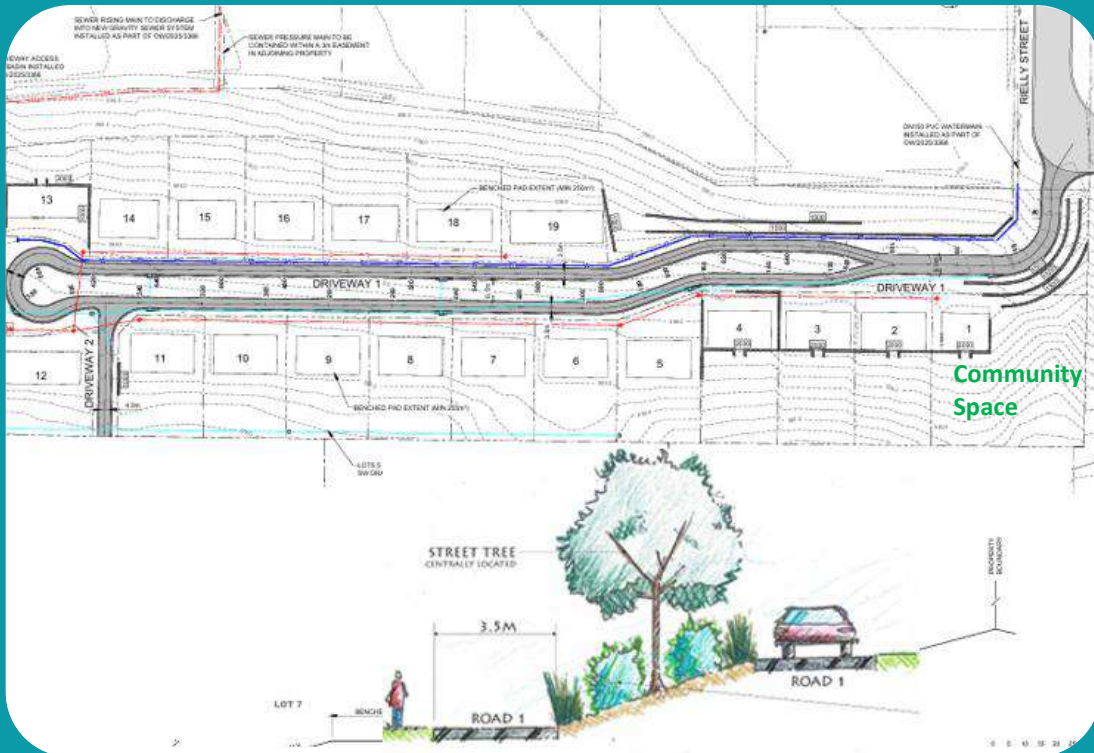


05/08/2026

REGIONAL COUNCIL



Development Application

RECONFIGURING OF A LOT

LOT 1, SP349893, RIELLY STREET, TORRINGTON

LOW DENSITY RESIDENTIAL USE APPLICATION

(CMS- FORMAT)

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HMS Resolution, Capt. James Cook, 2nd and 3rd exploratory journeys to Pacific and Antarctica C1772-1775 and 1776-1779.
(Proposed street name for the private road – Resolution Close)

Development Application

Proposed 19 CTS Allotments and associated dwellings at Lot 1 SP349893, Rielly St Torrington

1.0 Application Summary

Property Details	Lot & RP	Location	Frontage/Depth	Area
	Lot 1 SP349893	Lot 1, between Robson Hursley Road and Rielly Street Torrington (South-eastern portion shown as Constrained Land Area in the Variation Scheme Structure Plan)	33m frontage 344m depth	Approximately 3.27ha
Owners	Tunney Investments Pty Ltd			
Current Use	Vacant			
Description of proposal	RAL Impact for 19 Lots (18 Residential Lots and 1 Communal OS Lot) (CMS Group Title Format)			
Zoning	Emerging community – TRPS 2012. Included in a Variation Scheme MCUI/2018/2226/C as “Constrained Land Area”.			
Site Characteristics				
Total Site Area	3.27ha			
Residential Lot Numbers	18			
Communal O/S Lot	1			
Total Building Height Limit	2-storeys			
Significant Features	View lines to the SW			
Road Connection	The subject parcel gains access from the southern terminus of Rielly Street on Lot 1 SP349893.			
Easements	Nil			
Existing Structures	Nil			
Infrastructure	All necessary urban infrastructure is available to the subject site. Stormwater, sewerage, town water, electricity, NBN and road access.			
Topography	Sloping south and west. Small portion drains to the south-east.			
Street Trees	Nil			
Site vegetation	Refer to Aerial Photos and report by Yarramine Environmental			
Surrounding Land uses	Low Impact Industrial to the north and rural residential dwellings to south (future urban densities).			

2.0 Introduction and Background

2.1 Background

This planning report supports a residential subdivision for lower density housing development on land currently nominated in an approved Scheme Variation as Constrained Land Area.

The subject land is zoned Emerging Community Zone and is subject to an approved Variation Scheme (MCUI/2018/2226/C). Under the Variation Scheme, the Constrained Land is to be assessed under the ECZ in the TRPS 2012, Version 19.

TRC approved an industrial lot subdivision (RAL/2022/5361/B) with lots fronting onto *Endeavour Way*, a new road access connecting Rielly Street with Robson Hursley Road, which creates a lot for a proposed Drainage Reserve along with a **Balance Land parcel**, the latter constituting the subject land.



Figure 1 2-Lot Management Plan – RAL/2022/5361/B

The application seeks an approval for the site to be **used** for low density residential activities, consistent with the Low-density residential zone code in the Toowoomba Regional Planning Scheme 2012, version 28. To ensure that an area with high residential amenity will be developed on the subject land a **Preliminary Approval Document** (PAD) has been drafted to guide implementation of subsequent housing development on the lots created in an approval of this application. This PAD will provide design and amenity guidance as well as specify the relevant planning bench marks required to be complied with when developing each of the 18 residential lots and one communal open space lot created on the subject site.

Figure 2 below shows the modified Structure Plan for the Variation Scheme (MCUI/2018/2226/C) dated 19 February 2026, confirming that the *Constrained Land Area* is confined to the areas south of the proposed Low Impact Industrial Lots.

Revised Structure Plan for Scheme Variation MCUI/2018/2226/C

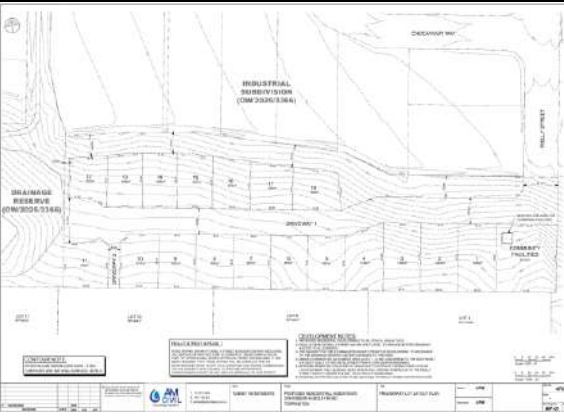


Reference: NU-09/2025 – Version A

Prepared by Nexus Urban Const

Figure 2 Approved modified Structure Plan for Variation MCUI/2018/2226/C

The table below provides a summary of the various approvals and proposals applicable to the subject site. It briefly describes the Variation Scheme, the approved RAL for the overall site and the 2-lot management plan.

	Map extracted from the Variation Scheme approving the area for a range of industrial zones (11 Lots) to the northern parts of the site and a lot described as “Constrained Land Area” over the Balance Land that was not determined to have any clear use at the time of approval of the Variation. The land was and still is zoned Emerging Community Zone.
	Two lot management subdivision to create Lot 1 SP349893, bounding the Scheme Variation and Preliminary Approval. Lot 1 that contained the original RAL approval for 11 lots was changed to create 18 lots (16 industrial lots, 1 drainage reserve and 1 Balance Lot - Constrained Land) in RAL/2022/5361/C.
	Recent Decision Notice for minor change to proposed lot boundaries (RAL/2022/5361/D). Clearly depicts Balance Lot in proposed 18 lot subdivision (Constrained Land Area).
	Current MCUI application for 18 low density residential CTS lots and 1 Communal Open Space Lot.

2.2 Proposal

To achieve the proposed housing outcomes a Reconfiguring of a Lot approval is being sought that will rely on a Preliminary Approval Document (PAD) to guide a low-density Community Management Scheme (Group Title) housing subdivision consisting of 18 lots and a Communal Park. The development will consist of a private 18m wide road 'reserve' that will have a landscaped centre median along with landscape strips along the rear boundaries of all the residential lots. Refer to conceptual landscape plan for northern buffer and other screening vegetation areas at Figure 3.

Photo 2 demonstrates how split carriageways work successfully in Toowoomba to minimise issues associated with topographic constraints affecting access to residential lots.

The residences will be protected from noise and vibration through separation distance from factories located in the Low Impact Industry land as well as the 15m landscaping buffer along the northern boundary. Moreover, the industrial sites are elevated, and noise will pass over the top of the dwellings. For these reasons, plus the fact that no development has yet taken place on the adjoining properties to the north, we have not considered it reasonable to undertake a 'reverse amenity' report at this stage. Maintenance of the buffer planting will be undertaken by the future Body Corporate.

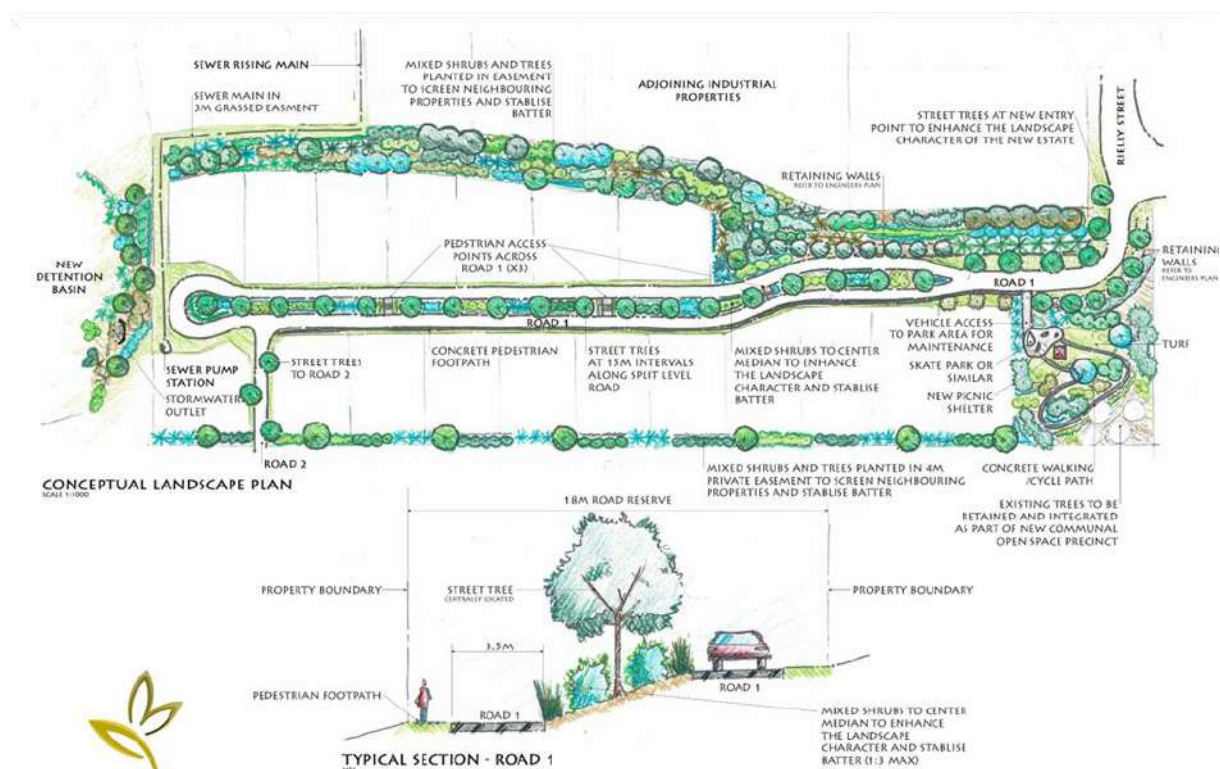
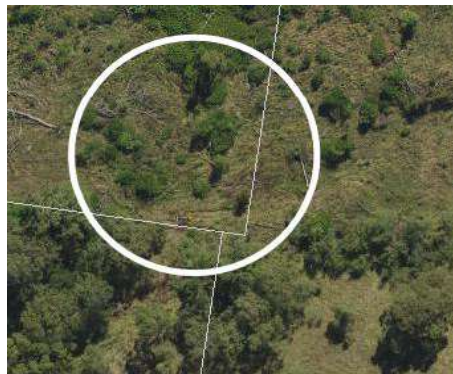


Figure 3: Conceptual buffer and screening plan

The proposed allotments range in size from 904m² to 1153m². A 2034m² Communal Open Space (COS) area is located at the entrance to the proposed development, and it also has a development envelop for siting facilities such as a gazebo and BBQ. This COS will be landscaped to enhance some exiting vegetation in the vicinity of the COS, along with portion of a natural watercourse that links with the drainage corridor traversing the four larger rural residential lots to the south of the subject site.

A footway is provided along the southern side of the proposed private road to provide safe access to the COS from each residential site. Pedestrian crossing points are provided at three points to facilitate easier crossing to the footpath for residents living on the north side of the street.



Photograph 1: Proposed location and environs of Communal Open Space (note natural watercourse traversing corner of site).

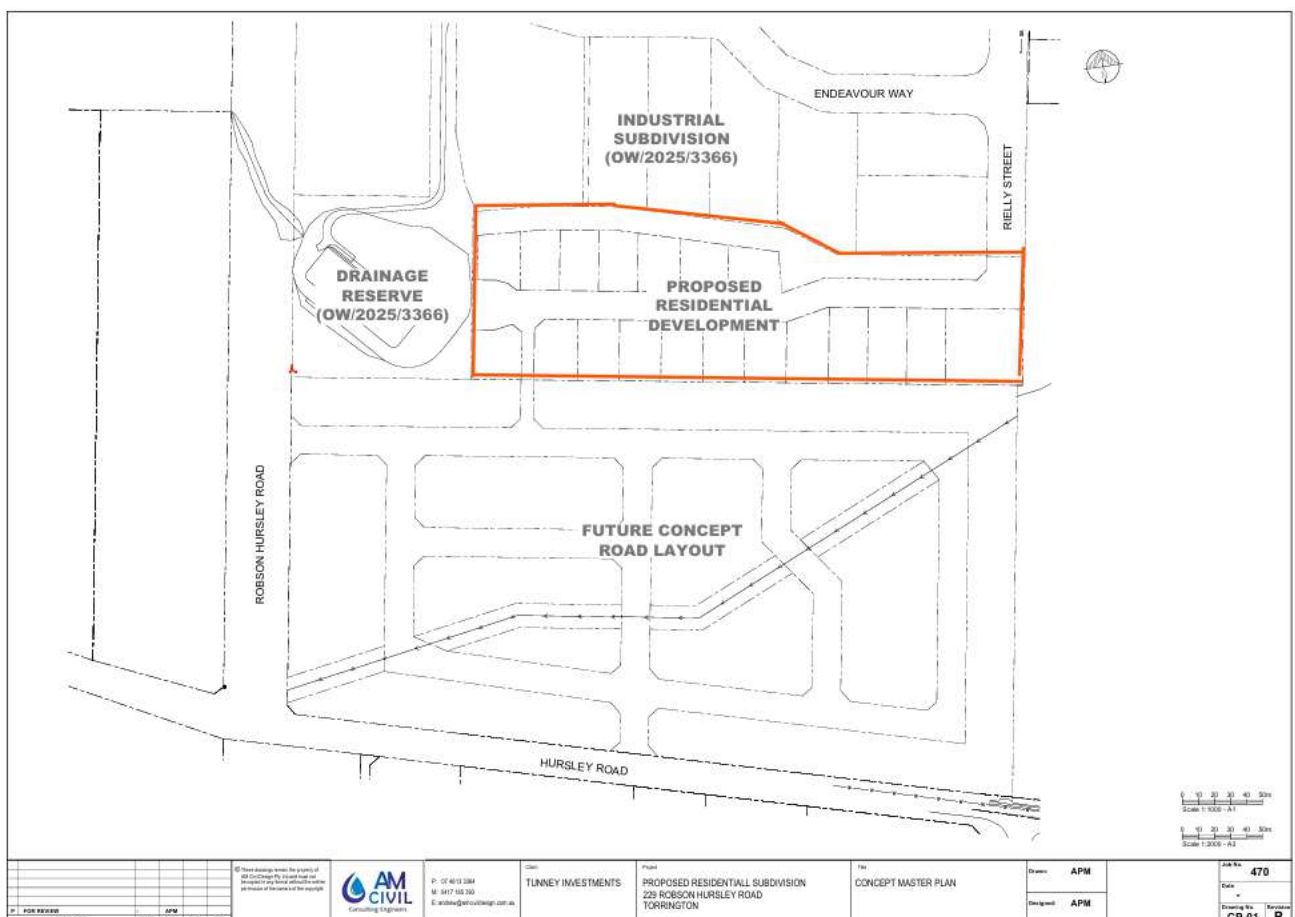


Figure 4 Local Area Masterplan (red border) with 18 house lots and a COS in contextual master plan.



Photos 2: Three images of a street (Culliford Drive) that has been split to ameliorate differential levels in its cross-section

2.3 Subject Site

As described above the subject site is a 3.27ha parcel of land shown as Balance Land and located at the south-eastern portion of Lot 1 on SP349893.

The site has slopes ranging from 5% to 40%. The more severe slopes are located along the northern perimeter and access areas immediately adjacent to the southern terminus of Rielly St. The slope of the land that will accommodate the 18 residential lots range from 5% to about 20%.

The Longitudinal Section drawing shown below at Figure 5, indicates that overall access grades are quite acceptable and that each lot has a large building pad shown that is accessible by standard motor vehicles from the proposed private street. The planned grades for site access ranges around 5 to 10%.

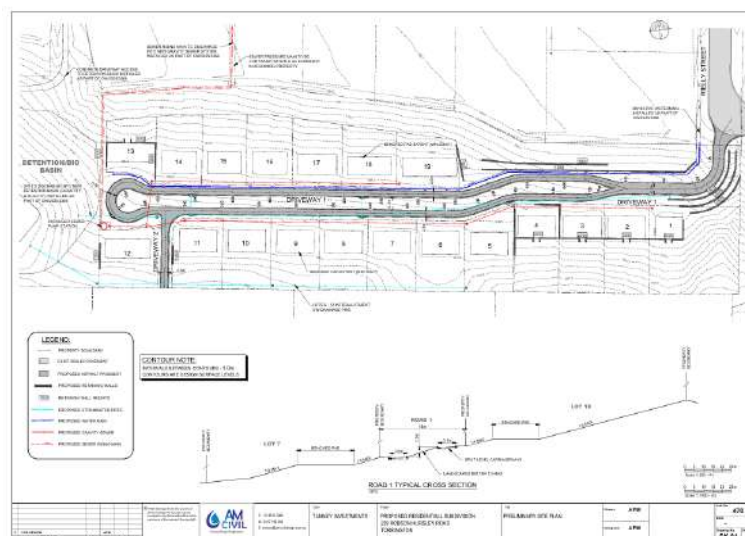


Figure 5 Road and Gradient Plan showing building envelopes

Stormwater from the site will be controlled and ultimately directed through to the detention basins in the “Drainage Reserve” located in the south west corner of Lot 1. Refer to the Endorsed Documents – *Engineering Overall Strategies for Stormwater, Water and Wastewater* dated 2 December 2021 for the Scheme Variation by AM Consulting Engineers. A small south-easterly portion of the site can drain to a natural watercourse adjoining the south-east corner of the subject site.



Figure 6: Flood Risk Map

Figure 6 above shows areas affected by TRC’s flood hazard mapping. The subject site is not impacted by stream or overland flood hazard.



Figure 7: Environmental Policy Overlays

Figure 7 is a compilation of fire hazard, environmental overlays and airport NEFs. The areas of environmental significance overlay are historic in that previous owners carried out clearing activities eight to ten years ago and the current owners have only cleared away weed species and cactus plants. Refer to Qld Globe Photos of subject site below.



Photo 2 Qld Globe image of subject site and lack of tree cover.

2.4 Specialist Reports

1. Specialist Reports – Ecological, Geo-technical, Traffic and Engineering

1. Ecological (Yarramine Environmental Consultants)

A report from Yarramine Environmental has been attached to this report indicating that the only trees on the site are in the south-easterly corner and will be preserved as part of the Communal Open Space associated with the CTS.

The report concludes: *“In summary, as no significant bushfire hazards have been identified on or in the immediate vicinity of the subject land, it is considered that the proposal satisfies the requirements of the Bushfire Hazard Overlay Code. A response to the Overlay Code is provided in Attachment C.”*

Yarramine Environmental also prepared a tree survey which concluded as follows:

“Given the low biodiversity value of the vegetation present on the subject land, together with the extended period since initial clearing occurred, it is considered that the site functions only as transitional habitat for local fauna and does not provide core habitat values.

It is therefore considered that the proposal satisfies the relevant performance outcomes and assessment benchmarks of the Environmental Significance Code. A detailed code response is provided in Attachment D.

In summary, given the low ecological values present on the site, the proposed development is not expected to result in any significant adverse impacts on these prevailing ecological values nor those surrounding the site.”

2. Soil Stability and Landslide Risk (Core Consultants)

The Geo-tech report by Core Consultants reviewed the subject site and includes a summary of site conditions and method of investigation along with comments and recommendations regarding earthworks, including site preparation, ability for excavation and batter slopes, dispersive soils, preliminary site classification to AS2870-2011, pavement design parameters and slope stability risk assessment. Guidelines and recommendations are included in the Appendices and at section 7.0 of the report.

Copies of the guidelines have been included within the draft Preliminary Approval Document, which forms part of this application and is intended to be adopted as part of any approval given for this development.

3. Traffic Analysis (Luke Rytenskild)

The TIA has been prepared by Rytenskild Traffic Consultants, and a summary of the report's conclusion and recommendations are included below.

- *The subject site is located west of Rielly Street and east of Robson-Hursley Road at Torrington and comprises a 19-lot residential subdivision with a new internal road network providing access via Rielly Street. Provision is made for a potential future southern connection to adjoining land; however, this connection does not form part of the current proposal.*
- *The surrounding road network, including Carrington Road, Hursley Road, Rielly Street and Robson-Hursley Road, generally functions as part of the local distributor road network within the Toowoomba Road hierarchy, with Carrington Road classified as an arterial road and Hursley Road as a sub-arterial road.*
- *The proposed development generates traffic based on a rate of 1 trip per dwelling, resulting in approximately 19 vehicles per peak hour (two-way), which is expected to be readily accommodated within the existing road network.*
- *Traffic distribution from the site is expected to be split approximately 50% via Carrington Road (north) and 50% via Hursley Road (south), with access to Rielly Street forming the primary site access point.*
- *Intersection analysis indicates that the surrounding network will continue to operate within acceptable performance standards under both background and design traffic conditions.*
- *Modelling identifies that a Type CHR treatment is warranted at the Carrington Road / Rielly Street intersection. Existing passing opportunities at this location are considered appropriate in lieu of a dedicated right turn lane, given adjacent access constraints along Carrington Road.*
- *No other development-specific intersection upgrades are required, and the existing road network is considered to have sufficient capacity to accommodate the proposed development.*

4. Engineering (AM Civil Consulting Engineers)

The engineering and servicing report was prepared by AM Civil Consulting Engineers, and their conclusions are included below.

In support of a DA application for a community title residential subdivision, we have analysed the engineering service constraints for the site, which include:

- *Earthworks – Bulk earthworks will need to be undertaken on the subject site to ensure infrastructure can be installed to appropriately service the development whilst providing building platforms for the proposed allotments. The extent of the bulk earthworks proposed should not affect how any of the adjoining properties discharge stormwater, as they should remain relatively unchanged.*
- *Roadworks – Access to the subject site shall be via Rielly Street, which will require further extension works to accommodate the new intersection. The proposed access road will be a split carriageway configuration, separated by landscaped batter to ensure appropriate access can be provided to all allotments.*
- *Stormwater (Quantity) – The point of discharge for the site has been identified as the drainage reserve located directly to the west which is currently be constructed as part of operational works OW/2025/3366. The detention basin contained within this drainage reserve has capacity to cater for the proposed residential development and provide no worsening of peak stormwater flows, without the need for any augmentation or upgrade works.*
- *Stormwater (Quality) – The development will result in an increase in the export of total suspended solids, total nitrogen and total phosphorus from the site. To achieve the reduction targets identified in Toowoomba Regional Council's Stormwater Quality requirements, the treatment train option adopted is to route the 4EY (Q3 month) flows into the bio-retention basin contained within the adjacent drainage reserve (as noted above). The filter treatment of the existing basin will need to be increased from 800m² to 950m² (0.5m deep) to ensure pollutant reduction targets are maintained for the industrial subdivision and the new residential development.*
- *Sewer – An internal DN150 sewer reticulation system to service all allotments will be provided, which will gravity feed towards an on-site packaged sewer pump station located near the low point of the site. A sewer pressure main will then be connected to the nearest point of the new upstream sewer system, located within the adjacent industrial subdivision.*
- *Water – A DN150mm PVC water main (and fire hydrants) is currently being installed within the industrial subdivision to the north of the development site (OW/2025/3366), which should provide adequate connection for the proposed development.*

Based on the information collated and preliminary investigations, it seems that the proposed development can be adequately serviced in accordance with Toowoomba Regional Council's Development Guidelines and Planning Scheme.

3.0 State Planning Interests

3.1 State Planning Policy (July 2017)

The State Planning Policy defines the State Government's policies regarding matters of State interest in land use planning and development. The SPP addresses seventeen (17) state interests categorised under the following themes: (i) Liveable communities and housing. (ii) Economic growth. (iii) Environment and heritage. (iv) Safety and Resilience to Hazards. (v) Infrastructure.

Table 3.1. Matters of State Interest

State Interest	Comment
Liveable Communities	Complies: The development application provides 18 low density residential lots and a Community Open Space lot in a locality planned for suburban housing to the south. This landscaped and buffered site is protected from any likely negative impacts from the Low Impact Industry uses located on the land to the north.
Economic Growth	Complies: The proposal involves the approval of residential lots and associated dwellings. This will constitute additional dwellings for the Toowoomba housing stock as well as provide economic activities and employment opportunities within the region.
Environment and Heritage	Complies: Not relevant to this application.
Safety and Resilience to Hazards	Complies: No hazards such as fire, flood or unstable land is involved in this site. Refer to the geo-technical reports by Core Consultants and Yarramine Environmental.
Infrastructure	Complies: The proposal can achieve connections to existing urban infrastructure. The proposal will not adversely affect the safety of the transport system in the locality. These provisions relate to development applications that involve land located within a local government area that contains/impacted by a strategic airport identified in the SPP Part E, Table 2, or an aviation facility identified in Appendix 2 of the strategic airports and aviation facilities guidance material and involve: (i) a material change of use of premises that will result in work encroaching into the operational airspace of a strategic airport, or on land within the light restriction zone, lighting area buffer or the wildlife hazard buffer zone of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility; or (ii) a material change of use or reconfiguring a lot where any part of the land is within the 20ANEF contour or greater, or the public safety area of a strategic airport; or

	(iii) building work not associated with a material change of use that will result in work intruding into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility; or (iv) operational work not associated with a material change of use where any work or associated activity will intrude into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility Where these circumstances apply, the development application is assessed against the strategic airports and aviation facilities assessment benchmarks listed under the SPP. The subject site is within the 13-kilometre Wildlife Buffer Zone of the Wellcamp Airport as indicated on State Planning Policy Mapping. It is also affected by the Toowoomba Regional Planning Scheme 2012, Airport Environs Overlay Code. This code specifies a 3-kilometre Wildlife Hazard Buffer Zone, a Lighting Area Buffer (6 kilometres) and a Light Restriction Zone B around the Toowoomba Aerodrome to control inappropriate developments from occurring around the airport. This application does not offend any of the provisions contained within the Policies referred to above. Refer to the analysis of the Airport Environs Overlay Code in the Appendices to this report.
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3.2 State Referral Requirements

The State Assessment and Referral Agency is not triggered as the assessment manager or a referral agency for this application under the Planning Regulation 2017. The site does not front a DMTR controlled road and the development only proposes 18 residential lots. No other referrals are required.

3.3 State Development Assessment Provisions

The SDAP contains criteria for assessment within State Codes to clarify when the State is to be involved in the assessment of an application and the specific matters of State interest that apply. The SDAP is a specific assessment benchmark that a development must be assessed against as prescribed under the Regulation.

In this instance, the development will not require assessment against State Codes.

3.4 SEQ Regional Plan 2023 and Darling Downs Regional Plan 2013

This application is completely consistent with the **Revised SEQ Regional Plan 2023**. The site is identified within the Urban Footprint designation of the SEQRP 2023. Land within the Urban Footprint is intended to incorporate the full range of urban uses including housing, industry, business, infrastructure, community facilities, and other integral components of well-planned urban environments such as local areas for sport and recreation and urban open spaces.

The scheme is also considered to advance the aims of Regional Plans. By complying with the Planning Scheme this proposal is deemed to comply with the SEQRP 2023.

The **Darling Downs Regional Plan 2013** has no real relevance for this proposal.

4.0 Local Planning Influences

4.1 Toowoomba Regional Planning Scheme - Strategic Framework

The Strategic Framework in the Scheme provides overall policy directions for land use across the Region. This application is lodged within the context of being zoned Emerging Community Zone (ECZ) and is included in the Variation Scheme MCUI/2018/2226, that was approved in 2018.

4.2 Definition of Use

Under the Toowoomba Regional Planning Scheme 2012, the use proposed on each of the 18 residential lots is defined as **“Dwelling House”**. The relevant use definition is as follows:

Dwelling house means a residential use of premises involving—

- (a) 1 dwelling for a single household and any domestic outbuildings associated with the dwelling; or
- (b) 1 dwelling for a single household, a secondary dwelling, and any domestic outbuildings associated with either dwelling.

The intention for titling of the site to accommodate the dwelling houses is for subdivision pursuant to the *Body Corporate and Community Management Act 1997* (CMS Group Title plan with the Body Corporate being responsible for ongoing maintenance of the internal infrastructure, including the private road, stormwater system, sewerage pump and low-pressure pipe to a connection point north of the site, street lighting and landscaped buffers and street-median areas.

The attached Preliminary Approval Document will form part of the CMS to ensure that dwellings erected on each of the separate titles within the CMS will be reflective of current controls under the TRPS 2012.

4.3 Assessment Benchmarks

In the provisions of section 45(5) of the Planning Act 2016, a development application subject to impact assessment must be assessed against the **assessment benchmarks** in a categorising instrument (planning scheme), having regard to **any matters prescribed by regulation**, and may be carried out against or **having regard to any relevant matter** other than a person’s personal circumstances, financial or otherwise. The applicable categorising instrument in this instance is the Toowoomba Regional Planning Scheme 2012, and the relevant benchmarks are described in Table 4.3-1.

4.4 Emerging Community Zone

The proposal to create 19 lots, 18 to be used for Low density residential purposes and 1 for a COS requires an impact assessable RAL application pursuant to the Emerging Community Zone and other benchmarks.

In this report, the Zone Code will be the Emerging Community Zone Code, but the Low-Density Residential Zone Code has also been completed. A summary analysis of all benchmarks included for analysis in this report are listed below at Table 5.0-1.

Table 4.4-1

Purpose of the Emerging Community Zone	
Purpose Statement	Response
(1) The purpose of the Emerging Community Zone Code is to: i. identify land that is intended for an urban purpose in the future; and ii. protect land that is identified for an urban purpose in the future from incompatible uses; and iii. provide for the timely conversion of non-urban land to urban purposes.	Complies. Proposal doesn't adversely affect the Scheme Variation MCUI/2018/2226. In seeking to establish a low-density residential subdivision development between the Low Impact Industry area to the north and the future residential activities proposed on the properties located to the south of the subject land it is consistent with the objects for the Emerging Community Zone.
(2) Future development in the Emerging Community Zone: creates an integrated and compact urban form, establishes safe, attractive and walkable communities, provides for a wide choice of housing and accessible community services, and avoids areas within the Emerging Community Zone that are unsuited to urban development because of their natural, scenic or cultural values.	Complies
(3) Any development which occurs in the interim maintains the suitability and capacity for future urban development of a predominantly residential nature.	N/A
(4) The overall outcomes sought for the zone code are as follows: (a) Development for new communities	Complies.
1. occurs after detailed land use master planning and infrastructure planning of areas within the zone has been undertaken;	This outcome is achieved through Scheme Variation MCUI/2018/2226 and a master plan prepared for the immediately surrounding land attached to this report.
2. is guided by and achieves the outcomes of the relevant Local Plan;	N/A
3. occurs in a logical pattern that facilitates the timely and cost-efficient provision of infrastructure and supports the staged release of land;	Complies
4. dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street;	Complies
5. a high level of integration with existing and future urban development is achieved having regard to movement networks, open space and recreational	Complies Proposed street network has a proposed link through to a future road to south of the subject site. Other infrastructure is available such as sewer network, town water and stormwater drainage.

	facilities, centres and community infrastructure;	
6.	urban development in accordance with a master planning process provides for a variety and diversity of housing types and achieves a minimum dwelling yield of 15 dwellings per hectare net;	N/A Deliberately lower density being sought in this proposal due to the unique circumstances affecting both the site itself and the local geographic context.
7.	movement networks are established to promote active transport (walking and cycling) and public transport;	Connectivity achieved through the establishment of a link road from proposed private road to connect with future road south of the site. Also refer to TIA prepared by Rytenskild Transport Planners.
8.	development retains and protects significant environmental, topographic, scenic and cultural features and values;	N/A
9.	development provides for sufficient buffering to existing or intended non-urban or incompatible uses in surrounding areas;	Complies. Extensive landscaping within a buffer area combined with additional landscape areas generously distributed around the site.
10.	Interim development: which is, or has the potential to become, incompatible with future urban development of the area does not occur.	N/A
11.	consists of detached dwelling houses, caretaker's accommodation and home-based business on large lots	N/A
12.	is compatible with the existing semi-rural character and urban uses.	N/A

Under the tables of assessment for both the ECZ and the Variation Scheme to the Toowoomba Regional Planning Scheme 2012 (MCUI/2018/2226), a Reconfiguring of a Lot for the use of “dwelling houses” is identified as being subject to Impact Assessment.

Moreover, the Variation Scheme specifies that any assessment undertaken in the “Constrained Land Area” must be considered using the Emerging Community Zone code benchmarks. We have also used the Low-density residential zone code benchmarks given the relevance of the use to this zoning.

4.5 Existing Variation Scheme MCUI/2018/2226

The approval for the Variation Scheme states as follows:

A variation approval under Section 60 of the Planning Act 2016 has been granted and the assessment manager has approved a variation to the local planning instrument: Toowoomba Regional Planning Scheme 2012 Version 19. Any development assessed pursuant to this Variation Approval will be assessed in accordance with the requirements of the Variation Approval.

Condition 6. of the approval states:

Impact Assessable Development within the Variation Approval Area is assessed against the entire Toowoomba Regional Planning Scheme 2012 Version 19 as applicable to the Emerging Community Zone and this Variation Approval.

This application is consistent with the overall analysis undertaken for the Variation Scheme and there has not been any major policy changes since its approval in 2018. The following code benchmarks are specified in the Variation Scheme for the Constrained Land Area.

- The planning scheme.
- Variation Approval MCUI/2018/2226 Traffic Impact Assessment Overall Strategy.
- Variation Approval. MCUI/2018/2226 Stormwater Management Plan Overall Strategy.
- Variation Approval MCUI/2018/2226 Wastewater Infrastructure Supply Overall Strategy.
- Variation Approval. MCUI/2018/2226 Water Supply Overall Strategy.

Note: Impact Assessable development in the Variation Approval Area is assessed as if it were identified in the Emerging Community Zone of the Toowoomba Regional Planning Scheme 2012 Version 19

Apart from the specific benchmarks, the Variation Scheme has several endorsed reports that should also be considered when assessing an impact assessable application for this site. Full copies included in Appendices A.

Endorsed Reports – Variation Scheme

Engineering Overall Strategies for Stormwater, Water and Wastewater, prepared by AM Civil Consulting Engineers, dated November 2021.

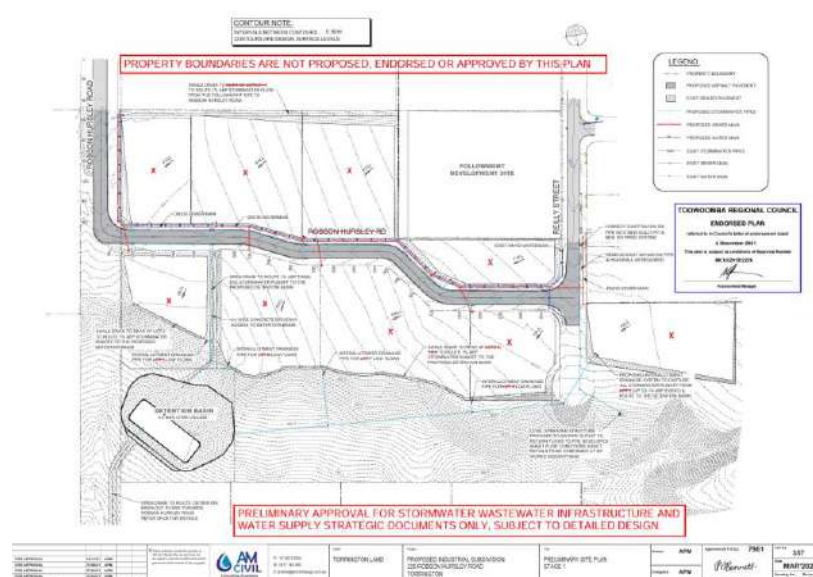


Figure 8 Overall plan for stormwater, sewer and water mains.

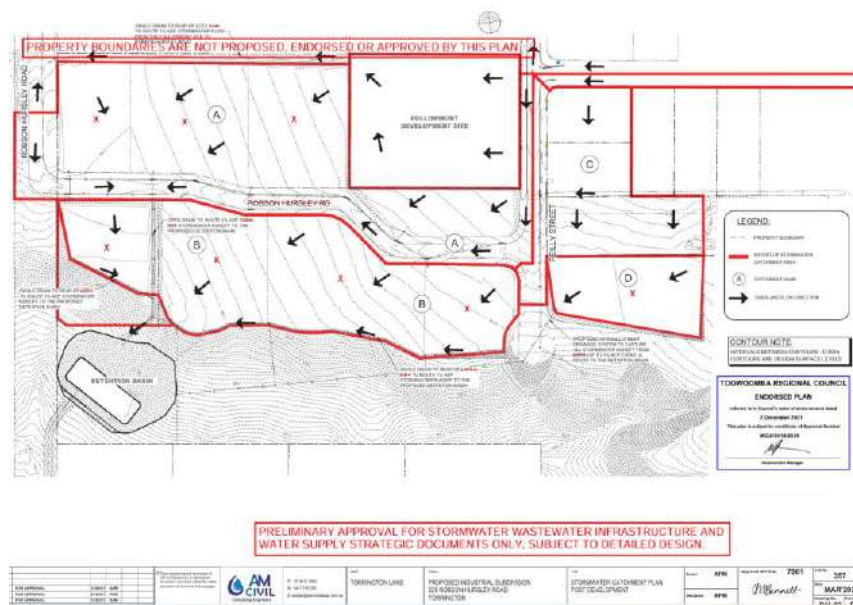


Figure 9 Stormwater management plan for subject locality.

The following extract from the text of the SWMP provides details on the approach for controlling and managing stormwater from the industrial areas of Lot 1 located along the northerly boundary of the Constrained Land Area, which constitutes the Subject Site in the application.

The solution to be adopted is to provide a detention basin located to the south west of the proposed development within a dedicated drainage reserve (refer to Appendix C for the preliminary site plan showing the proposed detention basin location). We have determined a fraction impervious of 0.9 with a total post development catchment area of 10.6ha (refer to Appendix B for the stormwater catchment plans). The following tables highlight the parameters used in the hydraulic model.

Table 1 – Pre-developed conditions - Calculated Parameters and Results

Catchment Name	A	B	C
Area (ha)	2.735	6.474	4.560
Time of concentration (minutes) Impervious	10 (10%)	10 (10%)	10 (50%)
Time of concentration (minutes) Pervious	20 (90%)	20 (90%)	20 (50%)
Total 1EY Flows (m ³ /s)	0.075	0.177	0.479
Total 1% AEP Flows (m ³ /s)	0.746	1.76	1.45

Table 2 – Post-developed conditions – Calculated Parameters and Results

Catchment Name	A, B & D	C
Area (ha)	10.60	2.514
Time of concentration (minutes) Impervious	10 (85%)	10 (10%)
Time of concentration (minutes) Pervious	20 (15%)	20 (90%)
Total 1EY Flows (m ³ /s)	1.89	0.475
Total 1% AEP Flows (m ³ /s)	5.34	1.33

The proposed 19 lot residential subdivision will also send most of its stormwater to the proposed Drainage Reserve located in the south-west corner of Lot 1. A small section in the south-east corner of Lot 1 will shed stormwater into the natural water course located at the south-western corner of the subject site. Refer to report prepared by AM Civil Engineering.

Sewerage and water services are available to the subject site as stated in the report prepared by AM Civil Engineering.

Preliminary Traffic Impact Assessment Approved Subject to Detailed Traffic Impact Assessment at RAL Stage.

The traffic study dated 16 November 2020, concludes that the existing road network affecting the overall development in which this subject site is located should be Local Industrial Access roads which would adequately accommodate traffic from this locality. A concluding extract states:

A further Traffic Impact Assessment should identify the potential impact of traffic generated by the proposed land uses upon the local road network, particularly for the intersections with Carrington Road, Boundary Street and Hursley Road. The outcome of this assessment will be dependent on the type and scale of development applications that are subsequently lodged within the Variation Approval Area.

The subsequent TIA for the proposed residential 19-lot CTS subdivision is summarised at sub-section 2.4.1.

The proposed new street is a private road controlled under the proposed CTS. Refer to the Rytenskild report regarding the functionality of the proposed road and its likely impact on the transport network.

It is proposed to name the private road “**Resolution Close**” continuing the theme of honouring the ships used by Captain James Cook in his 18th Century exploration and charting of the Pacific and Southern Oceans (refer to *Endeavour Way* to the north of this site). This will be the subject of a separate application to TRC.

4.6 Approved RAL – RAL/2022/5361/C

The subject land was originally included as Balance Land in the original RAL/2022/5361.

A modified version of the RAL was approved in October 2024, to accord with a 2-lot management subdivision over the original ‘parent’ title.

The subject site can be adequately serviced with sewer and water infrastructure, and the preliminary stormwater management plan prepared by AM Civil for this 19-lot proposal is attached to this report.

5.0 Benchmarks Requiring Analysis

A list of all codes containing assessment benchmarks for the proposal is outlined in the summary Table 5.0 - 1. The analysis of the relevant **Benchmarks** are found at **Appendices A**. The Scheme Variation Benchmarks are included in Appendices A and they are discussed above at Sub-Section 4.5.

Table 5.0 – 1 SUMMARY OF ASSESSMENT BENCHMARKS	
Applicable Codes	
Zone Code	
1.	Emerging Community Zone Code
Overlay Code	
2.	Airport Environs Overlay Code
3.	Environmental Significance Overlay Code
4.	Landslide Hazard Overlay Code
5.	Bushfire Hazard Overlay Code
Other Codes	
6.	Low density residential zone Code
7.	Limited Development (Constrained Land) Code
8.	Integrated Water Cycle Management Code
9.	Environmental Standards Code
10.	Landscaping Code
11.	Reconfiguring of a Lot
12.	Transport Access and Parking Code
13.	Works and Services Code
Scheme Variation Benchmarks (Refer to attached reports by Rytenkild Traffic Consultants and AM Civil Consulting Engineers).	
14.	Variation Approval MCUI/2018/2226 Traffic Impact Assessment Overall Strategy
15.	Variation Approval MCUI/2018/2226 Stormwater Management Plan Overall Strategy
16.	Variation Approval MCUI/2018/2226 Wastewater Infrastructure Supply Overall Strategy
17.	Variation Approval MCUI/2018/2226 Water Supply Overall Strategy

5.1 Zone Code

Emerging Community Zone Code

The relevant zone code containing requirements and benchmarks for assessment of the proposal is the “**Emerging Community Zone Code**”. A detailed analysis of the Purpose of this zone code is found at Section 5.1 above.

Purpose of Code (extract)

(1) The purpose of the Emerging Community Zone Code is to:

(a) identify land that is intended for an urban purpose in the future; and

(b) protect land that is identified for an urban purpose in the future from incompatible uses; and

(c) provide for the timely conversion of non-urban land to urban purposes.

Comment: The subject site can be serviced with town water and sewerage, and storm water can be managed satisfactorily as discussed in the engineering report by AM Civil Engineering. Access is provided from Rielly Street and a future connection to street networks to the south has been incorporated in the design.

Low density residential zone code

Although not formally the zone code for this application, it is relevant to the nature and extent of the proposed use on the subject site. A detailed analysis of the Purpose of this zone code is found at Section 5.1 above.

Purpose of Code (extract)

(1) The purpose of the Low-Density Residential Zone code is to provide for a variety of low-density dwelling types, including dwelling houses and community uses and small-scale services, facilities and infrastructure that cater for local residents. The amenity and lifestyle of residents in the Low-Density Residential Zone is conserved while providing mechanisms to promote and implement a mix of housing forms at a density appropriate to each locality. Non-residential uses are small scale, and low intensity uses that service the day-to-day needs of the immediate location.

Comment: The proposed development includes a range of lots that are slightly larger than standard suburban lots that will provide an affordable choice in the residential housing market for people seeking larger than standard lots.

5.2 Overlay Codes

Airport Environs Overlay Code.

Purpose of Code (extract)

- (1) *The purpose of the Airport Environs Overlay Code is to protect the existing and future operational requirements of the Toowoomba Airport and the Oakey Army Aviation Centre and to provide for the most appropriate and compatible development of surrounding lands.*

Comment: This proposal does not involve any built structures over two storeys. A condition will need to specify adherence to the provisions relating to control of roofing colour, lighting and activities that might attract birdlife.

Environmental Significance Overlay Code

Purpose of Code (extract)

- (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.

Comment: A brief report by Yarramine Environmental provides a short history and description of the current ecological and environmental characteristics of the subject site. In summary, the proposed development will include significant tree and shrub species as part of the landscaping of buffer areas and road verges .

Bushfire Hazard Overlay Code

Purpose of Code (extract)

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

Comment: Due to tree clearing on the site by previous owners the actual fire hazard is minimal. A road linkage is planned to go through to a future street network south of the site. A brief report by Yarramine Environmental provides comments on the bushfire issue.

Landslide Hazard Overlay Code

Purpose of Code (extract)

- (1) *subject to the Landslide Hazard Overlay shown on the overlay maps contained within Schedule 2 (Mapping); and*
- (2) *identified as requiring assessment against the Landslide Hazard Overlay Code by the tables of assessment in Part 5 (Tables of assessment).*

Comment: A detailed report prepared by Core Consultants indicates there is minimal hazard from soil movement on the site for dwellings and surrounding land.

5.3 Other Codes

Reconfiguring a Lot Code

Purpose of Code (Extract)

- (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 located⁶⁰;
 - (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.

Comment: The proposal is consistent with the objectives of this code.

Environmental Standards Code

Purpose of Code (extract)

- (1) *The purpose of the Environmental Standards Code is to appropriately manage the environmental impacts of development in relation to outdoor lighting, odour, noise, dust, waste management and general air emissions.*

Comment: The proposal is consistent with the objectives of this code.

Limited development (Constrained Land) Code

Purpose of Code (extract)

- (1) *The purpose of the zone is to identify land known to be significantly affected by one or more development constraints (such as past or future mining activities, flooding, land contamination, defence requirements, historical subdivisions and buffer areas).*

Such constraints pose severe restrictions on the ability of the land to be developed for urban purposes. This zone and code identifies and limits development on land that is unsuitable for further development as a result of:

- (a) multiple environmental development constraints (such as slope and soil stability, significant vegetation and bushfire); and*
(b) historic subdivisions which are remote, lack urban services or are otherwise unsuitable for additional development.

Comment: Refer to comments for Landslide Hazard Overlay Code in this section.

Integrated water cycle management Code

Purpose of Code (extract)

- (1) *The purpose of the Integrated Water Cycle Management Code is to ensure water and related infrastructure are sustainably managed on a total water cycle basis to maintain the wellbeing of the community and the environment.*

Comment: Refer to report by AM Civil Engineering for details on the management of water on the site.

Transport, Access and Parking Code

Purpose of Code (extract)

- (1) *The purpose of the Transport, Access, and Parking Code is to ensure that the transport networks are protected from inappropriate development that may compromise safety and amenity in and around TRC's urban and semi-urban areas.*

Comment: Refer to TIA by Rytenskild Traffic Consultants.

Landscaping Code

Purpose of Code (extract)

- (1) *The purpose of the Landscaping Code is to facilitate landscaping which is an integral component of urban design, contributing to the creation or enhancement of quality places and spaces.*

Comment: Landscaping is an important consideration for this site with prime objectives to stabilise top-soil, aesthetic considerations relating to screening residences from industrial activities to the north and the ability to return vegetation back to the site that was lost when clearing took place some years ago.

Works and Services Code

Purpose of Code (extract)

- (1) *The purpose of the Works and Services Code is to ensure development is provided with a level of infrastructure which supports the achievement of ecological sustainability and maintains or enhances community health, safety and amenity.*

Comment: Refer to reports by AM Civil.

A full analysis of each of the above Codes is included at Appendices A of this report.

6.0 Conclusion

This application has been lodged to gain use rights over portions of the subject land for Low density residential lots that will be titled via a CTS to enable ongoing management of the public areas and infrastructure such as landscaping, sewerage pump and low-pressure pipes, road access and so on. An approval will also be guided by a Preliminary Approval Document, to be endorsed in conjunction with any RAL decision notice (Appendix D).

The site is capable of being fully serviced with town water, sewerage and stormwater drainage. Topographic issues affecting the site have been resolved though designing a street with a split carriageway for easier allotment access and servicing by larger vehicles manoeuvring along the street and level-building envelopes that will facilitate practical siting of domestic buildings.

TRC's favourable consideration of this application is requested.

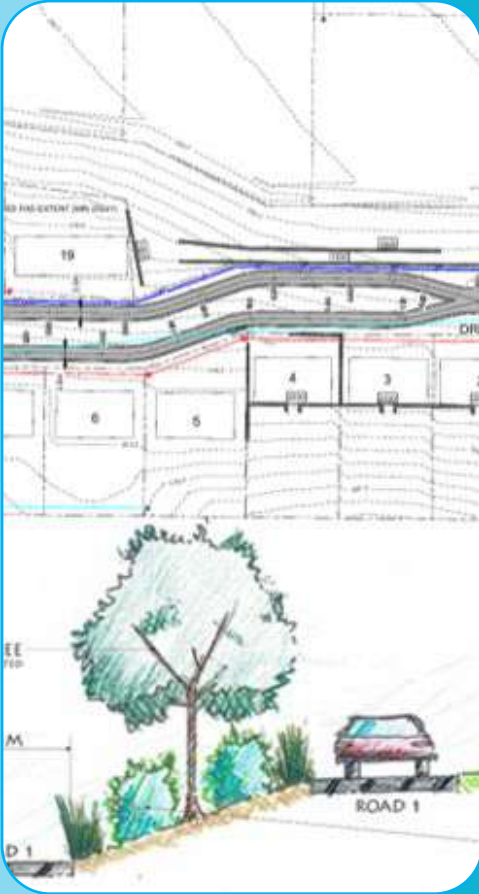


Stewart Somers
Principal consultant

August 2026

APPENDICES

Appendices A	Assessment Benchmarks
Appendices B	Master Plan for Locality
Appendices C	Technical Support Reports
Appendices D	Preliminary Approval Document
Appendices E	Proposed Subdivision Plan



Appendices A

Code Templateds (Benchmarks) & scheme variation endorsed assessment Plans

Lot 1, SP349893, Rielly Street, Torrington
Low Density Residential Use Application



NEXUS URBAN | nexusconnections@hotmail.com

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Toowoomba Regional Planning Scheme 2012(v.27.0)- Part 6 Zones Codes
6.2 Residential zones category
6.2.1 Low Density Residential Zone Code
6.2.1.1 Application This code applies to assessable development:- (1) within the Low Density Residential Zone as identified on the zoning maps contained within Schedule 2 (Mapping); and (2) identified as requiring assessment against the Low Density Residential Zone Code by the tables of assessment in Part 5 (Tables of Assessment). 6.2.1.2 Purpose and overall outcomes (1) The purpose of the Low Density Residential Zone code is to provide for a variety of low density dwelling types, including dwelling houses and community uses and small-scale services, facilities and infrastructure that cater for local residents. The amenity and lifestyle of residents in the Low Density Residential Zone is conserved while providing mechanisms to promote and implement a mix of housing forms at a density appropriate to each locality. Non-residential uses are small scale and low intensity uses that service the day to day needs of the immediate local residential community and do not undermine the viability of a nearby centre. (2) The overall outcomes sought for the zone code are as follows: (a) the provision of detached dwelling houses as the primary form of housing within the zone and dual occupancy as a secondary form of housing, on a range of lot sizes greater than 500m²; (b) medium density forms of residential development are supported within greenfield areas in this zone where within walking distance of a local, district or major centre providing a wide range of goods, services and facilities, including provision of goods and services to meet daily convenience needs or where adjacent or opposite a district or regional park offering a high level of residential amenity. (c) retirement villages are established in the Low Density Residential Zone only where they are designed to achieve a transition in scale and density from one that is consistent with the surrounding area to a more dense form consistent with a typical retirement village; (d) dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street; (e) lot reconfiguration within greenfield areas in the zone achieves a minimum dwelling yield of 15 dwellings per hectare; (f) new hatchet lots are not created within this zone and existing hatchet lots are occupied by a single dwelling house only; (g) development provides for an efficient land-use pattern and is well connected to other parts of the local government area; (h) development is designed to provide safe and walkable neighbourhoods that connect residents to desirable destinations including schools, parks, shops and community facilities; (i) small scale short-term accommodation occurs only on land with direct access to a road at the distributor, sub-arterial and regional arterial level in the road hierarchy and in proximity to existing development of a similar nature, in buildings of a scale that is consistent with the surrounding residential area, all car parking needs can be met on site, and the use does not detract from the residential amenity of the area. (j) development maintains a high level of residential amenity avoiding uses that introduce adverse impacts such as excessive traffic, noise, dust, odour, lighting and other locally specific impacts;

- (k) development reflects and enhances the existing low density scale and character of the area, and is no more than 2 storeys above ground level;
- (l) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encourage sustainable transport use such as walking, cycling and public transport use;
- (m) development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure including utility installations to support the needs of the local community;
- (n) non-residential uses occur only where such uses:
 - (i) primarily function to directly support the day to day convenience needs of the immediate local residential community;
 - (ii) provide a local community or limited business function, and include:
 - a) Child care centre b) Club c) Community care centre d) Community use e) Educational establishment f) Emergency services
 - g) The following uses only where reuse of an existing building used for an existing business activity:
 - i. Food and drink outlet ii. Shop (only convenience) iii. Health care services iv. Place of worship v. Sales office vi. Veterinary services.
- (o) non-residential uses only occur within the zone where they:
 - (i) are accessible to the immediate local residential community they serve;
 - (ii) are located on land with direct access to a road at the distributor, sub-arterial and regional arterial level in the road hierarchy and minimises intrusion of through traffic into local residential streets;
 - (iii) have a built form that is compatible with surrounding residential character and amenity, including:
 - a) reuse of existing non-residential premises or
 - b) extensions and/or new buildings have height, bulk and scale consistent with intended low density residential built form intent of the zone and compatible with existing streetscape character;
 - (iv) do not have a significant detrimental impact on the neighbourhood amenity expected within a predominantly low density residential environment having regard to sunlight and solar access, privacy, hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting and visual impacts;
 - (v) ensure all car parking needs can be met on site, and off-street car parking areas do not dominate the appearance in the streetscape and are landscaped to provide an attractive frontage that maximise pedestrian activity and safety.
 - (p) Development responds to the natural topography and environmental constraints of the land and avoids or where this is not possible, mitigates any adverse impacts on areas of ecological significance, including creeks, gullies, steep land, waterways, wetlands, habitats and vegetation and bushland through location, design, operation and management.
 - (q) Development for a sensitive use on land within 250m of land within the Medium Impact Industry Zone is designed to mitigate industrial air, noise and odour emissions with potential to adversely impact on human health, amenity and wellbeing.

Comments on Purpose and overall Outcomes: The proposed development includes a range of lots that are slightly larger than standard suburban lots that will provide an affordable choice in the residential housing market for people seeking larger than standard lots. The proposal herein meets the main benchmarks and objectives of the code.

6.2.1.3 Requirements for accepted development and assessment benchmarks for assessable development		
Table 6.2.1:1 – Low Density Residential Zone Code – requirements for accepted development and assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Caretaker's Accommodation		
PO₁ Development provides for the accommodation of a caretaker, and their family members, involved in the running of a non-residential use, in a manner that: (a) does not compromise the productivity of the use; (b) is safe and comfortable for the amenity of residents; and (c) has regard to the landscape and private recreation needs of the residents.	AO_{1.1} A caretaker's accommodation is: (a) separated from significant levels of emissions (adverse to human health or amenity) generated by the non-residential use/s of the site by at least 6m; (b) provided with a private landscape and recreation area which: (i) is directly accessible from a habitable room; (ii) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (iii) where provided as a balcony, verandah or deck has a minimum¹ area of 8m² with a minimum dimension of 2.4m. AO_{1.2} No more than one (1) caretaker's accommodation is established per non-residential use.	N/A
Dwelling Unit		
PO₂ Development incorporating a dwelling unit is provided in a manner that:	AO_{2.1} Separate entrances are provided to the dwelling unit and non-residential uses on the same site. AO_{2.2} Entries to the dwelling unit are clearly identifiable from the street and have a defined pathway. AO_{2.3} Dwelling units are readily distinguishable from the non-residential use for emergency service providers. AO_{2.4} The dwelling unit number is clearly displayed on the unit and letter box.	N/A N/A N/A N/A N/A

¹ Amended on 27 April 2018

(a) integrates visually with the non-residential use through the use of materials, colours and finishes, architectural treatments and landscaping treatments; (b) ensures residents have a high level of safety, security, privacy and amenity; (c) ensures residents are not exposed to noise and light nuisance from the non-residential use; and (d) provides residents access to private outdoor recreation spaces directly from the dwelling unit.	AO_{2.5} The dwelling unit is provided with a private landscape and recreation area which: is directly accessible from a habitable room; (a) is directly accessible from a habitable room; (b) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (c) if a balcony, a veranda or a deck, has a minimum² area of 8m² with minimum dimensions of 2.4m. AO_{2.6} Habitable rooms of the dwelling unit are protected from overlooking of the non-residential use/area by: (a) separation of 9m from a window or activity area of the non-residential use; or (b) screening the outlook from windows, balconies or activity area of the non-residential use within a direct view of 9m to the habitable room or private open space of the dwelling unit.	N/A
Non-residential Uses and building work – Scale of use where involving the reuse of an existing building		
PO₃ The non-residential use is of a small scale and intensity that is compatible with the character of the streetscape and the low density residential built form appearance of the locality.	AO_{3.1} The use: (a) is carried out in an existing building; (b) only increases the Gross Floor Area of the existing building by a maximum of 25m² and does not reduce existing front or side setbacks; (c) is a single tenancy only; (d) has a maximum gross floor area of 200m²; (e) is conducted wholly within an enclosed building; and (f) does not involve outdoor dining or drive through facility.	N/A

² Amended on 27 April 2018

Non-residential Uses and building work – Noise Amenity		
PO ₄	The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or the intended residential streetscape character.	AO _{4.1} New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses. N/A
Non-residential Uses and building work – Privacy and Screening		
PO ₅	Non-residential uses provide adequate separation, buffering and screening from adjoining residential premises so that the privacy and amenity of residential premises is protected.	AO _{5.1} A 2m wide vegetated buffer is provided to any vehicle movement and parking areas that adjoin a residential boundary. AO _{5.2} A 1.8m high solid screen fence and 1.5m wide strip of screen landscaping are provided along all boundaries shared with an adjoining residential use. AO _{5.3} Windows that have direct views into adjoining residential buildings are provided with fixed screening that is a maximum of 75% transparent to obscure views into the adjoining residential building and maintain privacy for those residents. N/A N/A N/A
Non-residential Uses and building work – Outdoor Lighting		
PO ₆	Outdoor lighting for non-residential uses maintains the amenity of the surrounding residential area and does not adversely impact the safety for vehicles or pedestrians on the adjoining street as a result of light emissions, either directly or by reflection.	AO _{6.1} Outdoor lighting for non-residential uses is restricted to low level security lighting only. AO _{6.2} Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of <i>AS4282 – Control of the Obtrusive Effects of Outdoor Lighting</i> . N/A N/A
Utilities and Stormwater		
PO ₇	A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{7.1} Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . Complies- Refer to the report prepared by RMA Consulting
PO ₈	Wastewater treatment and disposal is provided that is appropriate for the level of demand generated,	AO _{8.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater Complies- Refer to the report prepared by RMA Consulting

	protects public health and avoids environmental harm.	system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	
PO ₉	The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{9.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies
PO ₁₀	Stormwater resulting from roofed areas and impervious surfaces is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water and impervious surfaces water runoff is collected and discharged in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies- Refer to the report prepared by RMA Consulting
Waste Management			
PO ₁₁	Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times, and waste is captured and discharges to an approved collection point.	AO_{11.1} Refuse container storage areas are provided that: (a) are located behind the building line and screened from public view: (i) in a building, outbuilding or other enclosed structure; (ii) screened by a minimum 1.5 m high solid fence or wall that is surrounded by minimum 1m wide landscaping (excluding container storage access point) where not adjoining a residential boundary; or; (iii) screened by a minimum 1.8m high solid fence where adjoining a residential boundary (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; and (d) are large enough to accommodate at least one (1) standard/sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use.	Complies – Refer to the report prepared by RMA Consulting and the drawings prepared by Struxi Design Group

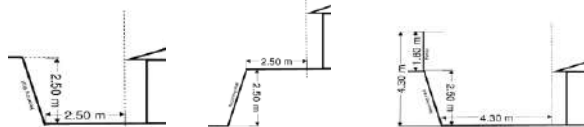
Non-residential uses and building work – Access, on-site car parking and manoeuvring		
PO₁₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and: (a) to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity. (b) to ensure that off-street car parking areas do not dominate the appearance in the streetscape.	PO_{12.1} Where not involving the reuse of an existing premises used for a business activity car parking is provided in accordance with the Transport, Access and Parking Code.	N/A
	PO_{12.2} Where involving re-use of premises used for a business activity: (a) There is no reduction in existing or previously approved on-site car parking; (b) There are no alterations to the location of existing or previously approved access (driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas.	N/A
Non-residential uses and building work – Landscaping		
PO₁₃ Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	AO_{12.1} Where not involving the reuse of an existing premises used for a business activity car parking is provided in accordance with the Transport, Access and Parking Code.	N/A
	AO_{12.2} Where involving re-use of premises used for a business activity: (a) There is no reduction in existing or previously approved on-site car parking; (b) There are no alterations to the location of existing or previously approved access (driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas.	N/A

Table 6.2.1:2 – Low Density Residential Zone Code – requirements for accepted development and assessment benchmarks for assessable development where not involving Building Work (not associated with a Material Change of Use)		
Performance outcomes	Acceptable outcomes	Comments
Non-residential uses - Hours of Operation		
PO ₁ Hours of operation are controlled so that the non-residential use does not impact on the amenity or privacy of adjoining residential uses.	AO _{1.1} Hours of operation, including for deliveries, are limited to hours between 6:00 am to 9:00 pm.	N/A
Non-residential Uses – Impact on Road Network		
PO ₂ Non-residential uses are located on major roads and do not introduce non-residential traffic into local streets.	AO _{2.1} Non-residential uses: (a) have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road; and (b) vehicle access to the development does not occur from a local street. (b)	N/A
Table 6.2.1:3 – Low Density Residential Zone Code – assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Residential Development		
PO ₁ The zone accommodates predominantly dwelling houses and other housing forms at a low density scale and intensity.	AO _{1.1} Uses which are consistent with the intent of the zone include: (a) dwelling house; and (b) dual occupancy, except where located in the Clifford Park Stables and Park Residential Precincts	Although the development proposed herein involved the development of multiple dwellings, they are of a very high standard and involve a density that is consistent with Low density residential zone; namely 1 dwelling per 405 sqm of gross site area.
PO ₂ The density of accommodation activities in the Clifford Park Stables Precinct is not increased, other than where directly associated with the management of stables on the same site.	No acceptable outcome is nominated.	N/A
PO ₃ Short-term accommodation occurs where:	No acceptable outcome is nominated.	N/A

(a) it is of a small scale that is consistent with the intensity of development in the surrounding residential area; (b) adjoining or located on the opposite side of a road to existing Short-term accommodation or other Accommodation activities of a similar scale and density ; (c) all car parking needs can be met on site; (d) have direct vehicle access to a distributor, sub-arterial and regional arterial level road that is not a State-controlled road; and (e) do not unduly detract from the amenity of nearby residences.		
PO₄ Higher density forms of Accommodation activities (i.e. other than caretaker's accommodation, community residence, dwelling house and dual occupancy) are designed to reflect the residential scale and density of the surrounding area.	AO_{4.1} The number of dwellings on the site does not exceed one per 500m². AO_{4.2} The site has a minimum frontage of 12m.	The proposal achieves a density of one dwelling per 405 sqm, which is considered low density residential development. The site has a frontage of 33.6 metres, far exceeding the minimum dimension of 12 metres.
Non-Residential Development		
PO₅ Non-residential uses establish only where they: - except for child care centres, provide for the day to day convenience needs or local service of the immediate local residential community; (b) do not undermine the viability of a nearby centre and are not of a scale that impacts on the role or function centres network; (c) do not contribute to strip development or expansion of an existing centre; (d) are a of a small scale, and have low intensity operation and employment; (d) are highly accessible to the immediate local community it serves and have direct vehicle	No acceptable outcome is nominated.	N/A

access to a distributor, sub-arterial and regional arterial; (c) do not introduce non-local traffic into a local street; (e) are in buildings, including extensions and alterations to an existing building, that have a low rise bulk and scale compatible with a dwelling house and consistent with the character of adjoining residential buildings and the surrounding streetscape; (f) do not adversely impact the amenity, safety or privacy of nearby residences.		
Built Form		
PO₆ Buildings are of a height which is consistent with the intended character of the zone and overlay, and which do not unduly reduce privacy or access to sunlight to habitable rooms, private open space and solar panels on adjoining land.	AO_{6.1} Buildings have a maximum height of two (2) storeys or 8.5m above ground level.	Complies – the existing dwelling on the site has been retained along with two canopy trees that would be approximately 12.0 – 15.0 metres in height. The three townhouses are two storeys in height and are not greater in height than 8.5 metres. The building setbacks combined with the orientation will not block sunlight to adjoining properties and will not cause privacy issues for residents in external properties. Refer to the drawings and details provided in the drawings prepared by Struxi Design Group.

PO₇ Except for Dwelling Houses and Dual Occupancies site coverage: (a) maximizes setbacks; (b) maximizes landscaping; (c) ensures adequate useable outdoor areas; (d) ensures adequate space for vehicle movement and parking areas; (e) maximizes solar access for internal and external living spaces; (f) does not compromise solar access for adjoining premises; and (g) does not result in overshadowing of adjoining properties.	AO_{7.1} For development up to two (2) storeys site cover does not exceed 50% of the site area. For development over two (2) storeys no acceptable outcome is nominated.	Total site cover of the proposed development is 32.5%, which is well below the maximum specified in the Code of 50%. (a) Setbacks: comply or exceed minimums (b) Landscaping: refer to the landscape plan by Jackie Amos, Registered LA. (c) Outdoor: areas exceed requirements (d) Parking: convenient and well located (e) Internal Solar: achieved through orientation (f) Adjoining solar: achieved through setbacks.
PO₈ Impervious site coverage: (a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure; (b) reduces the visual impact of additional hardstand; (c) respects the existing or preferred neighbourhood character and responds to the features of the site; and allows for the provision of an appropriate supply of landscaping and open space.	AO_{8.1} Impervious areas of the site do not exceed 60% of the site area.	Impervious area is 58.5 %, below the maximum specified of 60%.
PO₉ The front building setback is consistent with the prevailing front setbacks in the street.	AO_{9.1} Where the site has frontage to a collector or local road, buildings are set back from that frontage: within	The existing dwelling on the subject site has been retained in its original

	20% of the average front setback of adjoining buildings; or where there are no adjoining buildings, 4m. AO_{9.2} Where the site has frontage to a road other than a collector or local road: (a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code. (b) non-residential buildings are set back from that frontage 6m. AO_{9.3} Where involving non-residential use, buildings are set back a minimum 6m from the road frontage.	location, which has a setback dimension of 8.9 metres. Ditto N/A
PO₁₀ Side and rear building setbacks: (a) enhance the appearance and character of streets and buildings; (b) are appropriate to the scale of the development and the intended low density character of the zone or precinct in which the site is located; (c) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; (d) are sufficient to minimise overshadowing and overlooking of adjoining premises; (e) provide adequate separation and buffering between residential and non-residential premises; and (f) maximise opportunities for landscaping.	AO_{10.1} Buildings are set back from a side boundary: (a) Ground Floor (up to 3.5m high) – 1.5m; and (b) First floor (up to 7.5m high) – 2m; (c) Above 7.5m – 3m; or (d) the distance of the height of the retaining wall on the side boundary or combination of the height of the retaining wall and a fence, whichever is greater (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall. AO_{10.2} Buildings are set back: (a) a minimum of 3m from a rear boundary; or (b) the distance equivalent to of the cumulative height of the retaining wall and fence on the rear boundary (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.  Figure 1	Side setback – 3.8 metres Rear setback- 3.0 metres

	<i>For non-residential development:</i> AO_{10.3} Buildings are set back a minimum of 2.5m from a side boundary. AO_{10.4} Buildings are set back from a rear boundary whichever is the greater - (a) a minimum of 3m; or. (b) The distance equivalent to the cumulative height of the retaining wall and fence on the rear boundary. Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.	N/A N/A
PO₁₁ The development is designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to the following: (a) built form; (b) open space; (c) landscaping; (d) the public realm; (e) parking and access; (f) solar access; (g) views and outlook; (h) setbacks; (i) height; (j) scale and bulk; and (k) provision of services	In partial compliance with the performance outcome: AO_{11.1} A minimum 1m wide landscaping strip is provided for the full length of the driveway and parking areas where parallel to a boundary common with a residential premises. <i>Note: Such landscaping areas must not be compromised by the manoeuvring areas required for the vehicle.</i>	Complies – refer to Landscape drawings by Jackie Amos, LA.
PO₁₂ Non-residential use buildings, including extensions or additions, exhibit design elements that are characteristic of and compatible with surrounding houses in the streetscape including:-	No acceptable outcome is nominated	N/A

(a) buildings orient to and addresses the street frontage; (b) the main building entry faces the street at ground level; (c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ; (d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours Editor's note – examples of façade treatment to avoid expanses of blank surface may include (but is not limited to): • windows are provided in any building façade facing the street or other public and communal space; • awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design.		
PO₁₃ Where appropriate, development facilitates active transport and open space connections through the neighbourhood.	No acceptable outcome is nominated	N/A
PO₁₄ The site layout responds sensitively to adjoining land uses as well as on-site and surrounding topography, drainage patterns, utility services, access, built forms and vegetation such that:	No acceptable outcome is nominated	Complies– refer to retention of original house on site, orientation of new buildings, setbacks and especially the landscaping concept for the site.

(a) any hazards or nuisance to people or property on the site or offsite are avoided; (b) any earthworks are minimised and design alternatives are prioritised over earthworks; (c) natural drainage lines are retained; (d) existing vegetation is retained or replaced; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening a separation to adjoining development.		
Amenity and Safety		
PO₁₅ Development maintains a high level of residential amenity within the site and for surrounding areas, having regard to noise, odour, lighting, access to sunlight, privacy and outlook.	No acceptable outcome is nominated	Complies
PO₁₆ Site layout, building design and landscaping facilitates the security of people and property having regard to: (a) opportunities for casual surveillance of and sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) exterior building design and orientation which promote safety; (c) adequate definition of uses and public and private ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.	AO_{16.1} Setbacks are provided from all boundaries in accordance with acceptable outcome AO10.2; AO_{16.2} The development does not introduce lighting which is inconsistent with a residential area; AO_{16.3} Sunlight access for the private open space or habitable rooms on adjoining properties or private open spaces on the subject site is not reduced to less than 3 hours between 9am and 3pm on June 21, or AO_{16.4} Where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%.	Complies Complies Complies Complies – note the casual surveillance achieved through the positioning of balconies overlooking the access areas of the site such as car parks, pathways and access to front doors. Safety and security have been at the forefront of thinking for this housing development layout as it is assumed

		that it will be occupied by a more senior cohort. Modern understated security lighting will be provided as part of the landscaping of the site to ensure that there are no 'hiding spots' on premises and that no light spillage will be observed from adjoining properties. Front-door entrances will be well lit and safe.
PO ₁₇ Development is designed to incorporate graffiti-prevention measures.	AO _{17.1} Building design and layout incorporates the following features where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.³	Complies
PO ₁₈ Development for non-residential uses provides landscaping that: is consistent with the dominant landscape character appearance of the streetscape in an established area and intended in the zone and character overlay in which the site is located; (a) is consistent with the dominant landscape character appearance of the streetscape in an	AO _{18.1} Where not involving reuse of a premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site.	N/A

³ Amended on 27 April 2018

established area and intended in the zone and character overlay in which the site is located; (b) provides an attractive interface between the use, the streetscape and adjoining residential uses (c) provides and maintains: (i) the privacy and amenity for adjoining residential uses (ii) sight lines and overlooking to public spaces and the street to enable casual surveillance (iii) a clearly defined pedestrian entry point for visitors and customers that is separated from the driveway; (iv) established trees (including street trees) and other significant existing vegetation.		
PO₁₉ Development for non-residential uses provide car parking and loading and servicing areas that: (a) are located to minimise impact on any adjoining residential premises (b) are located behind the building, and hardstand areas do not dominate the streetscape; (c) prioritise the movement and safety of pedestrians along the frontage of the site, and between the street frontage and the entrance to the building; (d) are integrated into the building design and include screening and buffering to reduce negative impact on adjoining residential uses	No acceptable outcome is nominated.	N/A

PO ₂₀	Development for a sensitive use on land within 250m of land within the Medium Impact Industry Zone must not result in that use being exposed to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing.	AO _{20.1} The use is designed to ensure that: (a) the indoor noise objectives set out in the <i>Environmental Protection (Noise) Policy 2008</i> are met; and (b) the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i>, are met. <i>Note: Design measure that may assist in achieving the acceptable outcome may include:</i> (a) landscaping; (b) setbacks; (c) the orientation of buildings away from the industrial area; and (d) barriers, mounds and fencing; and/or screening.	N/A
PO ₂₁	Where located on land that is affected by environmental emissions generated by an operational rail corridor, sensitive development mitigates noise generated by the railway to the extent that it adversely impacts on the development.	No acceptable outcome is nominated.	N/A
Development involving Animal Keeping (where for Stables) in the Clifford Park Stables Precinct			
PO ₂₂	The minimum site area for Animal Keeping (where for stables) is sufficient to: (a) meet the needs of the use; (b) accommodate a dwelling house on the same premises; and (c) maintain an overall scale and intensity of development consistent with the character of the local area.	AO _{22.1} The site area for a Animal Keeping (where for stables) is a minimum of 1,200m ² .	N/A
PO ₂₃	Animal Keeping (where for stables) does not adversely affect the health and safety of residents of the site or adjoining premises and do not unduly impact on the amenity of the local area.	AO _{23.1} No horse is stabled closer than 15m to a residential building on an adjoining lot.	N/A N/A

	AO_{23.2} Stable buildings are constructed with impervious reinforced concrete floors, gravity drained to the effluent collection/treatment point. AO_{23.3} Exterior walls of buildings are constructed of sound absorbent material being brick, concrete, masonry or other similar material. AO_{23.4} A person who is responsible for the supervision of the stables is accommodated on the premises at all times. AO_{23.5} A minimum 1.8m high solid screen fence is provided on the site along all common boundaries. AO_{23.6} Wastes are collected and disposed of daily. AO_{23.7} All food/waste holding areas and receptacles are contained and covered. AO_{23.8} A health management plan approved by Council identifies potential health and amenity hazards associated with the stables such as vermin and other pests, animal waste, other odour sources and the methods by which these hazards are to be addressed and managed.	N/A N/A N/A N/A N/A N/A
PO₂₄ Residential development maintains an overall low density, domestic scale and intensity to: (a) maintain suitable development sites for Animal Keeping (where for stables) to co-locate with residential uses; and (b) limit conflicts between Animal Keeping (where for stables) and neighbouring residential uses.	AO₂₄ Accommodation activities are limited to Dwelling Houses and Community Residences.	N/A
Development in the Park Residential Precinct		
PO₂₅ Development does not create lots smaller than 2,250m² within the Park Residential Precinct.	No acceptable outcome is nominated.	N/A
PO₂₆ Effluent generated by a development is capable of being treated and disposed of on site.	No acceptable outcome is nominated.	N/A

Toowoomba Regional Planning Scheme 2012(v.28.0) – Part 06 Zone Codes

6.6 Other Zone Category

6.6.2 Emerging Community Zone Code

6.6.2.1 Application

This code applies to assessable development: -

- (1) within the Emerging Community Zone as identified on the zoning maps contained within Schedule 2 (Mapping); and
- (2) identified as requiring assessment against the Emerging Community Zone Code by the tables of assessment in Part 5 (Tables of assessment).

6.6.2.2 Purpose

- (1) The purpose of the Emerging Community Zone Code is to:
 - (a) identify land that is intended for an urban purpose in the future; and
 - (b) protect land that is identified for an urban purpose in the future from incompatible uses; and
 - (c) provide for the timely conversion of non-urban land to urban purposes.
- (2) Future development in the Emerging Community Zone:

creates an integrated and compact urban form;
 establishes safe, attractive and walkable communities;
 provides for a wide choice of housing and accessible community services; and
 avoids areas within the Emerging Community Zone that are unsuited to urban development because of their natural, scenic or cultural values.
- (3) Any development which occurs in the interim maintains the suitability and capacity for future urban development of a predominantly residential nature.
- (4) The overall outcomes sought for the zone code are as follows:
 - (a) Development for new communities
 - (i) occurs after detailed land use master planning and infrastructure planning of areas within the zone has been undertaken;
 - (ii) is guided by and achieves the outcomes of the relevant Local Plan;
 - (iii) occurs in a logical pattern that facilitates the timely and cost-efficient provision of infrastructure and supports the staged release of land;
 - (iv) dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street;¹

¹ Amended on 29 November 2019

(v) a high level of integration with existing and future urban development is achieved having regard to movement networks, open space and recreational facilities, centres and community infrastructure; (vi) urban development in accordance with a master planning process provides for a variety and diversity of housing types and achieves a minimum dwelling yield of 15 dwellings per hectare net; (vii) movement networks are established to promote active transport (walking and cycling) and public transport; (viii) development retains and protects significant environmental, topographic, scenic and cultural features and values; (ix) development provides for sufficient buffering to existing or intended non urban or incompatible uses in surrounding areas; Interim development: (i) which is, or has the potential to become, incompatible with future urban development of the area does not occur; (ii) consists of detached dwelling houses, caretakers accommodation and home based business on large lots (iii) is compatible with the existing semi-rural character and urban uses.		
Comments on the Purpose of the Code: The subject site can be serviced with town water and sewerage, and storm water can be managed satisfactorily as discussed in the engineering report by AM Civil Engineering. Access is provided from Rielly Street and a future connection to street networks to the south has been incorporated in the design.		
6.6.2.3 Requirements for accepted development and assessment benchmarks for assessable development		
Table 6.6.2:1 – Emerging Community Zone Code – Requirements for accepted development and assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
General		
PO₁ Setbacks are provided within new non-residential development to: (a) avoid potential nuisance to existing and future neighbours; (b) protect residential amenity within and external to the zone; (c) protect the functioning of existing uses and activities; and (d) maintain the local streetscape or landscape character	AO_{1.1} Non-residential buildings, animal enclosures, storage facilities and waste disposal areas are setback the following distances: (a) from any dwelling on surrounding land in the Emerging Community or Rural Zone - 50m; and (b) from any land included in a residential zone or the Rural Residential zone - 100m.	N/A

PO ₂	Development maintains the existing semi-rural character and does not adversely impact on the future urban character and form of the locality, having regard to the likely scale and visibility of existing and likely future buildings.	AO_{2.1} Development is of a low density consisting of dwelling house, caretakers accommodation and home based business on separate large lots. AO_{2.2} Building height (other than for silos, windmills and similar structures) does not exceed two (2) storeys or 10.5m in height above natural ground level.	N/A N/A
Caretaker's home			
PO ₃	Development provides for the accommodation of a caretaker involved in the running of a non-urban use, and their family members in a manner that: (a) does not compromise the productivity or operations of the primary use of the land; (b) is safe and comfortable for the amenity of residents; and (c) has regard to the landscape and private recreation needs of the residents.	AO_{3.1} A caretaker's accommodation unit is: (a) separated from significant levels of emissions (adverse to human health or amenity) generated by the non-residential use/s of the site by at least 6m; (b) provided with 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 deck, has a minimum² area of 8m² with minimum dimensions of 2.4m AO_{3.2} No more than one (1) caretaker's accommodation unit is established per non-residential use.	N/A N/A
Cropping being forestry			
PO ₄	Forestry is established, maintained and operated in a manner that protects the amenity of the locality.	AO _{4.1} Use of equipment and machinery and haulage associated with forestry is restricted to:	N/A

² Amended on 27 April 2018

		(a) Monday to Saturday – 7:00 am - 7:00 pm; and (b) Sunday and Public Holidays – 8:00 am – 7:00 pm. AO _{4.2} Forestry does not occur on land having slopes steeper than 15%.	
PO ₅	Daily truck movements from harvesting activities are limited to avoid adverse traffic impacts on the road network.	AO _{5.1} Truck movements associated with the use do not exceed four (4) return trips per day.	N/A
PO ₆	Forestry is established, maintained and harvested in a manner that maintains the environmental integrity, catchment values and the ecological values of the site.	AO _{6.1} Land is not left in a disturbed and exposed condition and is rehabilitated following harvesting. ³	N/A
Roadside stall			
PO ₇	The display and sale of agricultural produce does not impact negatively upon the amenity, character or safety of rural areas and the safety and efficiency of roads.	AO _{7.1} Any structure used for the sale of goods or produce is limited to 10m ² gross floor area. AO _{7.2} Access to the structure is via the primary property access point. AO _{7.3} Produce sold is grown or produced on the land on which the road side stall is erected.	N/A
Building Work (not associated with a Material Change of Use)			
PO ₈	Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	PO _{8.1} Car parking is provided in accordance with the Transport, Access and Parking Code.	N/A
PO ₉	Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	PO _{9.1} No reduction of previously approved landscaping areas is to occur.	N/A

³ A program of progressive rehabilitation including re-establishing and stabilising drainage flow paths, mulching and spreading forest wastes not used for commercial purposes may be required.

PO ₁₀	Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	PO _{10.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. ⁴	N/A
PO ₁₁	Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	PO _{11.1} Where within a wastewater area, the development is connected to the Council’s reticulated wastewater system in accordance with SC6.3 PSP No.3 Engineering Standards – Water and Wastewater Infrastructure. OR PO _{11.2} Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.	N/A
Table 6.6.2:2 – Emerging Community Zone Code – Assessment benchmarks for assessable development			
Performance Outcomes		Acceptable Outcomes	Comments
Master Planning (New communities)			
PO1	New communities comply with a master plan for the locality based on detailed site investigations which provides a context and ensures development: (a) contributes to a logical pattern and sequence of development and infrastructure; (b) facilitates efficient use of land and infrastructure; (c) complies with the relevant Local Plan where located in a local plan area;	AO1.1 A Master Plan is prepared in accordance with SC6.4 PSP No. 4 Master Planning.	Complies to the extent relevant for a parcel of land only 3.2ha. The proposal addresses and complies with the sub clauses a) to g) of PO1’ The master plan shows 19 CTS lots for the accommodation of dwelling houses thereon and 1 Community Open Space lot. The plan shows the locational context of the proposal between a Low Impact industrial

⁴ Amended on 19 August 2016

(d) facilitates integration with existing and future urban development, having regard to movement networks, open space networks and accessibility to community infrastructure; (e) responds to constraints and natural values on the site and mitigates any impacts on areas of ecological significance ; (f) provides for a range of lots that enables a variety and diversity of housing types, which achieve a dwelling yield of 15 dwellings per hectare net; (g) establishes movement networks that support and promote walking, cycling and public transport.		area to the north and a future suburban housing area to the south. In a broader context, the site is incorporated within the preliminary approval contained in MCUI/2018/2226/C.
Uses prior to master planning (Interim development)		
PO2 Unless otherwise specified as part of an approved master plan, the zone primarily accommodates a limited range of rural activities and other uses that do not prejudice the long-term urban development potential of the land.	AO2.1 Unless otherwise specified as part of an approved master plan, uses which are consistent with the intent of the zone include: (a) animal husbandry; (b) caretaker's accommodation; (c) cropping; (d) dwelling house; (e) educational establishment; (f) emergency services; (g) home based business; (h) major electricity infrastructure; (i) outdoor sport and recreation; (j) place of worship; (k) roadside stall if for products from a rural use on or adjacent to the site; and (l) substation.	N/A

		AO2.2 Unless otherwise specified as part of an approved master plan, uses which are inconsistent with the intent of the zone include: (a) accommodation activities (other than dwelling houses); (b) business activities; (c) entertainment activities; (d) industry activities; and (e) rural activities (other than those listed in AO1.1).	
PO3	Development does not limit or preclude the long term use of the site or nearby land for urban purposes, having regard to the scale and nature of the activity and its likely impacts.	No acceptable outcome is nominated.	Complies
Effects of development (New communities and interim development)			
PO4	Development does not unduly impact on the amenity, character or other values of the locality, having regard to: (a) the scale, siting and design of buildings and structures; (b) visibility from roads and other public view points, screening vegetation and landscaping; (c) the natural landform and avoidance of visual scarring; and (d) noise, odour and other emissions.	No acceptable outcome is nominated.	Complies with the sub clauses of PO4
PO5	The site layout responds sensitively to onsite surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land uses, such that: (a) any hazards to people or property are avoided; (b) any earthworks are minimised; (c) the retention of natural drainage lines is	No acceptable outcome is nominated.	Complies. Refer to the site layout plan and the technical reports attached to the report.

	maximised; (d) the retention of existing vegetation is maximised; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening or separation to adjoining development.		
PO6	Roads and other infrastructure are of a sufficient capacity to accommodate the demands generated by the development.	No acceptable outcome is nominated.	Complies. Refer to traffic report by Rytenskild Traffic Consultants.

Toowoomba Regional Planning Scheme 2012(v.28.0) – Part 06 Zones	
6.6 Other Zone Category	
6.6.4 Limited Development (Constrained Land) Zone Code	
6.6.4.1 Application	This code applies to assessable development: - (1) within the Limited Development (Constrained Land) Zone as identified on the zoning maps contained within Schedule 2 (Mapping); and (2) identified as requiring assessment against the Limited Development (Constrained Land) Zone Code by the tables of assessment in Part 5 (Tables of assessment).
6.6.4.2 Purpose	(1) The purpose of the zone is to identify land known to be significantly affected by one or more development constraints (such as past or future mining activities, flooding, land contamination, defence requirements, historical subdivisions and buffer areas). Such constraints pose severe restrictions on the ability of the land to be developed for urban purposes. This zone and code identifies and limits development on land that is unsuitable for further development as a result of: (a) multiple environmental development constraints (such as slope and soil stability, significant vegetation and bushfire); and (b) historic subdivisions which are remote, lack urban services or are otherwise unsuitable for additional development. (2) The overall outcomes sought for the zone code are as follows: (a) the limited potential for development is reflected in the limited range and intensity of land uses that can occur; (b) new uses, buildings/structures and works reflect a low intensity non-urban nature and are provided with an appropriate level of infrastructure and access; (c) where development can occur, it is of a low intensity and scale and is compatible with, and responsive to, the environmental and other development constraints of the land (such as slope and soil stability, significant vegetation and bushfire); and (d) 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.
Comments on the Purpose of the Code: A detailed report prepared by Core Consultants indicates there is minimal hazard from soil movement on the site for dwellings and surrounding land.	

6.6.4.3 Requirements for accepted development and assessment benchmarks for assessable development

Table 6.6.4:1 – Limited Development (Constrained Land) Zone Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes		Acceptable outcomes	Comments
General			
PO ₁	Setbacks are provided to: (a) avoid potential nuisance to neighbours; (b) protect residential amenity; and (c) maintain the local streetscape or landscape character.	AO _{1.1} Non-residential buildings, animal enclosures, storage facilities and waste disposal areas are setback the following distances from any: (a) dwelling on surrounding land in the Limited Development (Constrained Land) Zone or the Rural Zone - 50m; and (b) land included in a residential zone or the Rural Residential zone - 100m.	Setbacks controlled through use of building envelope
PO ₂	Development does not adversely impact on the character of the locality, having regard to the scale and visibility of buildings.	AO _{2.1} Building height (other than for silos, windmills and similar structures) does not exceed 2 (two) storeys or 10.5m in height above natural ground level.	Complies. Dwelling houses will be limited to 2-storeys only.
Roadside stalls			
PO ₃	The display and sale of agricultural produce does not impact negatively upon the amenity, character or safety of rural areas and the safety and efficiency of roads.	AO _{3.1} Any structure used for the sale of goods or produce is limited to 10m ² gross floor area. AO _{3.2} Access to the structure is via the primary property access point. AO _{3.3} Produce sold is grown or produced on the land on which the road side stall is erected.	N/A
Building Work (not associated with a Material Change Use)			
PO ₄	Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	PO _{4.1} Car parking is provided in accordance with the Transport, Access and Parking Code.	Complies. Each dwelling house will have a double garage and room for tandem parking for visitors to the site.
PO ₅	Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	AO _{5.1} No reduction of previously approved landscaping areas is to occur.	Complies. Refer to the Preliminary Landscape Plan for the proposed development.

PO ₆	Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{6.1}	Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Refer to Preliminary SWMP prepared by AM Civil.
PO ₇	Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{7.1} OR AO _{7.2}	Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No.3 Engineering Standards – Water and Wastewater Infrastructure. Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.	Refer to report prepared by AM Civil.
Table 6.6.4:2 Limited Development (Constrained Land) Zone Code – Assessment benchmarks for assessable development				
Cropping being forestry				
PO ₁	Forestry is established, maintained and operated in a manner that protects the amenity of the locality.	AO _{1.1} AO _{1.2}	Use of equipment and machinery and haulage associated with forestry is restricted to: (a) Monday to Saturday – 7:00 am -7:00 pm; and (b) Sunday and Public Holidays – 8:00 am – 7:00 pm. Forestry does not occur on land having slopes steeper than 15%.	N/A
PO ₂	Adverse consequences of road traffic from harvesting activities on the road network are avoided.	AO _{2.1}	Truck movements associated with the use do not exceed four (4) return trips per day.	N/A
PO ₃	Forestry is established, maintained and harvested in a manner that maintains the environmental integrity, catchment values and the ecological values of the site	AO _{3.1}	Land is not left in a disturbed and exposed condition and is rehabilitated following harvesting.	N/A
Uses				
PO ₄	The zone primarily accommodates a limited range of rural activities and other non urban and low intensity activities.	AO _{4.1}	Uses which are consistent with the intent of the zone include:	The actual zoning of the site is ECZ and the Scheme Variation in the table of uses states that any use application must be considered under the ECZ provisions.

	(a) animal husbandry; (b) cropping; (c) home based business; (d) major electricity infrastructure; (e) roadside stalls; and (f) substation. AO_{4.2} Uses which are inconsistent with the intent of the zone include: (a) accommodation activities; (b) business activities; (c) entertainment activities; (d) industry activities; (e) rural activities (other than those listed in AO_{4.1}); and (f) recreation activities.	The individual building sites are not excessively steep, and the geo-tech report indicates that the site is stable. Given that there is an urban use to the north of the site and future urban (residential) to the south, it is moot to have this site limited to non-urban uses.
PO ₅ Development is small scale and low intensity.	No acceptable outcome is nominated.	The gross density of the site with 18 dwelling lots is approximately 1;1800m ² . From a residential viewpoint that is a 'low intensity' use.
PO ₆ Development is compatible with the area's constraints and values.	No acceptable outcome is nominated.	Complies.
PO₇ Development does not unduly impact on the 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 view points, screening vegetation and landscaping; (c) the natural landform and avoidance of visual scarring; and (d) noise, odour and other emissions.	No acceptable outcome is nominated.	Complies. The proposed 18 dwelling lots and associated COS will be consistent with the character of the area as an urban part of Toowoomba with Low Impact Industry located to the north with a significant buffer and the future of the ECZ lots to the south as suburban housing lots over the next few years. There is also proposed landscaping areas located along the southerly boundaries and within the central median area of the private split-

		level road servicing the proposed lots.
PO ₈	Development is designed and managed so that it provides appropriate protection for community safety and health, and avoids unacceptable risk to the environment, life and property.	No acceptable outcome is nominated.
PO ₉	Roads and other infrastructure are of a sufficient capacity to accommodate the demands generated by the development.	No acceptable outcome is nominated.
		This catch-all clause is covered in the above comments.
		Complies.

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 08 Overlays			
8.2 Development constraints overlay codes			
8.2.1 Airport Environs Overlay Code			
8.2.1.1 Application			
This code applies to assessable development: -			
(1) subject to the Airport Environs Overlay shown on the overlay maps contained within Schedule 2 (Mapping); and			
(2) identified as requiring assessment against the Airport Environs Overlay Code by the tables of assessment in Part 5 (Tables of assessment).			
8.2.1.2 Purpose and overall outcomes			
(1) The purpose of the Airport Environs Overlay Code is to protect the existing and future operational requirements of the Toowoomba Airport and the Oakey Army Aviation Centre and to provide for the most appropriate and compatible development of surrounding lands.			
(2) The purpose of the code will be achieved through the following overall outcomes:			
(a) conflicts between the Toowoomba airport, the Oakey Army Aviation Centre and surrounding uses are avoided;			
(b) development does not introduce or intensify uses which are sensitive to noise interference or nuisance unless, where practicable, adequate mitigation measures are incorporated into the development;			
(c) development mitigates impacts to ensure an appropriate level of amenity; and			
(d) safe and efficient airport operations are protected.			
Comments on the Purpose of the Code:			
This proposal really has no impact on the Toowoomba and Wellcamp airports or their surrounds and approaches.			
8.2.1.3 Assessment Benchmarks for Assessable Development			
Table 8.2.1: 1- Airport Environs Overlay Code – assessment benchmarks for assessable development			
Performance outcomes		Acceptable outcomes	Comments
Height of Building and Other Structures			
PO ₁	The height of buildings or other structures does not affect the operational efficiency of the Toowoomba Airport or Oakey Army Aviation Centre or create a hazard to the safe navigation of aircraft using the airport.	AO _{1.1} Buildings and other structures in areas adjacent to the Toowoomba Airport do not penetrate the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.	Complies
		AO _{1.2} Buildings or other structures (including private forestry plantations) in areas adjacent to the Oakey Army Aviation Centre shown on the Airport Environs Overlay maps do not exceed the following heights: Area A – 0m; Area B – 7.5m; Area C – 15m; Area D – 45m; and Area F – 90m.	N/A
		AO _{1.3} Any cranes or other equipment used during the construction do not exceed the heights set out in AO _{1.1} or AO _{1.2} .	Complies
Acoustic Amenity			

8.2.1 Airport Environs Overlay Code

PO₂ Development is appropriately located and designed to prevent adverse impacts from aircraft noise in accordance with Australian Standards AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.	AO_{2.1} Premises are not developed for: (a) dwelling house, multiple dwelling, dual occupancy, retirement facility, tourist park, hospital, health care services, relocatable home park, community residence, child care centre, educational establishment, residential care facility, resort complex, rooming accommodation or rural worker's accommodation on land within the 25 or higher ANEF contour; (b) short term accommodation, community use, hotel, place of worship, rooming accommodation or theatre, on land within the 30 or higher ANEF contour; (c) business activities or commercial uses on land within the 35 or higher ANEF contour.	Complies
Lighting and Emission Hazards		
PO₃ Development for: (a) caretaker's accommodation, community residence, dwelling house, dwelling unit, multiple dwelling, dual occupancy, child care centre, retirement facility, tourist park, educational establishment, hospital, health care services, rooming accommodation, relocatable home park, residential care facility, resort complex or rural worker's accommodation on land situated between the 20 and 25 ANEF contours; (b) short term accommodation, club, community uses, hotel, place of worship or theatre, on land situated between the 20 and 30 ANEF contours; or (c) business activities or commercial uses on land situated between the 20 and 35 ANEF contours; incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion –	No acceptable outcome is nominated	Complies

Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended design sound levels and reverberation times for building interiors. PO₄ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of: (a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots; (b) interfering with navigation or communication facilities; or (c) emissions that may effect pilot visibility or aircraft operations.	AO_{4.1} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve: - lighting that shines light above the horizontal; - coloured or flashing lights; - sodium lights; or - flare plumes. AO_{4.2} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve configurations of lights in straight parallel lines 500m to 1,000m long. AO_{4.3} Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.	Complies The roofing design will ensure non-reflective surfaces.
Lighting and Emission Hazards		
PO₄ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of: (a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots; (b) interfering with navigation or communication facilities; or (c) emissions that may effect pilot visibility or aircraft operations.	AO_{4.1} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve: (a) lighting that shines light above the horizontal; (b) coloured or flashing lights; (c) sodium lights; or (d) flare plumes. AO_{4.2} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve configurations of lights in straight parallel lines 500m to 1,000m long. AO_{4.3} Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.	Complies Complies Can be conditioned to comply.
PO₅ Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport	In partial fulfilment of the performance outcome: AO_{5.1} Any cleared vegetation is mulched or removed from the site and not burnt on-site.	Complies – no vegetation removal

8.2.1 Airport Environs Overlay Code

Environs Overlay maps that may affect pilot visibility or aircraft operation by way of: (a) gas plumes; (b) particulate emissions (e.g. dust or smoke); or (c) electromagnetic field radiations.	AO_{5.2} Any gas plumes do not have peak vertical velocities of more than 4.3m/sec and/or oxygen content of less than 50% of ambient levels.	contemplated in this application. No gas plumes contemplated in this application.
Development within the Public Safety Area		
PO₆ Development does not introduce or intensify uses within the public safety area shown on the Airport Environs Overlay maps which are likely to increase risks to public safety.	AO_{6.1} Premises within the Public Safety Area are not developed for¹: (a) accommodation activities; (b) uses that attract large numbers of people (e.g. business, community or industrial activities involving large numbers of workers or customers such as shopping centres, child care centres, health care services, major sport, recreation and entertainment facility, place of worship or club); (c) institutional uses (e.g. educational establishment, hospital or detention facility); (d) uses involving the manufacture or depot storage of hazardous materials (e.g. fuel, lubricants and other flammable materials, chemical, explosives, and poisonous or noxious gases); and (e) utility installations being transport terminals.	Complies
Potential Wildlife Hazards		
PO₇ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of attracting wildlife to the area which could cause or contribute to bird-strike hazard.	AO_{7.1} The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming);	Complies

¹ Amended on 18 March 2016

		(d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. AO_{7.2} The following uses are located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered: (a) animal keeping (being a riding school, the keeping, handling and racing of horses or stables); (b) community use (being show grounds); (c) outdoor sport and recreation (being a drive-in theatre); and (d) food and drink outlet (being a drive-through facility). AO_{7.3} The following uses are located between the 3km and 8km Wildlife Hazard Buffer Zones shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture. (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. AO_{7.4} Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km Wildlife Hazard Buffer zone shown on the Airport Environs Overlay Maps. AO_{7.5} Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.	Complies Complies Complies N/A
Transient Aviation Activities			
PO ₈	Development does not adversely impact on the operational airspace of the Toowoomba Airport or Oakey Army Aviation Centre.	AO _{8.1} Development that includes activities involving transient intrusions such as parachuting, hot-air ballooning or hang gliding are not located within the operational airspace shown on the Airport Environs Overlay maps	N/A

8.2.1 Airport Environs Overlay Code

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 08 Overlays		
8.5 Environmental Overlay codes category		
8.5.1 Environmental Significance Overlay Code		
8.2.1.1 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 and 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.		
Comments on the Purpose of the Code: A report by Yarramine Environmental provides a short history and description of the current ecological and environmental characteristics of the subject site. In summary, the proposed development will include significant tree and shrub species as part of the landscaping of buffer areas and road verges.		
8.5.1.3 Assessment benchmarks for assessable development		
Table 8.5.1:1 Environmental Significance Overlay Code – Assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Areas of Ecological Significance		
PO ₁ Vegetation disturbance or other impacts on areas of ecological significance shown on the Environmental Significance Overlay maps, is avoided or where	AO _{1.1} 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	Refer to Yarramine Environmental report attached to this report.

	disturbance cannot be avoided the loss or reduction of ecological values is minimised.	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; (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.	
PO ₂	Development optimises biodiversity outcomes by prioritising the location of environmental offsets within identified biodiversity corridors.	AO _{2.1} 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.	Refer to Yarramine Environmental report attached to this report.
PO ₃	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.	Refer to Yarramine Environmental report attached to this report.
PO ₄	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	No acceptable outcome is nominated.	Refer to Yarramine Environmental report attached to this report.

	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.		
PO ₅	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.	Refer to Yarramine Environmental report attached to this report.
Waterways and Wetlands			
PO ₆	Development is not carried out within a mapped waterway or wetland identified on the Environmental Significance Overlay maps.	AO _{6.1} Development is located outside the mapped boundary of a waterway or wetland identified on the Environmental Significance Overlay maps.	Refer to Yarramine Environmental report attached to this report.
PO ₇	Development provides a buffer which protects the ecological, hydrological and water quality values of the wetland or the waterway.	AO_{7.1} Development provides a buffer area which is vegetated with native plants endemic to the area. AO_{7.2} Buildings, structures and works are not carried out within the buffer area identified on the Environmental Significance Overlay maps.	Refer to Yarramine Environmental report attached to this report.
PO ₈	Development retains the existing hydrological regime or re-establishes the previous naturally occurring regime.	AO _{8.1} Existing flows of surface and ground water are not altered through construction of channelled flows or the redirection or interruption of flows.	Refer to Yarramine Environmental report attached to this report.

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 08 Overlays		
8.2 Development constraints overlay codes		
8.2.2 Bushfire Hazard Overlay Code		
8.2.1.1 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).		
8.2.1.2 Purpose and overall outcomes		
(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 and 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 can 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.		
Comments on the Purpose of the Code:		
The purpose of this code is to ensure that buildings and development are not established in fire hazardous locations and that appropriate measures are taken to protect existing assets in these areas. This low-density residential development generally complies with this code.		
8.2.2.3 Assessment benchmarks for assessable development		
Table 8.2.2:1 Bushfire Hazard Overlay Code – requirements for accepted development and assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
PO ₁ Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible.	AO _{1.1} 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 50m ² , is connected to Council's reticulated water supply system It will be	Complies Refer to Yarramine Environmental report attached to this report.

¹ Amended on 27 April 2018

	readily available at all time for fire fighting vehicles and a water supply outlet located within the road reserve is within 40m² of the following: (a) All of the land; or (b) A building envelope designated on each lot; or (c) The centre of each lot, excluding access handles (where no building envelope is designated); and (d) All existing 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 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 non-flammable 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	
PO ₂	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. Performance Solution

	OR AO _{2.2} 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 ² .	Refer to Yarramine Environmental report attached to this report.
PO ₃ Development provides for the safety of people and property by mitigating the bushfire risk through the siting of buildings.	AO _{3.1} 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.	Complies Refer to Yarramine Environmental report attached to this report.
Table 8.2.2:2 – Bushfire Hazard Overlay Code – assessment benchmarks for assessable development		
For all development:		
PO ₁ 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.	N/A Refer to Yarramine Environmental report attached to this report.
PO ₂ Community infrastructure is able to function effectively during and immediately after bushfire events.	AO _{2.1} The community infrastructure is located on land that is not subject to High or Medium bushfire risk; or <i>Note for AO_{2.1}: A site-specific bushfire hazard assessment is necessary to demonstrate that although the proposed development site is within bushfire hazard area, the bushfire hazard is low on that site.</i> AO _{2.2} The community infrastructure will not involve any new building work other than a minor extension (<20 m ² Gross Floor Area) to an existing building; or	N/A Refer to Yarramine Environmental report attached to this report.

² Where the assessment manager has not previously approved a Bushfire Management Plan (either by condition on a previous development approval or by incorporating it in the planning scheme or a planning scheme policy), the development proponent will be expected to prepare such a plan to the satisfaction of the assessment manager. See State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide, Appendix 8: Undertaking a Bushfire Management Plan.

	AO_{2.3} 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. <i>Note for AO_{2.3}: The development application must include and comply with a comprehensive Bushfire Management Plan.</i>	
Water Supply		
PO₃ Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible.	AO_{3.1} ³Development 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 times for fire fighting vehicles and a water supply outlet located within the road reserve is within 40m² of the following: (a) All of the land; or (b) A building envelope designated on each lot; or (c) The centre of each lot, excluding access handles (where no building envelope is designated); and (d) All existing 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 AO_{3.2}⁴ 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. AO_{3.3} 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 non-flammable 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:	Complies Refer to Yarramine Environmental report attached to this report.

³ Amended on 27 April 2018

⁴ Amended on 27 April 2018

	(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	
Hazardous Materials		
PO ₄	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. AO_{4.1} Development complies with a Bushfire Management Plan for the premises. <i>Note: 'Hazardous materials in bulk' is defined in Section 9, Glossary of the SPP Guideline. Where the assessment manager has not previously approved a Bushfire Management Plan (see Note 1.7 above), the development proponent will be expected to prepare such a plan to the satisfaction of the assessment manager. See Appendix 8 for more information on bushfire management plans.</i>	N/A Refer to Yarramine Environmental report attached to this report.
Reconfiguring a lot and Material Change of Use		
PO ₅	Lot design and the siting of buildings provide safe sites for habitable and non-habitable buildings. AO_{5.1} 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; 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.	Complies Refer to Yarramine Environmental report attached to this report.
PO ₆	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. AO_{6.1} 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. AO_{6.2} The lot layout ensures that all roads are through roads. AO_{6.3} The lot layout does not include long narrow lots, long access ways or rear lots. AO_{6.4} The road has a maximum gradient of 1 in 8 (12.5%).	Complies Refer to Yarramine Environmental report attached to this report.

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.	AO_{7.1} 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. AO_{7.2} 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. AO_{7.3} Vehicular access is provided along and at each end of the fire break to existing fire maintenance trails or roads. AO_{7.4} 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.	N/A Refer to Yarramine Environmental report attached to this report.
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Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 08 Overlays		
8.2 Development constraints overlay codes		
8.2.4 Landslide Hazard Overlay Code		
8.2.4.1 Application This code applies to assessable development: - (1) subject to the Landslide Hazard Overlay shown on the overlay maps contained within Schedule 2 (Mapping); and (2) identified as requiring assessment against the Landslide Hazard Overlay Code by the tables of assessment in Part 5 (Tables of assessment).		
8.2.4.2 Purpose and overall outcomes (1) The purpose of the Landslide Hazard Overlay Code is to ensure that development on sloping or potentially unstable sites does not cause unacceptable landslide risk to the safety of people, property or infrastructure and does not adversely affect landscape character. (2) The purpose of the code will be achieved through the following overall outcomes: (a) Development on steep and/or potentially unstable land is located, designed and constructed to minimise the risk to people and property. (b) Development is restricted, and inappropriate development does not occur, in areas of high landslide hazard; (c) 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 landslide hazard area; and (d) Development ensures vegetation clearing and filling and excavation does not adversely affect the stability of the land or risk of landslide .		
Comments on the Purpose of the Code: A detailed report prepared by Core Consultants indicates there is minimal hazard from soil movement on the dwellings and surrounding land.		
8.2.4.3 Assessment benchmarks for assessable development		
Table 8.2.4: 1 Landslide Hazard Overlay Code – requirements for accepted development¹		
Performance outcomes	Acceptable outcomes	Comments
Land Use		
PO ₁ Development maintains the safety of people and property from the risk of landslide.	AO _{1.1} Development is carried out in accordance with a geo-technical report, prepared by a suitably qualified and experienced registered engineer, that includes: (a) an assessment of the stability of the site; (b) an assessment of the impact that the proposed development (including all proposed buildings, roads, excavation and/or filling, access and drainage works) would have on the stability of the site and adjacent land; and (c) requirements (including, where relevant, preferred locations, methods of construction and management regimes for buildings, foundations, roads,	N/A

¹ Amended on 27 April 2018

	excavation and/or filling, storm and wastewater drainage, landscaping and other works) that are necessary to be incorporated into the development to reduce the level of risk to life and property (whether on the site or not) to an acceptable level. AO_{1.2} In high risk areas shown on the Landslide Hazard Overlay maps, development does not: (a) involve any new building work other than a minor extension <20m² gross floor area to an existing building; (b) create any additional lots; (c) involve vegetation clearing; or (d) alter stormwater conditions or ground levels beyond the limitations identified in AO_{3.2}.	
PO ₂ Public safety and the environment are not adversely affected by the impacts of landslide on hazardous material made or stored on the subject site.	AO _{2.1} The manufacture and/or storage of dangerous goods does not occur on a site shown as high risk on the Landslide Hazard Overlay maps.	N/A
Siting and design		
PO₃ The siting and design of development minimises impacts on the natural landform and landscape character. <i>Note: Figure A illustrates preferred forms of development on steep land. Figure B illustrates features which are inappropriate.</i>	AO_{3.1} Development avoids cut and fill by using elevated or light-framed construction, or stepped (split level) building forms. AO_{3.2} Any proposed cut and fill does not: (a) involve a total change of more than 1.5m relative to natural ground level at any point; (b) occur within 1.5m of any site boundary; (c) necessitate the construction of retaining walls exceeding 1.2m in height; and (d) exceed 50m³ of cut and/or fill in total.	N/A
PO₄ Vehicle access is designed and located to: (a) avoid risk of landslip and erosion; and (b) provide for safe and functional all weather access.	AO _{4.1} Development is designed so that vehicular access does not exceed a grade of 1 in 4.	N/A

Community Infrastructure			
PO ₅	Community infrastructure is able to function effectively during and immediately after landslide events.	AO_{5.1} Community infrastructure is not located in a landslide hazard area (as identified in the Landslide Hazard Overlay Maps). OR AO_{5.2} The community infrastructure development does not: (a) result in any new building work other than an addition to an existing building; (b) involve vegetation clearing; or (c) alter ground levels or stormwater conditions. OR AO_{5.3} The development includes measures that ensure: (a) the long term stability of the site; (b) access to the site will not be impeded by a landslide event; and (c) the community infrastructure will not be adversely affected by landslides originating on sloping land above the site.	N/A
Table 8.2.4:2 – Landslide Hazard Overlay Code – assessment benchmarks for assessable development ²			
Land Use			
PO ₁	Development maintains the safety of people and property from the risk of landslide.	AO_{1.1} Development is carried out in accordance with a geo-technical report, prepared by a suitably qualified registered engineer, that includes: (a) an assessment of the stability of the site; (b) an assessment of the impact that the proposed development (including all proposed buildings, roads, excavation and/or filling, access and drainage works) would have on the stability of the site and adjacent land; and (c) requirements (including, where relevant, preferred locations, methods of construction and management regimes for buildings, foundations, roads, excavation and/or filling, storm and wastewater drainage, landscaping and other works) that are necessary to be incorporated into the development to reduce the level of risk to life and property (whether on the site or not) to an acceptable level. AO_{1.2} In high risk areas shown on the Landslide Hazard Overlay maps, development does not:	Refer to geo-tech report by Core Consultants. The subject land is zoned ECZ and is not

² Amended on 27 April 2018

		(a) involve any new building work other than a minor extension <20m ² gross floor area to an existing building; (b) create any additional lots; (c) involve vegetation clearing; or (d) alter stormwater conditions or ground levels beyond the limitations identified in AO _{3.2} .	shown in a Planning Scheme overlay map as "Landslide Hazard".
PO ₂	Public safety and the environment are not adversely affected by the impacts of landslide on hazardous material made or stored on the subject site.	AO _{2.1} The manufacture and/or storage of dangerous goods does not occur on a site shown as high risk on the Landslide Hazard Overlay maps.	N/A
Siting and design			
PO ₃	The siting and design of development minimises impacts on the natural landform and landscape character. <i>Note: Figure A illustrates preferred forms of development on steep land. Figure B illustrates features which are inappropriate.</i>	In partial compliance of the performance outcome: AO _{3.1} Development avoids cut and fill by using elevated or light-framed construction, or stepped (split level) building forms. AO _{3.2} Development involves cut and fill which does not: (a) involve a total change of more than 1.5m relative to natural ground level at any point; (b) occur within 1.5m of any site boundary; (c) necessitate the construction of retaining walls exceeding 1.2m in height; and (d) exceed 50m ³ of cut and/or fill in total.	The proposed building pads are on slopes controlled by retaining walls less than a metre in height and the slopes immediately around the pad are not exceeding 10%.
PO ₄	The development includes measures that ensure: (a) the long term stability of the development site; (b) access to the site is not restricted during a landslide event; (c) the need for significant earthworks is avoided; (d) landslide hazards are avoided; and (e) the risk of erosion is avoided.	No acceptable outcome is nominated.	Refer to geo-tech report by Core Consultants.
PO ₅	Vehicle access is designed and located to: (a) avoid risk of landslip and erosion; and	AO _{5.1} Development is designed so that vehicular access does not exceed a grade of 1 in 4.	Complies

	(b) provide for safe and functional all weather access.		
PO ₆	Vegetation clearing is avoided and where practicable, revegetation is undertaken to strengthen landslide risk areas.	No acceptable outcome is nominated.	Complies. Extensive planting is proposed across the site as shown on the Preliminary Landscape drawings prepared by Supernatural Landscapes.
Community Infrastructure			
PO ₇	Community infrastructure is able to function effectively during and immediately after landslide events.	AO_{7.1} Community infrastructure is not located in a landslide hazard area (as identified in the Landslide Hazard Overlay Maps). OR AO_{7.2} The community infrastructure development does not: (a) result in any new building work other than an addition to an existing building; (b) involve vegetation clearing; or (c) alter ground levels or stormwater conditions. OR AO_{7.3} The development includes measures that ensure: (a) the long term stability of the site; (b) access to the site will not be impeded by a landslide event; and (c) the community infrastructure will not be adversely affected by landslides originating on sloping land above the site.	Complies N/A Complies. Refer to geo-tech report by Core Consultants.

Figure 8.2.4:1 – Preferred Form of Development

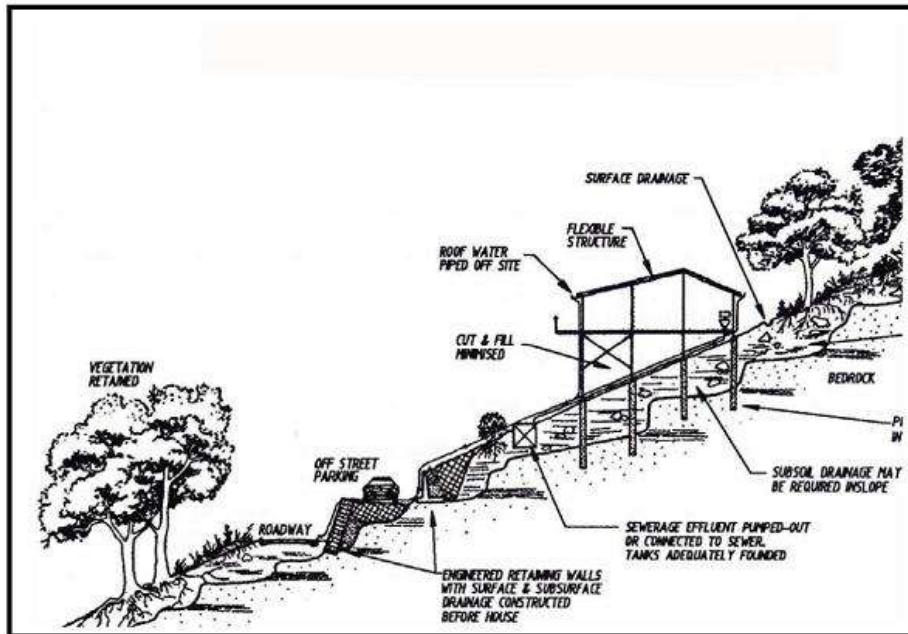
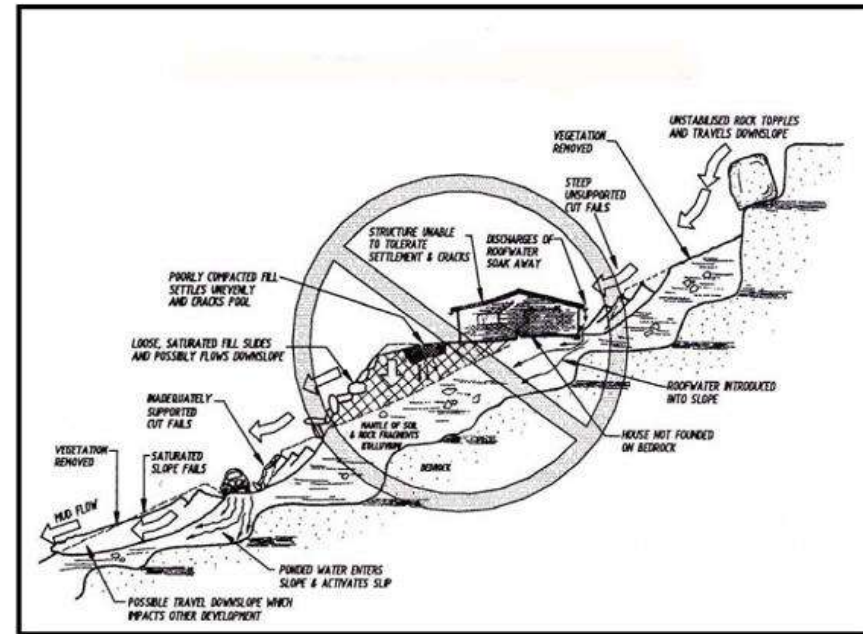


Figure 8.2.4:2 – Inappropriate Form of Development



Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes		
9.4 Other development codes		
9.4.2 Environmental Standards Code		
9.4.2.1 Application		
(1) This code applies to assessable development identified as requiring assessment against the Environmental Standards Code by the categories of development and assessment tables in Part 5 – Tables of Assessment		
9.4.2.2 Purpose		
(1) The purpose of the Environmental Standards Code is to appropriately manage the environmental impacts of development in relation to outdoor lighting, odour, noise, dust, waste management and general air emissions. (2) The purpose of the code will be achieved through the following overall outcomes: (a) potential environmental impacts are identified and measures put in place to ensure that those impacts are appropriately managed; and (b) potential environmental impacts are mitigated to maintain the health and amenity of accommodation activities and other sensitive land uses.		
Comments on the Purpose of the Code:		
This purpose statement aims at ensuring that developments satisfactorily handle environmental impacts that might arise from the proposed residential development. The proposal complies with the purpose and intent statements. REFER TO REPORT BY YARRAMINE ENVIRONMENTAL FOR MORE DETAILED ANALYSIS.		
9.4.2.3 Assessment benchmarks for assessable development		
Table 9.4.2:1 Environmental Standards Code – Assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Outdoor Lighting		
PO ₁ Development does not unacceptably reduce the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces as a result of light spill.	AO _{1.1} No outdoor lighting is proposed as part of the development. OR AO _{1.2} Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian Standard 'AS4282-1997 <i>control of the obtrusive effects of outdoor lighting</i> '. AO _{1.3} For sporting fields and sporting courts the technical parameters, design, installation, operation and maintenance comply with the requirements of Australian Standard AS4282-1997 – <i>Control of the obtrusive Effects of Outdoor Lighting</i> and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4). AO _{1.4} Where light spillage outside of the property boundary is likely to result in levels	Complies

		above those mentioned in AO_{1.3} the applicant has provided a lighting proposal and impact assessment (environmental and amenity) as part of the application which has demonstrated that the lighting will not create nuisance issues for surrounding sensitive receptors. AO_{1.5} For private sporting courts the lighting system: (a) is baffled or shielded to ensure that a light source is not directly visible from a Habitable Room window of an adjoining Dwelling; and (b) the luminaire does not exceed a height of 8m above the court surface. AO_{1.6} The alignment of streets, driveways and servicing areas avoid vehicle headlight Impacts on adjacent residential dwellings.	
PO ₂	Outdoor lighting (excluding street lighting, normal residential lighting and low level security lighting) situated in excess of 4m above ground level does not jeopardise the safety or well-being of any pedestrian, cyclist or motorist. Light emissions do not reduce the ability of transport system users to see essential details of the route ahead, including signalling systems and signage.	AO _{2.1} Outdoor lighting situated in excess of 4m above ground level is provided in accordance with Australian Standard <i>AS1158.1.1:2005 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i> .	N/A
PO ₃	Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.	AO _{3.1} The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.	N/A
PO ₄	Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed to proactively address possible obtrusive light nuisance.	AO _{4.1} Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed in a manner to mitigate any light nuisance impacts from the existing lawful use by establishing: (a) shielding or louvers on windows facing the light source; (b) orientating buildings and bedrooms so that external lighting does not impact on residents during night time hours; and (c) utilising earth embankments, landscaping or other physical measures to shield existing light sources.	N/A
Odour			

PO ₆	Lot reconfigurations for residential or other environmentally sensitive land uses do not encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.	AO_{6.1} Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in Table 9.4.2:2 at the end of this code. AO_{6.2} Where lots for residential or other environmentally sensitive land uses are located within the distances from specific existing uses outlined in Table 9.4.2:2, an Odour Assessment Report has been provided to demonstrate that the development will achieve the following thresholds therefore minimising odour nuisance. <table><tr><th>Existing Use/Activity</th><th>Odour Level at Sensitive Receiving Environment.</th></tr><tr><td rowspan="2">All Activities</td><td>20U/m³ 3-minute average, 99.5th percentile.</td></tr><tr><td>40U/m³ 3-minute average, 99.9th percentile.</td></tr></table>	Existing Use/Activity	Odour Level at Sensitive Receiving Environment.	All Activities	20U/m ³ 3-minute average, 99.5th percentile.	40U/m ³ 3-minute average, 99.9th percentile.	Complies.
Existing Use/Activity	Odour Level at Sensitive Receiving Environment.							
All Activities	20U/m ³ 3-minute average, 99.5th percentile.							
	40U/m ³ 3-minute average, 99.9th percentile.							
PO ₇	Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.	AO _{7.1} The development ensures that all putrescibles waste will be stored in a manner that prevents odour nuisance and fly breeding and will be disposed of at intervals not exceeding seven (7) days.	N/A					
Noise								
PO ₈	The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses. (a) Development: (i) is located in an appropriate zone; (ii) proposes best practice design and construction materials (in relation to noise attenuation); and (iii) proposes operational practices	AO_{8.1} The development will achieve the following noise levels (when measured at the nearest sensitive receiver): (a) Background (L₉₀) + 5dB(A) for variable noise between the hours of 7:00 am to 10:00 pm (measured at the facade of the sensitive land use); (b) Background (L₉₀) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am (measured within bedrooms assuming open windows); (c) Background (L₉₀) for continuous noise sources (measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and (d) maximum limit L_{Amax} 45dB(A) inside dwellings; and The development will achieve the Acoustic Quality Objectives listed within the	N/A					

	that will minimise noise nuisance for adjoining sensitive land uses.	<i>Environmental Protection (Noise) Policy 2008.</i> HOWEVER AO _{8.2} Where a development is unable to meet noise levels specified in AO _{8.1} an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).	N/A																										
PO ₉	Development (other than licensed premises operating under a Liquor Licensing Approval) proposing the use of amplified sound equipment is designed, constructed and operated in a manner that is sensitive to the impacts of high and low frequency noise on adjoining sensitive land uses.	AO _{9.1} Where development (other than licensed premises operating under a Liquor Licensing Approval) proposes the use of amplified sound equipment, existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion: <table><tr><th colspan="8">Frequency - Hz - "A" Weighted</th></tr><tr><th></th><th>31</th><th>63</th><th>125</th><th>250</th><th>500</th><th>1K</th><th>2K</th><th>4K</th></tr><tr><th>Background Level SPL dB(A)</th><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td></tr></table>	Frequency - Hz - "A" Weighted									31	63	125	250	500	1K	2K	4K	Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	N/A
Frequency - Hz - "A" Weighted																													
	31	63	125	250	500	1K	2K	4K																					
Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)																					
PO ₁₀	Proposed sensitive land uses in close proximity to existing lawful land uses involving significant noise emissions such as entertainment venues, child care centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the development.	AO _{10.1} The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within <i>the Environmental Protection (Noise) Policy 2008.</i> AO _{10.2} Where the proposed sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development is designed and constructed to meet the internal sound level design criterion contained in Australian Standard <i>AS2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors.</i> AO _{10.3} Where the sensitive land use is within or adjoining entertainment venues	N/A N/A N/A																										

	utilising amplified music the applicant has undertaken an acoustic assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).	
PO ₁₁	Proposed sensitive land uses adjoining Council controlled arterial roads (other than designated 'Transport Noise Corridors') are designed and constructed in a manner that provides acoustic amenity for users/residents of the development. Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors': AO_{11.1} The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>. AO_{11.2} The siting of buildings and selection of construction materials complies with the specifications of Australian Standard <i>AS3671-1989 Acoustics – Road traffic noise intrusion – Building siting and construction</i>.	N/A N/A
PO ₁₂	Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government are designed and constructed in a manner that provides acoustic amenity for users/residents of the development. AO_{12.1} Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the <i>Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'</i> for all habitable rooms adjoining the corridor.	N/A
PO ₁₃	Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive land uses. AO_{13.1} Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers. AO_{13.2} Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to achieve a nil increase in background noise levels (L₉₀) at the nearest sensitive receiver.	N/A N/A
PO ₁₄	The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers. AO_{14.1} Building work (including excavation and filling) is only conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays). AO_{14.2} Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	Complies. N/A
PO ₁₅	Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers. AO_{15.1} Private sporting courts are not used between 10:00 pm and 7:00 am. AO_{15.2} Mechanical equipment such as ball throwing machines which create audible noise at the nearest sensitive receiver is not used between 7:00 pm and	N/A

	7:00 am.	
PO ₁₆ Vibration from the development does not affect the amenity of surrounding sensitive land uses ¹ or cause environmental harm or nuisance.	AO _{16.1} The development does not result in vibration impacts outside of the development site. AO _{16.2} Where vibration may impact on surrounding sensitive land uses, the proponent has provided a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the level of vibration will not cause adverse amenity impacts or cause environmental harm or nuisance at any sensitive land use surrounding the development.	N/A N/A
PO ₁₇ The construction phase of the development prevents or mitigates (to an acceptable level) the release of dust particles which have potential to cause environmental nuisance to adjoining sensitive receivers (including sensitive receivers along haulage routes during excavation and filling operations).	AO _{17.1} Off-site release of dust particles will be strictly managed to ensure that dust emissions do not travel beyond the property boundary and environmental nuisance does not occur. AO _{17.2} Areas of exposed fill, excavation and unsealed accesses on the site are watered regularly (particularly during periods of high or constant wind) to reduce dust generation. AO _{17.3} Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete. AO _{17.4} Stockpiles of aggregate, sand or other materials brought onto the site are sprayed with water (or treated with an alternative method) to minimise dust nuisance. The frequency of water spraying is increased during hot, dry periods or where wind conditions are such that a dust nuisance is likely to occur. Stockpiles are located away from adjoining sensitive land uses. <i>Note: Where excavation and filling exceeds 1,000 cubic metres the development has submitted a 'construction management plan' which adequately addresses dust mitigation measures. Measures must include strategies such as progressive rehabilitation and complaints processes.</i>	Complies. During construction stage. Complies. Complies. Complies.
PO ₁₈ Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO _{18.1} Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of dwellings or other sensitive land uses affected by potential dust nuisance.	N/A

¹ 'Sensitive land uses' are defined in the Planning Regulation 2017.

PO ₁₉	Water used for dust suppression activities does not itself create environmental harm.	AO _{19.1} Water approved as a method for controlling dust emissions must not be used in a manner that enables contaminated water to enter any stormwater system or natural drainage corridor outside of the site boundaries.	Complies
PO ₂₀	The ongoing operation of the development site does not create dust nuisance for adjoining landholders.	AO _{20.1} Areas within the site that are frequently used for vehicular purposes are imperviously sealed. AO _{20.2} Industry-specific activities undertaken on site that create dust are performed in an enclosed shed or other structure with suitable dust extraction and filtration systems. AO _{20.3} Grain facilities are equipped with semi enclosed grain receival hoppers fitted with dust extraction and filtration systems. All conveyor belts and bulk grain processing equipment are enclosed to prevent dust emission. Bunker storage without dust extraction is only permitted whereby the release of dust will not impact on surrounding sensitive receivers. AO _{20.4} All development likely to generate any significant amount of dust must have an adequate water supply available at all times in order to undertake proactive dust reduction measures e.g. watering of access roads. AO _{20.5} Development that is likely to create ongoing significant dust issues has submitted a 'site based management plan' which adequately addresses dust mitigation measures.	N/A N/A N/A N/A N/A
PO ₂₁	Proposed sensitive land uses are adequately separated from existing lawful land uses likely to generate dust emissions such as landfill sites, quarries, cropping land, motor sport facilities and other similar dust generating activities.	AO _{21.1} Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	N/A
PO ₂₂	Development does not result in dust fall quantities that are likely to impact on the health of surrounding sensitive receivers.	AO _{22.1} Dust fall averaged over an annual period does not exceed 133mg/m ² /day when measured at the nearest sensitive receiver.	N/A
General Emissions			
PO ₂₃	Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	AO _{23.1} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i> . AO _{23.2} Where a type of air emission is not listed within the <i>Environmental Protection (Air) Policy 2008</i> the proponent can demonstrate that the level of emission is in compliance with Australian ambient air quality standards; or	N/A N/A

		If Australian standards do not exist, an ambient air quality standard from another country or organisation may be used with appropriate justification. AO_{23.3} Where a development is proposing to generate and release air emissions in excess of current air quality emission standards the proponent will provide an 'air quality impact assessment' which adequately addresses the impact of the release and provides justification as to why the industry cannot mitigate the levels further.	N/A
PO ₂₄	Child Care Centres are well located to avoid any harmful impacts from air pollution.	AO _{24.1} Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	N/A
PO ₂₅	Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.	AO _{25.1} Sensitive land uses in relation to air emissions are not located within the separation distances specified in Table 9.4.2:2.	N/A
PO ₂₆	Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.	AO _{26.1} Emission levels from equipment and infrastructure comply with the relevant industry standards as demonstrated through an approved written statement or certification provided by the carrier to council i.e. Electromagnetic Energy report.	N/A
PO ₂₇	Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	AO_{27.1} Car park exhaust stacks are located away from adjoining sensitive receivers. AO_{27.2} Emissions are discharged vertically and have an exit velocity of at least 10m/second. AO_{27.3} Spray booth exhaust stacks are at least 8m in height or 4m higher than the adjoining ridgeline of a neighbouring building (if the building is within 40m of the emission point), whichever is the greater. AO_{27.4} Tank venting for hydrocarbon fuel storage and LP Gas is located in accordance with <i>AS1940-2004 The Storage and handling of flammable and combustible liquids (for hydrocarbons)</i> and <i>AS1596:2008 The Storage and Handling of LP Gas</i>.	N/A N/A N/A N/A
Waste Management			
PO ₂₈	The development (excluding high rise buildings in excess of three (3) stories) is designed to ensure that waste storage and collection can be undertaken in a manner that complies with Council's <i>Technical Guidelines for New Developments Waste Storage and</i>	AO_{28.1} For commercial premises and industry activities (other than those premises utilising Council's wheelie bin waste collection program): (a) general waste and recycling containers are located within the curtilage of the property in an area that enables the waste collection truck to pick up the containers while entering and leaving the premises in a forward gear; (b) a container storage area is dedicated that is large enough to cater for the	N/A

<i>Collection Requirements.²</i>	expected volume of general waste and recycling; (c) storage areas are screened either behind a building or using screening materials or landscaping to a minimum height of 1.5m; (d) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is roofed and bunded, contains an impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewered areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention; (e) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is designed to enable bins to be washed out within the storage area and drained to a sewer system (requiring trade waste approval) within sewered areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewered areas; and (f) bin storage areas do not pose amenity issues for surrounding sensitive receivers, including odour during storage periods or noise issues resulting from collection programs. AO_{28.2} For a Multiple Dwelling of three (3) – six (6) units the development satisfies one of the following criteria: (a) a minimum road frontage is available within the immediate road reserve adjoining the development in order to place the required number of waste and recycling containers out for collection (2 x 240L wheelie bins per tenement) when calculated at 1m/bin e.g. a development requiring eight (8) bins must have at least 8m of useable road reserve (in terms of bin collection, excluding a 1m clearance around power poles and any area below a street trees canopy where bins cannot be collected); OR	N/A
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² Amended 27 April 2018

	(b) the complex includes a communal bin storage area, whereby the body corporate will implement internal procedures requiring residents to progressively fill bins and only place full bins out for collection; and (c) each tenement has an approved bin storage area that will not create amenity issues for surrounding sensitive land uses; and (d) bin storage areas are screened behind buildings for amenity purposes; and (e) storage areas are not within dwellings (including garages) and it is not necessary to take the bins through dwellings (including garages) for collection purposes; and (f) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and (g) where a rear storage area is not possible bins are stored in a minimum 1.5m high screened area in the front of the dwelling(s); OR (h) screened communal storage areas (to a minimum height of 1.5m) are proposed which contain an impervious floor, hose cock and grading/drainage towards a grassed area or other porous surface. AO_{28.3} For a Multiple Dwelling above six (6) units the development satisfies one of the following criteria: (a) The development incorporates 'internal collection' of either bulk bins or wheelie bins (in accordance with the waste management guideline that accompanies the environmental standard); OR (b) Communal bin storage areas contain a roof, bunding and bin 'washing' provisions in the form of either a sewer connection (requiring trade waste approval) or where no sewer is available a connection to a waste water treatment device, drain to an area of significant landscaping or drain to a water quality improvement device e.g. Bioretention system is acceptable; OR	N/A N/A
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	(c) Where 'internal collection' is proposed the internal design complies with the waste management guideline that accompanies this environmental standard and a certification from a registered RPEQ has been provided to demonstrate that manoeuvrability is acceptable for an appropriately sized refuse vehicle. AO_{28.4} Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste: (a) utilise a maximum of four (4) wheelie bins i.e. less than 1 cubic metre; (b) store bins within the curtilage of the property in a designated area in close proximity to a hose cock, whereby any adjoining sensitive land uses will not experience amenity issues i.e. odour; (c) store bins on an impervious surface; (d) place bins on the road reserve for a maximum period of 24 hours during collection programs; and (e) store bins in an area that is screened from public view either in a building, behind a building or within a purpose built screened storage area within a 1.5m minimum height.	
PO ₂₉ Development for a Community Residence, Residential Care Facility or Retirement Facility utilising communal bin storage areas ensure that residents have reasonable access to waste containers, where the development is for aged care purposes.	AO _{29.1} For development involving a Community Residence, Residential Care Facility or Retirement Facility, bin storage areas are located within reasonable proximity to all units, in accordance with Council's Environmental Guideline.	N/A
PO ₃₀ High rise (in excess of three (3) storeys) residential developments and joint commercial and residential developments are designed to enable best practice waste management principles to be applied.	AO_{30.1} The applicant has provided a waste management plan that as a minimum has addressed the following issues: (a) likely waste quantity and waste type to be generated on site on a weekly basis; (b) likely recycling quantities to be generated on a weekly basis; (c) waste container and recycling container (type and volume) requirements for the residential component (based on 240L of general waste and 240L of recycling per unit) and the commercial component (if applicable);	N/A

		(d) waste storage area locations; (e) dual waste chutes for general waste and recycling; (f) bin room specifications and hygiene practices for waste handling areas, chutes, waste containers and other applicable equipment; (g) collection arrangements and manoeuvring diagrams (including overhead clearances); (h) waste minimisation practices; (i) use of compactors; (j) an impact assessment of waste management practices on any surrounding sensitive land uses; (k) air extraction fans, refrigeration or associated devices for refuse storage areas to prevent odour, particularly where putrescibles are stored; and (l) clinical and related waste storage and collection issues (if applicable).	
PO ₃₁	Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	AO _{31.1} The development will be carried out in accordance with the waste management hierarchy outlined in the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> ³ and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	N/A
PO ₃₂	Development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> ⁴ is designed to adequately cater for legislative storage and collection requirements.	Where involving development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i>⁵: AO_{32.1} The storage of 'clinical and related waste' is in accordance with the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i>⁶ with storage locations being demonstrated on submitted site/floor plans. AO_{32.2} The development has proposed a method of disposing of 'clinical and related waste' and has demonstrated that an applicable waste collection vehicle is able	N/A

³ Amended on 27 April 2018

⁴ Amended on 27 April 2018

⁵ Amended on 27 April 2018

⁶ Amended on 27 April 2018

	to manoeuvre on site, while entering and leaving the premises in a forward gear.	N/A
PO ₃₃ Residential development involving 'internal collection' of either bulk bins or wheelie bins is designed to a standard that enables heavy vehicle access and manoeuvring whilst providing safety to residents and the protection of infrastructure.	AO _{33.1} The development is designed and certified by a RPEQ and complies with the requirements outlined in Council's <i>Technical Guidelines for Waste Storage and Collection Requirements for New Developments</i> , including: (a) appropriate manoeuvring is adequate with vehicles being able to enter and exit the property in a forward gear; (b) overhead clearance is adequate for the applicable refuse vehicle; (c) road surface is appropriate for a HRV; (d) side clearance is appropriate for wheelie bin collection; (e) collection areas are appropriate for either bulk bins or wheelie bins; (f) minimum road width of 5.5m; and (g) internal road networks enable the refuse vehicle to traverse the site without resident safety being jeopardised.	Complies. Refer to AM Civil engineering report.
PO ₃₄ Development involving refuse storage and collection external to Council's waste contract utilise waste containers and hygiene practices that prevent odour issues and remove harbourage opportunities for vermin and mosquitoes.	AO _{34.1} The applicant will utilise the following control measures: (a) putrescibles waste will be removed from the property at intervals not exceeding seven (7) days (putrescibles will be refrigerated where possible and appropriate); (b) tight fitting lid assemblies will be utilised on all waste containers to prevent the pooling of rainwater, thus minimising mosquito breeding opportunities; and (c) bins will be secured to ensure that vermin and pest animals do not have access to a potential food source; and (d) bins will be cleaned on an 'as needed' basis if odour is identified as an issue.	N/A

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

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

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

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes

9.4 Other development codes

9.4.5 Reconfiguring a Lot Code

9.4.5.1 Application

(1) 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;

9.4.5 RECONFIGURING LOT CODE

- (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.

Comments regarding the Purpose and overall Outcomes statement:

The proposed subdivision satisfies the purpose statement regarding sense of neighbourhood, connectivity of roads, services and open spaces, provides a range of lots sizes and styles, provision for a mix of housing suitable for the locality.

9.4.5.3 Requirements for accepted development and assessment benchmarks for assessable development

Table 9.4.5:1 – Reconfiguring a Lot Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes		Acceptable outcomes	Comments
PO ₁	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.	AO _{1.1} No additional lots are created by the rearrangement of boundaries.	N/A
		AO _{1.2} The resulting lots from rearranging boundaries are contained entirely within a single zone.	N/A
PO ₂	Lots resulting from rearrangement of boundaries do not require any new or additional infrastructure connections, or modification of existing connections.	AO _{2.1} All lots resulting from rearrangement of boundaries: (a) retain all existing connections to water, sewer, electricity and other infrastructure wholly within the lot they serve; (b) do not require additional infrastructure connections or augmentation of existing connections; (c) except where in the Rural Zone, have sealed vehicle crossovers; (d) have stormwater drainage for lots 4000m ² or less: (i) connected to adequately sized inter-allotment drainage; or (ii) that drains the entirety of each lot independently without fill to the kerb and channel or swale of the road frontage.	N/A
PO ₃	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.	AO _{3.1} 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.	N/A

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.	AO_{4.1} All lots are rectangular and have minimum width to depth ratios, areas, dimensions and frontages as prescribed in Table 9.4.5:4. AO_{4.2} Where in the Low Medium Density Residential Zone development for lots 450m² or less in area can accommodate 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.	Complies. All lots are regular in shape with generous frontage dimensions. N/A
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Table 9.4.5:2 – Reconfiguring a Lot Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Comments
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 and sequence; (b) is of a scale and density that facilitates an efficient land use pattern and facilitates a mix of lot sizes that provide for a range of residential dwelling choices; (c) is designed to create compact and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities;	AO_{1.1} A Master Plan is prepared in accordance with SC6.4 PSP No. 4 Master Planning.	Complies, refer to relevant parts of the Planning Report. The site is located between the Low Impact Industry area to the north and an area proposed for future suburban housing to the south. The conceptual masterplan demonstrates how the proposal fits in to the locality and it is facilitating additional buffering for the future dwellings when erected on the larger southerly land parcels that front Hursley Road.

(d) creates a high quality streetscape and public open space network with connected public spaces and parks; (e) appropriately responds to constraints and natural values and mitigates any adverse impacts on areas of ecological significance; (f) is provided with all necessary infrastructure networks and is well serviced by community facilities; and (g) creates lots which are suitable for their intended use without requiring significant earthworks .		
General		
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: AO_{2.1} Neighbourhood design and lot layout is consistent with the requirements of any local plan. All other circumstances: No acceptable outcome provided.	N/A – There is no Local Plan
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)	In partial fulfilment of the performance outcome: AO_{3.1} A lot with an area of less than 450m² intended to be used for a dwelling house has a natural slope: (a) across the width of the lot not exceeding 10%; and (b) along the length of the lot not exceeding 5%.	Complies. There are no lots below 900 sqm, and the road and lots respond to slopes and drainage features on and around the site.

(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.		
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 AO_{4.1} Subdivision involving the creation of lots for residential use ensures lots within the block are arranged so that: (a) there are between four (4) and six (6) adjoining attached (terrace or row) house lots in a group (to enable group housing construction and integrated streetscape solution); (b) there are no more than eight (8) narrow frontage (less than 15m) lots in a row; (c) there are no more than four (4) lots with a width of 7.5m or less in a row unless serviced by a rear lane; and (d) there are no minor mismatches (e.g. less than 1m) in the rear corner lot boundaries of adjoining lots (to minimise the risk of set out error); AO_{4.2} Subdivision involving the creation of lots for residential use ensures lots with access to a laneway intended to accommodate more than one dwelling have a: (a) minimum width of 7.5m; and (b) minimum depth of 30m. AO_{4.3} Street blocks fronting local streets do not exceed 100m in length.	The site and location are not suitable for higher density residential development. The proposal conforms to the intent stated in PO₄. N/A Complies with this AO in terms of having a minor vehicle minor road exiting onto a future road network to the south of the site.
PO₅ Reconfiguration avoids risk to human safety and the environment from natural hazards and contaminated land.	In partial fulfilment of the performance outcome AO_{5.1} Where contamination is suspected (e.g. former dips, industrial sites), provide a preliminary contamination report for Residential or Rural Residential subdivisions.	Complies. No known dips or refuse disposal areas that might contaminate the soil thereby creating hazards for future residents. The site has been subjected to a Geotech report which is contained in

		the body of the Planning Report.
PO₆ The development is integrated with the surrounding urban or rural environment, having regard to: (a) the layout and dimensions of streets and lots; (b) connections to surrounding streets and pedestrian and cycle networks and other infrastructure networks; (c) provision for shared use of public facilities; (d) open space networks, retained habitat areas or corridors, landscape features and views and vistas; and (e) connections to centres.	No acceptable solution is nominated.	Complies. PO ₆ covers a range of matters including the movement of vehicles, pedestrians, open space and retention of views. The proposal achieves all these elements through limiting houses to two storeys, providing a communal open space and a footpath along the southern side of the private road.
PO₇ In a reconfiguration that involves the creation of a new street (other than in a Rural Zone or the Rural Residential Zone) streetscape and landscape treatments are provided that: (a) create an attractive and legible environment with a clear character and identity; (b) use and highlight features of the site such as views, vistas, existing vegetation, landmarks and places of cultural heritage significance; (c) enhance safety and comfort, and meet user needs; (d) complement the function of the street in which they are located by reinforcing desired traffic speed and behaviour; (e) assist integration with the surrounding environment; (f) maximise infiltration of stormwater runoff; and (g) minimise maintenance costs through: (i) street pavement, parking bays and speed control devices; (ii) street furniture, shading, lighting and utility installations; (iii) retention of existing vegetation; and (iv) on street planting.	No acceptable solution is nominated.	Complies. The proposal will include streetscaping and the pavement design that will provide for passive speed calming without the need for humps and bumps, which are generally unpopular with residents. The conceptual landscape plans accompanying this application provides details on the approach to be taken with street median tree planting and the establishment of planted buffer areas along the northern and southern site boundaries.
PO₈ Neighbourhood design and lot mix provides sufficient opportunities for community, retail, commercial and other uses to meet community needs, where this is	No acceptable solution is nominated.	N/A

	consistent with the intended character of the zone or precinct in which the land is located and appropriate to the size of development.		
PO ₉	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 from the following lot types: (a) Traditional: A traditional lot caters for large dwelling houses, typically on lots with a frontage of up to 20m and depth of 30m to 32m for single storey dwelling houses and 25m for two (2) storey dwelling houses. (b) Multi-family: A multi-family lot allows for small multiple dwellings (typically four (4) to six (6) dwellings). Multiple dwellings on multi-family lots contribute significantly to diversity within a neighbourhood. Multi-family lots will typically be provided on-street corners to reduce the negative impact of rows of garage doors. (c) Courtyard: A courtyard lot has an area between 375m² and 480m² and comfortably accommodates a smaller detached dwelling house on a lot with a frontage of approximately 15m. (d) Villa: A villa lot has an area between 250m² and 320m² and accommodates a smaller dwelling house on a lot with a frontage of approximately 10m. It is suited to the housing needs of an 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.	AO_{9.1} 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 creating more than 50 additional lots incorporate a mix of at least three (3) different lot types.	Complies. There is a range of lot sizes across the proposed development to meet the varying demands of prospective home owners in the estate. However, due to the nature of the site this range is small to keep the average size of the lots above 1000m².
PO ₁₀	Reconfigurations within the Low-medium Density Residential Zone achieve a residential density that makes efficient use of the land and associated physical infrastructure.	AO _{10.1} Reconfigurations in the Low-medium Density Residential Zone facilitate a minimum residential density of 30 dwellings per hectare.	N/A This is a low density proposal with 5.5 lots per hectare.

PO ₁₁	Reconfigurations within the Principal Centre Zone, Major Centre Zone, District Centre Zone or Local Centre Zone ensure an integrated, orderly and efficient development outcome is achieved across all lots in respect to access to the external road network, pedestrian and vehicle movement within the site and built form and function.	No acceptable outcome is nominated.	N/A
Lot Sizes and Design			
PO ₁₂	Lot size in the Emerging Community Zone does not compromise the future development potential of the area for urban purposes.	AO _{12.1} Lots in the Emerging Community Zone have the minimum area and frontage as shown in Table 9.4.5:4.	Complies.
PO ₁₃	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.	AO _{13.1} Lots have a minimum area as shown in Table 9.4.5:4.	Complies. All lots exceed 900m ² in area.
Movement network design			
PO ₁₄	The street and road network has a clear structure, with roads that conform to their function in the network, having regard to: (a) traffic volumes, vehicle speeds and driver behaviour; (b) on street parking; (c) sight distance; (d) provision for public transport routes and stops; (e) provision for pedestrian and cyclist movement, prioritising these where appropriate; (f) provision for waste collection and emergency vehicles; (g) lot access; (h) convenience; (i) public safety; (j) amenity; (k) the incorporation of public utilities and drainage; and (l) landscaping and street furniture.	AO _{14.1} The street and road network is consistent with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies. Proposed to have a private road within the development maintained by the body corporate. Refer to the Engineering Report.
PO ₁₅	The road network provides for convenient and safe movement between local streets and higher order roads.	AO _{15.1} The proposed road network complies with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A

PO ₁₆	Local streets do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport).	No acceptable outcome is nominated.	Complies.
PO ₁₇	Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport.	AO _{17.1} Intersections and pedestrian and cyclist crossings are provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A
PO ₁₈	Access arrangements for lots do not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads.	AO _{18.1} Access arrangements are consistent with the characteristics intended for the type of road or street specified in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A Proposed to provide a private road as described in the Engineering Report.
PO ₁₉	On-road car parking is provided according to projected needs taking into account: (a) total parking demand; (b) car parking opportunities on lots; and (c) non-residential and external parking generators.	AO _{19.1} On-street parking is provided in accordance with the Transport, Access and Parking Code	On street parking is not contemplated due to lots being large enough to accommodate visitor parking.
PO ₂₀	The movement network facilitates efficient and cost-effective provision and maintenance of infrastructure.	AO _{20.1} Infrastructure is provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies. Refer to the Engineering Report on the private road.
PO ₂₁	Rear lanes are designed to: (a) provide enough width to enable safe and efficient vehicle movement, including service vehicles; (b) have either a straight or T configuration and not be dead ends or cul-de-sacs; (c) enable easy and safe access into and out of garages without using doors that open into the lane; (d) not create a more direct through-route alternative for vehicles than the adjoining street network; (e) ensure rear yards of properties can be fenced for security; (f) ensure any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards; and (g) not provide for visitor parking within the lane unless in specifically designated areas.	AO _{21.1} Rear lanes are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure	N/A

PO ₂₂	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'.	AO _{22.1}	Street networks in new developments are designed to accommodate the movements of a 14.5m long bus.	N/A
Road design				
PO ₂₃	The geometric design features of each type of road:	AO _{23.1}	Design of the roads comply with the SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies. Refer to the Engineering Report on the proposed private road.
(a)	convey its primary function for all relevant design vehicle types;			
(c)	encourage traffic speeds and volumes to levels commensurate with road hierarchy function; and			
(d)	ensure unhindered access by emergency vehicles.			
Pedestrian and cyclist facilities				
PO ₂₄	A network of pedestrian and cycle ways is provided having regard to:	AO _{24.1}	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.	N/A
(a)	opportunities to link open space networks, and community facilities, including public transport stops, local activity centres and schools;	AO _{24.2}	Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m).	
(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.			
PO ₂₅	The alignment of pedestrian paths and cycleways is designed so that they:	No acceptable outcome is nominated.		Complies. Low density traffic combined with a pedestrian path on the southern side of the private road ensures that walkers and cyclists are safe within the development.
(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.		
PO ₂₆	Safe street crossings are provided for pedestrians and cyclists across major roads.	AO _{26.1} 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 and Crossings: General.	N/A
Public transport			
PO ₂₇	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.	Complies. The street width will not hinder the movement and operation of ride share and taxi services within the development.
PO ₂₈	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	AO _{28.1} 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.	Complies.
PO ₂₉	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.	N/A
Open Space Network			
PO ₃₀	Neighbourhood design and lot layout provides a balanced variety of park types, including:	AO _{30.1} The lot reconfiguration makes provisions for the establishment of public parks in accordance with Part 4 Local Government Infrastructure Plan .	Complies. Proposal includes a COS that will be managed and maintained by the body corporate.
(a)	small local parks, which are designed to:		
(i)	provide a small open space setting for adjoining dwellings;		
(ii)	incorporate and retain existing natural features;		
(iii)	incorporate landscaping to assist in creating neighbourhood identity and way-finding;		
(b)	neighbourhood parks, which are designed to:		
(i)	be centrally located;		

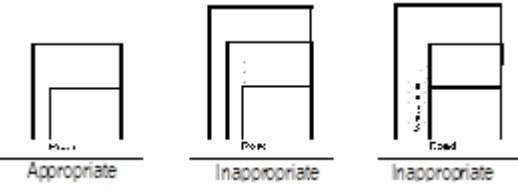
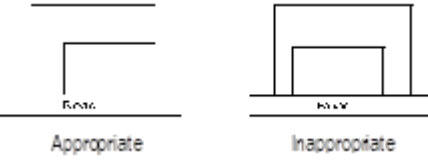
(ii) support the local community's recreational needs; (iii) provide opportunities for community and special events; (c) lineal or corridor parks, which are designed to: (i) connect with existing or planned open space in the locality; (ii) incorporate pedestrian and cycle paths; (iii) protect significant natural features; (iv) convey stormwater; (v) provide for other recreational needs when not flooded; and (d) natural parkland areas which: (i) retain locally significant wetlands, remnant vegetation and habitat for fauna; (ii) continue ecological corridors and linkages to areas outside of the neighbourhood; (iii) maintain important landscape and visual quality values.		
PO₃₁ Where provision for a public park is required in Part 4 – Local Government Infrastructure Plan the design and lot layout provides for safe and secure, well distributed and located parkland that: (a) has passive surveillance by surrounding development; (b) is of a suitable size, shape and topography for its function; (c) is located on a suitable road; (d) is highly accessible to local communities; and (e) achieves an acceptable standard of flood immunity.	AO_{31.1} The public park meets the requirements of section 4.5.5 of the planning scheme. AO_{31.1} The public park meets the standards identified in Table 9.4.5:3.	N/A The park is a private community open space that will be managed by the body corporate.
PO₃₂ Neighbourhood design and lot layout provides for safe and secure, well distributed and located parkland that: (a) provides a clear relationship between the public realm and adjoining land uses through treatment including alignment, fencing and landscaping; (b) enhances the area's local identity and landscape amenity; (c) provides for a range of recreational opportunities to meet community needs; (d) forms a linkage to existing parkland or habitats;	No acceptable outcome is nominated.	Complies. COS provided towards the entrance to the estate giving it prominence and significant passive surveillance. A footpath along the southern edge of the private road will

(e)	respects and retains existing natural elements; and		always provide convenient and safe access to the COS.
(f)	protects biodiversity values and features.		
Amenity			
PO ₃₃	Reconfiguration provides for sufficient buffering to minimise impacts on accommodation activities and other sensitive land uses from nearby incompatible uses.	No acceptable outcome is nominated.	Complies. See PO35 comments below.
PO ₃₄	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.	N/A
PO ₃₅	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.	AO_{35.1} Where reconfiguring a lot on land in the Low-medium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High Impact Industry Zone, it is demonstrated that a future sensitive use on proposed lots can meet: (a) the indoor noise objectives set out in the Environmental Projection (Noise) Policy 2008 are met; and (b) the air quality objectives in the Environmental Protection (Air) Policy 2008, are met using measures such as: (i) landscaping and open space; (ii) setbacks; (iii) the orientation of lots away from the industrial area; (iv) barriers, mounds and fencing; and/or (v) screening.	The site is located about 150m from the designated Medium Impact Industry zone in Endeavour Way. There is a 15m formal plantation buffer along the northern site boundary combined with an additional planting area on the northern boundary of each of the lots located on the northerly side of the proposed private road. The POD proposed to accompany any approval also required that each dwelling will have acoustic glazing and insulation in the walls to ensure internal noise limits are within EPA requirements for dwellings.
Safety and security			
PO ₃₆	The reconfiguration discourages crime, vandalism and anti-social behaviour and facilitates:	AO _{36.1} The reconfiguration is designed in accordance with Crime Prevention Through Environmental Design (CPTED) Guidelines for Queensland.	Complies. The lots all face out to the street, and the area of each lot is generally over
(a)	personal and property security;		

(b) casual surveillance of footpaths and parkland; and (c) activity and interaction within public spaces and movement networks.		900m². Street and footpath areas will be capable of passive surveillance during the day. Appropriate street lighting will be provided which will assist with safety at night.
Natural values		
PO₃₇ Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible.	AO_{37.1} Development within a water supply area involving the creation of new lot/s is connected to council's reticulated water supply system and a water supply outlet located within a road reserve is within 40M of the following: (a) all of the land; or (b) a building envelope designated on each lot; or (c) the centre of each lot, excluding access handles (where no building envelope is designated); and (d) all existing or proposed buildings.	Complies. Refer to the engineer's water report and Yarramine reports on ecology, trees and bushfire.
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.	Complies. Ecologically significant areas are not present on this site due to past activities having been conducted on the site. Refer to Yarramine Reports on ecology, trees and bushfire.
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.	Complies. No natural waterway occurs on the site.
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: AO_{40.1} 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	AO_{40.1} (a), (b) and (c) Complies.

	(c) lots are generally rectangular in shape and not splayed. AO _{40.2} 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.	N/A
Services		
PO ₄₁ 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.	Complies. Access to TRC water and sewerage services. To secure access to a reticulated sewer system, it is intended that there be a body corporate management process established to manage a low-pressure sewer connection to a point located in Endeavour Way. The road, landscaping and COS will also be managed by the body corporate. <i>Refer to the engineer's report.</i>
Noise Impacts		
PO ₄₂ Lots are of a suitable size and dimensions to facilitate adequate noise management	AO _{42.1} Lots near a rail corridor or a regional arterial, sub-arterial or distributor roads are of sufficient size and depth to ensure that future dwellings are not exposed to road or rail noise greater than 63dB LA10(18hr). AO _{42.2} Where it is not practical to achieve the required noise levels through lot layout and design, noise attenuation barriers are utilised to achieve the required noise levels.	Complies. No rail or highway in the immediate vicinity. N/A
PO ₄₃ 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:	No acceptable outcome is nominated.	N/A

(i)	aesthetic quality and compatibility with streetscape;		
(ii)	physical accessibility;		
(iii)	provision of casual surveillance of public open space and movement networks;		
(iv)	opportunities for concealments or vandalism; and		
(v)	easy and economic maintenance.		
Air Quality			
PO ₄₄	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.	Complies. No known source for negative air quality in locality.
Additional requirements for volumetric subdivision			
PO ₄₅	The reconfiguration of the space above or below the surface of the land facilitates appropriate development in accordance with the intent of the zone or precinct in which the land is located or is consistent with a lawful approval that has not lapsed.	No acceptable outcome is nominated.	N/A
Hatchet Lots			
PO ₄₆	Lot reconfigurations only create hatchet lots as a means of increasing residential densities in within: (a) Walking catchments around centres offering a broad range of goods, facilities and services (being 800m around Major and 400m around District centres and designated Local centres within the centre hierarchy); (b) Land that benefits visually from high-quality parkland; (c) Walking catchments around major non-industrial employment areas (land within 800m walk of 1000 or more non-industrial jobs); (d) A central transport corridor bounded by Nelson, West, Jellicoe and Hume Street, and (e) An 800m walking catchment of the University of Southern Queensland (Toowoomba campus).	AO_{46.1} Lot reconfigurations only create hatchet lots in the Low-medium Density Residential Zone.	N/A

PO₄₇ The location and configuration of the access strip/easement and main body does not compromise: (a) the streetscape qualities of the area; (b) the residential amenity of the area; or (c) the Street System.	AO_{47.1} Only 1 Hatchet Lot is created behind any full frontage lot as shown in Figure 1 below.  Figure 1 AO_{47.2} The access strip/easement to the Hatchet Lot is located on only 1 side of the lot with direct frontage to the street as illustrated in Figure 2 below.  Figure 2	N/A
PO₄₈ The configuration of hatchet lots maintain the ability of existing buildings and structures to – (a) provide adequate daylight and ventilation to habitable rooms; (b) allow adequate light and ventilation to habitable rooms of buildings on adjoining lots; and (c) not adversely impact on the amenity and privacy of residents on adjoining lots.	AO_{48.1} Where the lot reconfiguration creates a hatchet lots the new lot boundaries create setbacks to existing dwellings that comply with the minimum distances in the Queensland Development Code or relevant planning scheme code.	N/A
PO₄₉ The access strip/easement: (a) has a minimum width of 6 metres for its full length; (b) is located on the southern or western side of the lot; (c) has a maximum length of 30 metres; (d) is located so that there is no more than one driveway serving an adjoining property within 6 metres of the access strip/easement boundary (see figure 3 below).	No acceptable outcome is nominated.	N/A

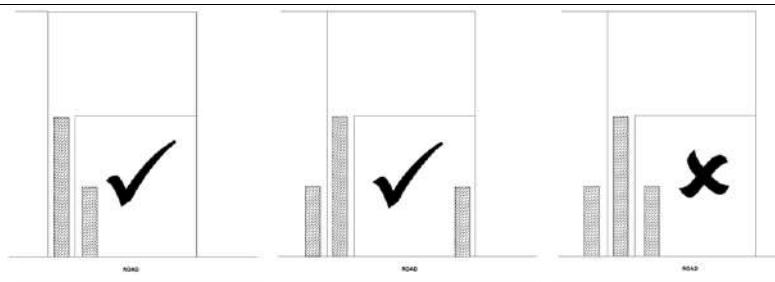


Figure 3

PO₅₀ Stormwater is discharged from the site to a lawful point of discharge, as defined in the Queensland Urban Drainage Manual (QUDM), without the use of pumped or charged pipe systems, and not to private land other than to an easement for stormwater purposes befitting the site and allowing discharge to a lawful point of discharge in land over which Council has tenure or control.	AO_{50.1} The site: (a) has a natural surface with an elevation that is higher than the abutting road and enables stormwater to drain gravitationally to the abutting road via subsurface pipes; or (b) has a natural surface with an elevation that is higher than Council's stormwater drainage network in the abutting road and enables stormwater to drain gravitationally to the stormwater drainage network in the abutting road via subsurface pipes; or (c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development.	Complies. Refer to the engineering report.
Reconfigurations creating lots less than 450m² in area in a residential zone		
PO₅₁ Lot reconfigurations creating lots less than 450m² and at least 20 new lots, facilitate the orderly, neighbourly, integrated and timely development of those lots through a Plan of Development.	AO_{51.1} Lot reconfigurations creating lots less than 450m² incorporate an Approved Plan of Development prepared by a suitably qualified professional(s) that sets development standards that comply with the performance outcomes within the Small Lot Housing Design Code and which includes, but is not limited to, the location of the following: (a) the lot layout and streets, including lot numbers, lot areas, street reserve widths, street or road carriageways (may include bus stops, taxi ranks, loading zones and similar service areas where proposed), and location and width of footpaths;	N/A No small lots proposed.

		(b) land slope and major infrastructure items; (c) primary and secondary street frontages (if necessary); (d) public open space areas, including lot number and area; (e) built-to-boundary wall locations (including mandatory built-to-boundary situations); (f) where privacy fencing is required at an interface with a street or park; fencing and, if sloping land, retaining wall details; (g) for lots under 450m²: (i) location, areas and dimensions of private open space; (ii) building envelopes indicating minimum setbacks, access points, and heights; and (iii) driveway crossovers											
PO ₅₂	The lots are located on a road that is appropriate to accommodate small lots.	AO _{52.1} Small lots are in accordance with the following table: <table><tr><th>Proposed lot width</th><th>Vehicle Access Location</th></tr><tr><td>Lot width <10m</td><td>Laneway, Local or collector roads only</td></tr><tr><td>Lot width 10 – 12.4m</td><td>Laneway, Local or collector roads only</td></tr><tr><td>Lot width 12.5 – 14.9m</td><td>Laneway, Local, collector or distributor roads only</td></tr><tr><td>Lot width >15m</td><td>Laneway, Local, collector, distributor or sub-arterial roads only</td></tr></table>	Proposed lot width	Vehicle Access Location	Lot width <10m	Laneway, Local or collector roads only	Lot width 10 – 12.4m	Laneway, Local or collector roads only	Lot width 12.5 – 14.9m	Laneway, Local, collector or distributor roads only	Lot width >15m	Laneway, Local, collector, distributor or sub-arterial roads only	N/A No small lots proposed.
Proposed lot width	Vehicle Access Location												
Lot width <10m	Laneway, Local or collector roads only												
Lot width 10 – 12.4m	Laneway, Local or collector roads only												
Lot width 12.5 – 14.9m	Laneway, Local, collector or distributor roads only												
Lot width >15m	Laneway, Local, collector, distributor or sub-arterial roads only												
PO ₅₃	Small lots are located to minimise the need to cut and fill the land.	AO _{53.1} Small lots are located on land with a pre-development gradient of less than 10%;	Complies. No small lots proposed.										
PO ₅₄	Development provides a frequency of standard and small lots which are varied to facilitate housing variety.	AO _{54.1} There are no more than six (6) contiguous small lots along a street frontage, with groups of two (2) or more small lots separated by at least two (2) standard lots.	N/A										
Reconfigurations facilitating Dual Occupancy development													

PO ₅₅	Lot reconfigurations within the Low-Density Residential Zone, Low-medium Density Residential Zone, Emerging Community Zone and Township Zone facilitate the integration of Dual Occupancy development into residential neighbourhoods in a manner that is dispersed and does not result in Dual Occupancy becoming the dominant form of housing within a street.	AO_{55.1} Lot reconfigurations designate lots for Dual Occupancy development. AO_{55.2} No more than 20 percent of the properties within a street block are designated for Dual Occupancy development. AO_{55.3} No more than three (3) adjoining properties within a street block are designated for Dual Occupancy development. AO_{55.4} Hatchet lots are not designated as Dual Occupancy lots.	No lots designated. Complies. Complies. Complies.
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Each red line in this figure is an example of the extent of a street block.

No more than 20 percent of properties within the street block are designated for dual occupancy development.

Figure 4

PO₅₆⁵⁶ Lots designated for Dual Occupancy development by lot reconfigurations within the Low- Density Residential Zone, Low-medium Density Residential Zone, Emerging Community Zone and Township Zone have an area, shape and dimensions suitable to accommodate their intended use.	AO_{56.1} Lots designated for Dual Occupancy development: (a) have a minimum area of 500m² where in the Low-medium Density Residential Zone; or (b) have a minimum area of 700m² where in the Low-Density Residential Zone, Emerging Community Zone or Township Zone; and (c) are rectilinear in shape; and (d) have a frontage that is consistent with the minimum frontage required for the applicable zone.	N/A
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Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes		
9.4 Other development codes		
9.4.3 Integrated Water Cycle Management Code		
9.4.3.1 Application (1) This code applies to assessable development identified as requiring assessment against the Industry Uses Code by the categories of development and assessment tables in Part 5 – Tables of Assessment		
9.4.3.2 Purpose (1) The purpose of the Integrated Water Cycle Management Code is to ensure water and related infrastructure are sustainably managed on a total water cycle basis to maintain the wellbeing of the community and the environment. (2) The purpose of the code will be achieved through the following overall outcomes: (a) disturbance to natural land forms, wetlands, water courses and riparian zones is avoided, in order to protect aquatic ecosystems and natural hydrological functions; (b) the quality of surface and groundwater is protected, consistent with established values and objectives; (c) development facilitates an efficient use of water resources; (d) whole of life cycle costs for water and stormwater infrastructure are minimised; and (e) adverse impacts as a result of flooding and the effects of drainage are avoided.		
Comments on the Purpose of the Code: This purpose statement aims at ensuring water and related infrastructure are sustainably managed in an environmentally conscious manner. Refer to report by AM Civil Engineering for details on the management of water on the site.		
9.4.3.3 Assessment benchmarks for assessable development		
Table 9.4.3:1 - Integrated Water Cycle Management Code – Assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Stormwater Management		
PO ₁ Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	AO _{1.1} Stormwater quality treatment measures are implemented in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	AQ1,1 and AO1.2 Complies. Refer to AM Consulting report.

	AO _{1.2} Pollutant load reductions are achieved in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> . ¹	
PO ₂ Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.	AO _{2.1} Stormwater quality treatment measures are implemented in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> . AO _{2.2} Pollutant load reductions are achieved in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> . ²	AO2.1 and AO2.2 Complies. Refer to AM Consulting report.
PO ₃ Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters, having regard to: (a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions.	AO _{3.1} Stormwater flow control measures are implemented in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies Refer AM Consulting report.
Waste Water Management		
PO ₄ Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate regard for: (a) cumulative effects; (b) the applicable water quality objectives for the receiving waters; (c) adverse impact on ecosystem health of receiving waters; and (d) in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset.	AO _{4.1} Waste water management measures are implemented in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Site serviced by wastewater reticulation system Refer to report by AM Civil. .

¹ State Planning Policy (July 2017) Appendix 2 – Stormwater management design objectives (Amended on 29 November 2019 as part of Amendment No.16) – amended on 29 November 2019

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

Artificial Waterways and Water Bodies			
PO ₅	The waterway or water body is designed to integrate multiple functions, including: (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management.	AO _{5.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A
PO ₆	The waterway is located and designed to be responsive to natural drainage features.	AO _{6.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A
PO ₇	The waterway or body is designed to minimise whole of life cycle costs.	AO _{7.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	N/A
Flooding and Drainage			
PO ₈	Flooding and drainage characteristics upstream or downstream of the site are not worsened.	AO _{8.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. ³	Complies
PO ₉	The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO _{9.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies
PO ₁₀	Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies
Water Cycle Management			
PO ₁₁	The design and management of the development integrates water cycle elements so that:	AO _{11.1} Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies. Refer AM Consulting report.

³ Amended on 18 March 2016

(a) water is used efficiently and potable water demand is reduced; (b) wastewater production is minimised; (c) stormwater peak discharges and runoff volumes are not worsened; (d) natural drainage lines and hydrological regimes are maintained as far as possible; (e) large, uninterrupted impervious surfaces are minimised; (f) reuse of stormwater and grey-water is encouraged where public health and safety will not be compromised; and (g) water is used efficiently.		
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Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes		
9.4 Other Development Code		
9.4.6 Transport, Access, and Parking Code		
9.4.6.1 Application (1) 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 and end of trip facilities to meet the needs of development and 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. Editor's note: — Vehicular access points to State-controlled roads require approval under the Transport Infrastructure Act 1994. Access approvals to the State-controlled roads are administered by the Department of Transport and Main Roads in accordance with the Road Planning and Design Manual.		
Comments on the Purpose of the Code: This purpose statement aims at ensuring the transport networks are protected from inappropriate development that may compromise safety and amenity in and around TRC's urban and semi-urban areas. This application fully complies with both the spirit and intent of the code. Refer to Rytskild Traffic Consultants report.		
9.4.6.3 Assessment benchmarks for assessable development		
Table 9.4.6:1 -Transport, Access, and Parking Code-Requirements for accepted development and assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Driveway Crossovers		
PO ₁ Vehicular access arrangements, including driveway crossovers:	AO _{1.1} Vehicular access and driveway crossovers are not:	Complies

(a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and (iii) the function and configuration of the access road; (b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road and pedestrian/cycle paths; (ii) the safety and efficiency of the road and footpath users; (iii) the integrity of any infrastructure within the road reserve; and (iv) the safety of access to adjacent properties. (c) protect the amenity of premises in the vicinity by: (i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; (ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (B) minimising the width and grade of the access; (C) minimising impacts on the appearance of the streetscape	an additional site/property access; to a State-controlled Road or a road with bluestone kerbing; within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by <i>Australian Standard 4970-2009</i>; (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. <i>Note: An additional site access is considered to be more than one site access.</i> AO_{1.2} Except where in a Rural Zone, vehicular access and driveway crossovers: - do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); - do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; - do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and	Complies
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by retaining existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.	(i) are provided in accordance with the <i>Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant) and the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i> AO_{1.3} Where in a Rural Zone, vehicular access and driveway crossovers: - do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); - do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; - do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i>	N/A
Car Parking Provision		
PO₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity. <i>Note: Where the development does not meet the acceptable outcomes, or where no acceptable outcome is specified, a parking demand analysis report prepared by a suitably qualified person may assist in demonstrating compliance with the performance outcome.</i>	AO_{2.1} Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of: - Non-Residential Use one (1) parking space per 50m² of GFA; and - Residential Use - one (1) parking space per dwelling. AO_{2.2} Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code. <i>Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.</i>	N/A Complies

	<i>Note: If the number of car parking spaces calculated in accordance with AO_{2.1} and AO_{2.2} is not a whole number, the number of parking spaces to be provided is rounded-up to next highest whole number.</i> <i>Note: Where application is made for establishment of two or more uses on the same premises, the parking demand is calculated by totalling the requirements for each use.</i>	
Table Error! No text of specified style in document.:1 – Transport, Access and Parking Code – assessment benchmarks for assessable development¹		
Performance outcomes	Acceptable outcomes	Comments
Transport Network²		
PO ₁ The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in SC 6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	No acceptable outcome is nominated	Complies
PO ₂ Development does not compromise the orderly provision or upgrading of the transport network. ³	No acceptable outcome is nominated	Complies
PO ₃ Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land. ⁴	No acceptable outcome is nominated	Complies

¹ Amended on 3 November 2014

² Applicants should note that the Department of Transport and Main Roads may have additional requirements.

³ Applicants should note that the Department of Transport and Main Roads may have additional requirements.

⁴ Amended on 27 April 2018

PO ₄	Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.	No acceptable outcome is nominated	Complies
PO ₅	Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to:⁵ (a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.	AO _{5.1} Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines</i> .	Complies
PO ₆	Directional signage is provided within a development site to assist legibility and wayfinding, including for pedestrians and cyclists	No acceptable outcome is nominated.	N/A
Access			
PO ₇	Vehicle access arrangements and queuing areas are appropriate for:	AO _{7.1} Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 Part 1: <i>Off Street Carparking</i> .	N/A

⁵ Crime Prevention Through Environmental Design Guidelines for Queensland prepared by the State Government may provide applicants with guidance on these matters.

(a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; and (c) the function and characteristics of the access road and adjoining road network.		
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.	Complies
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.	N/A

PO₁₀ Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: (a) safe for pedestrians, cyclists and vehicles; (b) conveniently connected to the main component of the development by pedestrian pathway; and (c) designed to provide for pedestrian priority and clear sightlines.	AO_{10.1} Bus pick-up/set-down areas: (a) allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting buses; (c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and (d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. AO_{10.2} Car and taxi pick-up/set-down areas: (a) allow a car to manoeuvre in and out of the area in an easy and safe manner; (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.	N/A N/A
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.	AO_{11.1} Pedestrian pathways and crossings are provided in accordance with SC6.2 <i>PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{11.2} Access for cyclists and pedestrians is clearly distinguished from vehicle access. AO_{11.3} Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s).	Complies N/A N/A
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.	AO_{12.1} Shared paths and on-road cycle lane facilities are provided in accordance with SC6.2 <i>PSP No.2 – Engineering Standards Roads and Drainage Infrastructure</i>.	N/A
Parking and Circulation		
PO₁₃ Car parking areas are designed to be:	AO_{13.1} The entry to the car park is clearly signposted.	N/A

(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 movement within car park areas.	AO_{13.2} Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use. AO_{13.3} Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such. AO_{13.4} Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street. AO_{13.5} Public Safety: (a) The car park is located where it can be monitored by passers-by or the occupiers of the development. (b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with Australian Standard <i>AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements</i>. (c) Except in the case of residential development: (i) where the car park is not required at night, entry to the car park is physically restricted; and (ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light. (d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the risk of crime.	N/A N/A N/A N/A
PO₁₄ Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	AO_{14.1} Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard <i>AS2890.1 Part 1: Off Street Carparking</i>. AO_{14.2} Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve. AO_{14.3} Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard <i>AS2890.1 Part 1: Off Street Carparking</i>. AO_{14.4} Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard <i>AS1428.1: Design for Access and Mobility</i>.	N/A N/A N/A N/A N/A

	AO_{14.5} Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard <i>AS1428.1: Design for Access and Mobility</i>. AO_{14.6} The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.	N/A
PO ₁₅ Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.	For non-residential development on a site in, or adjoining, a residential zone: AO_{15.1} Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone. AO_{15.2} Landscape planting is used between the car park and driveway areas and the side boundary to soften the visual impacts of car park areas and to provide shade. AO_{15.3} An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.	N/A N/A N/A
PO ₁₆ Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{16.1} Car parking is provided either at the rear of the development or beneath buildings.	N/A
PO ₁₇ Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO _{17.1} Above ground or multi-level parking areas are designed, articulated, and finished to a quality equal to or better than adjoining buildings.	N/A
PO ₁₈ Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO_{18.1} Aesthetics, glare, heat absorption and 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.	N/A
PO ₁₉ Any parking, access and any other vehicle access/manoeuvring areas incorporate design	AO _{19.1} Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	N/A

	measures to avoid dust nuisance to surrounding properties.		
PO ₂₀	Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.	AO _{20.1} A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use.	N/A
PO ₂₁	Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure.	AO _{21.1} The development is capable of meeting the requirements of Council's <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.	N/A
Servicing			
PO ₂₂	Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	AO _{22.1} The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Table 9.4.6:3. AO _{22.2} Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in a manner that makes it impractical to use them as storage or work areas. AO _{22.3} The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard <i>AS 2890.2 – 1989 – Off Street Parking – Commercial Vehicle Facilities</i> . AO _{22.4} Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so. AO _{22.5} Service vehicles can enter and leave the site in a forward gear.	N/A N/A N/A N/A N/A
PO ₂₃	Refuse collection vehicles are able to access on-site refuse collection facilities.	AO _{23.1} Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	N/A
PO ₂₄	Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	Complies
PO ₂₅	Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{25.1} Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	N/A

Table 9.4.6:3 – Vehicle Provision Rates⁶

For the purpose of interpreting Columns 2 and 3 – Service Vehicle Provision Rate the following definitions apply:

- (1) 'No specific rate' – means the required number of parking spaces (or facilities for service vehicles) will be based on the circumstances of the specific proposal and assessed against the Performance Criteria and information provided with the application.
- (2) Where the calculated number of vehicle parking spaces is not a whole number, the required number of vehicle parking spaces to be provided is rounded-up to the next highest whole number;
- (3) Where development involves two or more uses on the same premises, vehicle parking demand is calculated by totalling the requirements for each use;
- (4) When calculating car parking provision rates, 'Practitioner' and 'Staff' should be considered separate to each other – with 'Practitioner' not being included within the parking provision calculation for 'Staff';
- (5) SRV - means Small Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – *Off Street Parking – Commercial Vehicle Facilities*).
- (6) HRV - means Heavy Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – *Off Street Parking – Commercial Vehicle Facilities*).
- (7) AV - means Articulated Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – *Off Street Parking – Commercial Vehicle Facilities*).

Development	Parking Rates	Service Vehicle Provision Rate
Adult Store	One (1) space per 25m ² GFA.	Less than 500m ² GFA – 1 HRV. 500m ² – 1,999m ² GFA – 1 AV. 2,000m ² GFA plus – No specific rate.
Agricultural Supplies Store	One (1) space per 25m ² GFA.	1 AV.
Air Services	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Animal Husbandry	No Parking Rate Nominated.	No specific rate.
Animal Keeping	One (1) space per FTE staff plus five (5) spaces.	Nil.

	Aquaculture	One (1) space per FTE staff.	No specific rate.
	Bar	One (1) space per 25m ² GFA.	No specific rate.
	Bulk Landscape Supplies	One (1) space per 200m ² of total use area with a minimum of four (4) spaces.	1 AV.
	Car Wash	One (1) space per 25m ² GFA.	Nil.
	Caretaker's Accommodation	Two (2) parking spaces.	Nil.
	Cemetery	30 spaces plus one (1) space per two (2) FTE staff on the premises at any one time.	Nil.
	Child Care Centre	One (1) space per seven (7) children enrolled, plus one (1) space per FTE staff.	Nil.
	Club	0.3 space per patron.	1 SRV.
	Community Care Centre	Applicant to provide parking report justifying proposed provision of parking.	Nil.
	Community Residence	Two (2) parking spaces.	Nil.
	Community Use	0.4 space per patron.	No specific rate.
	Crematorium	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
	Cropping	No Parking Rate Required.	Nil.

⁶ Amended on 9 August 2019

	Detention Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
	Dual Occupancy	Two (2) parking spaces per dwelling.	Nil.
	Dwelling House ⁷	One (1) parking space where the dwelling has one (1) or two (2) bedrooms. Two (2) parking spaces where the dwelling has three (3) or more bedrooms.	Nil.
	Dwelling Unit	One (1), per one (1) and two (2) bedroom unit plus two (2) for each unit of three (3) or more bedrooms.	Nil.
	Educational Establishment	Preparatory - One (1) space per seven (7) children enrolled, plus one (1) space per FTE staff. Primary – One (1) space per ten (10) students plus 1 space per FTE staff. The visitor parking can be provided as a set-down per pick-up area (20% of short term parking); Secondary – One (1) space per ten (10) year 12 students; plus, a set-down per pick-up area for visitors and one (1) space per FTE staff; Tertiary – One (1) space per FTE staff; plus, one (1) space per ten (10) students.	1 SRV.
	Emergency Services	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
	Extractive Industry	Applicant to provide parking report justifying proposed provision of parking.	Nil.
	Food and Drink Outlet	One (1) space / 20m ² GFA; plus queueing area for ten (10) vehicles for any drive-through facility from the collection point.	1 SRV.

⁷ Amended on 29 November 2019

	Function Facility	0.4 space per patron.	No specific rate.
	Funeral Parlour	0.3 space per seat or to each square metre of GFA whichever is greater.	1 SRV.
	Garden Centre	10% of site area.	1 HRV.
	Hardware And Trade Supplies	One (1) space per 40m ² GFA.	Less than 1,000m ² GFA – One (1) HRV. 1,000m ² – 1,999m ² GFA – One (1) AV. 2,000m ² GFA plus – No specific rate.
	Health Care Services	One (1) space per FTE staff, plus three (3) visitors spaces per FTE practitioner.	One (1) ambulance vehicle pick-up and set-down space if more than two (2) practitioners work from the site at any one time.
	High Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m ² GFA.	0 – 999m ² GFA: One (1) HRV. 1,000m ² – 2000m ² GFA: One (1) AV. 2,000m ² GFA: No specific rate.
	Home Based Business	One (1) space per non-resident FTE staff.	Nil.
	Hospital	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
	Hotel	0.4 space per patron.	1 AV.
	Indoor Sport And Recreation	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
	Intensive Animal Industries	No Parking Rate Required.	No specific rate.
	Intensive Horticulture	One (1) space per staff.	No specific rate.
	Landing	No Parking Rate Required.	Nil.

Low Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m ² GFA.	0 – 999m ² GFA: One (1) HRV. 1,000m ² – 2,000m ² GFA: One (1) AV. 2,000m ² GFA: No specific rate.
Major Electricity Infrastructure	No Parking Rate Required.	No specific rate.
Major Sport, Recreation And Entertainment Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Market	Eight (8) spaces per 100m ² of stall area (excluding access paths).	No specific rate.
Medium Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m ² GFA.	0 – 999m ² GFA: One (1) HRV. 1,000m ² – 2,000m ² GFA: One (1) AV. 2,000m ² GFA: No specific rate.
Motor Sport Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Multiple Dwelling ⁸	One (1) space per one (1) bedroom dwelling. Two (2) spaces for each dwelling with two (2) or more bedrooms One (1) visitor space for every four (4) dwellings.	1 SRV where more than 10 units.
Nature-based Tourism	No Parking Rate Required.	No specific rate.
Nightclub Entertainment Facility	One (1) space per 5m ² GFA; plus 0.5 space per staff FTE.	No specific rate.
Non-resident Workforce Accommodation	No Parking Rate Required.	Nil.

⁸ Amended on 29 November 2019

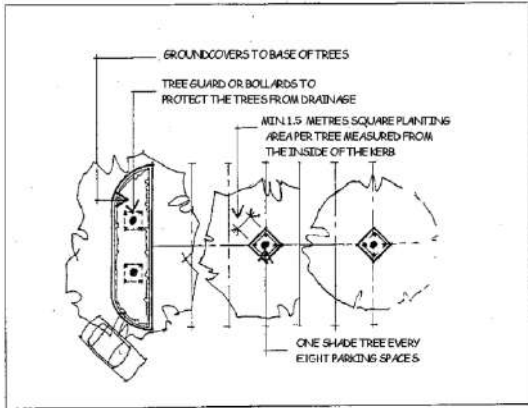
Office	3.5 spaces per 100m ² GFA.	Less than 200m ² GFA – Nil. 200m ² – 999m ² GFA – One (1) AV. 1,000m ² GFA plus – No specific rate.
Outdoor Sales	One (1) space per 150m ² of total use area.	1 AV.
Outdoor Sport And Recreation	Applicant to provide parking report justifying proposed provision of parking.	Nil.
Outstation	No Parking Rate Required.	Not Applicable.
Park	No Parking Rate Required.	Nil.
Parking Station	No Parking Rate Required	Not Applicable.
Permanent Plantations	No Parking Rate Required.	Nil.
Place Of Worship	One (1) space per 10m ² GFA, OR one (1) space per ten (10) seats (or part thereof), whichever is the greater.	1 SRV.
Relocatable Home Park	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where developments contain five (5) or more dwellings.	No specific rate.
Renewable Energy Facility	No Parking Rate Required.	No specific rate.
Residential Care Facility	0.3 space per lodging room.	No specific rate.
Resort Complex	One (1) space per unit plus 50% of the requirement for each ancillary use.	1 SRV.
Retirement Facility	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where development contains five (5) or more dwellings.	No specific rate.
Roadside Stalls	No Parking Rate Required.	Nil.

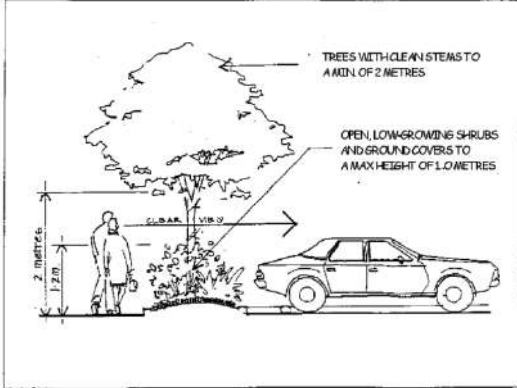
	Rooming Accommodation	0.5 space per Rooming Unit, plus 0.25 visitor space per Rooming Unit, plus one (1) space for an on-site manager (if applicable).	Nil.
	Rural Industry	One (1) space per 100m ² GFA.	0 – 999m ² GFA: One (1) HRV. 1,000m ² – 2,000m ² GFA: One (1) AV. 2,000m ² GFA: No specific rate.
	Rural Worker's Accommodation	No Parking Rate Required.	Nil.
	Sales Office	Two (2) spaces per dwelling.	Nil.
	Service Industry	One (1) space per 100m ² GFA.	Less than 500m ² GFA – One (1) HRV. 500m ² – 1,999m ² GFA – One (1) AV. 2,000m ² GFA plus – No specific rate.
	Service Station	One (1) space per 25m ² GFA.	1 AV.
	Shop	One (1) space per 20m ² GFA.	Less than 500m ² GFA – One (1) HRV. 500m ² – 1,999m ² GFA – One (1) AV. 2,000m ² GFA plus – No specific rate.
	Shopping Centre	3.5 spaces per 100m ² GFA.	No specific rate.
	Short-Term Accommodation	One (1) space per unit plus 50% of the requirement for each ancillary use.	1 SRV.
	Showroom	One (1) spaces per 40m ² GFA.	Less than 1,000m ² GFA – One (1) HRV. 1,000m ² – 1,999m ² GFA – One (1) AV. 2,000m ² GFA plus – No specific rate.
	Substation	No Parking Rate Required.	No specific rate.
	Telecommunications Facility	No Parking Rate Required.	No specific rate.

Theatre	0.4 spaces per patron.	No specific rate.
Tourist Attraction	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Tourist Park	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where developments contains five (5) or more dwellings.	1 SRV.
Transport Depot	One (1) car space for every truck space; plus one (1) space per every two (2) non-driver staff.	No specific rate.
Utility Installation	No Parking Rate Required.	No specific rate.
Veterinary Services	One (1) space per FTE staff, plus 3 visitors spaces per FTE practitioner.	1 SRV.
Warehouse	1.5 spaces per 100m ² GFA.	0 – 999m ² GFA: One (1) HRV. 1,000m ² – 2,000m ² GFA: One (1) AV. 2,000m ² GFA: No specific rate.
Wholesale Nursery	One (1) space per 100m ² of total use area.	1 HRV.
Winery	One (1) space per 25m ² of retail GFA plus three (3) spaces per 100m ² of manufacturing GFA.	No specific rate.

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes		
9.4 Other Development Code		
9.4.4 Landscaping Code		
9.4.4.1 Application		
(1) This code applies to assessable development identified as requiring assessment against the Landscaping 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 Landscaping Code is to facilitate landscaping which is an integral component of urban design, contributing to the creation or enhancement of quality places and spaces. (2) The purpose of the code will be achieved through the following overall outcomes: (a) landscaping assists in the creation of aesthetically pleasing, safe, comfortable and functional environments for people to work, live and visit; (b) landscaping is suitable for its intended function and is responsive to site and environmental conditions; (c) existing significant vegetation and ecological values are retained and protected, to the extent practicable; (d) landscaping is integrated with the overall design of a development, and contributes to a coherent streetscape and the desired local character; and (e) landscaping is established in a manner that ensures the viability of species utilised and cost effective maintenance.		
Editor's note: — Landscape works within or directly adjacent to a State-controlled road corridor required approval from the Department of Transport and Main Roads in accordance with <i>the Transport Infrastructure Act 1994</i> and TMR Engineering Policy- Directions and Guides – Policy Number EP143 Road Landscapes.		
Comments on the Purpose of the Code:		
The purpose of the landscaping code is to ensure that the landscaping elements of any land use development is not overlooked and is designed as an integral component of the overall development. The landscaping associated with the subject development has been aimed at softening and framing the built structures of the overall development as well as respecting the adjoining residential properties. The Plan provided is Conceptual on purpose and further detailed planting designs will be provided later in the process.		
9.4.4.3 Assessment benchmarks for assessable development		
Table 9.4.4:1 -Landscaping Code-assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
PO ₁ Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development.	AO _{1.1} Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2.	Complies – Barry Sweet of Supernatural Landscapes
PO ₂ Landscape construction is undertaken by a suitably qualified landscape professional.	AO _{2.1} Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	Complies

PO₃ Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.)	AO_{3.1} Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used. AO_{3.2} Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area. AO_{3.3} Existing site trees are integrated into the development. AO_{3.4} Species selection is reflective of cool temperate species.	AO_{3.1} to AO_{3.3} Complies – although there is no existing street tree planting in the private road as well as most of the site, indigenous vegetation and tree species have been selected where suitable and safe. AO_{3.4} Complies
PO₄ Where the development involves the creation of a new road street tree planting is undertaken having consideration of: (a) the hierarchy and function of the street; (b) selection of appropriate species; (c) avoidance of conflict between the street tree and utilities and services within the road reserve; (d) soil conditions; (e) existing street trees; (f) solar access; and (g) driveway access.	Where the development involves the creation of a new road: AO_{4.1} Street planting is carried out in accordance with the requirements of <i>SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage</i>. AO_{4.2} Species and materials are used that minimise the use of potable water. AO_{4.3} Street tree planting is in accordance with PSP No.8 – Street Trees.	Complies
PO₅ Fencing design and acoustic barriers: (a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street.	AO_{5.1} Front fences longer than 15m and greater than 1,400mm in height are visually fragmented with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers. AO_{5.2} All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. AO_{5.3} Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum 3m vegetated buffer on	Given that the lots are larger than normal suburban lots front fences will be discouraged. Complies N/A

	either side of the fence with vegetation having a mature height equal to or above the height of the acoustic fencing.	N/A
PO ₆ Location, design and provision of planting in carparks and internal roadways achieve a high degree of shade, amenity and safety	AO_{6.1} Landscaping visually fragments and shades carparking areas with regular tree planting in individual planting bays evenly distributed throughout the car parking area at the rate of one planting bay per eight (8) carparking spaces. AO_{6.2} Individual planting bays have a minimum dimension of 1,500 x 1,500mm with permeable surface treatments and are flush with the finished surface levels of the car park. AO_{6.3} No raised kerbing is provided around planting bays. Wheel stops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas. AO_{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance. 	N/A N/A N/A N/A

			
PO ₇	Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.	AO _{7.1} Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits. AO _{7.2} Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber.	Complies Complies
PO ₆	Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists	No acceptable outcome is nominated.	N/A
PO ₇	Vehicle access arrangements and queuing areas are appropriate for: (a) the capacity of the parking area; the volume, frequency and type of vehicle usage; and (b) the function and characteristics of the access road and adjoining road network.	AO _{7.1} Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 Part 1: <i>Off Street Carparking</i> .	N/A
PO ₈	Maintenance access points must be considered and accommodated for in the site planning and design process.	AO _{8.1} Access by appropriate maintenance or utility vehicles must be demonstrated with ground surface treatments that are stable and usable in all weather. AO _{8.2} Functional maintenance vehicle circulation and access gates to be provided.	Complies Complies

PO₉ On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided	AO_{9.1} Landscape design takes advantage of the flow of water along overland flow paths. AO_{9.2} Landscaping is used to help maximise opportunities for on-site stormwater infiltration by: (a) minimising impervious surfaces and incorporating semi-permeable paving products; (b) falling hard surfaces towards pervious surfaces such as turf or mulched areas; (c) maximise opportunities for turf and planting areas; (d) align planting areas parallel to contours to slow the flow of surface water; and (e) ensure planting palette comprises canopy tree species. AO_{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells. AO_{9.4} Sediment and erosion control measures are provided. AO_{9.5} Planter boxes on podiums and building forecourts are plumbed to stormwater.	Complies Complies Complies Complies Complies
PO₁₀ Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.	No acceptable outcome is nominated.	Complies
PO₁₁ Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use.	AO_{11.1} Design complies with <i>AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility</i>	Complies
PO₁₂ Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by <i>Crime Prevention Through Environmental Design</i> (CPTED) principles in relation to:	Landscape design incorporates the following design measures: AO_{12.1} The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities	Complies

(a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management.	AO _{12.2} (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate. Barriers are used to attract, channel or restrict the movement of people by clear spatial definition and legibility, optimising opportunity for public interaction, visually permeable screens and fencing, appropriate use of mechanical measures that correspond to actual risk.	N/A
	AO _{12.3} Reinforcing definition of territory and ownership of private, semi-public and public spaces through clear design cues for use and activities, transitions and boundaries between public and private, design that encourages public interaction and ownership, legible universal signage.	Complies. Refer to Communal Open Space Area.
	AO _{12.4} Space Management: ensuring that public spaces are appropriately utilised and maintained using vandal- and graffiti-resistant materials, easily accessed and maintained fixtures.	N/A

Table 9.4.4:2- Landscape Design Professionals

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

Toowoomba Regional Planning Scheme 2012(v.27.0) – Part 09 Development Codes		
9.4 Other Development Code		
9.4.7 Works and Services Code		
9.4.7.1 Application		
(1) This code applies to assessable development identified as requiring assessment against the Works and Services Code by the categories of development and assessment tables in Part 5 – Tables of Assessment		
9.4.7.1 Purpose		
1) The purpose of the Works and Services Code is to ensure development is provided with a level of infrastructure which supports the achievement of ecological sustainability and maintains or enhances community health¹, safety and amenity. 2) The purpose of the code will be achieved through the following overall outcomes: (a) premises are provided with an appropriate level of services to meet the demands of development. (b) the integrity of existing infrastructure is maintained. (c) access, parking, streets and pedestrian and cycle paths are provided to standards that ensure safe, convenient and efficient operation of movement networks. (d) risk to life and property is avoided. (e) development facilitates the efficient provision of infrastructure and use of resources. (f) whole of life cycle costs for infrastructure are minimised; and (g) the provision of infrastructure, services and utilities needed to service development does not detract from environmental values or from the desired character and amenity of the locality.		
Comments on the Purpose of the Code:		
This proposal conforms to the Purpose Statement for this Code. The site has access to adequate urban infrastructure, and the capacity is sufficient for the proposed residential development. Refer to the Services Report prepared by AM Consulting.		
9.4.7.3 Requirements for accepted development and assessment benchmarks for assessable development		
Table 9.4.7:1 -Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development		
Performance outcomes	Acceptable outcomes	Comments
Utilities		
PO ₁ A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{1.1} Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. OR AO _{1.2} Where not in a water supply area, the development is provided with an on-site water supply in accordance with SC6.3 PSP No. 3 Engineering Standards –Water and Wastewater Infrastructure.	Complies – refer to the engineering report by AM Civil. N/A

<i>Amended on 3 November 2014</i>		AO _{1.3} Water supply systems and connections are designed and constructed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies – refer to Engineers report by AM Civil.
PO ₂ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{2.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . OR	N/A	Complies
	AO _{2.2} Where not within a wastewater area, on-site waste water treatment and disposal is provided which complies with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .		
	AO _{2.3} Wastewater systems and connections are designed and constructed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>		
PO ₃ The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{3.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.		Complies
PO ₄ Premises are connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	AO _{4.1} The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.		Complies
PO ₅ Provision is made for future telecommunications services (e.g., fibre optic cable).	AO _{5.1} Conduits are provided in accordance with <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure</i> . ¹		Complies
PO ₆ Development near utility services does not:	AO _{6.1} Setbacks and loadings comply with <i>the Queensland Development Code QDC MP1.4</i> . ²		Complies

¹² Amended on 27 April 2018

²³ Amended on 27 April 2018

	(a) adversely affect the function of the service; or (b) place an additional load on the service; and (c) protects the infrastructure form physical damage; and (d) allows ongoing necessary access for maintenance purposes.		
PO ₇	Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	Complies
PO ₈	Water meter/s are installed and located for easy access by the relevant authority	AO _{8.1} Water meter/s are installed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>	Water meters will be installed at completion of the construction works.
Movement Works			
PO ₉	Premises are provided with the following works along the full extent of the road frontage and to a standard that is appropriate to the function of the road and the character of the locality: (a) appropriate roadway treatment; (b) appropriate pavement edging (including kerb and channel); (c) safe vehicular access; (d) safe footpaths and bikeways; (e) street scaping or street tree planting; (f) stormwater drainage; and street lighting systems.	AO_{9.1} Design and construction of external road works are undertaken in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{9.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i>.	Complies Complies
PO ₁₀	Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with:	AO_{10.1} Street scaping works; footpaths and cycle paths are provided in accordance with <i>PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{10.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i>.	Complies Complies

(a) the current and projected level of usage; (b) the desired streetscape character; and (c) activities which are anticipated to occur within the verge.		
PO₁₁ Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and ensures the safe passage of vehicles, pedestrians and cyclists.	AO_{11.1} Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	N/A
PO₁₂ Movement networks can be easily and efficiently maintained.	AO_{12.1} Infrastructure is provided in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>.	N/A
Vehicular Access-Non-Residential		
PO₁₃ Non-residential vehicular access arrangements to a public roadway, including driveway crossovers: (a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network; (b) are located and designed to: (i) avoid damage to utility services, pathways, kerbs, road pavement and seal and other council/public infrastructure; (ii) prevent conflict between vehicles and cyclists and pedestrians; and (iii) avoid damage to existing street trees and retain space for the future planting of street trees within the verge. (c) minimise the number of vehicular accesses per site to avoid the loss of on-street car parking spaces, and are appropriately separated from other vehicular accesses and	AO_{13.1} Non-residential vehicular access and driveway crossovers to a public road are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) for a lot with a frontage of 10m or less; (g) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; and (h) within the Tree Protection Zone, as defined by <i>Australian Standard 4970-2009</i>. <i>Note: An additional site access is considered to be more than one site access.</i> AO_{13.2} Non-residential vehicular access and driveway crossovers:	N/A N/A

side property boundaries to prevent interference with: (i) the safety, capacity and operations of the existing or planned road network; (ii) any existing vehicular accesses; (iii) adjoining properties; and (iv) cycleways or pedestrian footpaths and their users. (d) protect the amenity of premises in the vicinity and surrounding streetscape by: (i) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (ii) minimising the width and grade of the access; and (iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping.	(a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; (i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and	
Vehicular Access-Residential		
PO₁₄ Residential vehicular access arrangements, including driveway crossovers:	AO14.1 Residential vehicular access and driveway crossovers are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset;	Complies

are appropriate for: - the capacity of the parking area; - the volume, frequency and type of vehicle useage; and - the function and configuration of the access road. minimise any potentially adverse impact on: - the safety and efficiency of the road and pedestrian/cycle paths; - the safety and efficiency of the road and footpath users; - the integrity of any infrastructure within the road reserve; and (iv) the safety of access to adjacent properties. protect the amenity of premises in the vicinity by: - maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; - preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (B) minimising the width and grade of the access; (C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and	(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. <i>Note: An additional site access is considered to be more than one site access.</i> AO14.2 Except where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; or (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (i) are provided in accordance with the Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant), the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage	Complies
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(D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.	Infrastructure and Australian Standard AS 4970-2009 – Protection of Trees on Development Sites. AO14.3 Where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	N/A
Earthworks and Retaining Walls		
PO₁₅ Earthworks result in stable landforms and structures.	AO_{15.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>	Complies.
PO₁₆ Earthworks do not result in the contamination of land or water and avoid risk to people and property.	AO_{16.1} Earthworks are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>.	Complies.

PO ₁₇	Earthworks are undertaken in a manner that: (a) maintains natural landforms; (b) minimises height of retaining walls and batter faces; (c) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land; and (d) does not unduly impact on the amenity of the streetscape.	AO _{17.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies.
PO ₁₈	Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	AO _{18.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies.
PO ₁₉	Earthworks do not prevent access or create difficult access to the property.	AO _{19.1} Earthworks and the construction of retaining walls and batters ensure driveways can provided in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies.
PO ₂₀	Earthworks do not cause a significant impact on the amenity of the locality or along routes taken to transport material as a result of truck volumes, dust or noise.	AO _{20.1} Earthworks are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies.
PO ₂₁	The transportation of material minimises adverse impact on the road system.	AO _{21.1} Material is transported in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies.
Waste Management			
PO ₂₂	Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste ³ such that: (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected;	No acceptable outcome is nominated	N/A

³ For the purposes of this code trade waste is defined as water-borne waste from business, trade or manufacturing premises, other than human waste or stormwater.

(c)	and the performance of the wastewater system is not put at risk.		
PO ₂₃	Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and able to be kept in a clean state at all times.	AO_{23.1} Refuse container storage areas are provided which: (a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and (e) are situated not closer than 6m to a road or 2m to any site boundary. AO_{23.2} On sites greater than 2,000m² in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the site in a forward direction without having to make more than a 3-point turn.⁴ AO_{23.3} For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	N/A. N/A N/A
PO ₂₄	Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the refuse container storage area.	No acceptable outcome is nominated	N/A

⁴ Refer to the Parking, Transport and Servicing Code for refuse vehicle turning requirements.

Construction Management			
PO ₂₅	Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	AO _{25.1} Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained (c)vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds.	Complies.
PO ₂₆	Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.	AO _{26.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies
PO ₂₇	While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	AO _{27.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies
PO ₂₈	Traffic, parking and delivery of construction materials generated during construction are managed to minimise impact on the amenity of the surrounding area and to manage the safety of pedestrians, cyclists and motorists	AO _{28.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies
PO ₂₉	Council and state infrastructure is not damaged by construction activities.	AO _{29.1} Construction, alterations and any repairs to infrastructure is undertaken in accordance with the <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure, Queensland Development Code QDC MP1.4, and, where applicable, in consultation with the relevant service authority.</i> ⁵	Noted
		AO _{29.2} Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the <i>Transport Infrastructure Act 1994</i> .	Noted

⁵ Amended on 27 April 2018

Our Reference: MCUI/2018/2226
 CS Portal Reference: N/A
 Contact Officer: Krys den Hertog
 Contact: 07 4688 6943
 Email: development@tr.qld.gov.au

DOCUMENT ENDORSEMENT
Planning Act 2016

Torrington Land Pty Ltd
 C/- Property Projects Australia Pty Ltd
 PO Box 3686
 TOOWOOMBA QLD 4350

Email: louise@propertyprojectsaustralia.com.au
 cc.: james@propertyprojectsaustralia.com.au

2 December 2021

Dear Sir/Madam

Location: 229 Hursley Road, TORRINGTON QLD 4350
Property Description: Parent Lot 32 SP304211
Relevant Planning Scheme: *Toowoomba Regional Planning Scheme 2012*

The request for Endorsement of Engineering Overall Strategies for Stormwater, Water and Wastewater has been assessed and approved in accordance with the Conditions of Approval for the Decision Notice issued on 22 October 2018. The conditioned Engineering Overall Strategy for Traffic Impact Assessment is unresolved at the date of this letter. The following provides the relevant details for Overall Strategies for Stormwater, Water and Wastewater:

Details of Endorsement

Endorsement of Documents – Engineering Overall Strategies for Stormwater, Water and Wastewater

Approved Plans / Documents

The endorsed plans and/or documents are listed in the following table:

Order number	Plan/ Document No	Rev No	Plan/ Document Name	Plan / Document Description	Council Markup / Notes	Date
1	SK-01	D	Preliminary Site Plan Stage 1	Conceptual Engineering Site Plan for Stormwater Wastewater Infrastructure and Water Supply	Proposed lot numbers crossed out in red Undedicated road name crossed out in red "Property Boundaries are not	16 November 2021

					<i>Proposed, Endorsed or Approved by this Plan</i>" in red <i>"Preliminary Approval for Stormwater Wastewater Infrastructure and Water Supply Documents Only, Subject to Detailed Design"</i> in red	
2	SK-08	C	Robson Hursley Road Open Channel Layout & Details	Conceptual Engineering Plan and Section for Robson Hursley Road Open Channel Layout and Cross Section	<i>"Preliminary Approval for Stormwater Wastewater Infrastructure and Water Supply Documents Only, Subject to Detailed Design"</i> in red	31 August 2021
3	SK-09	C	Robson Hursley Road Open Channel Longitudinal Section	Conceptual Engineering Robson Hursley Road Open Channel Longitudinal Section	<i>"Preliminary Approval for Stormwater Wastewater Infrastructure and Water Supply Documents Only, Subject to Detailed Design"</i> in red	Revision C undated Revision A dated 19 July 2021
4	SK-010	C	Preliminary Sewer Plan Stage 1	Conceptual Engineering Site Plan for Wastewater	Proposed lot numbers crossed out in red Undedicated road name crossed out in red <i>"Property Boundaries are not Proposed, Endorsed or Approved by this Plan"</i> in red <i>"Preliminary Approval for Stormwater Wastewater Infrastructure and Water Supply Documents Only, Subject to Detailed Design"</i> in red	31 August 2021

5	SK-011	D	Preliminary Sewer Long Sections Sheet 1	Conceptual Engineering Longitudinal Section for Wastewater	<i>"Preliminary Approval for Stormwater Wastewater Infrastructure and Water Supply Documents Only, Subject to Detailed Design"</i> in red	16 November 2021
6	SK-012	D	Preliminary Sewer Long Sections Sheet 2	Conceptual Engineering Longitudinal Section for Wastewater	<i>"Preliminary Approval for Stormwater Wastewater Infrastructure and Water Supply Documents Only, Subject to Detailed Design"</i> in red	16 November 2021
7	DM-01	C	Stormwater Catchment Plan Pre-Development	Conceptual Engineering Stormwater Catchment Plan Pre- Development	Undedicated road name crossed out in red <i>"Property Boundaries are not Proposed, Endorsed or Approved by this Plan"</i> in red <i>"Preliminary Approval for Stormwater Wastewater Infrastructure and Water Supply Documents Only, Subject to Detailed Design"</i> in red	31 August 2021
8	DM-02	C	Stormwater Catchment Plan Post Development	Conceptual Engineering Stormwater Catchment Plan Post Development	Proposed lot numbers crossed out in red Undedicated road name crossed out in red <i>"Property Boundaries are not Proposed, Endorsed or Approved by this Plan"</i> in red <i>"Preliminary Approval for Stormwater Wastewater"</i>	31 August 2021

					<i>Infrastructure and Water Supply Documents Only, Subject to Detailed Design” in red</i>	
9	Stormwater Management Report – 357	C	Stormwater Management Report Proposed Industrial Subdivision 229 Robson Hursley Road, Torrington	Conceptual Engineering Stormwater Management Report	Text on page 7 crossed out in red Appendices A to D extracted and included as documents 1 to 8 in this table	16 November 2021

Advisory Notes

The endorsed Engineering Overall Strategies are conceptual only, and may be subject to refinement through the assessment of subsequent development applications.

Property boundaries shown on the endorsed Engineering Overall Strategies are not proposed, endorsed or approved by the endorsement of the Engineering Overall Strategies.

The conditioned Engineering Overall Strategy for Traffic Impact Assessment is unresolved at the date of this letter.

Yours faithfully



Matthew Coleman
Principal Planner, Development Services

CONTOUR NOTE:
INTERVALS BETWEEN CONTOURS - 0.50m
CONTOURS ARE DESIGN SURFACE LEVELS



PROPERTY BOUNDARIES ARE NOT PROPOSED, ENDORSED OR APPROVED BY THIS PLAN

LEGEND:

- PROPERTY BOUNDARY
- PROPOSED ASPHALT PAVEMENT
- EXIST SEALED PAVEMENT
- PROPOSED STORMWATER PIPES
- PROPOSED SEWER MAIN
- PROPOSED WATER MAIN
- SWD EXIST STORMWATER PIPES
- EXIST SEWER MAIN
- EXIST WATER MAIN

TOOWOOMBA REGIONAL COUNCIL

ENDORSED PLAN

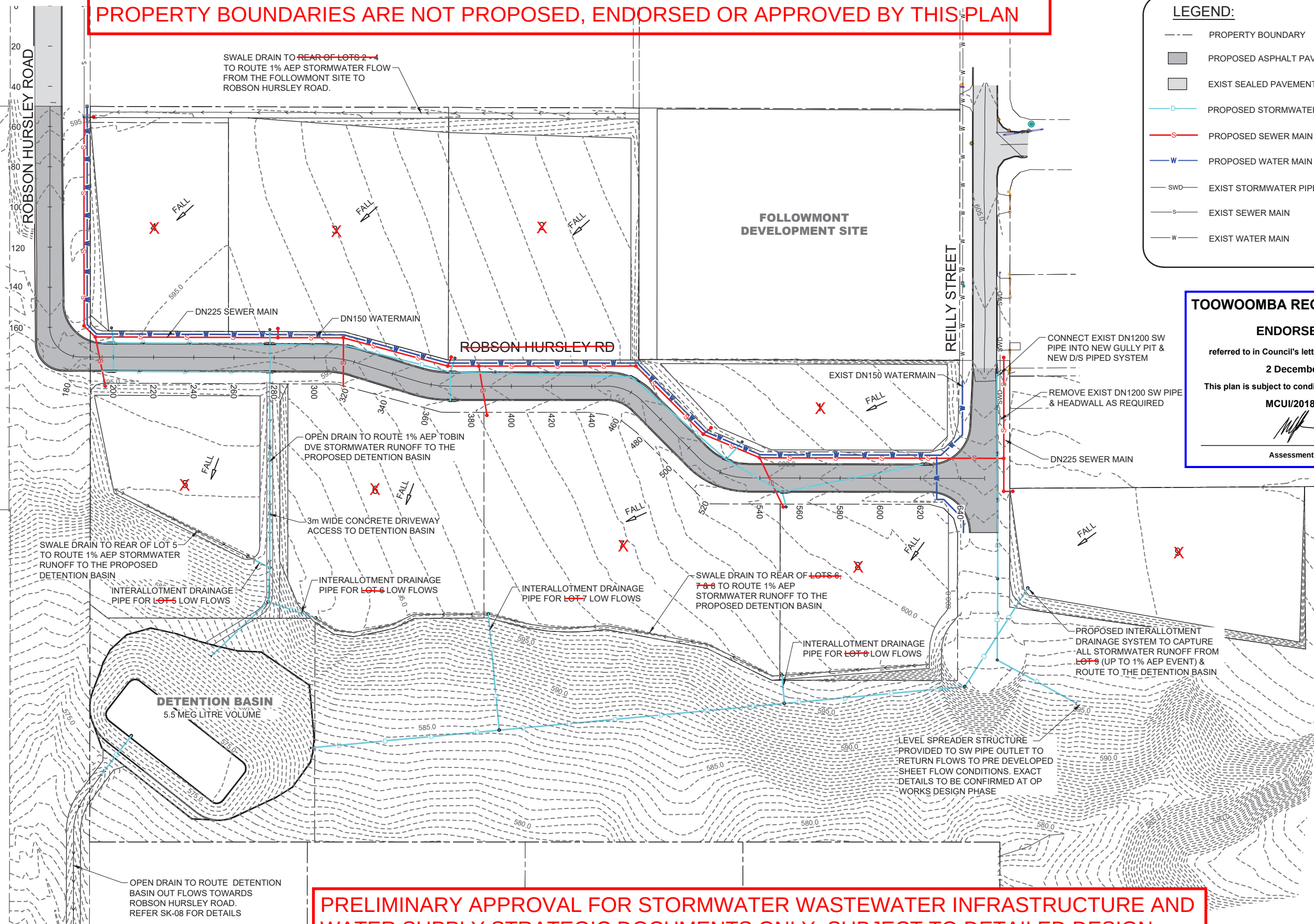
referred to in Council's letter of endorsement dated

2 December 2021

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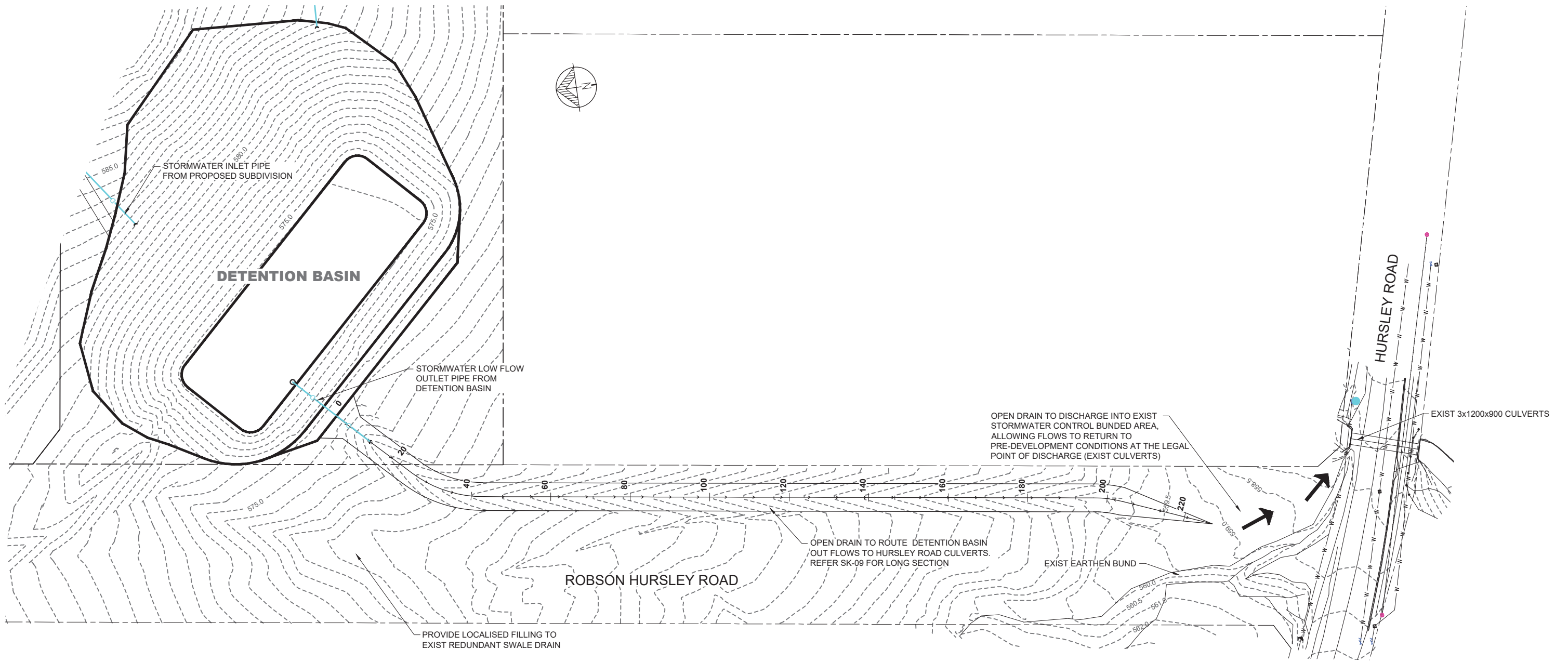
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Assessment Manager



PRELIMINARY APPROVAL FOR STORMWATER WASTEWATER INFRASTRUCTURE AND
WATER SUPPLY STRATEGIC DOCUMENTS ONLY, SUBJECT TO DETAILED DESIGN.

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D	FOR APPROVAL	16/11/21	APM									
C	FOR APPROVAL	31/08/21	APM									
B	FOR APPROVAL	27/04/21	APM									
A	FOR APPROVAL	31/03/21	APM									
REVISIONS				DATE	DWN	CHK	APP					



CONTOUR NOTE:
INTERVALS BETWEEN CONTOURS - 0.50m
CONTOURS ARE BULK EARTHWORK SURFACE LEVELS

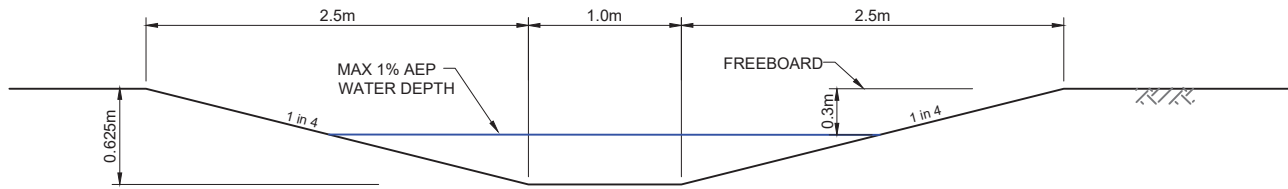
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2 December 2021

This plan is subject to conditions of Approval Number
MCUI/2018/2226


Assessment Manager

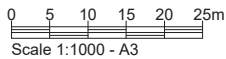
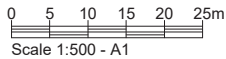


TYPICAL OPEN DRAIN IN ROBSON HURSLEY ROAD
SCALE 1:25 (@A1)

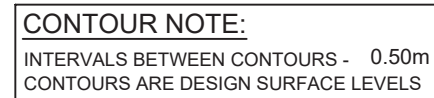
OPEN DRAIN FLOW DRAIN HYDRAULIC DETAILS

LONGITUDINAL GRADE: 6.5%
MANNINGS 'n': 0.030
MAX AEP 1% DEPTH: 0.45m
MAX FLOW CAPACITY: 2.353m³/s
AEP 1% FLOW: 1.83m³/s
AEP 1% DEPTH: 0.29m
AEP 1% VELOCITY: 2.96m/s

**PRELIMINARY APPROVAL FOR STORMWATER WASTEWATER INFRASTRUCTURE AND
WATER SUPPLY STRATEGIC DOCUMENTS ONLY, SUBJECT TO DETAILED DESIGN.**



© These drawings remain the property of AM Civil Design Pty Ltd and must not be copied in any format without the written permission of the owners of the copyright.  P: 07 4613 3364 M: 0417 165 393 E: andrew@amcivildesign.com.au Client TORRINGTON LAND Project PROPOSED INDUSTRIAL SUBDIVISION 229 ROBSON HURSLEY ROAD TORRINGTON Title ROBSON HURSLEY ROAD OPEN CHANNEL LAYOUT & DETAILS Drawn: APM Designed: APM Approved (R.P.E.Q.) 7961  AVRIL MARION BENNETT Job No. 357 Date MAR'2021 Drawing No. SK-08 Revision C									
C	FOR APPROVAL	31/08/21	APM						
B	FOR APPROVAL	27/04/21	APM						
A	FOR APPROVAL	31/03/21	APM						
REVISIONS		DATE	DWN	CHK	APP				



- PROPERTY BOUNDARY
- PROPOSED SEWER
- NEW SEWER MH
1/B
- NEW STORMWATER PIPES
- PROPOSED WATER MAIN

PROPERTY BOUNDARIES ARE NOT PROPOSED, ENDORSED OR APPROVED BY THIS PLAN

ENDORSED PLAN

referred to in Council's letter of endorsement dated

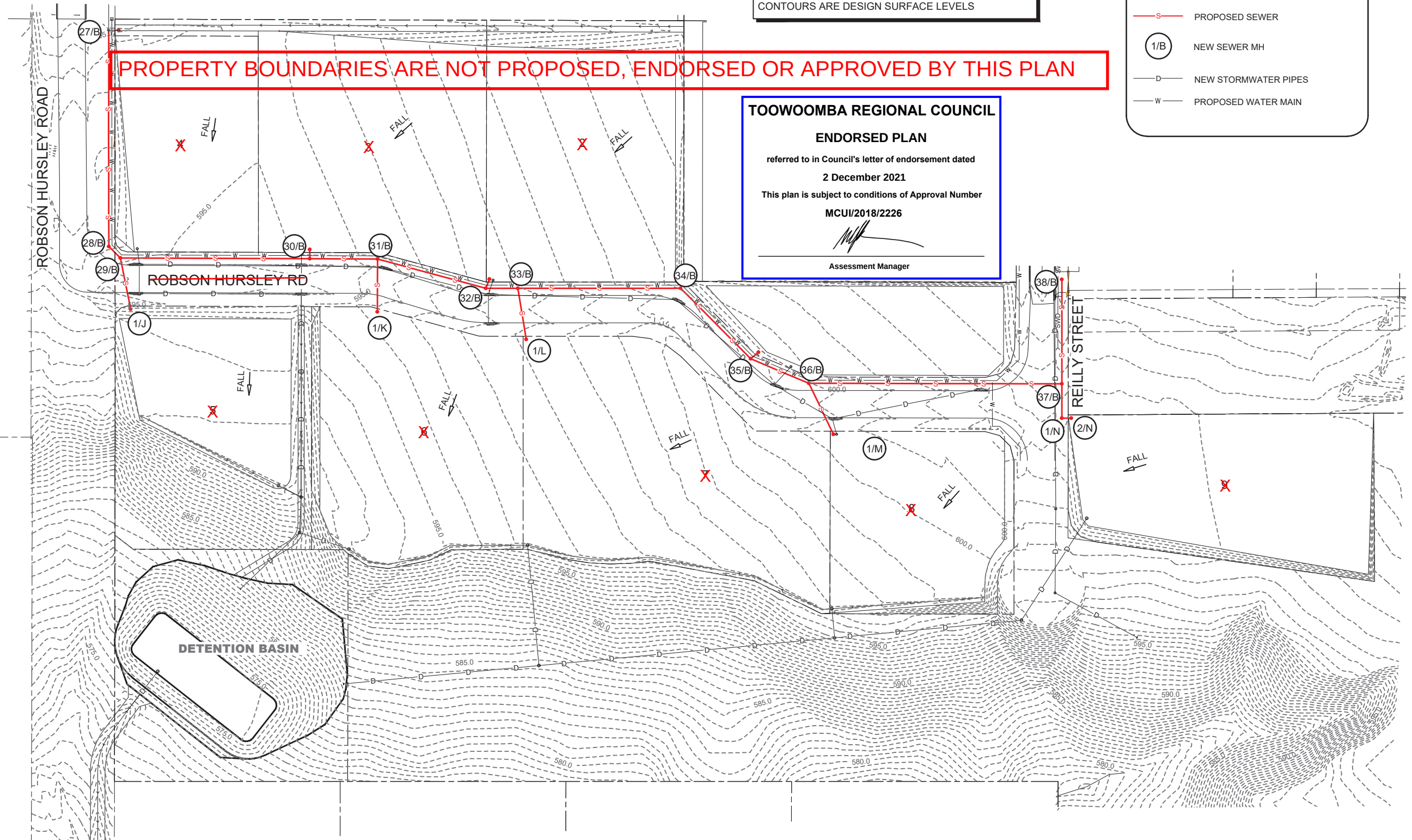
2 December 2021

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Assessment Manager



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						TORRINGTON LAND		PROPOSED INDUSTRIAL SUBDIVISION 229 ROBSON HURSLEY ROAD TORRINGTON		PRELIMINARY SEWER PLAN STAGE 1		Designed: APM		 AVRIL MARION BENNETT		Date MAR'2021			
																Drawing No. SK-010		Revision C	
C	FOR APPROVAL	31/08/21	APM			P: 07 4613 3364													
B	FOR APPROVAL	27/04/21	APM		M: 0417 165 393														
A	FOR APPROVAL	31/03/21	APM		E: andrew@amcivildesign.com.au														
REVISIONS		DATE	DWN	CHK	APP														

MANHOLE/END NAME	(27/B)	(28/B)	(29/B)	(30/B)	(31/B)	(32/B)	(33/B)	(34/B)	(35/B)	(36/B)	(37/B)	(38/B)
MANHOLE TYPE	A	A	A	A	A	A	A	A	A	A	A	A
LID TYPE	D	D	D	D	D	D	D	D	D	D	D	D

TOOWOOMBA REGIONAL COUNCIL

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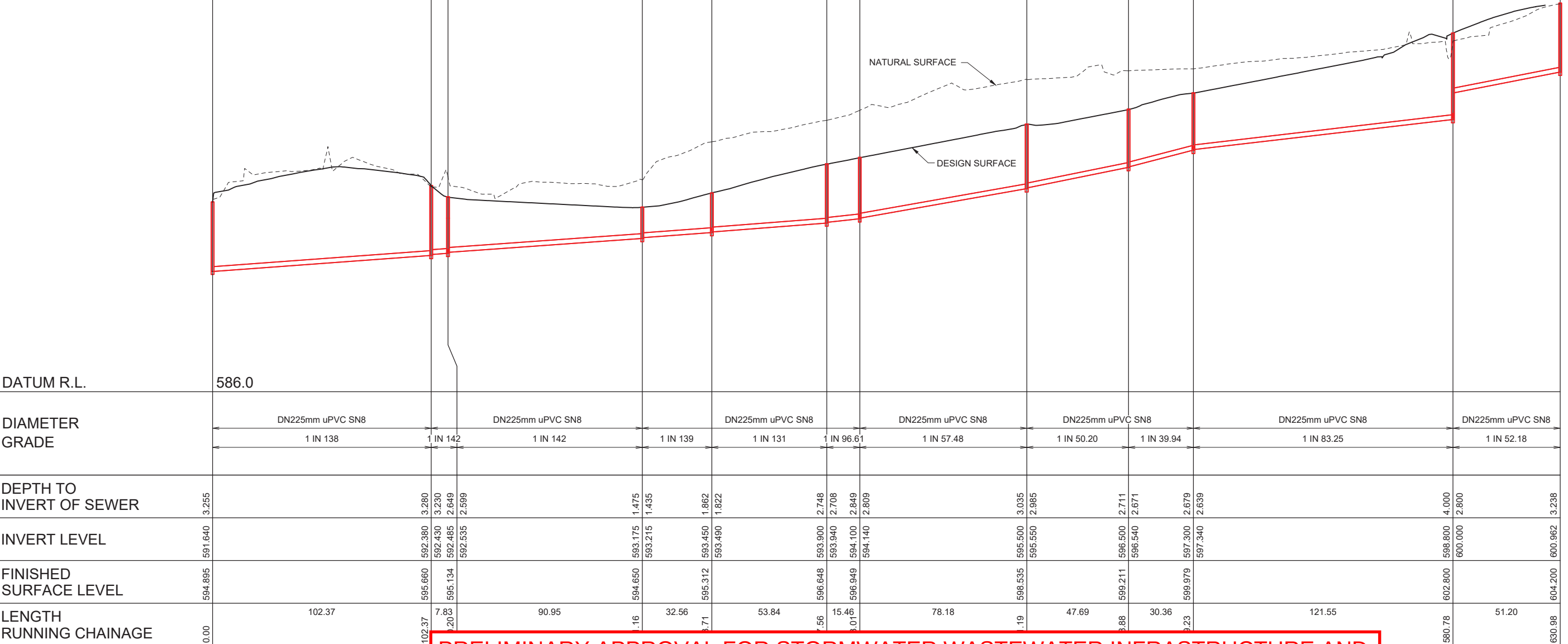
2 December 2021

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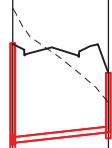
Assessment Manager



LINE B

PRELIMINARY APPROVAL FOR STORMWATER WASTEWATER INFRASTRUCTURE AND WATER SUPPLY STRATEGIC DOCUMENTS ONLY, SUBJECT TO DETAILED DESIGN.

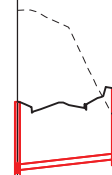
MANHOLE/END NAME	29/B	1/J
MANHOLE TYPE	A	A
LID TYPE	D	D



DATUM R.L.	582.0
DIAMETER GRADE	DN150mm uPVC SN8 1 IN 94.39
DEPTH TO INVERT OF SEWER	2.649 2.599
INVERT LEVEL	592.485 592.535
FINISHED SURFACE LEVEL	595.134 594.356
LENGTH RUNNING CHAINAGE	0.00 25.01 25.01

LINE J

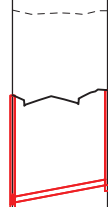
MANHOLE/END NAME	31/B	1/K
MANHOLE TYPE	A	A
LID TYPE	D	D



DATUM R.L.	583.0
DIAMETER GRADE	DN150mm uPVC SN8 1 IN 93.92
DEPTH TO INVERT OF SEWER	1.862 1.782
INVERT LEVEL	593.450 593.530
FINISHED SURFACE LEVEL	595.312 595.662
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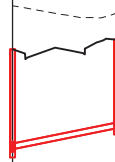
K

MANHOLE/END NAME	33/B	1/L
MANHOLE TYPE	A	A
LID TYPE	D	D



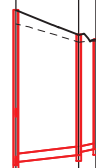
DATUM R.L.	584.0
DIAMETER GRADE	DN150mm uPVC SN8 1 IN 55.14
DEPTH TO INVERT OF SEWER	2.849 2.799
INVERT LEVEL	594.100 594.150
FINISHED SURFACE LEVEL	596.949 597.087
LENGTH RUNNING CHAINAGE	0.00 24.82 24.81

MANHOLE/END NAME	36/B	1/M
MANHOLE TYPE	A	A
LID TYPE	D	D



DATUM R.L.	587.0
DIAMETER GRADE	DN150mm uPVC SN8 1 IN 52.31
DEPTH TO INVERT OF SEWER	2.679 2.599
INVERT LEVEL	597.300 597.380
FINISHED SURFACE LEVEL	599.979 600.226
LENGTH RUNNING CHAINAGE	0.00 27.20 27.20

MANHOLE/END NAME	37/B	1/N	2/N
MANHOLE TYPE	A	A	A
LID TYPE	D	D	D



DATUM R.L.	589.0
DIAMETER GRADE	DN225mm uPVC SN8 1 IN 100 1 IN 100
DEPTH TO INVERT OF SEWER	4.000 3.920
INVERT LEVEL	598.800 598.880
FINISHED SURFACE LEVEL	602.800 602.143
LENGTH RUNNING CHAINAGE	0.00 16.47 16.47

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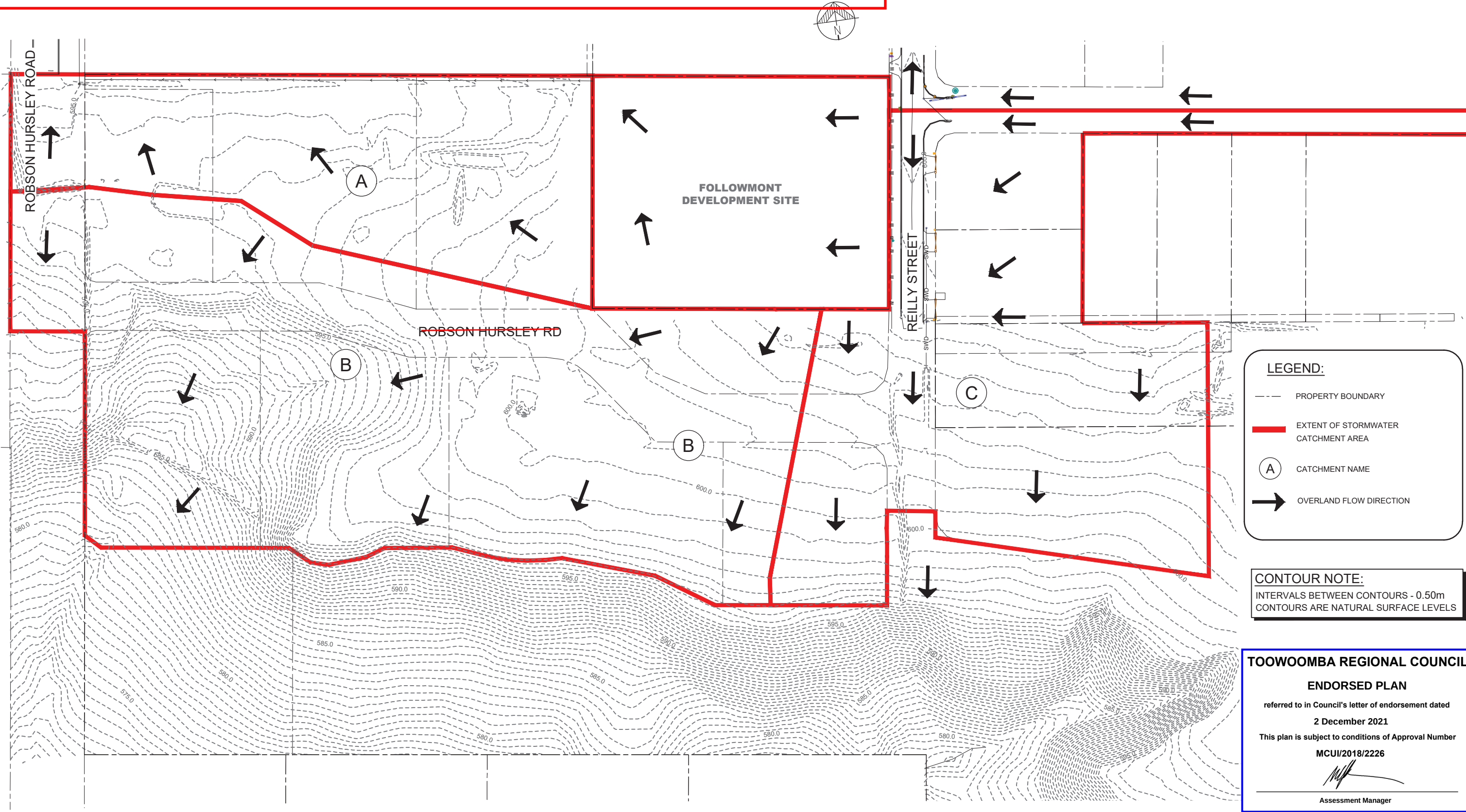
referred to in Council's letter of endorsement dated
2 December 2021

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PRELIMINARY APPROVAL FOR STORMWATER WASTEWATER INFRASTRUCTURE AND WATER SUPPLY STRATEGIC DOCUMENTS ONLY, SUBJECT TO DETAILED DESIGN.

PROPERTY BOUNDARIES ARE NOT PROPOSED, ENDORSED OR APPROVED BY THIS PLAN



PRELIMINARY APPROVAL FOR STORMWATER WASTEWATER INFRASTRUCTURE AND
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C	FOR APPROVAL	31/08/21	APM									
B	FOR APPROVAL	27/04/21	APM									
A	FOR APPROVAL	31/03/21	APM									
REVISIONS					DATE	DWN	CHK	APP				

STORMWATER MANAGEMENT REPORT

PROPOSED INDUSTRIAL SUBDIVISION

229 ROBSON HURSLEY ROAD, TORRINGTON

For: TORRINGTON LAND

November 2021

TOOWOOMBA REGIONAL COUNCIL

ENDORSED DOCUMENT

referred to in Council's letter of endorsement dated
2 December 2021

This plan is subject to conditions of Approval Number

MCUI/2018/2226



Assessment Manager

Document Revision Status

Document Stormwater Management Report – 357

Prepared By Andrew Mainwaring

Reviewed By Avril Bennett RPEQ 7961.....

Revision	Revision Date	Details
A	31/03/2021	For Review
B	31/08/2021	For Approval
C	16/11/2021	For Approval

Table of Contents

1. Introduction	1
2. Site Location & Description	2
3. Proposed Development.....	3
4. Hydrology	4
5. Hydraulic Modeling - Quantity	5
6. Detention Basin Outlet - Discharge Flow Control	7
7. Pollutant Modelling.....	8
8. Treatment Options.....	9
9. Conclusions and Recommendations.....	11

Appendix A – Lot Layout Plan

Appendix B – Stormwater Catchment Plans

Appendix C – Preliminary Civil Design Drawings

Appendix D – Robson Hursley Road Open Channel

Appendix E – Hydraulic Modeling Data

Appendix F – BOM Rainfall IFD Data

1. Introduction

AM Civil has been engaged by the developer, Torrington Land, to provide a stormwater management report in support of their DA application to Toowoomba Regional Council (TRC), for a proposed industrial subdivision at Lot 34 (SP304226) Robson Hursley Road, Torrington (refer to **Appendix A** for the proposed lot layout). The following items will be addressed in this report.

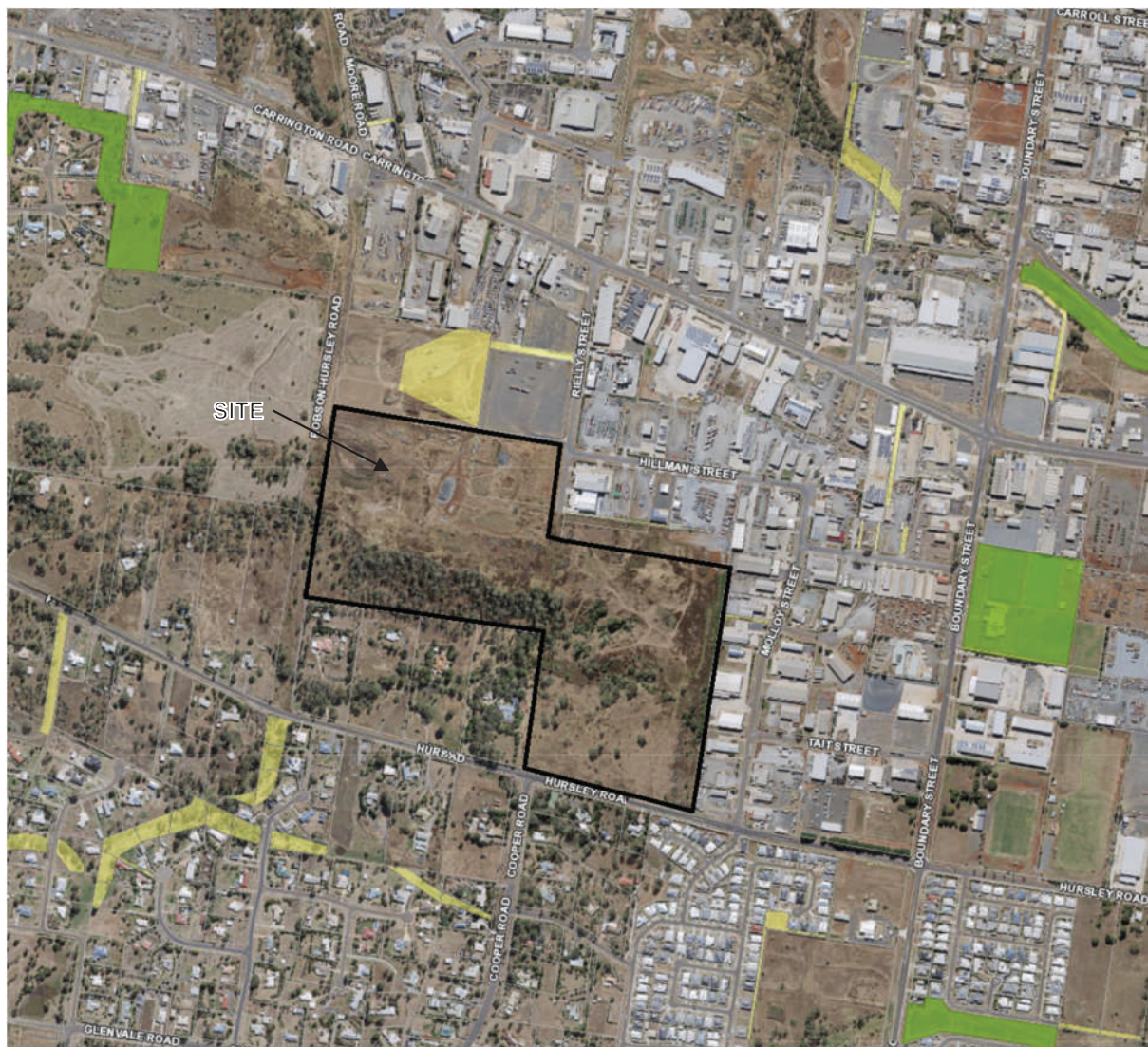
- Hydraulic analysis to assess the required detention volume to provide non-worsening of peak stormwater discharge from the catchment upstream of the lawful point of discharge.
- Pollutant modelling to determine the required treatment train required to comply with TRC's stormwater quality policy.

2. Site Location & Description

The site is located inside the Toowoomba Regional Council boundary at Lot 33 (SP304226) 229 Robson Hursley Road, Torrington.

The property is approximately 28.78ha in area, with the proposed stage 1 industrial subdivision encompassing 9.6ha of this total area. A natural ridge bisects the site in an east to west direction, with the natural fall of the site being primarily in a north to south direction towards rural residential properties that front Hursley Road, and a smaller northern portion grading towards the north and Robson Hursley Road/Carrington Road. The overall slope of the site ranges in gradient from 1% to over 25%.

Figure 1 Site Location



3. Proposed Development

The proposal is to develop the site as a 9 lot industrial subdivision with associated bulk earthworks, roadworks, stormwater and service infrastructure.

In accordance with current TRC stormwater management policy, non- worsening of peak stormwater flows will need to be implemented for the proposed industrial subdivision.

The legal point of discharge (LPD) for the subject site has been identified as the proposed drainage system in Robson Hursley Road for a portion of the northern part of the site and Hursley Road to the south, for the remaining majority of the site (Refer **Appendix B** for our stormwater catchment plans).

4. Hydrology

Rather than try to maintain the pre-developed catchment conditions, which could compromise the proposed lot configurations, it has been decided to re-grade the site to allow all stormwater runoff from the proposed allotments to be routed towards the Robson Hursley Road reserve to the south west (which then flows into Hursley Rd), which should have the added benefit of reducing the amount of stormwater runoff currently discharging through the existing rural residential properties to the immediate south of the subject site.

The solution to be adopted is to provide a detention basin located to the south west of the proposed development within a dedicated drainage reserve (refer to **Appendix C** for the preliminary site plan showing the proposed detention basin location).

We have determined a fraction impervious of 0.9 with a total post development catchment area of 10.6ha (refer to **Appendix B** for the stormwater catchment plans).

The following tables highlight the parameters used in the hydraulic model.

Table 1 – Pre-developed conditions - Calculated Parameters and Results

Catchment Name	A	B	C
Area (ha)	2.735	6.474	4.560
Time of concentration (minutes) Impervious	10 (10%)	10 (10%)	10 (50%)
Time of concentration (minutes) Pervious	20 (90%)	20 (90%)	20 (50%)
Total 1EY Flows (m ³ /s)	0.075	0.177	0.479
Total 1% AEP Flows (m ³ /s)	0.746	1.76	1.45

Table 2 – Post-developed conditions – Calculated Parameters and Results

Catchment Name	A, B & D	C
Area (ha)	10.60	2.514
Time of concentration (minutes) Impervious	10 (85%)	10 (10%)
Time of concentration (minutes) Pervious	20 (15%)	20 (90%)
Total 1EY Flows (m ³ /s)	1.89	0.475
Total 1% AEP Flows (m ³ /s)	5.34	1.33

It is noted that the post development catchments (names) do not necessarily correspond to the pre-development catchments.

5. Hydraulic Modelling - Quantity

Storm water analysis for this report has been undertaken using DRAINS. DRAINS is a modelling software package developed for the design and analysis of urban storm water drainage systems. We have adopted the initial and continuing loss hydrology model to convert Australian Rainfall and Runoff (2019) Temporal Patterns and rainfall data into runoff Hydrographs.

Table 3 – Initial Loss & Continuing Loss Parameters

	Impervious (mm)	Pervious (mm)
Initial Loss	0	30
Continuing Loss	0	3

The adopted method to determine the sites hydrology is in accordance with the procedures and methods stated in Australian Rainfall and Runoff: A Guide to Flood Estimation, 2019, Commonwealth of Australia (ARR19). As per ARR19, an ensemble of rainfall events from the 1EY to the 1% AEP design event, with a duration of 10 minutes to 3 hours have been undertaken, and the mean storm event for each ensemble of 10 rainfall patterns was adopted for the hydraulic model.

Intensity-Frequency-Duration (IFD) data for the site has been derived in accordance with ARR19 and via Bureau of Meteorology's (BOM) Rainfall IFD Data System. The rainfall intensities generated for the site have been derived from the co-ordinates: -27.564 and 151.936 (Toowoomba)

The detention system has been modelled for each storm event scenario to assist in establishing peak discharge, and required storage capacity to maintain pre-development flows.

The following tables highlight worse case inflow/outflow for the mean storm events.

Table 4 – Stormwater Modelling Results

Peak Storm Events (AEP/EY)	1 Pre-Development Peak Discharge (m ³ /s)	Peak Storm Events (AEP/EY)	2 Post-Development Peak Discharge (m ³ /s)	Storage Capacity (m ³)	3 Post Development With Detention(m ³)	% Variation to Pre Developed (Col 1 vs Col 3)
2EY	0.091	2EY	1.470	5550	0.090	-1.1
1EY	0.177	1EY	1.890	5550	0.171	-3.4
0.5EY	0.441	0.5EY	2.390	5550	0.433	-1.8
20%	0.678	20%	2.940	5550	0.568	-16.2
10%	0.879	10%	3.480	5550	0.677	-23.0
5%	1.240	5%	4.020	5550	0.771	-37.8
2%	1.490	2%	4.750	5550	1.038	-30.3
1%	1.760	1%	5.340	5550	1.739	-1.2

Based on the DRAINS modelling results, the inclusion of a **5,550m³** detention basin, installed prior to the discharge point, attenuates the nominated catchment flows to pre-development conditions for the 2EY to 1%AEP rainfall events.

Refer to **Appendix C** for our preliminary site plan showing the location and characteristics of the detention basin and **Appendix E** for hydraulic modelling data.

Table 5 – Nominated Detention Basin Parameters

Basin Invert Level (m AHD)	Basin Peak 1% AEP Water Level (m AHD)	Low-Flow Outlet (m AHD)	Orifice Structure Elevation (m AHD)	Outlet Structure Spillway Elevation (m AHD)
574.00	576.25	230mm orifice @ IL 574.00	525mm orifice @ IL 575.00	576.10

6. Detention Basin Outlet - Discharge Flow Control

Peak discharge outflows from the proposed detention basin will be controlled and contained within the existing Robson Hursley Road (reserve) via a proposed open channel, installed directly downstream of the basin. The channel will contain all flows up to and including the 1% AEP storm event at pre-developed peak flow regime and will ultimately discharge to the existing stormwater control bunded area at the southern end of the Robson Hursley Road (reserve), allowing the concentrated open channel flows to return to pre-developed sheet flow conditions, prior to discharging to the existing culverts in Hursley Road.

As all peak post development flows from the proposed development catchments will be attenuated to pre-development conditions, prior to the legal point of discharge in Hursley Road, the existing stormwater control bunded area should have sufficient capacity, without causing any additional nuisance to adjoining property owners.

No analysis has been undertaken to confirm the capacity of the existing culverts in Hursley Road, but as the peak flows from the proposed development are no greater than pre-development (existing conditions), ~~the developer should not be responsible for confirming this as it is an existing council asset.~~

Refer **Appendix D** for the proposed channel details and calculations.

7. Pollutant Modelling

The development of the 9 lot subdivision site will lead to an increase in total suspended solids, total phosphorus, total nitrogen and gross pollutants conveyed by stormwater runoff from the site. In order to achieve the reduction targets identified in TRC's Stormwater Quality policy of 85% of the total suspended solid load, 60% of the total phosphorus load, and 45% of the total nitrogen load, suitable treatments methods will need to be incorporated into the development.

To assess the discharge concentrations of the above key pollutants from the development, the site was modelled (using *MUSIC* software) for the following scenarios:

- Post-developed, pre-treatment.
- Post-developed, post treatment.

The developed site was modelled as industrial to reflect the development catchment areas and treatment routing with an impervious area of 90% adopted

Meteorological data for Toowoomba was used with 10 years of rainfall data analysed between 1/1/1961 – 31/12/1970 at 6-minute time intervals.

The parameters used within this report for run off generation and flow pollutant concentrations are in accordance with *Water By Design MUSIC Modelling Guidelines, Version 1.0-2010*.

8. Treatment Option

Generally, in accordance with Healthy Waterways Water Sensitive Urban Design manual, the most appropriate management treatment option for this site is bio-retention basins/devices.

The treatment train option adopted is to route the 4EY (Q₃ month) flows into proposed bio-retention basins/devices which will be designed and installed by the future lot purchasers/developers.

In order to provide council with confidence that these areas can be adequately provided within the allotments, without compromising developable floor space, we have undertaken pollutant modelling to determine indicative filter treatment areas required.

Figure 2 – MUSIC Model Layout

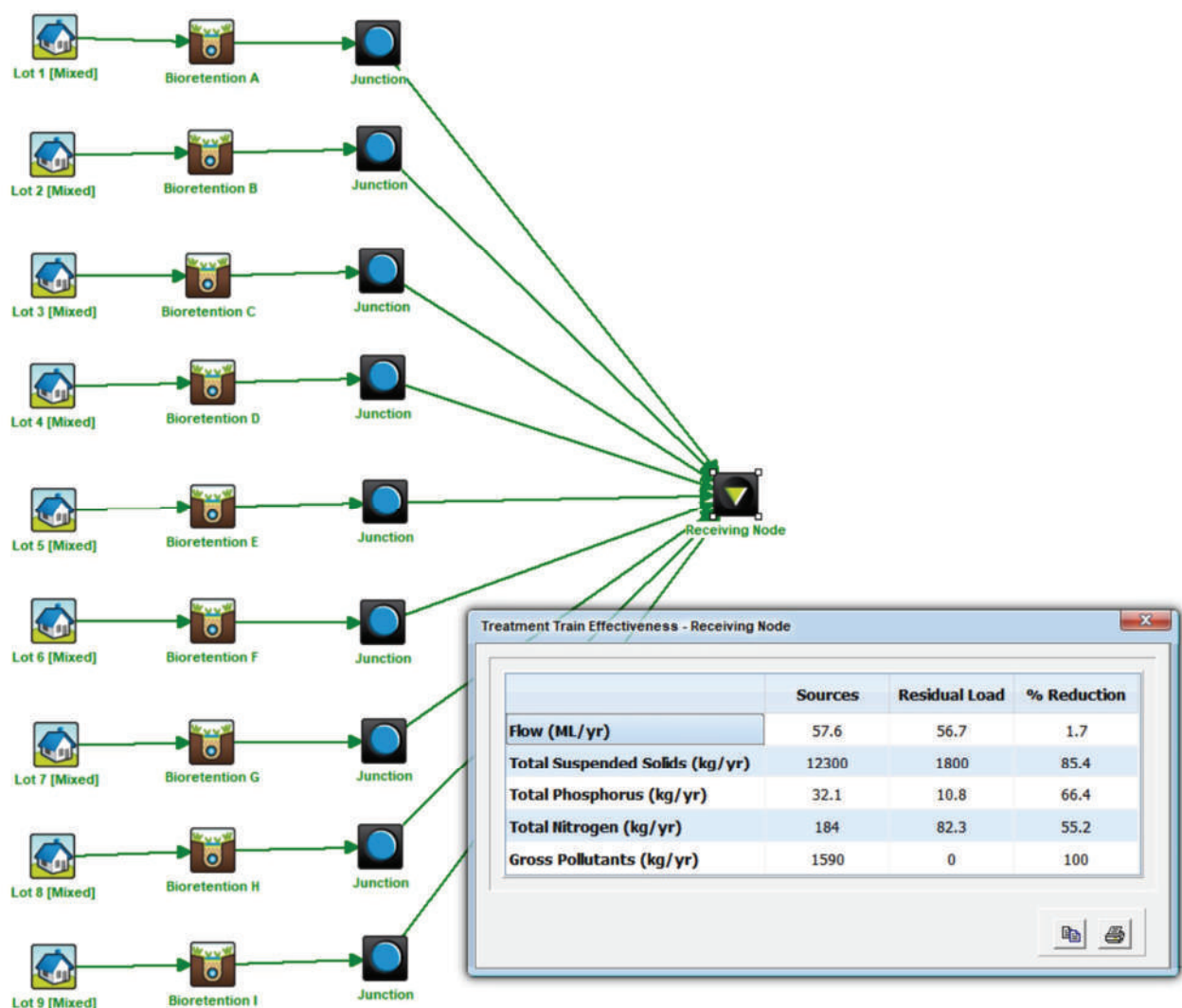


Table 6 – Indicative Bio Retention Basin Properties

Lot No.	1	2	3	4	5	6	7	8	9
Extended Detention Depth (m)	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
Filter Area (m ²)	60	120	130	70	105	100	170	40	100
Filter Depth (m)	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50

Bio retention basin sizes shown for the lots are indicative only and will need to be confirmed by the future lot purchasers/developers when undertaking the detail engineering design for their proposed site developments.

The results of the treatment modelling undertaken in *MUSIC* are summarised below

Table 7 – Post Development Modelling Results

	Flow (ML/yr)	Suspended Solids (kg/yr)	Total Phosphorous (kg/yr)	Total Nitrogen (kg/yr)	Gross Pollutants (kg/yr)
Pre treatment	57.6	12300	32.1	184	1590
Post treatment	56.7	1800	10.8	82.3	0.0
Reduction (%)	1.7	85.4	66.4	55.2	100
Target Reduction (%)	0	85	60	45	90

The results highlight that the treatment options detailed above will achieve the storm water quality objectives identified in TRC's stormwater quality policy.

9. Conclusions & Recommendations

In support of a DA application for a proposed industrial subdivision, we have analysed the impacts to stormwater quantity & quality for the subject site.

In accordance with current TRC stormwater management policy, non- worsening of peak stormwater flows will need to be implemented for the proposed industrial subdivision. The solution to be adopted is to provide detention basin with a 5,550m³ storage capacity, located to the south of the proposed development within a dedicated drainage reserve. Refer to **Appendix C** for the preliminary site plan showing the proposed detention basin location.

The development will result in an increase in the export of total suspended solids, total nitrogen and total phosphorus from the site. In order to achieve the reduction targets identified TRC's Stormwater Quality policy, the treatment train option adopted is to route 4EY (Q₃ month) flows into proposed bio-retention basins, which will be designed and installed by the future lot purchasers/developers when undertaking the detail engineering design for their proposed site development.

Appendix A

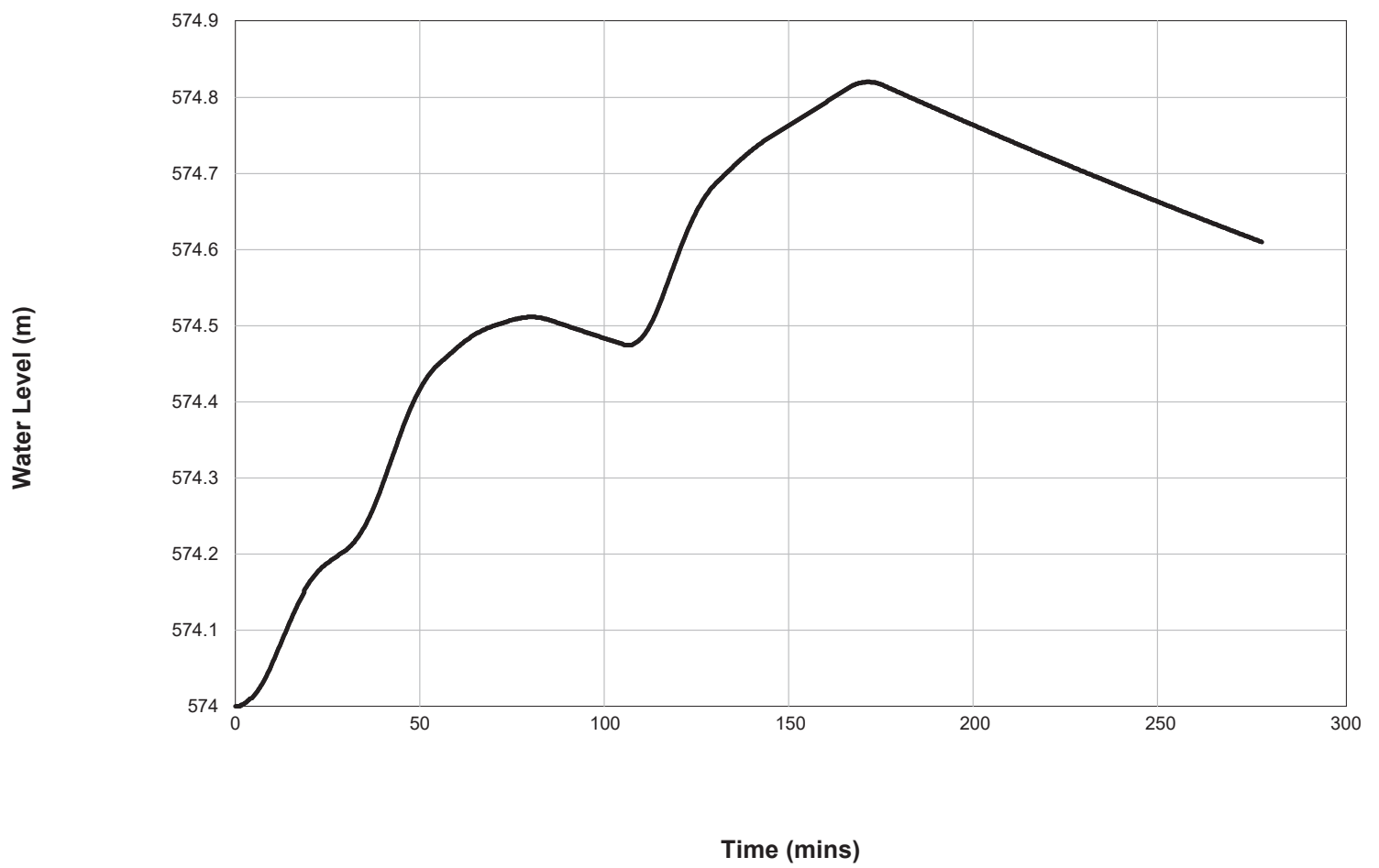
Appendix B

Appendix C

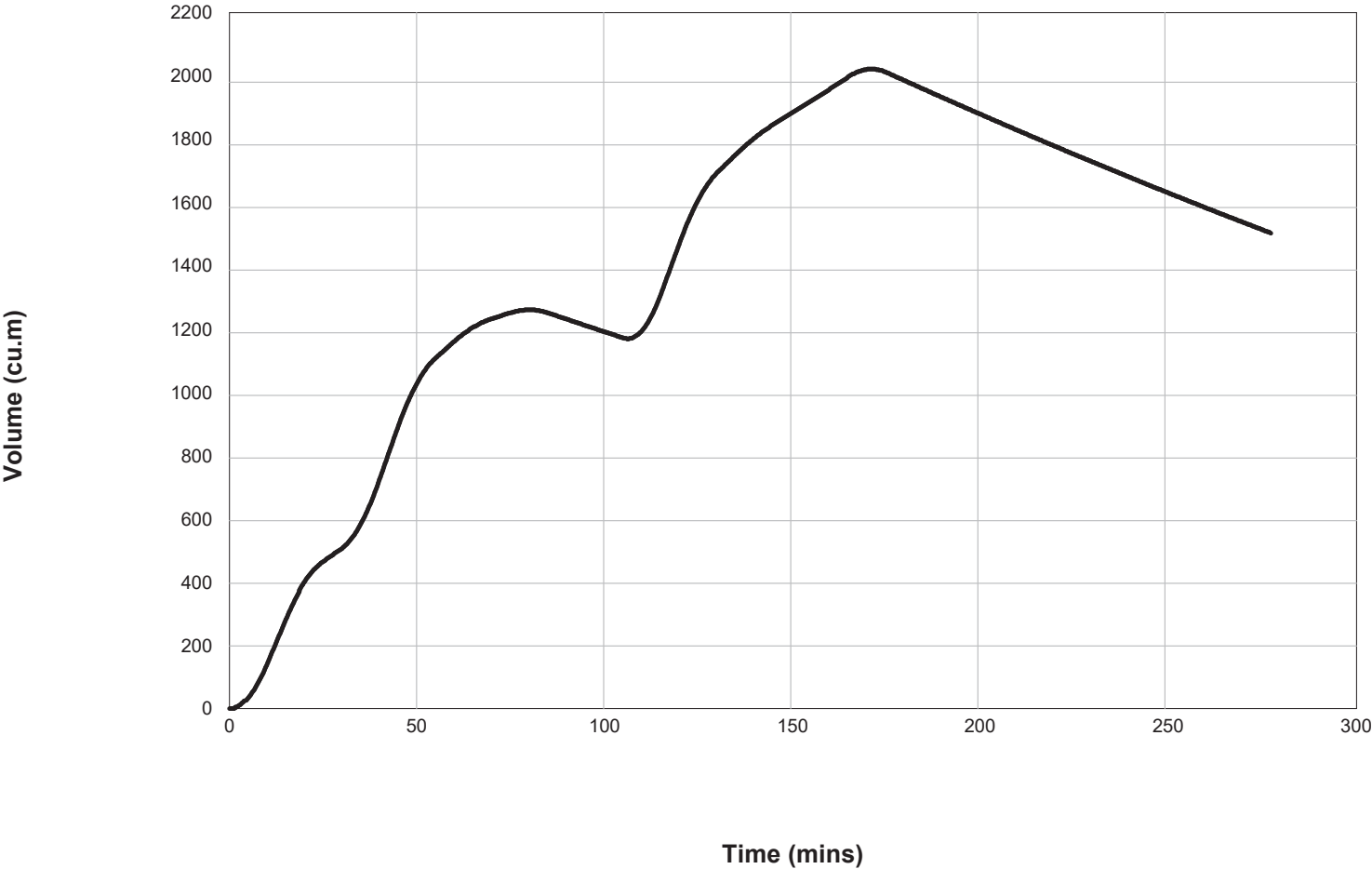
Appendix D

Appendix E

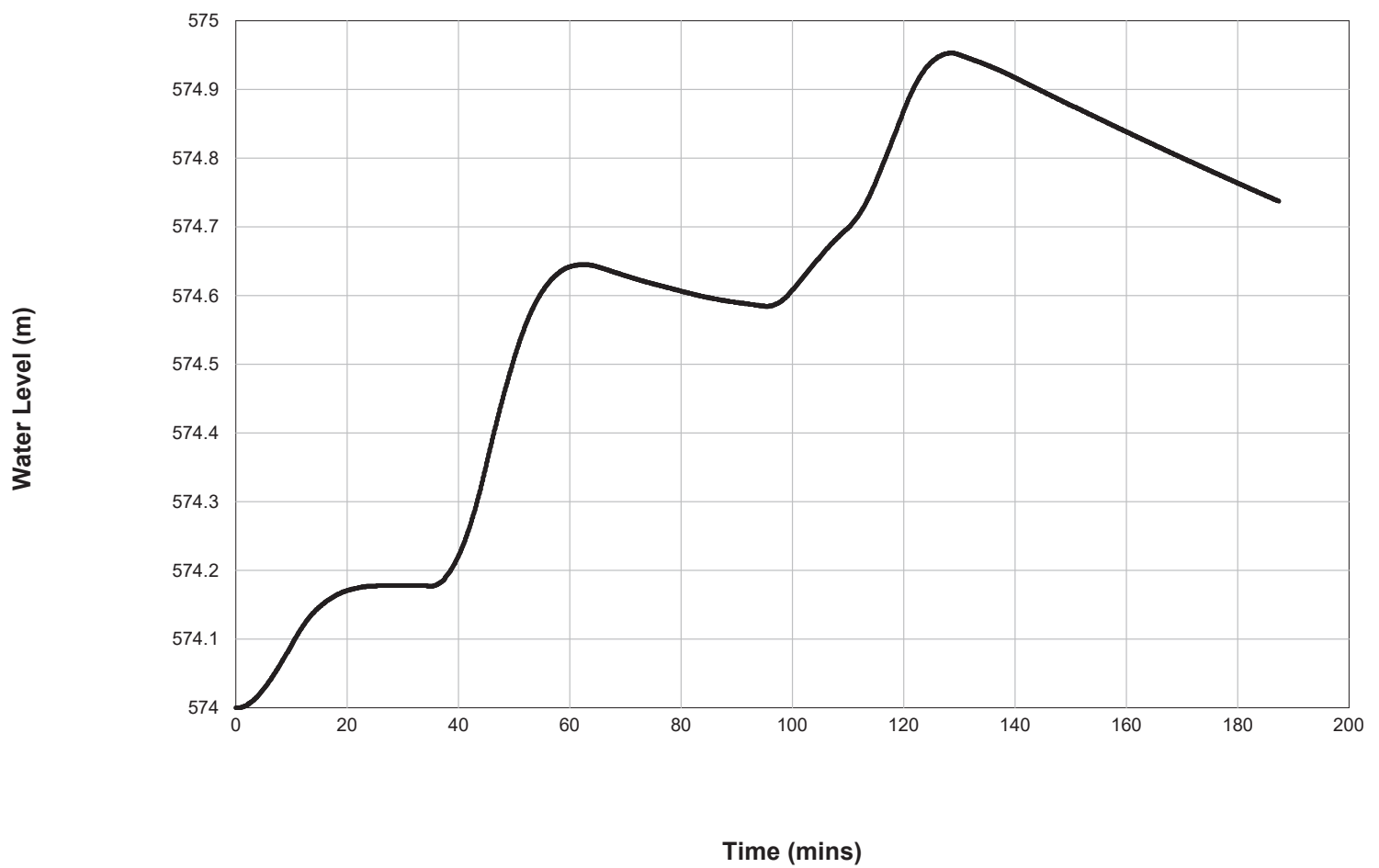
Basin Water Level - 2EY AEP, 3 hour burst, Storm 4



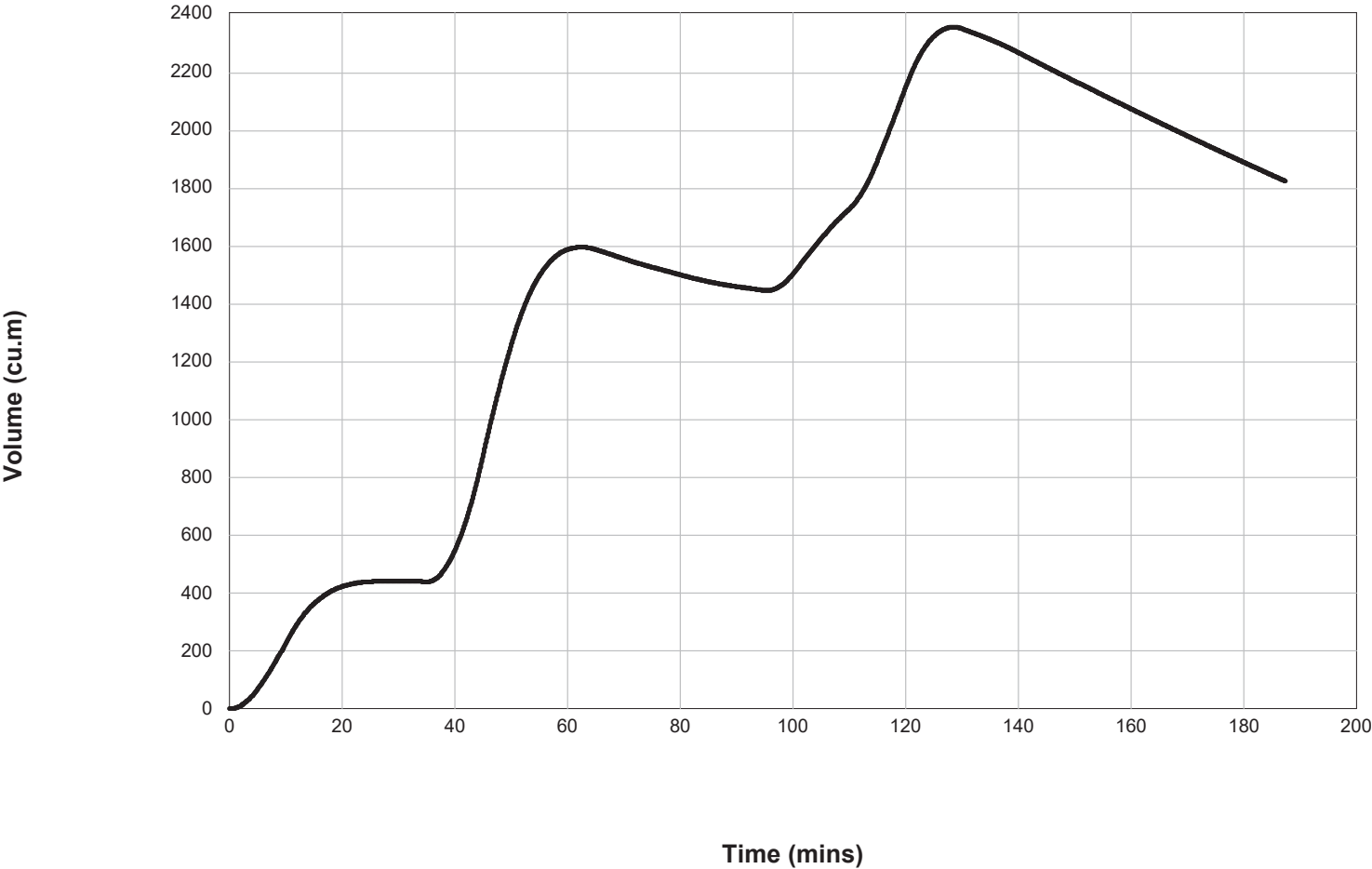
Basin Storage Volume - 2EY AEP, 3 hour burst, Storm 4



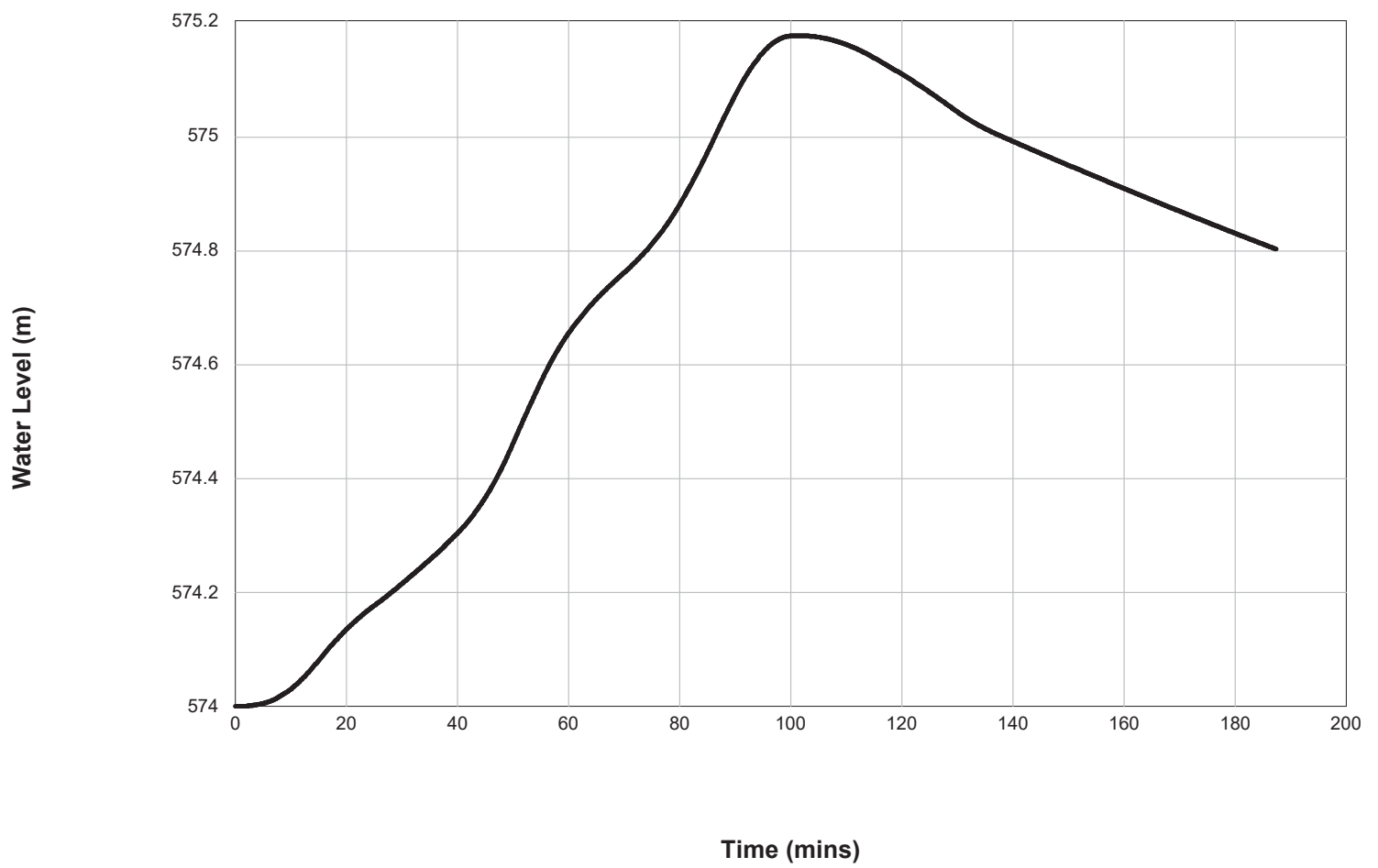
Basin Water Level - 1EY AEP, 2 hour burst, Storm 1



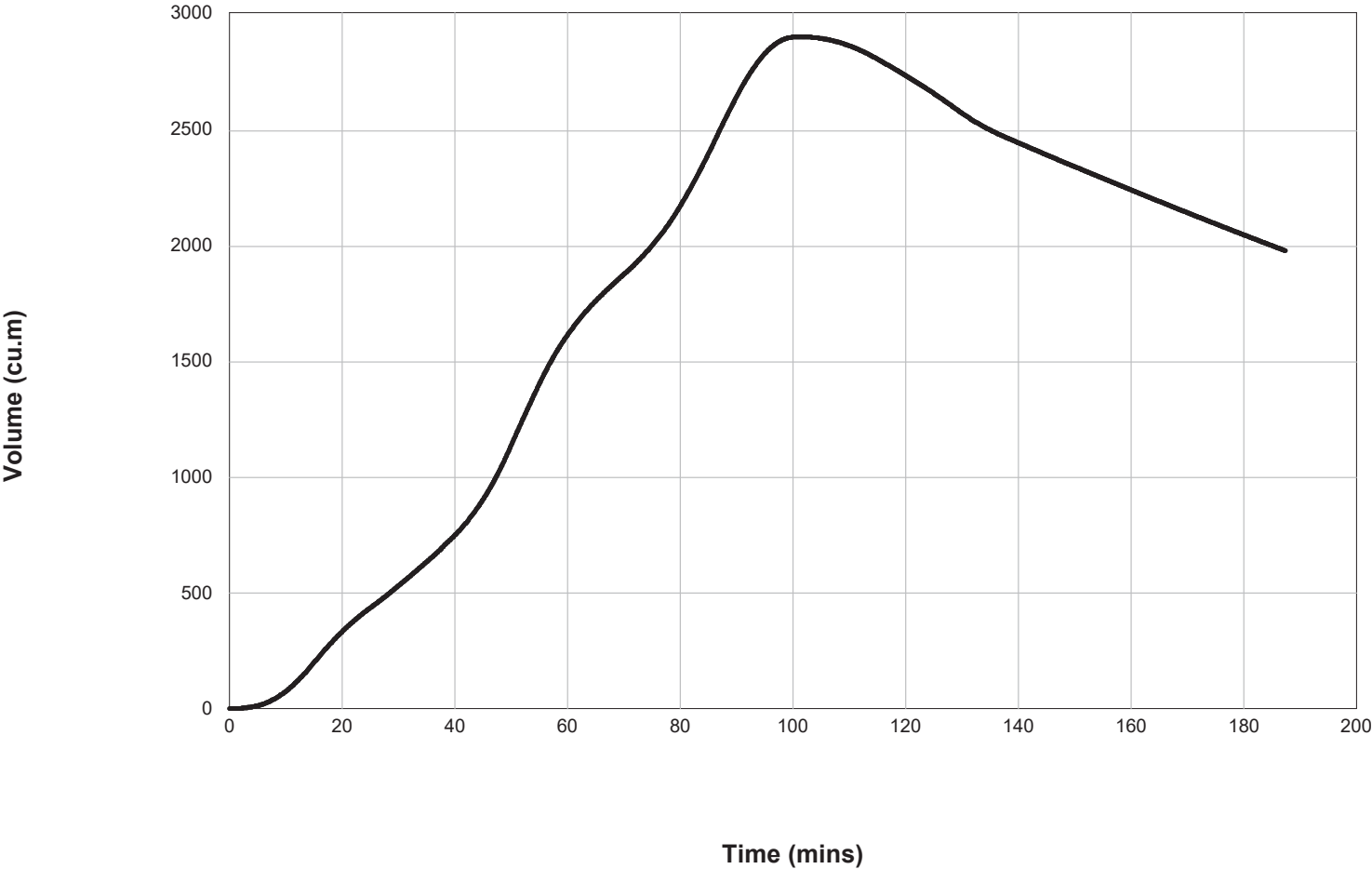
Basin Storage Volume - 1EY AEP, 2 hour burst, Storm 1



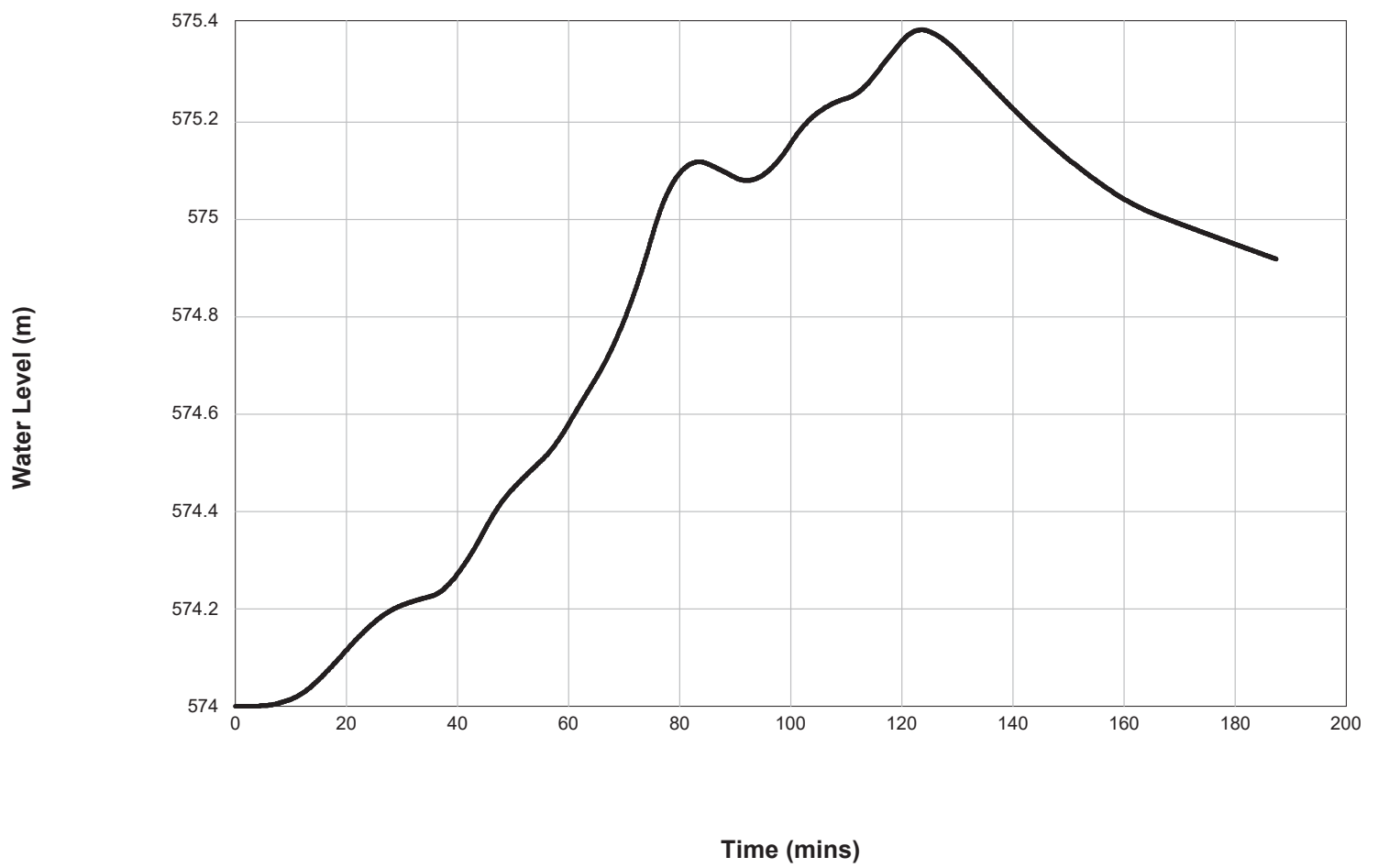
Basin Water Level - 0.5EY AEP, 2 hour burst, Storm 8



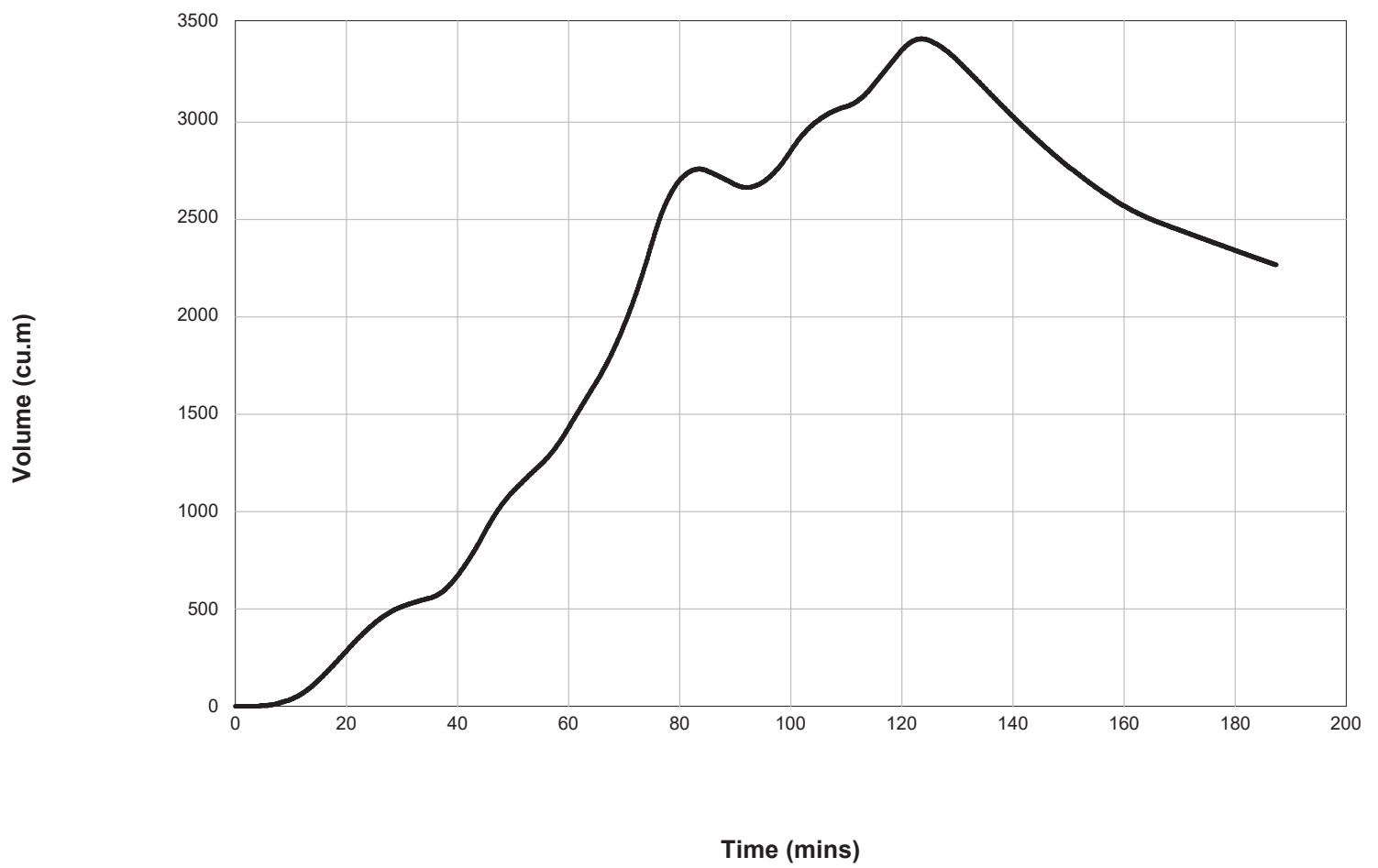
Basin Storage Volume - 0.5EY AEP, 2 hour burst, Storm 8



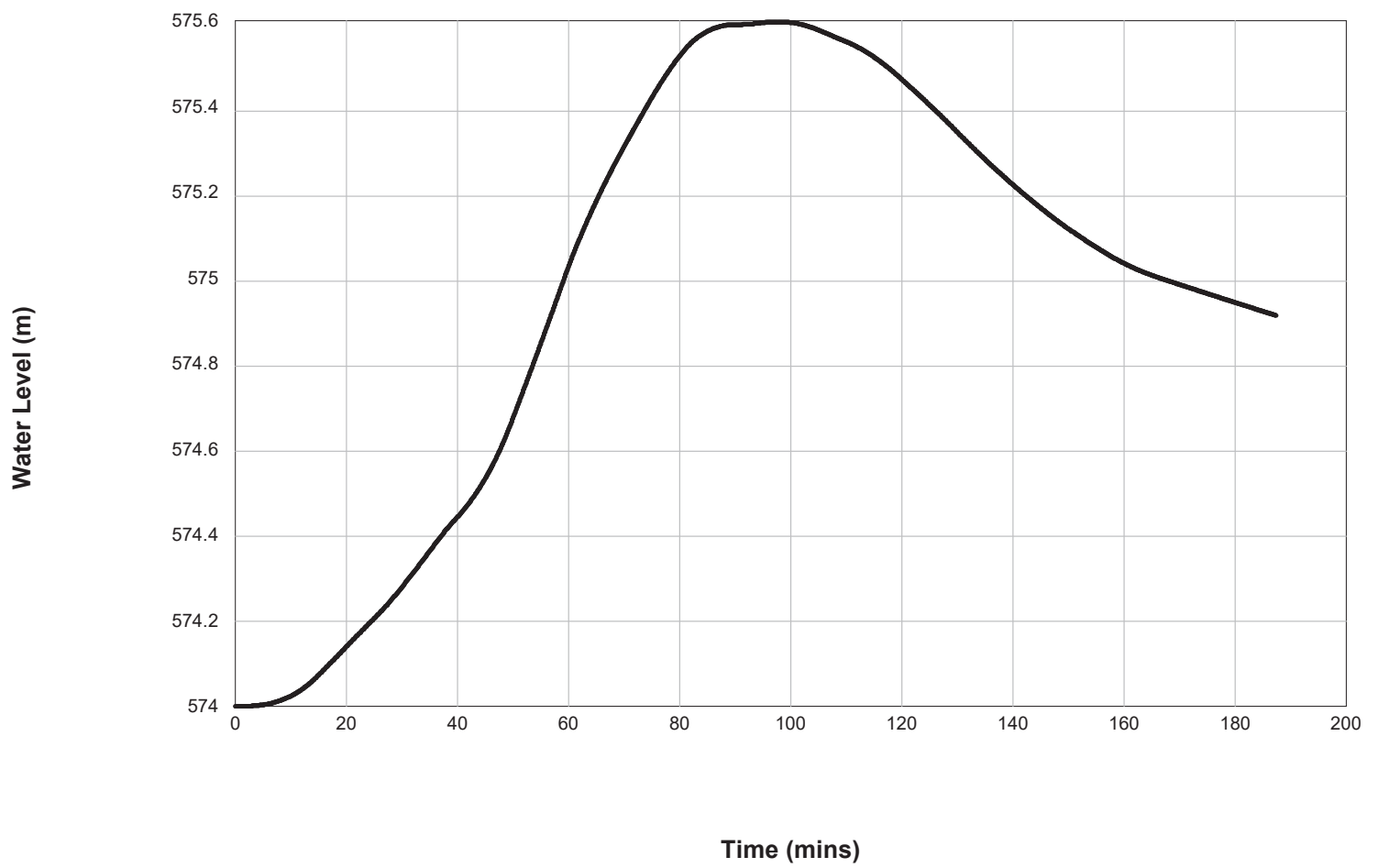
Basin Water Level - 20% AEP, 2 hour burst, Storm 6



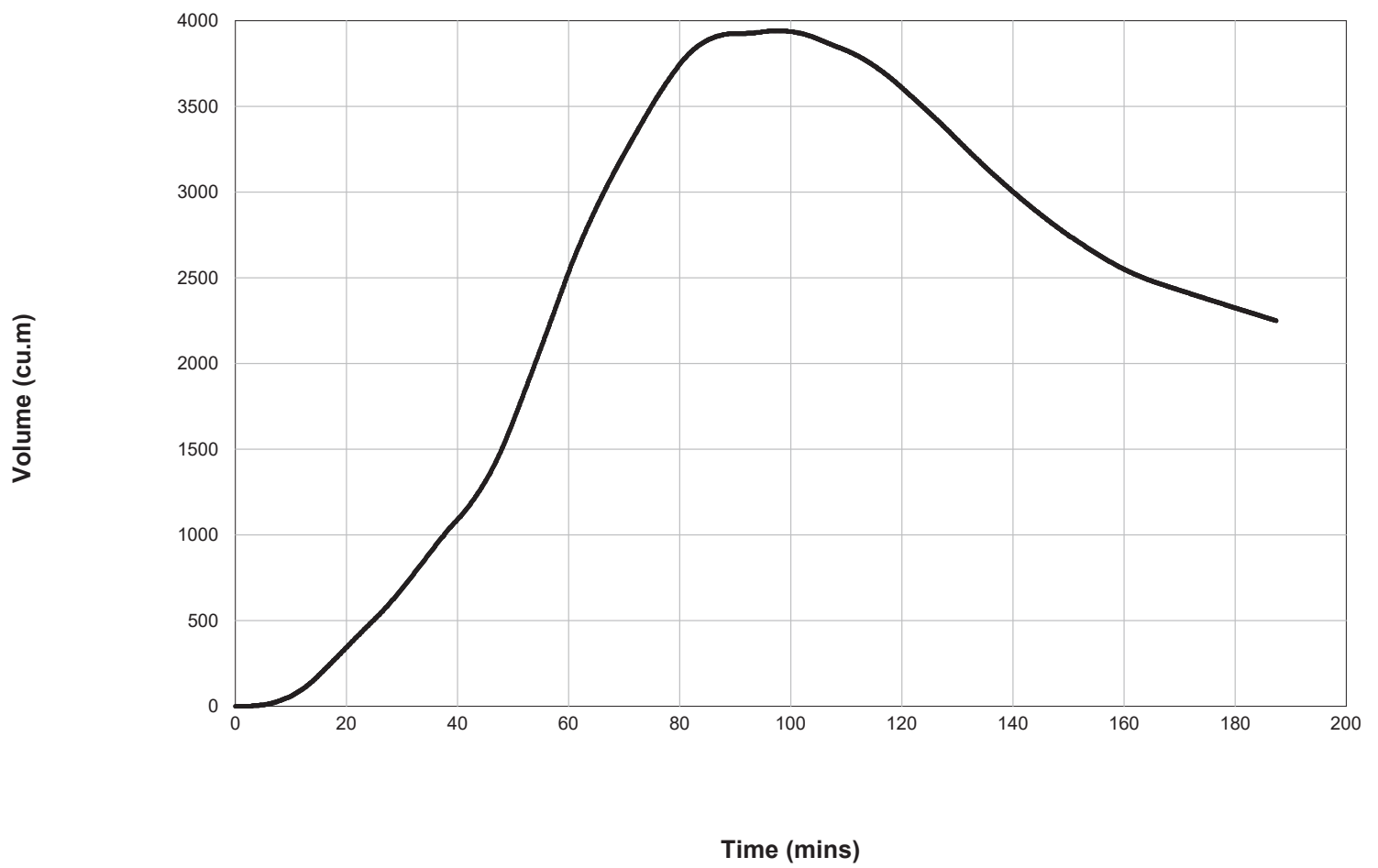
Basin Storage Volume - 20% AEP, 2 hour burst, Storm 6



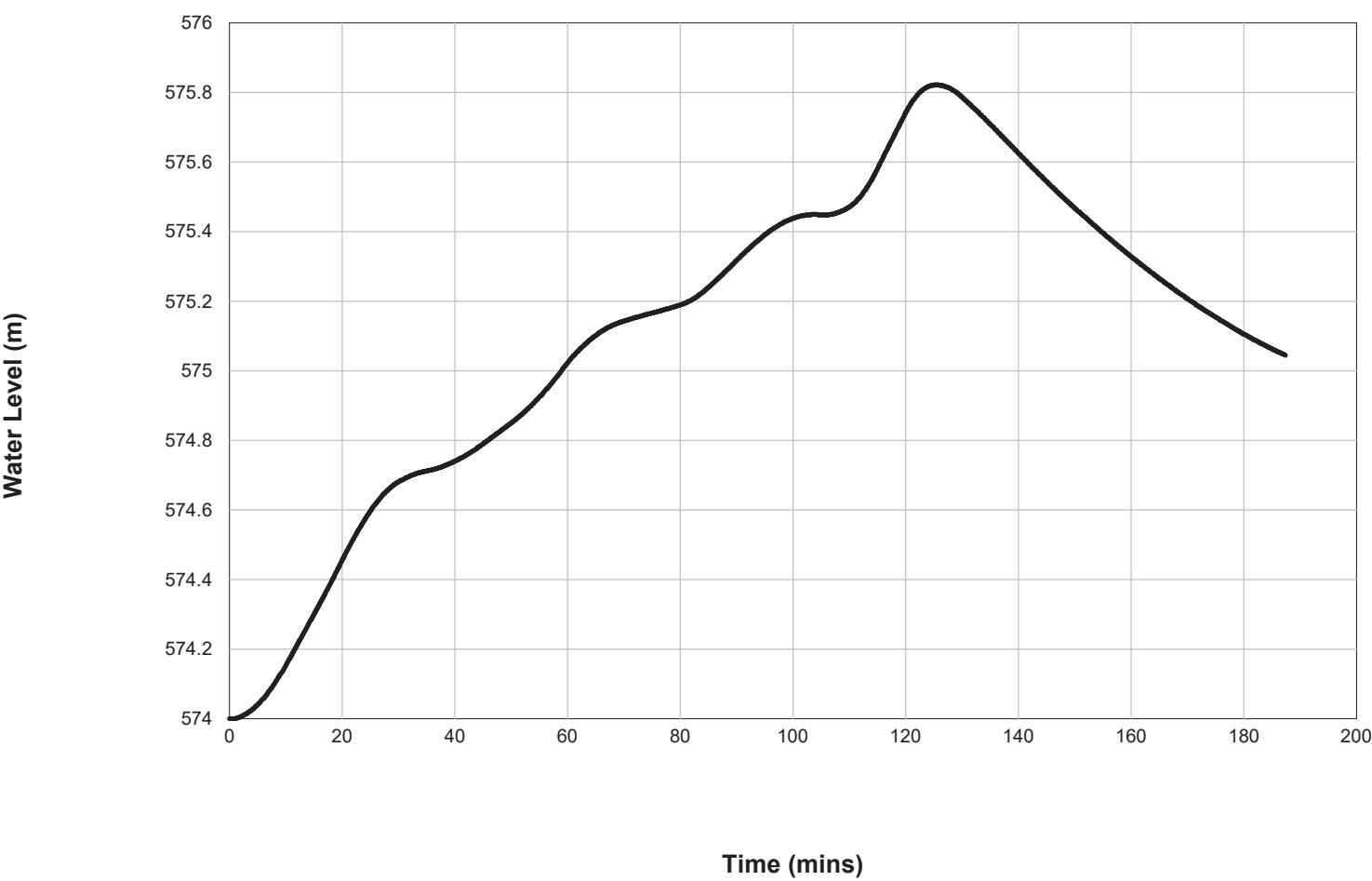
Basin Water Level - 10% AEP, 2 hour burst, Storm 6



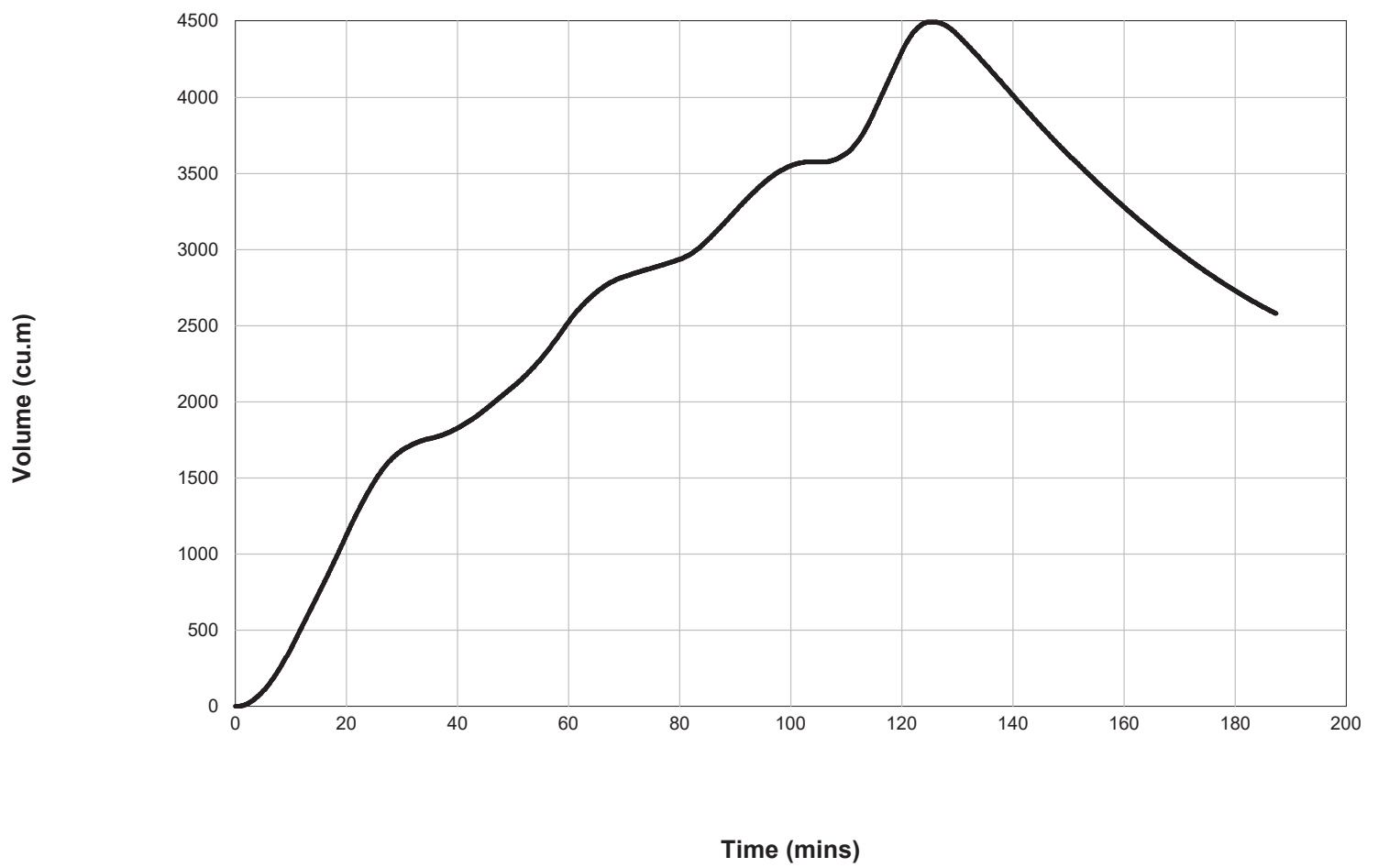
Basin Storage Volume - 10% AEP, 2 hour burst, Storm 6



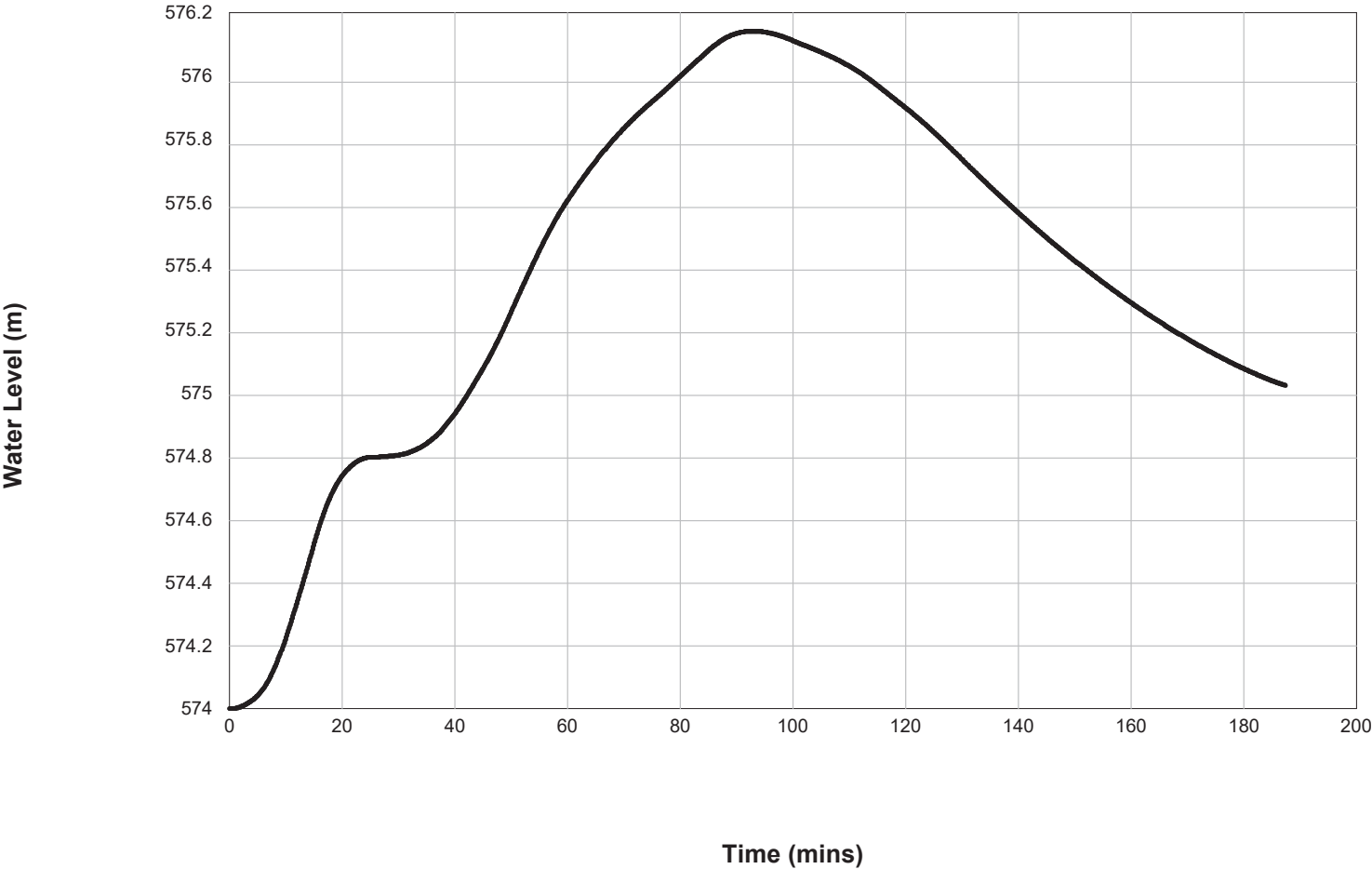
Basin Water Level - 5% AEP, 2 hour burst, Storm 7



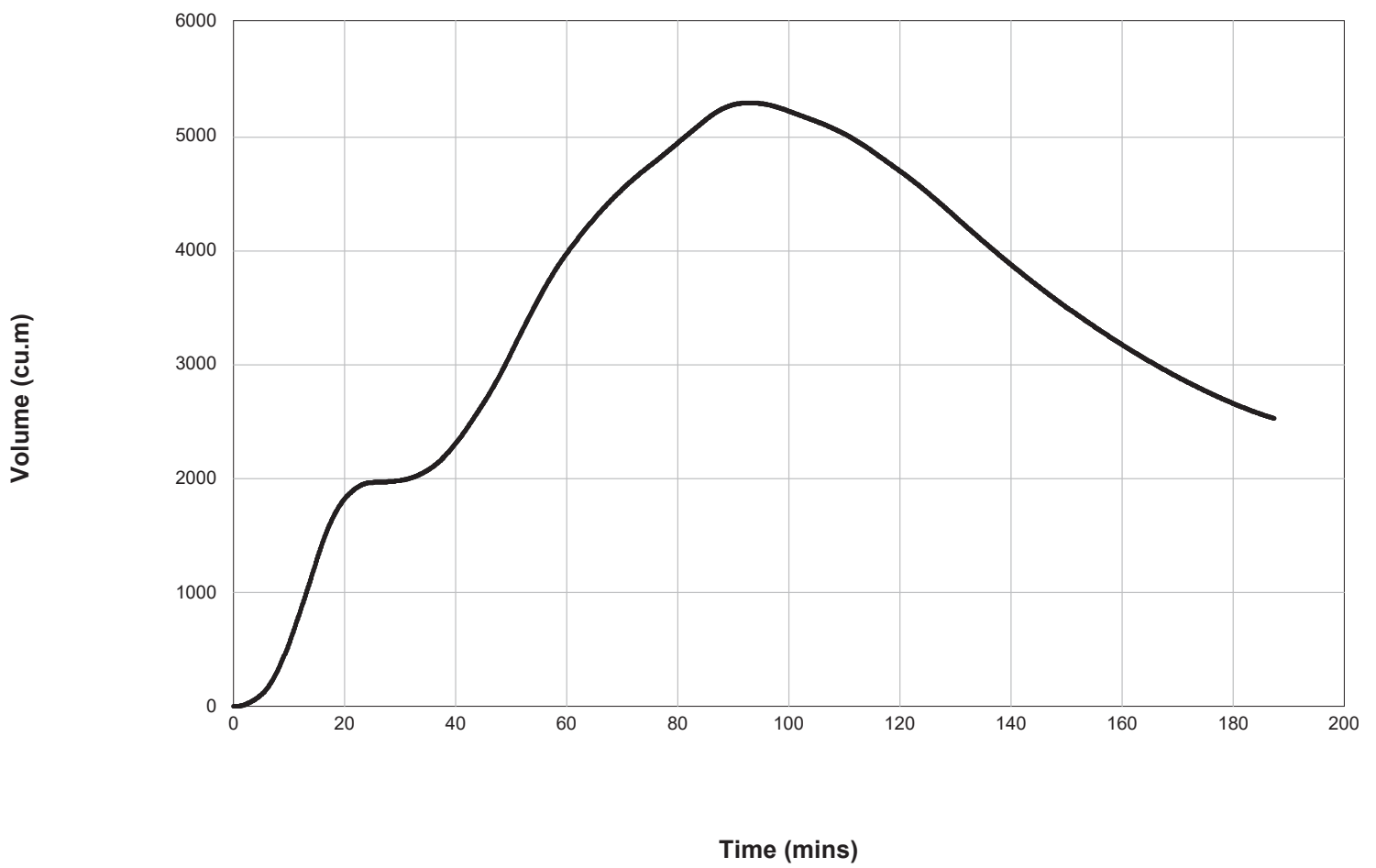
Basin Storage Volume - 5% AEP, 2 hour burst, Storm 7



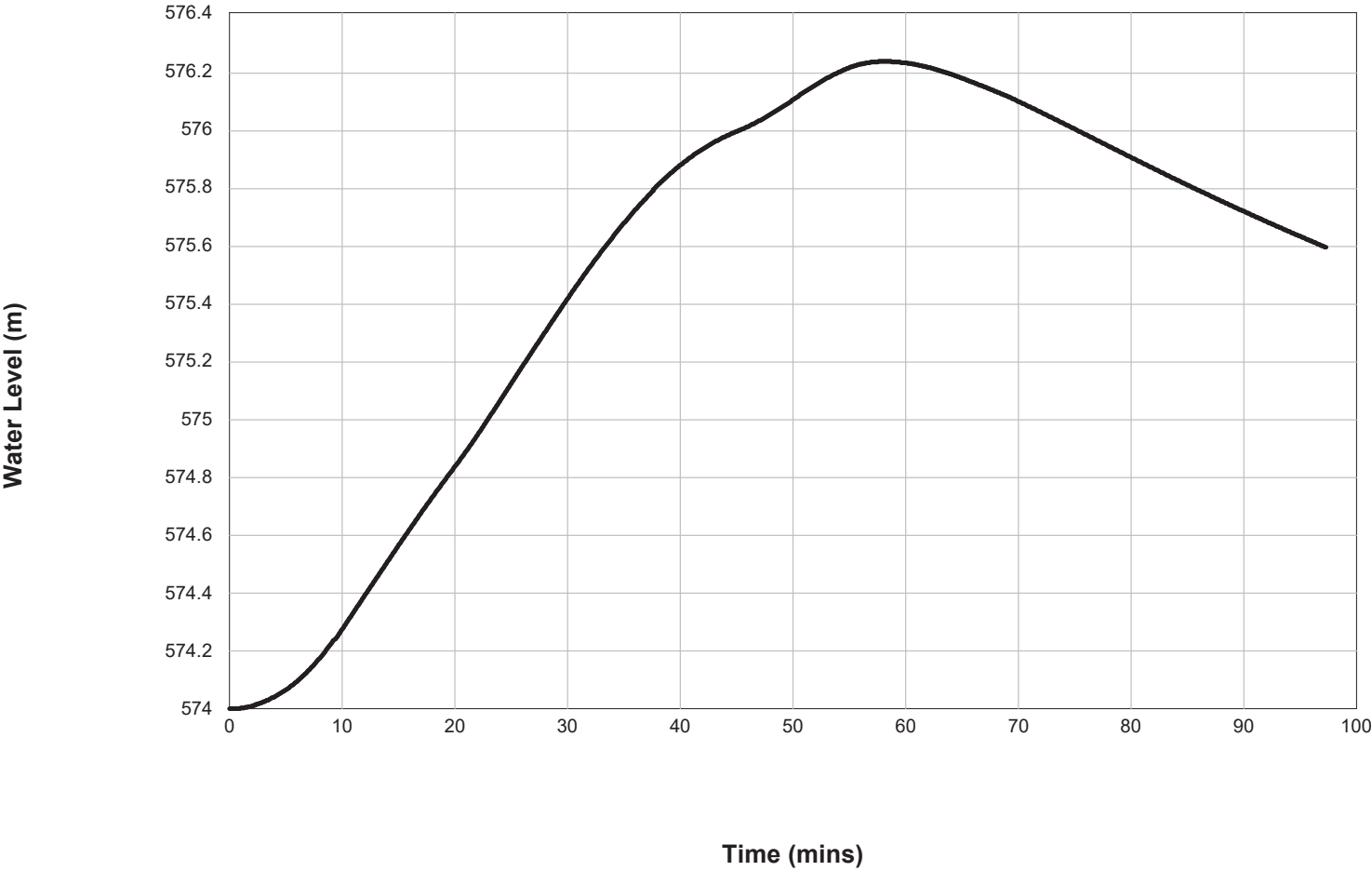
Basin Water Level - 2% AEP, 2 hour burst, Storm 8



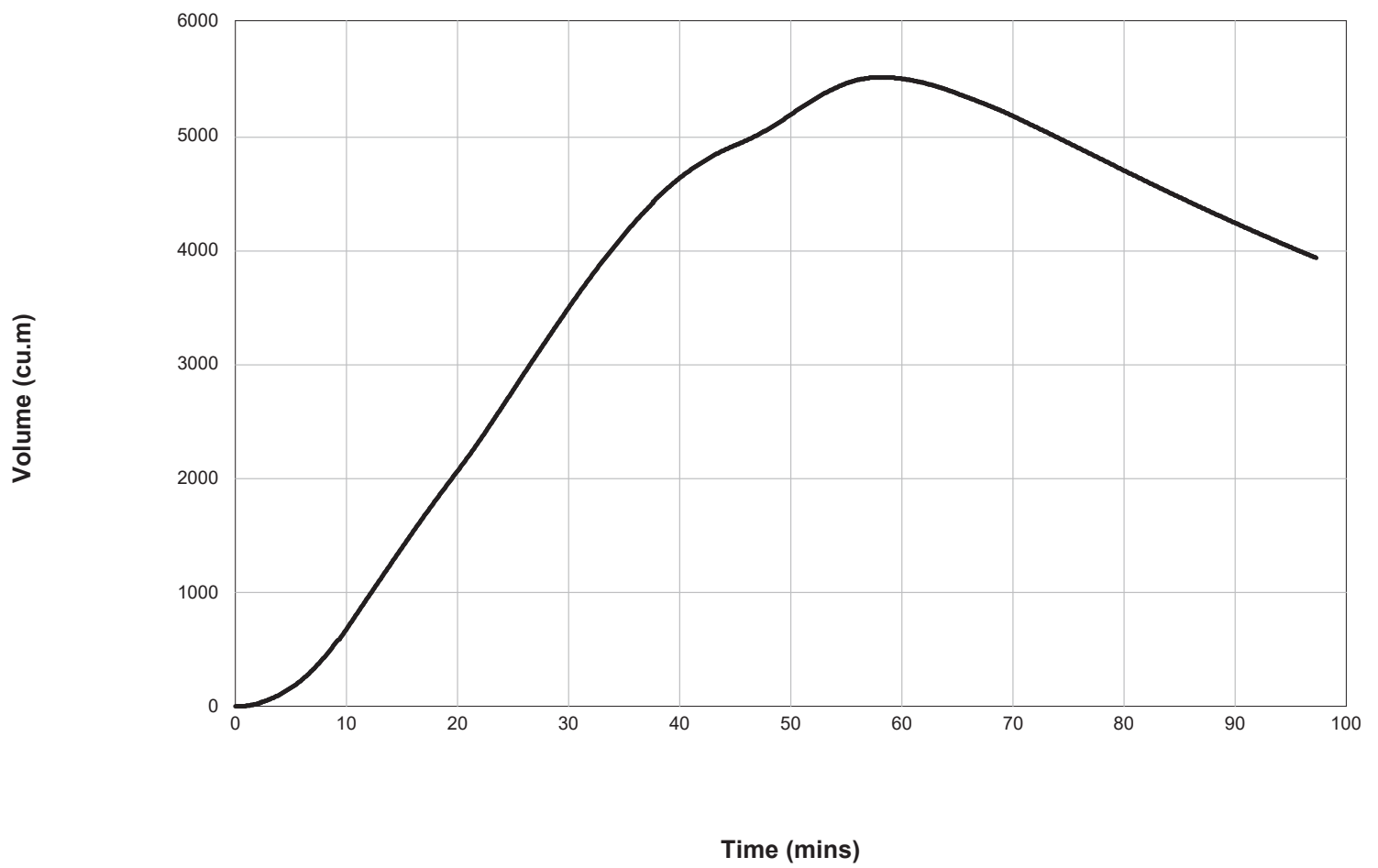
Basin Storage Volume - 2% AEP, 2 hour burst, Storm 8



Basin Water Level - 1% AEP, 1 hour burst, Storm 3



Basin Storage Volume - 1% AEP, 1 hour burst, Storm 3



Appendix F



Location

Label: Toowoomba

Latitude: 27.5625 [Nearest grid cell: 27.5625 (S)]

Longitude: 151.9375 [Nearest grid cell: 151.9375 (E)]

IFD Design Rainfall Intensity (mm/h)

Issued: 16 November 2021

Rainfall intensity for Durations, Exceedance per Year (EY), and Annual Exceedance Probabilities (AEP).

[FAQ for New ARR probability terminology.](#)

Unit: **mm/h** ▼

Duration	Annual Exceedance Probability (AEP)						
	63.2%	50%#	20%*	10%	5%	2%	1%
1 min	132	150	206	244	282	332	371
2 min	112	127	177	213	249	297	335
3 min	104	119	164	197	229	272	306
4 min	98.7	112	155	185	214	254	284
5 min	93.9	107	147	174	202	239	267
10 min	75.7	85.8	118	139	161	189	211
15 min	63.6	72.2	99.2	118	135	159	178
20 min	55.1	62.6	86.1	102	118	139	155
25 min	48.7	55.3	76.2	90.5	105	123	138
30 min	43.8	49.7	68.6	81.5	94.3	111	125
45 min	33.9	38.5	53.1	63.2	73.3	86.9	97.4
1 hour	27.9	31.6	43.6	52.0	60.4	71.7	80.6
1.5 hour	20.9	23.7	32.6	38.8	45.1	53.7	60.5
2 hour	17.0	19.2	26.2	31.3	36.3	43.3	48.8
3 hour	12.6	14.2	19.2	22.9	26.5	31.6	35.7
4.5 hour	9.33	10.5	14.1	16.7	19.3	23.0	25.9
6 hour	7.56	8.44	11.3	13.4	15.5	18.4	20.7
9 hour	5.64	6.28	8.38	9.87	11.4	13.5	15.2
12 hour	4.59	5.11	6.81	8.01	9.24	10.9	12.3
18 hour	3.45	3.84	5.13	6.05	6.98	8.26	9.27
24 hour	2.82	3.15	4.23	5.00	5.78	6.84	7.68
30 hour	2.41	2.70	3.65	4.33	5.02	5.94	6.67
36 hour	2.12	2.38	3.24	3.85	4.48	5.31	5.97
48 hour	1.72	1.94	2.68	3.21	3.75	4.46	5.02
72 hour	1.28	1.45	2.03	2.46	2.90	3.47	3.92
96 hour	1.03	1.17	1.64	2.00	2.38	2.86	3.24
120 hour	0.859	0.976	1.38	1.68	2.01	2.41	2.74

144 hour	0.739	0.838	1.18	1.44	1.72	2.07	2.35
168 hour	0.649	0.733	1.02	1.24	1.48	1.78	2.03

Note:

The 50% AEP IFD **does not** correspond to the 2 year Average Recurrence Interval (ARI) IFD. Rather it corresponds to the 1.44 ARI.

* The 20% AEP IFD **does not** correspond to the 5 year Average Recurrence Interval (ARI) IFD. Rather it corresponds to the 4.48 ARI.

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Our Reference: MCUI/2018/2226
CS Portal Reference: N/A
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DOCUMENT ENDORSEMENT
Planning Act 2016

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TOOWOOMBA QLD 4350

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cc.: james@propertyprojectsaustralia.com.au

23 May 2022

Dear Sir/Madam

Location: 229 Hursley Road, TORRINGTON QLD 4350
Property Description: Lot 25 SP288572, Lot 32 SP304211
Relevant Planning Scheme: *Toowoomba Regional Planning Scheme 2012*

The request for Endorsement of Engineering Overall Strategy for Traffic Impact Assessment has been assessed and approved in accordance with the Conditions of Approval for the Decision Notice issued on 22 October 2018. The following provides the relevant details for Overall Strategy for Traffic Impact Assessment:

Details of Endorsement

Endorsement of Document – Overall Strategy for Traffic Impact Assessment

Approved Plans / Documents

The endorsed plans and/or documents are listed in the following table:

Plan/ Document No	Rev No	Plan/ Document Name	Plan / Document Description	Council Markup / Notes	Date
20364	4	Preliminary Traffic Impact Assessment	Preliminary Traffic Impact Assessment	Section 5.2 Paragraph 1 crossed out in red “PRELIMINARY TRAFFIC IMPACT ASSESSMENT APPROVED SUBJECT TO DETAILED TRAFFIC IMPACT ASSESSMENT THROUGH RAL” in red	3 March 2022

Advisory Notes

The endorsed Engineering Overall Strategy is conceptual only, and may be subject to refinement through the assessment of subsequent development applications.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Stewart Somers', with a stylized flourish at the end.

Stewart Somers
General Manager, Planning & Development



PRELIMINARY TRAFFIC IMPACT ASSESSMENT APPROVED SUBJECT TO DETAILED TRAFFIC IMPACT ASSESSMENT THROUGH RAL

**PRELIMINARY
TRAFFIC IMPACT ASSESSMENT**
PROPOSED LOW AND MEDIUM IMPACT INDUSTRY
229 HURSLEY ROAD, TORRINGTON

TOOWOOMBA REGIONAL COUNCIL

ENDORSED DOCUMENT

referred to in Council's letter of endorsement dated

23 May 2022

This plan is subject to conditions of Approval Number

MCUI/2018/2226

Assessment Manager

Prepared for

TORRINGTON LAND PTY LTD

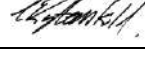
3 MARCH 2022

DOCUMENT REGISTER

RTE Reference 20364

Prepared by Luke Rytenskild, Dare Janzekovic

Document History

Version	Version date	Details	Reviewed and Authorised	
			Name / Position	Signature
1	16 November 2020	DA	Luke Rytenskild Director RPEQ 6293	
2	30 April 2021	DA v2	Luke Rytenskild Director RPEQ 6293	
3	20 December 2021	FURTHER ISSUES	Luke Rytenskild Director RPEQ 6293	
4	3 March 2022	FURTHER ISSUES v2	Luke Rytenskild Director RPEQ 6293	

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COMPANY INFORMATION

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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Torrington Land Pty Ltd to prepare a preliminary Traffic Impact Assessment of its proposed Low and Medium Impact Industry development site at Torrington.

This report has been prepared in response to condition 25 (refer below) of a Variation Approval issued in 2018. The Variation Approval effectively changes the zoning of the land from Emerging Community to part Low Impact Industry, Medium Impact Industry and Constrained Land Area.

This report partly responds to the items listed below in condition 25. It is intended that a further Traffic Impact Assessment be carried out upon confirmation of the local road network requirements.

TRAFFIC IMPACT ASSESSMENT – OVERALL STRATEGY

25. The Traffic Impact Assessment – Overall Strategy must be prepared by a Registered Professional Engineer Queensland - Civil (RPEQ) in accordance with the requirements of the *Toowoomba Regional Planning Scheme 2012* Version 19, *Schedule 6 Planning Scheme Policies (PSP), SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure* and its referenced guidelines, which includes, but is not limited to, the following:
 - 25.1 A review of existing traffic conditions including current traffic volumes, historical traffic growth rates, accident history (particularly if it is a 'black spot' location), the existing road geometry and any relevant current traffic and/or transport planning studies;
 - 25.2 The volume and type of vehicles that will be generated by the development, the distribution of the traffic on the existing and proposed road network, car parking requirements and access requirements to and from the Variation Approval Area;
 - 25.3 Concept plan/s, drawn to scale, including cross sections showing details of any works necessary to mitigate the impact of the traffic from the development such as traffic calming, traffic signals, roundabouts, minor intersection controls such as stop or give way signs, road widening and similar treatments;
 - 25.4 Nominated industrial vehicle routes in a road hierarchy that do not pass established residential development before joining the State Controlled Road network. Nominally, vehicle routes should return vehicles to Carrington Road using Robson Hursley Road, Rielly Street or Hillman Street;
 - 25.5 Any land resumption requirements for any proposed works, by the applicant, Council, or Main Roads, are to be clearly identified on the concept plan/s;
 - 25.6 Consideration must be given to the requirements of alternative modes of transport such as pedestrian movements, cyclists, public transport and special needs group;
 - 26.7 The scope of the report should extend through the adjoining road network where development generated traffic continuously exceeds five per cent (5%) of the existing traffic;
 - 25.8 Provision for a future road link with a minimum 26m (Industrial Collector) reserve wide between Rielly Street and Robson Hursley Road. The preferred alignment will be along the ridgeline within Lot 32 SP304211 including an extension south of Rielly Street. The land must not be encumbered by permanent structures, services such as pump stations, services easements or operational uses; and
 - 25.9 Preliminary road network layout plans and a road hierarchy plan for the likely development potential of the land subject of this Variation Approval and how the proposed road network interfaces with the existing road network.

This report version responds to the following further issues raised by Council in November 2021:

- The adopted trip generation of 0.5/100m² appears to be low. TIA should be updated to adopt 0.7/100m².

RTE comment: This has been revised accordingly, please refer to section 4.1.

- The submitted TIA has not considered the impacts/how the preliminary approval traffic generation will impact the surrounding road networks with consideration to the existing developable land area. As the development intends on providing a road connection to the existing low impact industry land to the east the TIA should be updated to include traffic generated from this land.

RTE comment: Please refer to section 4.2.

- Section 5.2 recommends that the connection road between Robson Hursley Road and Reilly Street which will then provide a future connection to Hursley Road will be a distributor road. Council believes this road should be a collector standard. Please update the TIA to specify this road connection as a collector.

RTE comment: Section 5.2 has been amended accordingly

- Traffic impact assessments on the existing road network and intersection will be required before or in the next RAL application.

RTE comment: Noted, this has been the intent.

- The TIA recommends that Robson Hursley Road alignment is altered to the east. However Robson Hursley Road already has a road reserve connecting to Hursley Road. The east west connection road will be required to be provided with a new name. Please update the TIA and other documents to remove the recommendation and all references to the east west connection road being called Robson Hursley Road.

RTE comment: Section 5 has been amended accordingly.

- Further detail is required to demonstrate to the satisfaction of Transport Planning why the direct north south extension of Robson Hursley Road is not viable.

RTE comment: It is intended that the viability of a connection of Robson – Hursley Road to Hursley Road will be investigated as part of a future application for a Reconfiguration of a Lot.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located to the west of Rielly Street and east of the Robson – Hursley Road at Torrington.

Approximately 9 hectares of the northern part of the site is developable and has been approved for Low – Medium Impact Industry use. Council has conditioned that a road be constructed through the site allowing for future connection between the Robson – Hursley Road and Rielly Street.

Torrington Land Pty Ltd also own the land to the east, also Lot 34 on SP312467, which is included in the Low Impact Industry Zone and extends through to Hursley Road to the south. However, this land is outside the Variation Approval Area.

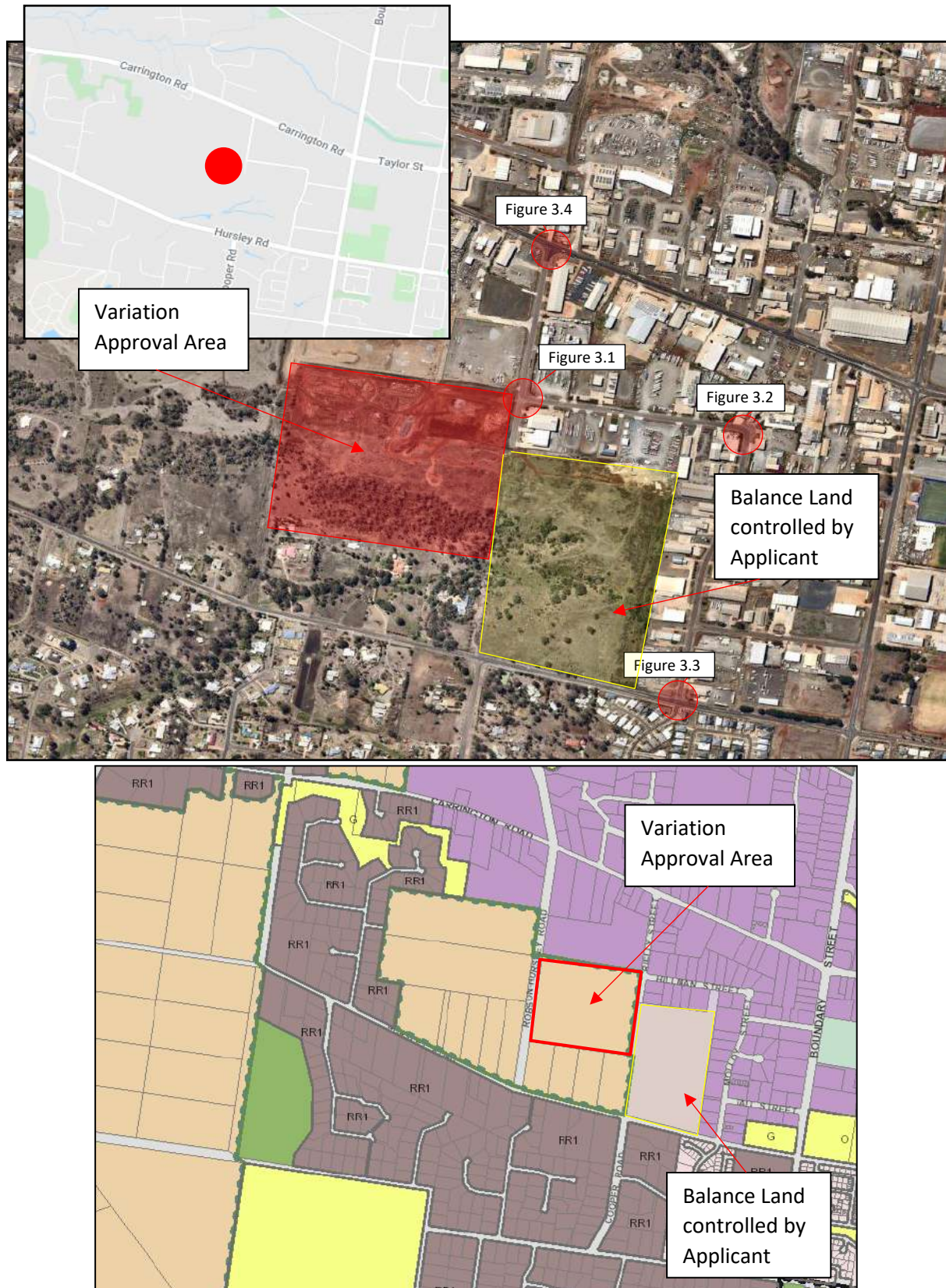


FIGURE 2.1 – LOCATION OF SUBJECT SITE

3.0 SURROUNDING ROAD NETWORK

3.1 Existing Local Road Network

Carrington Road is a State-controlled road and forms part of the Toowoomba – Cecil Plains Road route. It has a posted speed limit of 70km/hr.

The Carrington Road / Rielly Street intersection comprises of a Type AUL left turn treatment and basic right turn treatment.

The Hursley Road / Molloy Street intersection provides for access to the local industrial area from Hursley Road. This is a channelised intersection comprising of a Type CHR right turn treatment and Basic left turn treatment.

To the east, Tait Street and Lewis Street provide secondary access to Boundary Street, with basic turn treatments in place.

Images of the local road network are provided in Figures 3.1 and 3.2.

3.2 Road Hierarchy

As shown in Figure 3.3, the Toowoomba Road Hierarchy plan nominates the following classification for each road within the local area:

- | | |
|--|------------------------|
| • Carrington Road - | Regional Arterial road |
| • Hursley Road - | Sub-Arterial road |
| • Robson – Hursley Road - | Distributor road |
| • Rielly Road, Hillman Street, Tait Street - | Distributor road |
| • Molloy Street (south) - | Local road. |



RIELLY STREET NEAR THE SITE



HILLMAN STREET



MOLLOY STREET



FIGURE 3.1 – IMAGES OF THE LOCAL ROAD NETWORK



Hursley Road / Molloy Street intersection



Carrington Road / Rielly Street intersection

FIGURE 3.2 – AERIAL IMAGE OF PRIMARY INTERSECTIONS (OF INTEREST)

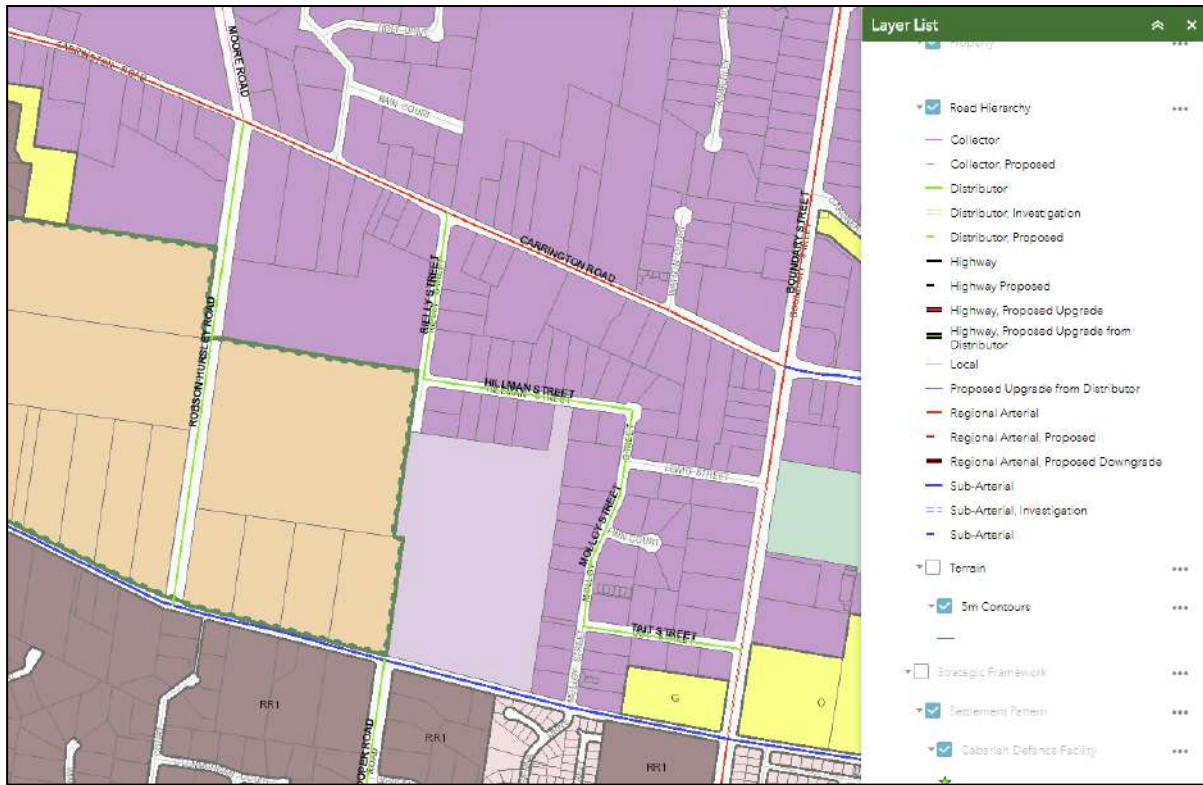
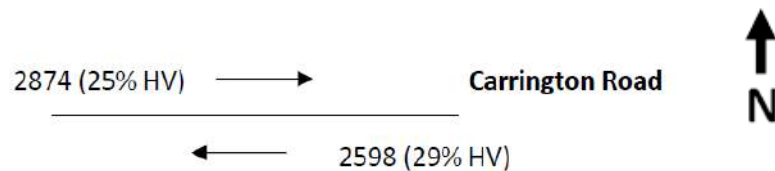


FIGURE 3.3 – EXTRACT FROM TOOWOOMBA ROAD HIERARCHY MAP

3.3 Surveyed Traffic Volumes

Traffic survey data was obtained from the Department of Transport and Main Roads (Attachment A). As shown in Figure 3.4, such indicate that Carrington Road carried in the order of 5,500 vehicles per day.



**FIGURE 3.4 – SURVEYED ANNUAL AVERAGE DAILY TRAFFIC (AADT)
(YEAR 2016)**

It is estimated that Hursley Road carries in the order of 5,000 vehicles per day between Boundary Street and Cooper Road, and approximately 2,500 vehicles per day west of Cooper Road.

3.4 Future Traffic Volumes

Historical traffic data (based on TMR Census Data) indicates a compounded annual traffic growth rate of 2% per annum between 2010 and 2016. Application of this rate indicates a future traffic volume of 7,300 daily trips in 2031.

Based on the above, it is estimated that background traffic on Carrington Road would be as follows:

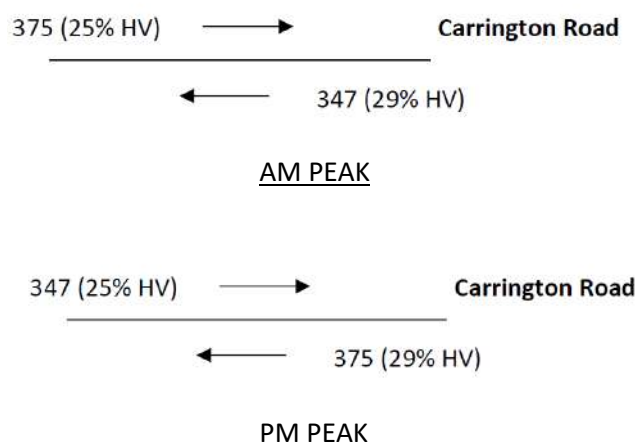


FIGURE 3.5 – FUTURE PEAK HOUR BACKGROUND TRAFFIC ESTIMATE (YEAR 2031)

4.0 TRAFFIC GENERATION OF APPROVED LAND USE

4.1 Traffic generation

The subject site has a developable area of approximately 9 hectares (refer Figure 4.1). Assuming an average trip generation rate of 7 daily trips and 0.7 peak hour trips / 100m² GFA and 45% site cover, the site would generate in the order of 2,850 vehicles per day and 285 vehicles per hour.

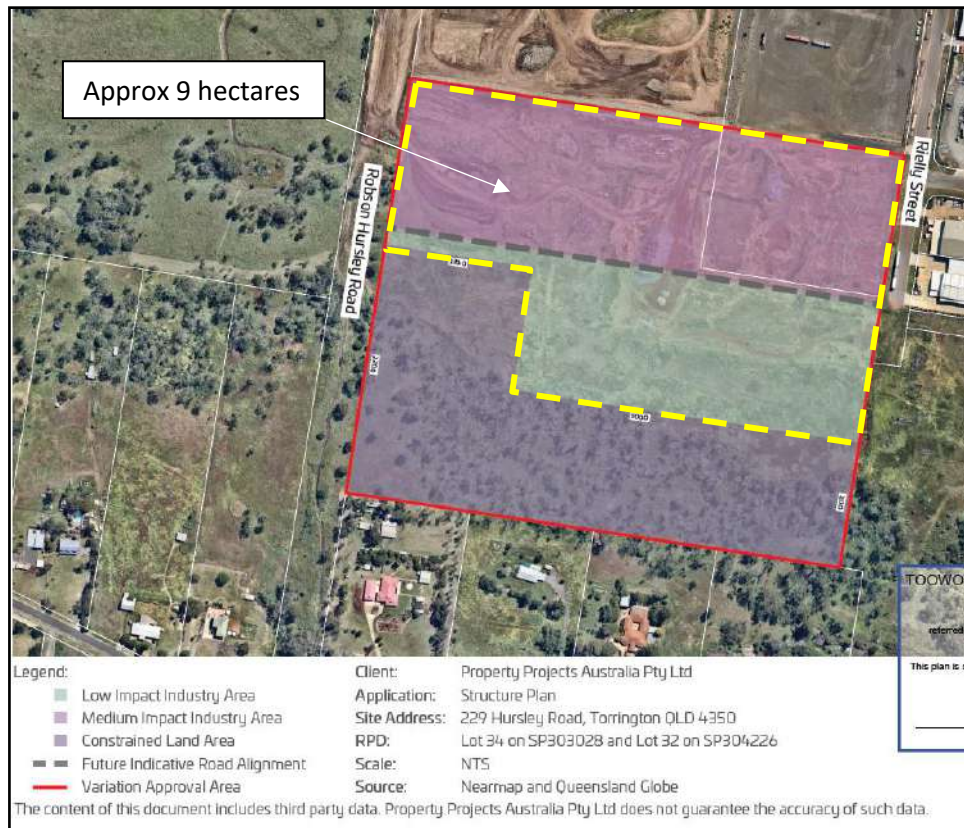


FIGURE 4.1 – PROPOSED LAND USE PLAN

4.2 Potential impacts on surrounding road network

A detailed analysis of road network impacts and any required mitigation works will be carried out as part of a future application (Reconfiguration of a Lot). However, broadly, it is considered that:

- The road network provides four connections to the major road network, which will allow traffic generated by the proposal to distribute to a number of intersections rather than have a focused impact on an individual junction. Although, the majority of development generated traffic is likely to use Robson-Hursley Road and Rielly Street to access Carrington Road.
- There does not appear to be any capacity issues with the use of Hillman Street, Molloy Street and Lewis Street, and the associated connections to Boundary Street and Hursley Road. Such use would be low and generally for movement to other industrial uses in the local area, or by workers travelling to and from surrounding residential areas.
- The Carrington Road / Rielly Street intersection currently comprises a Basic right turn treatment. An upgraded form of right turn treatment (for movement to Rielly Street may be required and it appears that a Type CHR(S) treatment could be achieved through a modification of line marking. However, with the Robson Hursley Road connection to Carrington Road underway and scheduled for completion first quarter 2022, it is anticipated that this will obviate the requirement for this upgrade.
- Given the projected background volume of 7,500 vehicles per day on Carrington Road, it is expected that the Carrington Road / Rielly Street and Carrington Road / Robson Hursley Road intersections will function satisfactorily as a priority controlled junctions. Traffic signals are typically triggered when traffic volumes on the major road of such intersections approach 12,000 vehicles per day, although this also depends of the right turn demand on the minor leg. This will be reviewed in detail as part of a future application for a Reconfiguration of a Lot.

5.0 ROAD NETWORK

5.1 Current planning

As shown in Figure 3.6, the local road network within the existing industrial area bounded by Boundary Street, Carrington Road, Hursley Road and the Robson – Hursley Road, are generally nominated as Distributor Roads.

It is noted that the road hierarchy plan does not nominate a connection through the subject site between Rielly Street and the Robson – Hursley Road, however has been required as a condition of approval.

A connection is planned between Carrington Road and Hursley Road via the future construction of Robson-Hursley Road to an Industrial Collector standard, notwithstanding it is nominated as a distributor road.

Whilst a connection is not shown between Rielly Street (current termination) and Hursley Road, we understand it is Council's preference to achieve improved north-south movement between Hursley Road and Carrington Road, hence the planned connection via Robson-Hursley Road.

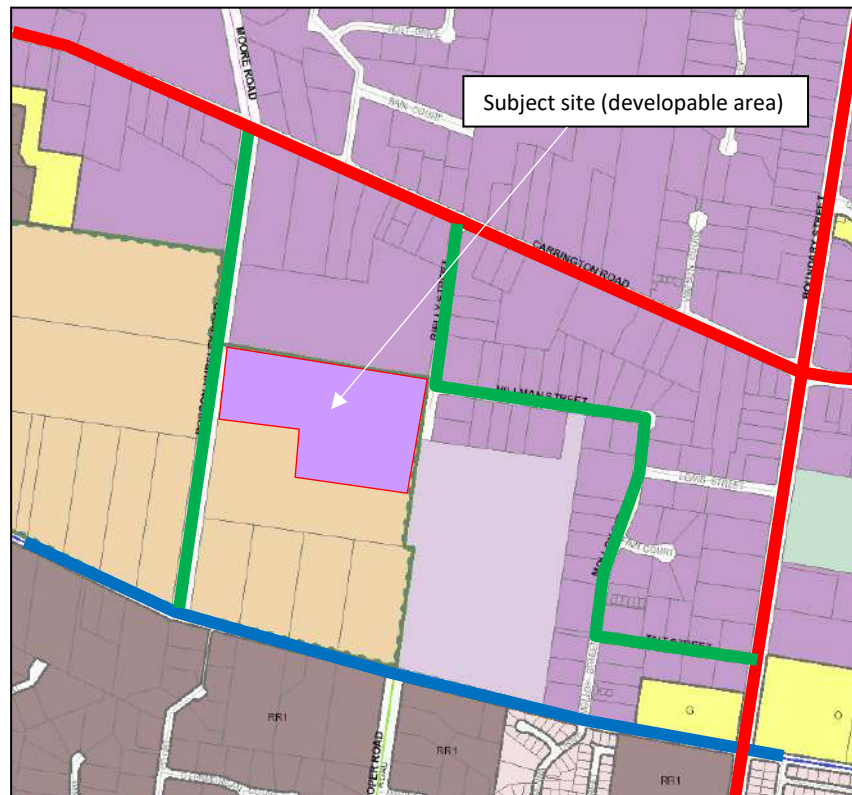
5.2 Recommended Structure

~~Due to the constraints within the southern leg of Robson Hursley Road (as discussed in section 5.1), it is recommended that the planned connection between Carrington Road and Hursley Road is rerouted through the Variation Approval Area and, ultimately, through the Balance Land at the time it is subdivided, to connect with Hursley Road.~~

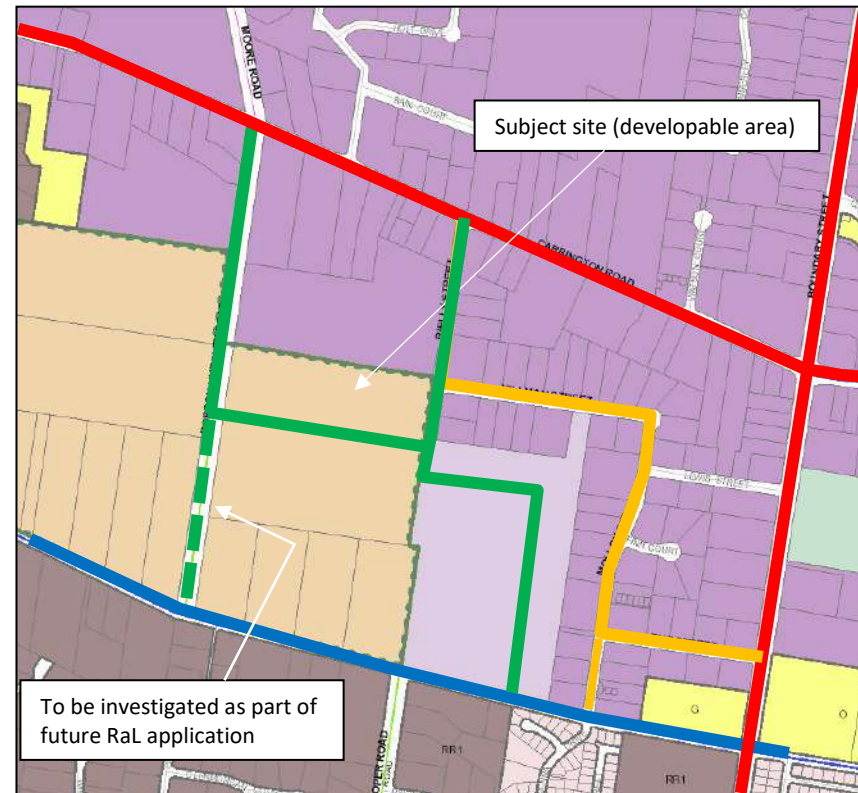
The proposed route will achieve the broader road planning intent, as identified at Condition 25 of the Variation Approval.

In accordance with Condition 25 of the Variation Approval, it is recommended that the proposed connection is constructed as an Industrial Collector Road , 27.0 metre standard (refer Figure 5.2).

The treatment of intersections, such as the Carrington Road / Rielly Street or Robson-Hursley Road (Extension) / Rielly Street intersections, will be assessed and determined as part of a subsequent Traffic Impact Assessment that will be required to accompany future development application(s) made for land within the Variation Approval Area.



Current primary road network planned by Council
without conditioned link through subject site



Recommended primary road network

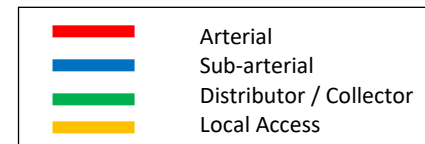


FIGURE 5.1 – RECOMMENDED CHANGES TO LOCAL AREA ROAD NETWORK HIERARCHY

6.0 ROAD SAFETY ASSESSMENT

As shown in Figure 6.1, crash data provided by TMR indicates that there has been five recorded accidents along the section of Carrington Road between Boundary Street and Rielly Street, over a seven year period. Data has not been obtained for Hursley Road.

Carrington Road has a straight alignment and provides satisfactory visibility for drivers approaching a vehicle turning into property access points. Satisfactory safety will be achieved at the Carrington Road / Rielly Street intersection by ensuring that the intersection is upgraded in accordance with Austroads design guidelines.

A further assessment of crash data and road safety risks will be carried out as part of a future Traffic Impact Assessment.

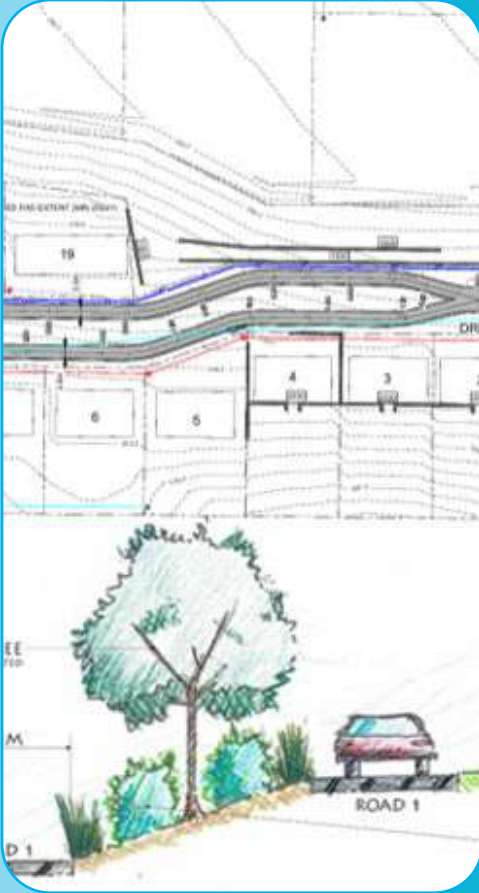


FIGURE 6.1 – MAP OF RECORDED CRASHES ALONG CARRINGTON ROAD (2010 – 2017)
SOURCE – TMR DATA ANALYSIS UNIT

7.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The subject site is located to the west of Rielly Street and east of the Robson – Hursley Road at Torrington. Approximately 9 hectares of the northern part of the site is developable and has been approved for Low – Medium Impact Industry use. Council has conditioned that a road be constructed through the site allowing for future connection between the Robson – Hursley Road and Rielly Street.
- The local road network within the existing industrial area bounded by Boundary Street, Carrington Road, Hursley Road and the Robson – Hursley Road, are generally nominated as Distributor Roads under the Toowoomba Road Hierarchy. Carrington Road is an Arterial Road, and Hursley Road a Sub-Arterial Road.
- The road hierarchy plan does not nominate a connection through the subject site between Rielly Street and the Robson – Hursley Road, however has been required as a condition of approval.
- Traffic survey data was obtained from the Department of Transport and Main Roads indicates that Carrington Road carried in the order of 5,500 vehicles per day. It is estimated that Hursley Road carries in the order of 5,000 vehicles per day between Boundary Street and Cooper Road, and approximately 2,500 vehicles per day west of Cooper Road.
- Assuming an average trip generation rate of 7 daily trips and 0.7 peak hour trips / 100m² GFA and 45% site cover, the site would generate in the order of 2,850 vehicles per day and 285 vehicles per hour.
- The viability of an extension of Robson – Hursley Road to Hursley Road will be reviewed in detail as part of a future application for a reconfiguration of a lot.

A further Traffic Impact Assessment should identify the potential impact of traffic generated by the proposed land uses upon the local road network, particularly for the intersections with Carrington Road, Boundary Street and Hursley Road. The outcome of this assessment will be dependent on the type and scale of development applications that are subsequently lodged within the Variation Approval Area.



Appendices B

Master Plan for Locality

Lot 1, SP349893, Rielly Street, Torrington

Low Density Residential Use Application



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Appendices D

Preliminary Approval Document

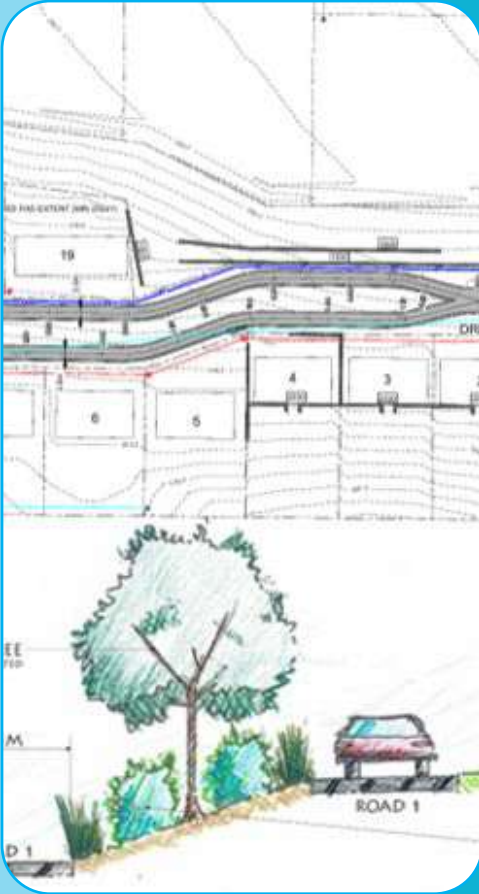
With attachments;

- Landscape Concept Plan Amend
- Plan showing communal space
- Master Plan of Locality
- Practice Note Guidelines for Landslide Risk Management
- Foundation Maintenance and Footing Performance



Lot 1, SP349893, Rielly Street, Torrington
Low Density Residential RAL Application





Appendices E

Proposed Subdivision Plan

Lot 1, SP349893, Rielly Street, Torrington
Low Density Residential Use Application



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Appendices C



Specialists Reports

With attachments;

- Engineering Report
- Traffic Impact Assessment
- Geo-Tech Report
- Landscape Plan
- Environment, Bushfire and Tree Report

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