving community infrastructure: (a) is not located within a flood risk area, flood island or the OFP2 (high) overland flow path area if it involves a vulnerable use; (b) remains functional to serve community need during and immediately after a flood event; (c) retains essential site access during a flood event such that the following uses have direct access to low hazard evacuation routes as defined in Table 8.2.3.6: (i) a vulnerable use located outside the Vulnerable Uses Restriction Area; (ii) substation; (iii) utility installations involving water and sewerage treatment plants (d) is able to remain functional even when other infrastructure or services may be compromised in a flood event.	No acceptable outcome provided.	The proposal does not include any community infrastructure, the proposal will avoid adverse impacts on any existing or proposed community infrastructure.

PO1 is not applicable to this proposal.

8.2.4 Landslide Hazard Overlay Code

This proposal is not subject to the Landslide Hazard Overlay as shown on the overlay maps contained within Schedule 2 (Mapping) or on the SPP Mapping system. The proposed reconfiguring of a lot proposal has not been assessed the twelve (12) Performance Outcomes of the Landslide Hazard Overlay Code.

8.3.1 Heritage Overlay Code

The proposed reconfiguring of a lot development does not contain a local heritage place identified on the overlay maps in Schedule 2 (Mapping) of the Toowoomba Regional Council Planning Scheme as described in Schedule 6 PSP No. 6 - Heritage Places. The proposal will not have an adverse impact on any sites of local heritage, any sites of heritage significance will be conserved and retained as result of this proposal.

8.3.2 Neighbourhood Character Overlay Code

The proposed reconfiguring of a lot proposal does not occur on premises subject to the Neighbourhood Character overlay identified on the overlay maps contained in Schedule 2 (Mapping) nor does it include a material change of use and the proposal has not been assessed against the eleven (11) Performance Outcomes of the Neighbourhood Character Overlay Code.

8.3.3 Scenic Amenity Overlay Code

The proposed reconfiguring of a lot application does not occur on premises subject to the Scenic Amenity overlay identified on the overlay maps contained in Schedule 2 (Mapping) nor does it include a material change of use and the proposal has not been assessed against the two (2) Performance Outcomes of the Scenic Amenity Overlay Code.

8.4.1 Regional Infrastructure Corridors and Substations Overlay Code

The proposed reconfiguring of a lot application does not occur on premises subject to the Regional Infrastructure Corridors and Substations overlay identified on the overlay maps contained in Schedule 2 (Mapping) nor does it include a material change of use and the proposal has not been assessed against the two (2) Performance Outcomes of the Regional Infrastructure Corridors and Substations Overlay Code.

8.5.1 Environmental Significance Overlay Code

8.5.1.1 Application

This code applies to assessable development: (1) subject to the Environmental Significance Overlay shown on the overlay maps contained within Schedule 2 (Mapping); and (2) identified as requiring assessment against the Environmental Significance Overlay Code by the tables of assessment in Part 5 (Tables of assessment).

8.5.1.2 Purpose

(1) The purpose of the Environmental Significance Overlay Code is to avoid or minimise the impacts of development on:

(a) the biodiversity values of ecosystems, ecological processes, areas of ecological significance and biodiversity corridors; and

(b) the ecological, hydrological and water quality values of natural waterways and wetlands.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) impacts on biodiversity values of ecosystems, areas of ecological significance and biodiversity corridors are avoided, or where they cannot be avoided impacts are minimised and impacts on biodiversity values are offset consistent with the Queensland Government Environmental Offsets Policy & other applicable biodiversity/environmental offsets policies;

(b) ecological processes and the ecosystem services provided by areas of ecological significance are maintained;

(c) habitat areas are connected by viable biodiversity corridors;

(d) degraded ecosystems, habitats and corridors are restored;

(e) ecological values and processes of waterways and wetlands are protected;

(f) the hydrological regime of wetlands and waterways is protected and rehabilitated to its natural state; and

(g) water quality is maintained or improved.

Table 8.5.1:1 – Environmental Significance Overlay Code - Assessment Benchmarks for Assessable Development

Performance Criteria	Acceptable Solution	Proposal
Areas of Ecological Significance		
PO1 Vegetation disturbance or other impacts on areas of ecological significance shown on the Environmental Significance Overlay maps, is avoided or where disturbance cannot be avoided the loss or reduction of ecological values is minimised.	**AO1.1** Impacts are avoided by locating development wholly outside mapped areas of ecological significance and areas of ecological significance buffer identified on the Environmental Significance Overlay maps. OR Where impacts on areas of ecological significance shown on the Environmental Significance Overlay Maps cannot be avoided, they are minimised by: (a) minimising the total footprint within which activities, buildings, structures, driveways and other works or activities are contained; (b) avoiding further fragmentation of areas of ecological significance and strengthening linkages where possible;	The proposed new lots include some areas of ecological significance, the proposed reconfiguring of a lot will avoid adverse impacts on these areas of ecological significance.

Performance Criteria	Acceptable Solution	Proposal
	(c) utilising areas of lesser importance in terms of biodiversity values so that areas of higher value are conserved to the greatest extent practicable; and (d) maintaining areas of ecological significance in patches of greatest possible size and with the smallest possible edge to area ratio.	
PO2 Development optimises biodiversity outcomes by prioritizing the location of environmental offsets within identified biodiversity corridors.	**AO2.1** Biodiversity offsets designed to counterbalance development impacts on areas of ecological significance are delivered consistent with the Queensland Government Environmental Offsets Policy 2008 and other applicable biodiversity/environmental offset policies.	The proposal will not create development impacts on areas of ecological significance as it is for a reconfiguring of a lot only.
PO3 Landscaping complements biodiversity values by incorporating the following elements into the landscaping design: (a) native plants of local origin; or (b) known food and habitat trees and shrubs for endemic native fauna species in the local area; or (c) replication of adjacent healthy remnant habitats, including understorey vegetation; and (d) no declared noxious plants, weeds or invasive plants likely to displace native flora species or degrade fauna habitat.	No acceptable outcome is nominated.	The proposal is for the reconfiguring of a lot only and occurs in the Rural zone, there will be no landscaping included in this proposal.
PO4 Movement of fauna is facilitated within and through the site, particularly along identified biodiversity corridors by: (a) ensuring that development and associated activities do not create barriers to the movement of fauna along and within biodiversity corridors; (b) directing fauna to locations where wildlife infrastructure has been created, to enable wildlife to safely negotiate a development area; and (c) separating fauna from potential hazards.	No acceptable outcome is nominated.	The proposed reconfiguring of a lot will allow for the movement of fauna, there will be no adverse impacts on the movement of fauna.
PO5 Identified biodiversity corridors on the Environmental Significance Overlay maps and their role to potentially connect areas of ecological significance (through rehabilitation or enhancement) are not compromised by development.	No acceptable outcome is nominated.	The proposal will have no adverse impacts on identified biodiversity corridors.

PO6 to PO8 are not applicable to this proposal.

8.6.1 Extractive Resources Overlay Code

The proposed reconfiguring of a lot application does not occur on premises subject to the Extractive Resources overlay identified on the overlay maps contained in Schedule 2 (Mapping) nor does it include a material change of use and the proposal has not been assessed against the four (4) Performance Outcomes of the Extractive Resources Overlay Code.

8.6.2 Agricultural Land Overlay Code

8.6.2.1 Application

This code applies to assessable development: (1) subject to the Agricultural Land Overlay shown on the overlay maps contained within Schedule 2 (Mapping); and (2) identified as requiring assessment against the Agricultural Land Overlay Code by the tables of assessment in Part 5 (Tables of assessment).

8.6.2.2 Purpose

(1) The purpose of the Agricultural Land Overlay Code is to ensure that agricultural land is protected from inappropriate development that leads to its fragmentation or alienation or that may otherwise adversely impact on its productive use by present or future generations.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) the productive capacity of agricultural land and viability for productive uses is not compromised; and

(b) development does not result in the alienation, loss or fragmentation of agricultural land.

Table 8.6.2:1 – Agricultural Land Overlay Code - Assessment Benchmarks for Assessable Development

Performance Criteria	Acceptable Solution	Proposal
PO1 Development does not reduce the productive capacity of the land or result in conflict with nearby rural uses.	No acceptable outcome is nominated.	The proposed reconfiguring of a lot does not reduce the productive capacity of the land or result in conflict with nearby rural uses.
PO2 Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, do not compromise the long term productive capacity of agricultural land	**AO2.1** Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, are not located on agricultural land. OR **AO2.2** Development is compatible with agricultural production and is designed and located in a way that does not inhibit or prevent normal farming practices in the future.	The proposal does not include any non-rural uses, the proposed reconfiguring of a lot

Performance Criteria	Acceptable Solution	Proposal
PO3 Reconfiguring lots on agricultural land does not result in allotment sizes that result in: (a) fragmentation of rural lands and loss of land to viable rural production; (b) conflict between farming and residential uses; or (c) loss of farming flexibility.	**AO3.1** The minimum lot size in the Rural Zone is in accordance with Table 9.3.3:2 of Part 9.3.3, Reconfiguring a Lot Code. OR **AO3.2** The proposed lot is smaller than that nominated in Table 9.3.3:2 of Part 9.3.3, Reconfiguring a Lot Code and the reconfiguration is a boundary realignment that would not create any additional lots and would provide for the implementation of improved land management practices or productive utilisation of the land.	All of the proposed lots are located in the 100ha Precinct of the Rural zone and will be below the minimum lot size requirements in accordance with Table 9.3.3:2. The proposal is for a boundary realignment and will not create any additional lots as per **AO3.2.**
PO4 Residential development in close proximity to agricultural land is located and designed in a manner that avoids its alienation.	No acceptable outcome is nominated.	The proposed boundary realignment is not for residential development, the proposal will allow for the continued use of the land for rural purposes.

8.6.3 Water Resource Catchments Overlay Code

The proposed reconfiguring of a lot application does not occur on premises subject to the Water Resources Catchments overlay identified on the overlay maps contained in Schedule 2 (Mapping) nor does it include a material change of use and the proposal has not been assessed against the three (3) Performance Outcomes of the Water Resources Catchments Overlay Code.

Part 9 Development Codes

The proposed reconfiguring of a lot has been assessed against all of the codes in Part 9 of the Toowoomba Regional Council Planning Scheme as per Part 5 – Levels of Assessment. The proposed reconfiguring of a lot triggers one (1) development code, Part 9.4.5 Reconfiguring of a Lot Code as per the relevant overlay maps contained in Schedule 2 (Mapping) or the relevant overlays of the SPP Interactive Mapping System. The proposal has been assessed against the one (1) relevant overlay code.

9.3 Use Codes

9.3.1 Centre Activities Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Centre Activities Code and does not include any uses listed in the Purpose of the Centre Activities Code, the proposal has not been assessed against the thirty-seven (37) Performance Outcomes.

9.3.2 Community and Recreation Uses Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Community and Recreation Uses Code and does not include any uses listed in the Purpose of the Community and Recreation Uses Code, the proposal has not been assessed against the ten (10) Performance Outcomes.

9.3.3 Extractive Industry Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Extractive Industry Code and does not include any uses listed in the Purpose of the Extractive Industry Code, the proposal has not been assessed against the twelve (12) Performance Outcomes.

9.3.4 Home Based Business Use Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Home Based Business Use Code and does not include any uses listed in the Purpose of the Home Based Business Use Code, the proposal has not been assessed against the twelve (12) Performance Outcomes.

9.3.5 Industry Uses Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Industry Uses Code and does not include any uses listed in the Purpose of the Industry Uses Code, the proposal has not been assessed against the eleven (11) Performance Outcomes.

9.3.6 Markets Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Markets Code and does not include any uses listed in the Purpose of the Market Code, the proposal has not been assessed against the nineteen (19) Performance Outcomes.

9.3.7 Medium Density Residential Code

The proposed reconfiguring of a lot application does not change the use of the land and the proposal does not include any of the residential uses included in the Purpose of the Medium Density Residential Code, the proposal does not require assessment against the forty-nine (49) Performance Outcomes.

9.3.8 Rural Uses Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Rural Uses Code and does not include any uses listed in the Purpose of the Rural Uses Code, the proposal has not been assessed against the nine (9) Performance Outcomes.

9.3.9 Sales Office Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Sales Office Code and does not include any uses listed in the Purpose of the Sales Office Code, the proposal has not been assessed against the four (4) Performance Outcomes.

9.3.10 Small Lot Housing Design Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Small Lot Housing Design Code and does not include any uses listed in the Purpose of the Small Lot Housing Design Code, the proposal has not been assessed against the thirteen (13) Performance Outcomes.

9.3.11 Telecommunications Facility Code

The proposed reconfiguring of a lot application does not include a Telecommunications Facility and the proposal does not include any uses listed in the Purpose of the Telecommunications Facility Code, the proposal has not been assessed against the ten (10) Performance Outcomes.

9.4 Other Development Codes

9.4.1 Advertising Devices Code

The proposed reconfiguring of a lot application does not include any advertising devices and the proposal will not require assessment against the Advertising Devices Code and it has not been assessed against the nine (9) Performance Outcomes.

9.4.2 Environmental Standards Code

The proposed reconfiguring of a lot application does not create uses that will require assessment against the Environmental Standards Code and does not include any uses listed in the Purpose of the Environmental Standards Code, the proposal is for the reconfiguring of a lot only and will not make any changes to the environmental impacts of the development and the proposal has not been assessed against the thirty-four (34) Performance Outcomes.

9.4.3 Integrated Water Cycle Management Code

The proposed reconfiguring of a lot application does not include any alterations to any water and related infrastructure and the proposal will not require assessment against the Integrated Water Cycle Management Code and it has not been assessed against the eleven (11) Performance Outcomes.

9.4.4 Landscaping Code

This proposal is for the reconfiguring of a lot only and does not include any alterations to any existing landscaping nor does it create any adverse impacts on any existing landscaping, the proposal will not require assessment against the Landscaping Code and it has not been assessed against the twelve (12) Performance Outcomes.

9.4.5 Reconfiguration of a Lot Code

9.4.5.1 Application

This code applies to assessable development identified as requiring assessment against the Reconfiguring a Lot Code by the categories of development and assessment tables in Part 5 – Tables of Assessment.

9.4.5.2 Purpose

(1) The purpose of the Reconfiguring a Lot Code is to:

(a) provide for good neighbourhood design, consistent with the character and environmental values of the overlay, zone and precinct, and local plan area in which the land is located;

(b) ensure the creation of a sense of place and distinctive identity;

(c) protect important natural features and values, economic resources and places of cultural heritage significance;

(d) ensure lot reconfiguration provides for an efficient and well-integrated urban form, and in rural areas provides for sustainable use of land and agricultural resources;

(e) ensure lot reconfiguration facilitates safe and efficient provision of, and equitable access to, infrastructure and services;

(f) ensure transport networks provide for appropriate levels of accessibility and accommodate a wide range of travel modes including walking, cycling and the use of public transport;

(g) encourage development to be resource efficient; and

(h) Provide for neighbourhood design that suits safe and practical connectivity with adjoining similar uses in terms of roads, open space and stormwater drainage layout.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) lot reconfiguration facilitates the creation of safe, convenient, functionally efficient and attractive environments, consistent with the desired character of the zone or precinct in which the site is situated;

(b) lot reconfiguration meets the diverse needs of the community for a range of affordable housing types, accessible commercial and community facilities and local employment opportunities;

(c) Lot reconfigurations facilitate the achievement of dwelling yields in the order of:

(i) 15 dwellings per hectare net in the Low Density Residential Zone; and

(ii) 30 dwellings per hectare net in the Low-medium Density Residential Zone.

(d) lot reconfiguration is responsive to the local environment, including its topography, natural drainage systems, vegetation and habitat, cultural heritage features, streetscape character, landmarks, views and vistas;

(e) lot reconfiguration facilitates the protection and sustainable use of rural land resources;

(f) areas containing important ecological values and cultural values are protected from development and the associated impacts caused by development;

(g) lot reconfiguration facilitates compatible relationships between different land uses and activities;

(h) lot design and sizes are suited to the intended use of the land;

(i) lot orientation facilitates the conservation of non-renewable energy sources and the design of buildings that are appropriate for the local climatic conditions;

(j) infrastructure is supplied to all lots in a safe, efficient, coordinated and sequenced manner which minimises whole of life cycle costs and is sensitive to the environment in which they are provided;

(k) stormwater drainage systems protect people and the built and natural environments in a cost effective manner;

(l) the street system provides identified functions for each street, provides acceptable levels of access, safety and convenience for all users and provides for a high level of connectivity and permeability;

(m) lot reconfiguration increases opportunities for walking, cycling and the use of public transport;

(n) public open space is attractive and accessible and equitably meets user requirements for recreational, social and cultural activities; and

(o) lots facilitate connectivity of roads, open space and stormwater drainage.

Table 9.4.5.1 Assessable Development

Performance Criteria	Acceptable Solution	Proposal
PO1 The lots resulting from the rearrangement of boundaries does not contribute to: (a) the proliferation of lots of rural land fragmentation; or (b) the potential to introduce uses or activities which conflict with the intent of the applicable zone for all or part of the site.	**AO1.1** No additional lots are created by the rearrangement of boundaries. **AO1.2** The resulting lots from rearranging boundaries are contained entirely within a single zone.	This proposal is for a boundary realignment and will not create any additional lots.
PO2 Lots resulting from rearrangement of boundaries do not require any new or additional infrastructure connections, or modification of existing connections.	**AO2.1** All lots resulting from rearrangement of boundaries: (a) retain all existing connections to water, sewer, electricity & other infrastructure wholly within the lot they serve; (b) do require additional infrastructure connections or augmentation of existing connections; (c) except where in the Rural Zone, have sealed vehicle crossovers; (d) have stormwater drainage for lots 4000m² or less: (i) connected to adequately sized inter-allotment drainage; or (ii) that drains the entirety of each lot independently without fill to the kerb & channel or swale of the road frontage.	The proposed new lot boundaries would allow for the existing dwelling to retain the existing connections to services. No new connections or changes to existing connections would be required as a result of this proposal.
PO3 Where in the rural zone, all lots resulting from rearrangement of boundaries are provided with all-weather road access from the driveway crossover to the nearest formed road.	**AO3.1** Where in the rural zone, all lots resulting from rearrangement of boundaries are provided with a formed gravel road from the driveway crossover to the nearest formed road in accordance with SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure.	There will be no changes made to the existing access points as a result of this proposal.
Lot Sizes and Design		
PO4 All new lots provide sufficient area, frontage and dimensions, and road access that enable their future development to achieve relevant outcomes in applicable Use, Zone, Overlay, and Other Development Codes in relation to: (a) dwellings, buildings and/or other structures (b) setbacks; (c) landscaping; (d) on site car parking and vehicle access; (e) recreation areas (private open space); (f) cultural heritage and character streetscape values; (g) other design criteria.	**AO4.1** All lots are rectangular and have minimum width to depth ratios, areas, dimensions and frontages as prescribed in Table 9.4.5:4. **AO4.2** Where in the Low Medium Density Residential Zone development for lots 450m2 or less in area are capable of accommodating a rectangular building envelope with area and dimensions for: (a) a dwelling, including ancillary buildings and structures such as garages, covered carports and decks, that comply with the minimum setback requirements of the overlay or zone in which the land is located and building regulations; (b) private open space and recreation areas; (c) vehicle access and on-site car parking in accordance with the Transport, Access and Parking Code.	The proposed lots are regular in shape and follow the topography of the land, the proposal allows for the proposed boundary realignment to not create adverse impacts and allow for the continued use of the land for rural purposes.

Table 9.4.5.2 Assessment Benchmarks for Assessable Development

Performance Criteria	Acceptable Solution	Proposal
Master Planning		
PO1 Except where in the Rural Zone (other than where in the Heinemann Road Transport Precinct) Limited Development (Constrained Land) Zone, Community Facilities Zone, Open Space Zone or Recreation Zone, development: (a) occurs in a logical pattern & sequence; (b) is of a scale & density that facilitates an efficient land use pattern & facilitates a mix of lot sizes that provide for a range of residential dwelling choices; (c) is designed to create compact and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities; (d) creates a high quality streetscape and public open space network with connected public spaces and parks; (e) appropriately responds to constraints and natural values and mitigates any adverse impacts on areas of ecological significance; (f) is provided with all necessary infrastructure networks and is well serviced by community facilities; (g) creates lots which are suitable for their intended use without requiring significant earthworks.	**AO1.1** A Master Plan is prepared in accordance with SC6.4 PSP No. 4 Master Planning	The proposal occurs in the Rural zone, this is not applicable.
General		
PO2 The layout of streets, lots and infrastructure gives the locality a strong and positive identity by: (a) responding to site characteristics, settings, landmarks, places of cultural heritage significance and views; (b) creating legible and interconnected movement and open-space networks; (c) locating community, retail, commercial and public transport facilities at focal points within convenient, safe and direct walking distance for residents/users; and (d) providing connections to existing facilities, services and movement networks in the surrounding area.	*Where included in a local plan:* **AO2.1** Neighbourhood design and lot layout is consistent with the requirements of any local plan. All other circumstances: No acceptable outcome provided	The proposal occurs on a site that is not included in a local plan, the proposal will utilise existing connections to the dwelling and all of the proposed new lots would be in keeping with the local community and will provide connections to existing facilities, services and movement networks in the surrounding area if/ when required.

Performance Criteria	Acceptable Solution	Proposal
PO3 The layout of streets, lots and infrastructure responds appropriately to environmental features of the site or locality by: (a) following the natural topography; (b) protecting and promoting views of landscape features, significant ridgelines, mountains, hills, rocky outcrops or other geological formations; (c) minimising the need for earthworks; (d) minimising vegetation loss and/or fragmentation; (e) maintaining natural drainage features and floodways; (f) maintaining important wildlife corridors and habitat areas; (g) providing for adequate buffering of (d), (e) and (f); (h) protecting and maintaining areas of indigenous cultural significance; and .(i) connecting streets and open space to existing streets and open space on adjoining land as necessary for the orderly development of the precinct.	*In partial fulfilment of the performance outcome:* **AO3.1** A lot with an area of less than 450m2 intended to be used for a dwelling house has a natural slope: (a) across the width of the lot not exceeding 10%; (b) along the length of the lot not exceeding 5%.	All of the proposed new lots are all larger than 450m^2 and the proposal will allow for the natural topography to be followed and there will be no vegetation clearing.
PO4 Street blocks and lot types are generally rectilinear and arranged to provide: (a) an efficient neighbourhood pattern, that supports walking cycling and public transport use; (b) the highest densities are located around open space, amenity features or other focal points; and (c) a mix of lot sizes which provide a wide choice in affordable and accessible housing and achieve streetscape variety.	*In partial fulfilment of the performance outcome* **AO4.1** Subdivision involving the creation of lots for residential use ensures lots within the block are arranged so that: (a) there are between 4 & 6 adjoining attached house lots in a group; (b) there are no more than 8 narrow frontage lots in a row; (c) there are no more than 4 lots with a width of 7.5m or less in a row unless serviced by a rear lane; (d) there are no minor mismatches in the rear corner lot boundaries of adjoining lots; **AO4.2** Subdivision involving the creation of lots for residential use ensures lots with access to a laneway intended to accommodate more than one dwelling have a: (a) minimum width of 7.5m; (b) minimum depth of 30m. **AO4.3** Street blocks fronting local streets don't exceed 100m in length.	The proposed boundary realignment occurs in the Rural zone and is not for residential purposes.
PO5 Reconfiguration avoids risk to human safety and the environment from natural hazards and contaminated land.	*In partial fulfilment of the performance outcome* **AO5.1** Where contamination is suspected provide a preliminary contamination report for Residential or Rural Residential subdivisions.	The proposed reconfiguring of a lot will allow for the site to avoid risks to human safety and the environment from natural hazards.

Performance Criteria	Acceptable Solution	Proposal
PO6 The development is integrated with the surrounding urban or rural environment, having regard to: (a) the layout & dimensions of streets and lots; (b) connections to surrounding streets & pedestrian & cycle networks & other infrastructure networks; (c) provision for shared use of public facilities; (d) open space networks, retained habitat areas or corridors, landscape features and views & vistas; & (e) connections to centres.	No acceptable solution is nominated.	The proposed new lots will be similar to the existing lots in the surrounding area and the proposed boundary realignment will allow for the integration of the urban environment of the Rural zone.
PO7 In a reconfiguration that involves the creation of a new street streetscape and landscape treatments are provided that: (a) create an attractive and legible environment with a clear character and identity; (b) use and highlight features of the site such as views, vistas, existing vegetation, landmarks and places of cultural heritage significance; (c) enhance safety and comfort, and meet user needs; (d) complement the function of the street in which they are located by reinforcing desired traffic speed and behaviour; (e) assist integration with the surrounding environment; (f) maximise infiltration of stormwater runoff; and (g) minimise maintenance costs through: (i) street pavement, parking bays and speed control devices; (ii) street furniture, shading, lighting and utility installations; (iii) retention of existing vegetation; (iv) on street planting.	No acceptable solution is nominated.	This proposal does not include a new street, this is not applicable to this proposal.
PO8 Neighbourhood design and lot mix provides sufficient opportunities for community, retail, commercial and other uses to meet community needs, where this is consistent with the intended character of the zone or precinct in which the land is located & appropriate to the size of development.	No acceptable solution is nominated.	The proposed new lot layout will allow for sufficient opportunities for community, retail, commercial and other uses to meet community needs.
PO9 Reconfigurations within the Low-medium Density Residential Zone and the Emerging Community Zone contribute to housing diversity and different levels of affordability to meet community needs by incorporating a mix of residential lot sizes drawing	**AO9.1** Reconfigurations incorporate the lot types identified in the performance outcome as follows: (a) reconfigurations creating between 10 and 50 additional lots incorporate a mix of at least two (2) different lot types; and (b) reconfigurations	The proposed reconfiguring of a lot occurs in Rural zone.

Performance Criteria	Acceptable Solution	Proposal
from the following lot types: (a) Traditional: A traditional lot caters for large dwelling houses, typically on lots with a frontage of up to 20m & depth of 30m to 32m for single storey dwelling houses and 25m for two (2) storey dwelling houses. (b) Multi-family: A multi-family lot allows for small multiple dwellings (typically 4 to 6 dwellings). Multiple dwellings on multi-family lots contribute significantly to diversity within a neighbourhood. Multi-family lots will typically be provided on-street corners to reduce the negative impact of rows of garage doors. (c) Courtyard: A courtyard lot has an area between 375m² & 480m² and comfortably accommodates a smaller detached dwelling house on a lot with a frontage of approximately 15m. (d) Villa: A villa lot has an area between 250m² and 320m² and accommodates a smaller dwelling house on a lot with a frontage of approximately 10m. It is suited to the housing needs of an increasing number of one and two person households. A dwelling house on a villa lot is detached but usually built to one side boundary of the lot.	creating more than 50 additional lots incorporate a mix of at least three (3) different lot types.	
PO10 Reconfigurations within the Low-medium Density Residential Zone achieve a residential density that makes efficient use of the land and associated physical infrastructure.	**AO10.1** Reconfigurations in the Low-medium Density Residential Zone facilitate a minimum residential density of 30 dwellings per hectare.	The proposal does not occur in the Low-medium Density Residential Zone.
PO11 Reconfigurations within the Principal Centre Zone, Major Centre Zone, District Centre Zone or Local Centre Zone ensure an integrated, orderly & efficient development outcome is achieved across all lots in respect to access to the external road network, pedestrian & vehicle movement within the site & built form & function.	No acceptable outcome is nominated.	The proposed reconfiguring of a lot does not occur within the zone's listed in **PO11**. This is not applicable to this proposal.
Lot Sizes and Design		
PO12 Lot size in the Emerging Community Zone does not compromise the future development potential of the area for urban purposes.	**AO12.1** Lots in the Emerging Community Zone have the minimum area and frontage as shown in Table 9.4.5:4.	The proposal does not occur in the Emerging Community Zone; this is not applicable.

Performance Criteria	Acceptable Solution	Proposal
PO13 In the Rural Zone, the productive capacity of rural land resources is protected from the reconfiguration of lots that facilitates inappropriate intensification of development in the zone.	**AO13.1** Lots have a minimum area as shown in Table 9.4.5:4.	The proposal occurs in the Rural zone, all of the proposed lots are below the minimum lot size requirements, as a result of this proposal there are no new lots created and there will not be an inappropriate intensification of development as a result of the proposed new boundaries.
Movement Network Design		
PO14 The street and road network has a clear structure, with roads that conform to their function in the network, having regard to: (a) traffic volumes, vehicle speeds and driver behaviour; (b) on street parking; (c) sight distance; (d) provision for public transport routes and stops; (e) provision for pedestrian and cyclist movement, prioritizing these where appropriate; (f) provision for waste collection and emergency vehicles; (g) lot access; (h) convenience; (i) public safety; (j) amenity; (k) the incorporation of public utilities and drainage; and (l) landscaping and street furniture.	**AO14.1** The street and road network are consistent with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	The proposal will make no changes to the existing street and road network.
PO15 The road network provides for convenient and safe movement between local streets and higher order roads	**AO15.1** The proposed road network complies with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	There are no changes to be made to the existing road network.
PO16 Local streets do not operate as through traffic routes for externally generated traffic.	No acceptable outcome is nominated.	Local street will not operate as through traffic routes as a result of this proposal.
PO17 Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport	**AO17.1** Intersections & pedestrian & cyclist crossings are provided in accordance with SC6.2 PSP No. 2– Engineering Standards–Roads & Drainage Infrastructure.	The proposal does not include any new roads or intersections, this is not applicable.
PO18 Access arrangements for lots do not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads.	**AO18.1** Access arrangements are consistent with the characteristics intended for the particular type of road or street specified in SC6.2 PSP No. 2 – Engineering Standards – Roads & Drainage Infrastructure.	All of the proposed lots will retain existing access points. and will not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads.

Performance Criteria	Acceptable Solution	Proposal
PO19 On-road car parking is provided according to projected needs considering: (a) total parking demand; (b) car parking opportunities on lots; and (c) non-residential & external parking generators.	**AO19.1** On-street parking is provided in accordance with the Transport, Access and Parking Code.	On-street parking will be provided in accordance with the Transport, Access and Parking Code.
PO20 The movement network facilitates efficient & cost-effective provision and maintenance of infrastructure.	**AO20.1** Infrastructure is provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	There will be no changes made to existing infrastructure as a result of this proposal.
PO21 Rear lanes are designed to: (a) provide enough width to enable safe and efficient vehicle movement, including service vehicles; (b) have either a straight or T configuration and not be dead ends or cul-de-sacs; (c) enable easy and safe access into and out of garages without using doors that open into the lane; (d) not create a more direct through-route alternative for vehicles than the adjoining street network; (e) ensure rear yards of properties can be fenced for security; (f) ensure any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards; (g) not provide for visitor parking within the lane unless in specifically designated areas.	**AO21.1** Rear lanes are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	There are no rear lanes included in this proposal.
PO22 Development does not compromise the delivery of existing or future public transport routes and encourages a highly connected local street network that enables public transport to efficiently service the area without the need to 'repeat a part of a route as part of the one trip'.	**AO22.1** Street networks in new developments are designed to accommodate the movements of a 14.5m long bus.	The proposed development does not make any alterations to the existing street networks as a result of this proposal.
Road Design		
PO23 The geometric design features of each type of road: (a) convey its primary function for all relevant design vehicle types; (b) have an adequate horizontal & vertical alignment that is not conducive to excessive speeds; (c) encourage traffic speeds & volumes to levels commensurate with road hierarchy function; (d) ensure unhindered access by emergency vehicles.	**AO23.1** Design of the roads comply with the SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	The proposal will make no changes to the existing road network.

Performance Criteria	Acceptable Solution	Proposal
Pedestrian and Cyclist Facilities		
PO24 A network of pedestrian and cycle ways is provided having regard to: (a) opportunities to link open space networks, and community facilities, including public transport stops, local activity centres and schools; (b) likely trip purpose; (c) topography; (d) cyclist and pedestrian safety; (e) cost effectiveness; (f) likely user volumes and types; (g) convenience; and (h) accessibility.	**AO24.1** In partial fulfilment of the performance criterion, pedestrian and cycle ways are provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. **AO24.2** Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m).	The proposal will make no changes to the existing pedestrian and cycle ways, the proposed new lots will not have an adverse impact on the existing pedestrian network.
PO25 The alignment of pedestrian paths and cycleways is designed so that they: (a) allow for the retention of trees and other significant features; (b) maximise the visual interest provided by views and landmarks where they exist; (c) do not compromise the operation of or access to other infrastructure services; (d) are widened at potential conflict points; and (e) consider CPTED principles and disability access requirements.	No acceptable outcome is nominated.	The proposal will make no changes to the existing pedestrian paths, the proposed new lots will not have an adverse impact on the existing pedestrian network.
PO26 Safe street crossings are provided for pedestrians and cyclists across major roads.	**AO26.1** Crossings and intersections are provided in accordance with SC6.3 PSP No 2 – Engineering Standards – Roads and Drainage Infrastructure and Austroads Guide to Road Design Part 4: Intersections & Crossings: General.	The proposal will not have any adverse impacts on any existing or proposed street crossings for pedestrians and cyclists.
Public Transport		
PO27 The movement network caters for the extension of existing or future public transport routes to provide services that are convenient and accessible to the community.	No acceptable outcome is nominated.	The proposal occurs in the Rural zone and will not have an adverse impact on Public Transport.
PO28 Reconfiguration caters for the extension of public transport routes by locating the highest likely public transport 'trip generating' land uses in the vicinity of existing or potential public transport routes, where this is consistent with the intended character of the zone or precinct in which the land is located.	**AO28.1** Except in the rural zone and the rural residential zone, at least 90% of proposed lots are within 400m safe walking distance from an existing or potential bus route or 500m walking distance of an identified bus stop.	The proposal occurs in the Rural zone.

Performance Criteria	Acceptable Solution	Proposal
PO29 Residential densities within walking distance of existing and potential public transport stations and routes are at levels that take advantage of the infrastructure where this is consistent with the intended character of the zone or precinct in which the land is located.	No acceptable outcome is nominated.	The proposed lots occur in the Rural zone.
Open Space Network		
PO30 Neighbourhood design & lot layout provides a balanced variety of park types, including: (a) small local parks, which are designed to: i) provide a small open space setting for adjoining dwellings; ii) incorporate & retain existing natural features; iii) incorporate landscaping to assist in creating neighbourhood identity & way-finding; (b) neighbourhood parks, which are designed to: i) be centrally located; ii) support the local community's recreational needs; iii) provide opportunities for community & special events; (c) lineal or corridor parks, which are designed to: i) connect with existing or planned open space in the locality; ii) incorporate pedestrian & cycle paths; iii) protect significant natural features; iv) convey stormwater; v) provide for other recreational needs when not flooded; (d) natural parkland areas which: i) retain locally significant wetlands, remnant vegetation and habitat for fauna; ii) continue ecological corridors and linkages to areas outside of the neighbourhood; iii) maintain important landscape & visual quality values.	**AO30.1** The lot reconfiguration makes provisions for the establishment of public parks in accordance with Part 4 Local Government Infrastructure Plan	The proposed reconfiguring of a lot will make provisions for the establishments of Public Parks, the proposal occurs in the Rural zone.
PO31 Where provision for a public park is required in Part 4 the design & lot layout provide for safe and secure, well distributed & located parkland that: (a) has passive surveillance by surrounding development; (b) is of a suitable size, shape and topography for its function; (c) is located on a suitable road; (d) is highly accessible to local communities; (e) achieves an acceptable standard of flood immunity.	**AO31.1** The public park meets the requirements of section 4.5.5 of the planning scheme. **AO31.2** The public park meets the standards identified in Table 9.4.5:3.	The proposal does not require the provision for a public park, this is not applicable to this proposal.

Performance Criteria	Acceptable Solution	Proposal
PO32 Neighbourhood design & lot layout provides for safe and secure, well distributed and located parkland that: (a) provides a clear relationship between the public realm and adjoining land uses through treatment including alignment, fencing and landscaping; (b) enhances the area's local identity & landscape amenity; (c) provides for a range of recreational opportunities to meet community needs; (d) forms a linkage to existing parkland or habitats; (e) respects & retains existing natural elements; & (f) protects biodiversity values and features.	No acceptable outcome is nominated.	The proposed lot layout will provide a clear relationship between the public realm and adjoining land uses and will enhance the area's local amenity.
Amenity		
PO33 Reconfiguration provides for sufficient buffering to minimise impacts on accommodation activities & other sensitive land uses from nearby incompatible uses.	No acceptable outcome is nominated.	The proposed reconfiguring of a lot will provide sufficient buffering from any incompatible uses.
PO34 The layout of lots created for industrial or commercial purposes facilitates the siting and design of development in a manner that ensures the amenity of accommodation activities and sensitive land uses is protected.	No acceptable outcome is nominated.	The proposed lot layout is not for industrial or commercial purposes.
PO35 Where reconfiguring a lot on land in the Low-medium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High Impact Industry Zone it must not result in future sensitive uses within the site being exposed to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing.	**AO35.1** Where reconfiguring a lot on land in the Low-medium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High Impact Industry Zone, it is demonstrated that a future sensitive use on proposed lots can meet: (a) the indoor noise objectives set out in the Environmental Projection (Noise) Policy 2008 are met; (b) the air quality objectives in the Environmental Protection Policy 2008, are met through the use of measures such as: (i) landscaping and open space; (ii) setbacks; (iii) the orientation of lots away from the industrial area; (iv) barriers, mounds & fencing; (v) screening.	The proposed development occurs in the Rural zone.

Performance Criteria	Acceptable Solution	Proposal
Safety and Security		
PO36 The reconfiguration discourages crime, vandalism and anti-social behaviour and facilitates: (a) personal and property security; (b) casual surveillance of footpaths and parkland; and (c) activity and interaction within public spaces & movement networks.	**AO36.1** The reconfiguration is designed in accordance with Crime Prevention Through Environmental Design (CPTED) Guidelines for Queensland.	The proposal will be designed in accordance with Crime Prevention Through Environmental Design (CPTED) Guidelines.
Natural Values		
PO37 Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible.	**AO37.1** Development within a water supply area involving the creation of new lot/s is connected to council's reticulated water supply system and a water supply outlet located within a road reserve is within 40M of the following: (a) all of the land; (b) a building envelope designated on each lot; (c) the centre of each lot, excluding access handles (d) all existing or proposed buildings.	The proposed development does not occur within a water supply area, all proposed lots will be connected to an adequate water supply for firefighting purposes.
PO38 The reconfiguration provides for lot sizes and titling arrangements that ensure areas of ecological significance remain intact as part of common property or within large lots.	No acceptable outcome is nominated.	The proposed reconfiguration of a lot will have no adverse impacts on any areas of ecological significance.
PO39 The layout of roads, driveways and other infrastructure avoids crossing or otherwise fragmenting waterways, wetlands, habitat areas or ecological corridors.	No acceptable outcome is nominated.	No changes to the transport network will be made as a result of this proposal.
Climatic Response		
PO40 The street, lot orientation and lot size facilitate buildings that conserve non-renewable energy sources through climate-responsive siting and design.	*In partial compliance with the performance outcome:* **AO40.1** Neighbourhoods are generally designed so that: (a) the long axis of roads runs east-west; (b) the number of wide lots (lots with a width greater than 15m) is minimised on streets running north-south; and (c) lots are generally rectangular in shape and not splayed. **AO40.2** Where they are proposed, built-to-boundary walls are located on the west-southwest boundary of lots except where these boundaries are on the higher side of a sloping lot.	The proposal will allow for lot orientation to be similar to the existing lots in the surrounding land. The proposed lots will be generally regular in shape and will facilitate non-renewable energy sources through climate-responsive siting and design.

Performance Criteria	Acceptable Solution	Proposal
Services		
PO41 Services, including water supply, stormwater management, sewage disposal, waste disposal, drainage, electricity and telecommunications, are provided in a manner that: (a) is efficient; (b) minimises risk of adverse environmental or amenity related impacts; (c) promotes total water cycle management and the efficient use of water resources; and (d) minimises whole of life cycle costs for that infrastructure.	No acceptable outcome is nominated.	The existing infrastructure on proposed lot 4 and the existing dwelling located on proposed lot 5 will retain the existing connections to an onsite water supply, onsite wastewater system, reticulated electricity & stormwater disposal. Proposed lot 1, 2 & 3 would be connected to the relevant services if/ when required.
Noise Impacts		
PO42 Lots are of a suitable size and dimensions to facilitate adequate noise management.	**AO42.1** Lots near a rail corridor or a regional arterial, sub-arterial or distributor roads are of sufficient size & depth to ensure that future dwellings are not exposed to road or rail noise greater than 63dB LA10. **AO42.2** Where it is not practical to achieve the required noise levels through lot layout and design, noise attenuation barriers are utilised to achieve the required noise levels.	The proposed new lots are not located near a rail corridor; this is not applicable to this proposal.
PO43 Noise attenuation measures: (a) are compatible with the local streetscape; (b) minimise whole of life cycle costs where they are to be located on or adjacent to public land or common property; and (c) are designed to discourage crime and anti-social behaviour, having regard to: (i) aesthetic quality and compatibility with streetscape; (ii) physical accessibility; (iii) provision of casual surveillance of public open space and movement networks; (iv) opportunities for concealments or vandalism; and (v) easy and economic maintenance.	No acceptable outcome is nominated.	The proposal is for a reconfiguring of a lot only and will not incorporate any changes to the existing use of the land.
Air Quality		
PO44 Reconfiguration does not result in lots intended for accommodation activities or sensitive land uses being subject to adverse air quality or impacts.	No acceptable outcome is nominated.	The proposed reconfiguring of a lot application will not result in adverse impacts on air quality.

PO45 to PO56 are not applicable to this proposal.

9.4.6 Transport, Access and Parking Code

9.4.6.1 Application

This code applies to assessable development identified as requiring assessment against the Transport, Access and Parking Code by the categories of development and assessment tables in Part 5 – Tables of Assessment

9.4.6.2 Purpose

(1) The purpose of the Transport, Access and Parking Code is to ensure development makes appropriate provision for transport, access, parking, servicing & end of trip facilities to meet the needs of development & facilitate, as far as practicable, an environmentally sustainable transport network.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) the function, safety and efficiency of the transport network is protected or improved;

(b) transport network infrastructure is designed for, in order of priority, pedestrians, cyclists, public transport and private vehicles;

(c) pedestrians (including people with a disability) and cyclists are provided with a high level of accessibility, safety and convenience within a development site and on-site facilities are integrated with external walking and cyclist networks and public transport nodes;

(d) the use of public transport is facilitated wherever practicable;

(e) access, parking, servicing and associated manoeuvring areas are designed to be safe, functional and to meet the reasonable demands generated by the development;

(f) access, parking, servicing and associated manoeuvring areas do not detract from streetscape character and are designed to discourage crime and anti-social behaviour;

(g) adverse impacts on the environment and sensitive receptors are avoided; and

(h) road layout provides for safe and practical connectivity with adjoining land.

Table 9.4.6.1 Assessable Development

Performance Criteria	Acceptable Solution	Proposal
Driveway Crossovers		
PO1 Vehicular access arrangements, including driveway crossovers: (a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle usage; (iii) the function and configuration of the access road; (b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road and pedestrian/cycle paths; (ii) the safety	**AO1.1** Vehicular access and driveway crossovers are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalized road intersection in a	There will be no changes made to the existing vehicle access points as a result of this proposal and the existing access points will avoid creating adverse impacts on the existing access points in the surrounding area.

Performance Criteria	Acceptable Solution	Proposal
and efficiency of the road and footpath users; (iii) the integrity of any infrastructure within the road reserve; (iv) the safety of access to adjacent properties. (c) protect the amenity of premises in the vicinity by: (i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade & location; (ii) preserving the residential amenity of the streetscape, including noise & visual impact, & consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape (B) minimising the width & grade of the access; (C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; (D) locating the access to minimise the impact of vehicle noise on adjoining properties.	Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by Australian Standard 4970- 2009; (h) for a lot with a frontage of 10m or less; (i) greater than 4m in width when for a lot with a frontage / width of more than 10m but less than 20m; and (j) greater than 6m in width when for a lot with a frontage / width of greater than 20m.	
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.	**AO2.1** 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; (b) Residential Use - one (1) parking space per dwelling. **AO2.2** 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.	The proposal will meet with the requirements for car parking set out in Table 9.4.6.3.

Table 9.4.6.2 Assessment Benchmarks for Assessable Development

Performance Criteria	Acceptable Solution	Proposal
Transport Network		
PO1 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, & the functions & 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.	The proposal occurs on a road that is appropriate for the nature of the proposed boundary realignment.

Performance Criteria	Acceptable Solution	Proposal
PO2 Development does not compromise the orderly provision or upgrading of the transport network	No acceptable outcome is nominated.	The proposed development will not compromise the orderly provision or upgrading of the transport network.
PO3 Onsite transport network infrastructure appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land.	No acceptable outcome is nominated.	The existing access points will not be changed as a result of this proposal.
PO4 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 midblock connections which are safe, functional and legible for potential users.	No acceptable outcome is nominated.	The proposal is located in close proximity to bus stops and will encourage travel by public transport.
PO5 Car parking areas, pathways & other elements of transport network infrastructure are designed to enhance public safety by discouraging crime & anti-social behaviour, having regard to: (a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public & private spaces, whilst allowing for appropriate sightlines; (d) minimising potential concealment points & assault locations; (e) minimising opportunities for graffiti & other vandalism; (f) restricting unlawful access to buildings & between buildings.	**AO5.1** Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with Crime Prevention Through Environmental Design (CPTED) Guidelines.	The proposal will not have an adverse impact on the existing car parking areas, pathways and other elements of transport network infrastructure and does not include any changes to the existing car parking areas, pathways and other elements of transport network infrastructure.
PO6 Directional signage is provided within a development site to assist legibility and wayfinding, including pedestrians & cyclists.	No acceptable outcome is nominated.	The proposal is for the reconfiguring of a lot only.
Access		
PO7 Vehicle access arrangements & queuing areas are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency & type of vehicle usage; (c) the function & characteristics of the access road & adjoining road network.	**AO7.1** Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 Part 1: Off Street Carparking.	There will be no changes made to the existing access points as a result of this proposal.

Performance Criteria	Acceptable Solution	Proposal
PO8 Access arrangements minimise any adverse impact on: (a) the integrity of any infrastructure within the road reserve; (b) the safety and convenience of pedestrians and cyclists; (c) the safety and convenience of access to adjacent properties; (d) the amenity of premises in the vicinity; and (e) street trees in the road reserve.	No acceptable outcome is nominated.	The existing access points will not have an adverse impact on the integrity of any infrastructure within the road reserve or the safety of pedestrians or cyclists.
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.	The proposed development does not create a demand due to the frequency and volume of vehicle movements for the set-down and pick–up of passengers.
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.	**AO10.1** 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. **AO10.2** Car and taxi pick-up/set-down areas: (a) allow a car to maneuver in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting cars; (c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and (d) avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.	The proposal does not include set-down and pick-up facilities for bus, taxis or private vehicles, this is not applicable to this proposal.

Performance Criteria	Acceptable Solution	Proposal
Pedestrian and Cycle Facilities		
PO11 Provision is made for the safe and convenient movement of pedestrians on site and external to the site, having regard to desire lines, legibility, weather protection and the needs of people with disabilities.	**AO11.1** Pedestrian pathways and crossings are provided in accordance with SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure. **AO11.2** Access for cyclists and pedestrians is clearly distinguished from vehicle access. **AO11.3** 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).	The proposal occurs in the Rural zone and will have no adverse impacts on the existing safe and convenient movement of pedestrians.
PO12 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.	**AO12.1** 1 Shared paths and on-road cycle lane facilities are provided in accordance with SC6.2 PSP No.2 – Engineering Standards Roads and Drainage Infrastructure.	The proposal will make no changes to the existing safe and convenient cycle movement.
Parking and Circulation		
PO13 Car parking areas are designed to be: (a) clearly defined, marked and signed; (b) convenient, safe and accessible; and (c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrian's movement within car park areas.	**AO13.1** The entry to the car park is clearly signposted. **AO13.2** Parking spaces are freely available for use by the development's occupants & visitors during the business hours of the use. **AO13.3** Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building & signed as such. **AO13.4** 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. **AO13.5** 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 & along pedestrian access paths in compliance with Australian Standard AS 1158.3.1 – Road Lighting – Pedestrian Area Lighting – Performance & Installation Design Requirements. (c) Except in the case of residential development: (i) where the car park is not required at night, entry to the car park is physically restricted; (ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light. (d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance & minimises the risk of crime.	This proposal does not include any new car parking areas. This is not applicable to this proposal.

Performance Criteria	Acceptable Solution	Proposal
PO14 Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	**AO14.1** Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard AS2890.1 Part 1: Off Street Carparking. **AO14.2** 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. **AO14.3** Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking. **AO14.4** Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard AS1428.1: Design for Access and Mobility. **AO14.5** Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard AS1428.1: Design for Access and Mobility. **AO14.6** 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.	This proposal does not include any new car parking areas. This is not applicable to this proposal.
PO15 Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.	**AO15.1** Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone. **AO15.2** 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. **AO15.3** An acoustic fence of 1.8m height is provided along the property boundary that is common with residential use in a residential zone.	This proposal does not include any new car parking areas. This is not applicable to this proposal.
PO16 Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	**AO16.1** Car parking is provided either at the rear of the development or beneath buildings.	This proposal does not include any new car parking areas. This is not applicable to this proposal.
PO17 Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	**AO17.1** 1 Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	This proposal does not include any new car parking areas. This is not applicable to this proposal.

Performance Criteria	Acceptable Solution	Proposal
PO18 Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	**AO18.1** Aesthetics, glare, heat absorption and reradiation. (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.	This proposal does not include any new car parking areas. This is not applicable to this proposal.
PO19 Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	**AO19.1** Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	There will be no changes to the existing parking or manoeuvring areas located on the site.
PO20 Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated	**AO20.1** A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use.	The proposal is for a reconfiguring of a lot only and the proposal will allow for the proposed new lots to avoid noise impacts from vehicle movement areas.
PO21 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.	**AO21.1** The development is capable of meeting the requirements of Council's Trade Waste Policy and the Trade Waste Environmental Management Plan.	The proposed new lots will be capable of meeting the requirements of Council's Trade Waste Policy.
Servicing		
PO22 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	**AO22.1** 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. **AO22.2** Service bays provided wholly or partly within a building are physically separated from the rest of the	The proposal will allow for adequate room for access by a service vehicle.

Performance Criteria	Acceptable Solution	Proposal
accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	buildings floor space in manner that makes it impractical to use them as storage or work areas. **AO22.3** The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard AS 2890.2 – 1989 – Off Street Parking – Commercial Vehicle Facilities. **AO22.4** 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. **AO22.5** Service vehicles can enter and leave the site in forward gear.	
PO23 Refuse collection vehicles are able to access on-site refuse collection facilities.	**AO23.1** 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.	The proposal does not include any refuse collection facilities on-site and occurs in the Rural Zone.
PO24 Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity	No acceptable outcome is nominated.	The proposed reconfiguring of a lot does not include any areas for servicing.
PO25 Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	**AO25.1** Areas used for servicing are not located at the front of developments or are otherwise screened to minimise visual intrusion in the streetscape.	The proposed reconfiguring of a lot does not include any areas for servicing.

9.4.7 Works and Services Code

This proposal is for the reconfiguring of a lot only and will not require assessment against the Works and Services Code and the proposal will not require assessment against the twenty-nine (29) Performance Outcomes.

Part 10 Other Plans

There are no other plans in the Toowoomba Regional Planning Scheme. This part is not applicable to this proposal.

Conclusion

We submit that the proposal complies with the reconfiguring of a lot provisions of the zone and that there are sound planning grounds for the proposal to be approved with conditions. The proposal will utilise suitable land on the site and provides a service that will not impede the surrounding land or the surrounding land uses. Any adverse impacts on the amenity of adjoining area can be mitigated by appropriate development conditions.

We hereby request Council's favourable consideration of the above proposal. Should you have any queries in relation to this matter please contact the writer.

Yours faithfully

Tom J Jobling

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