



DEVELOPMENT APPLICATION

Development Permit – Material Change of Use

Child Care Centre

7 Meringandan Shirley Road, Meringandan West

PLANNING REPORT

May 2026

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A handwritten signature in black ink, appearing to read "A. Bullen", with a long, sweeping underline.

Document Information

Prepared For: McNamara – Healy Holdings
Pty Ltd

Project Name: Child Care Centre

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EXECUTIVE SUMMARY

SITE DETAILS

Address of Site	7 Meringandan Shirley Road, Meringandan West
Real Property Description	Part Lot 102 RP861100
Area of Site	14.388 hectares
Road Frontage(s)	Primary: Main Street Secondary: N/A
Easements	N/A
Land Owner(s)	McNamara – Healey Holdings Pty Ltd

PLANNING INSTRUMENTS

Regional Plan	South East Queensland Regional Plan and Darling Downs Regional Plan
Regional Plan Designation	Urban Footprint
Planning Scheme	<i>Toowoomba Regional Planning Scheme 2012</i>
Local Area Plan/Neighbourhood Plan	Highfields, Meringandan and Meringandan west Local Plan
Zone	Emerging Community Zone
Zone Precinct	N/A
Overlays	<ul style="list-style-type: none"> • Airport Environs Overlay • Environmental Significance Overlay • Agricultural Land Overlay • Flood Hazard Overlay
Vegetation	N/A
Existing Use	Vacant
Current Approvals	Nil

APPLICATION OVERVIEW

Application	Development Application
Approval Sought	Development Permit
Development Type	Material Change of Use
Land Use Definition/Development Description	Child Care Centre
Level of Assessment	Impact Assessable

PROPOSED DEVELOPMENT

Development Summary	Child Care Centre
Gross Floor Area	746.7m ²
Total Use Area (if relevant)	1020.67m ²
Building Footprint	1020.67m ²
Building Site Cover	1030.70 (0.072%)
Building Setbacks	Front (Main Street): 5.64m Rear (South -Future internal Road): 3.97m Side (West): 4.71m
Building Height	Metres: Six (6) metres Storeys: One (1)storey
Impervious Area	1867.92m ² (66.75%)
Landscaping Area	759.58m ² (27.14%)
Vehicular Access	Internal Road from Main Street
Carparking	Example: <ul style="list-style-type: none"> • 32 car parking spaces • 18 staff car parking spaces • 1 PWD space • 1 turning Bay
Operational Parameters	Staff Numbers: 16 FTE Operating Hours: 6.30am and 6.30pm, Monday to Friday

APPLICANT DETAILS

Applicant	McNamara – Healey Holdings Pty Ltd c/- Precinct Urban Planning PO Box 3038 TOOWOOMBA QLD 4350
Contact Person	Andrew Bullen Phone: 07 4632 2535 Mobile: 0427 737 526 Email: andrew@precinctplan.com.au
Our Reference	2026-014

1.0 INTRODUCTION

This report has been prepared in support of a Development Application for a Development Permit for Material Change of Use for Child Care Centre on land at 7 Meringandan Shirley Road, Meringandan West, described as Part Lot 102 RP861100 (**the site**). The proposed development involves the start of a new use of the premises and accordingly comprises a Material Change of Use under Schedule 2 of the *Planning Act 2016* (**the Act**).

This town planning report addresses the merits of the development having regard to the provisions of the *Planning Act 2016* and the *Toowoomba Regional Planning Scheme 2012*. This planning report has been prepared on behalf of the applicant, McNamara – Healey Holdings Pty Ltd.

This Development Application for a Development Permit for Material Change of Use is Impact Assessable development under the *Toowoomba Regional Planning Scheme 2012*. The following report demonstrates the suitability of the proposal within the locality and its compliance with the relevant provisions of the *Toowoomba Regional Planning Scheme 2012*.

2.0 SITE AND LOCALITY

2.1 SITE

The site is located at 7 Meringandan Shirley Road, Meringandan West, described as Part Lot 102 RP861100 (**the site**). The site is located within the suburb of Meringandan West and is approximately 300m west of the Meringandan Township. The location of the site in respect of the surrounding locality is illustrated in **Figure 1**.

The site is of irregular rectangular configuration and comprises a single title with a total site area of 14.388 hectares. The site has sole road frontage to Main Street. The configuration of the site is illustrated in **Figure 2**.

FIGURE 1 - LOCALITY PLAN

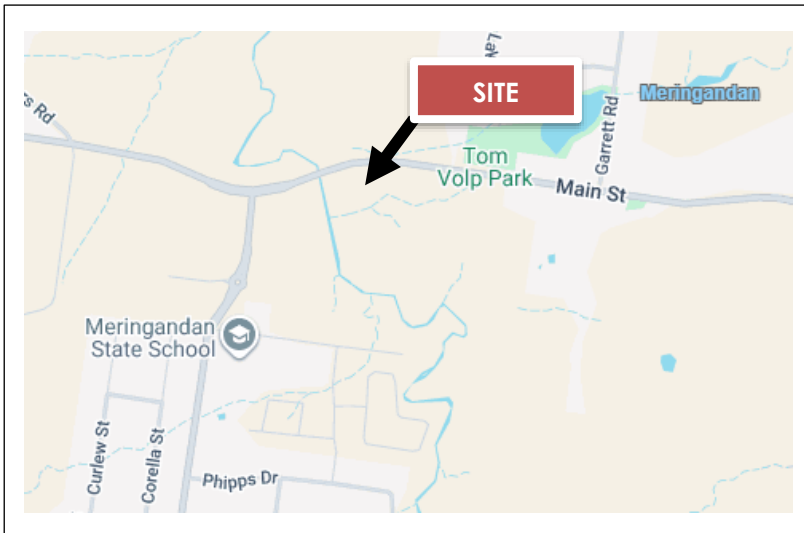
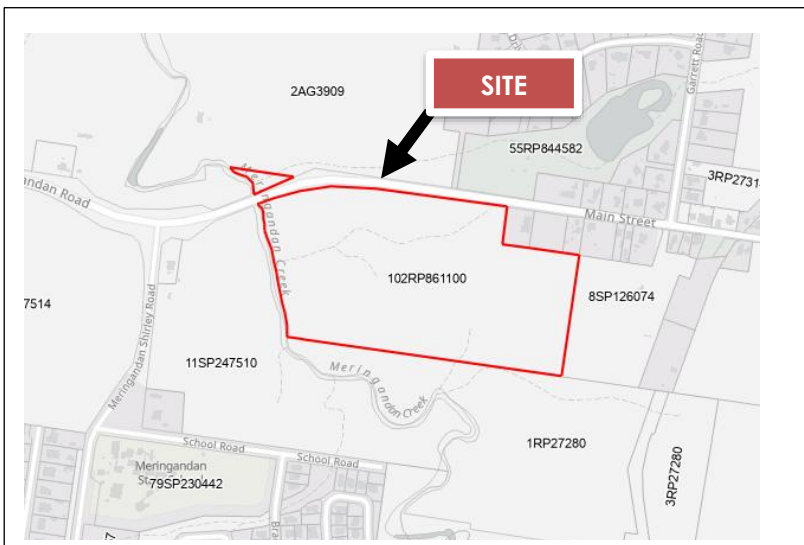
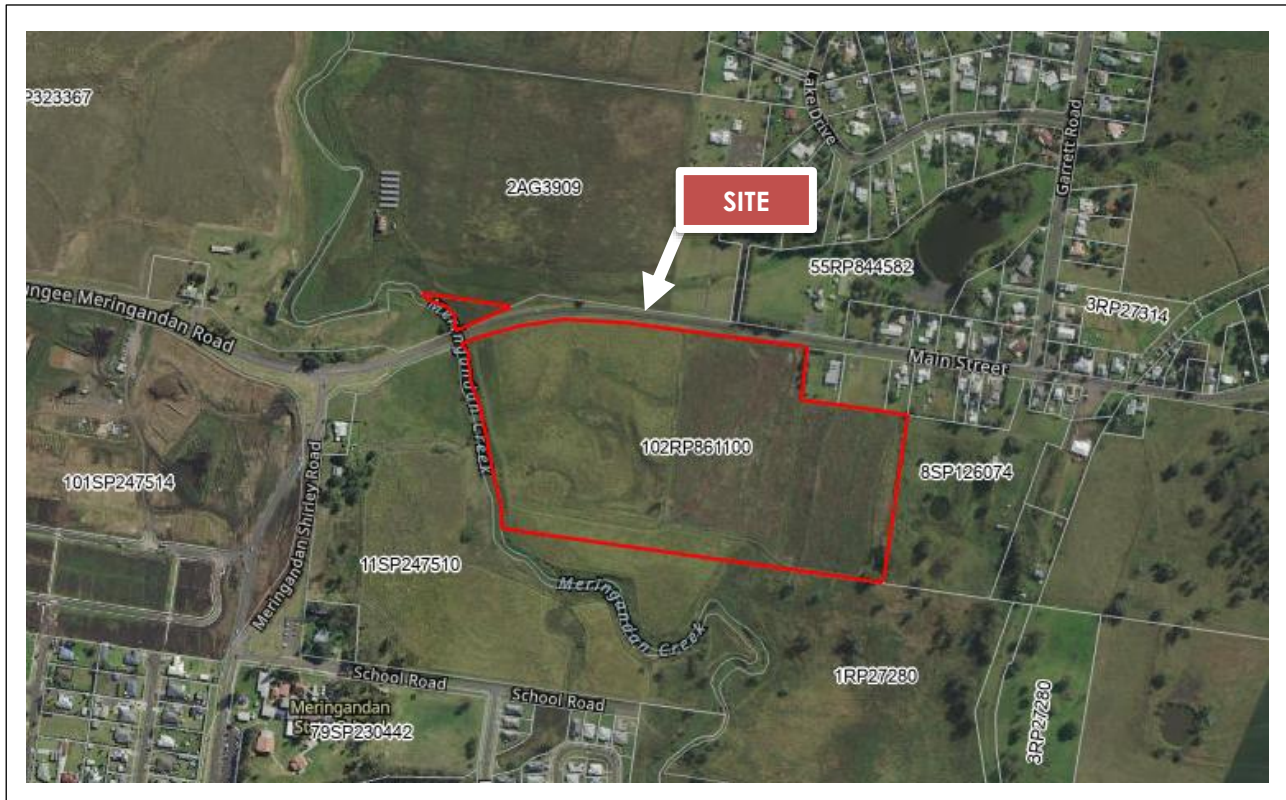


FIGURE 2 - CADASTRAL PLAN



The site is presently vacant land having been previously used for horticultural and grazing purposes. The features of the site and surrounding land uses are illustrated in **Figure 3**.

FIGURE 3 - AERIAL IMAGERY



2.2 SITE CHARACTERISTICS

The site is characterised by the following features:

- The site has sole frontage to Main Street, a two-way, twin lane, sealed carriageway defined as a Regional Arterial Road under Council's adopted Road Hierarchy.
- Lands in the locality drain in a westerly direction towards Meringandan Creek. Meringandan Creek is located approximately 140m west of the site and comprises the area's primary drainage feature.
- The site experiences a gradual decline in land elevation between the northeast and southwest corners of the site; refer to **Figure 4**. The highest point of the site is located adjacent to the northeast corner at approximately 494m AHD, with the lowest point of the site located adjacent to the southeast corner at approximately 485m AHD. This translates to a fall in natural ground level of approximately 9m across the site.
- The site is clear of mature vegetation and does not contain mapped areas of remnant vegetation or ecological significance.
- The site is not burdened by, nor does it benefit from any existing easements.
- The site is serviced by Council's reticulated water supply and stormwater drainage infrastructure; refer to **Figure 4**. The site is also able to be serviced by on-site effluent disposal infrastructure and reticulated electricity and telecommunications supply networks.

FIGURE 4 - CONTOUR AND INFRASTRUCTURE MAPPING

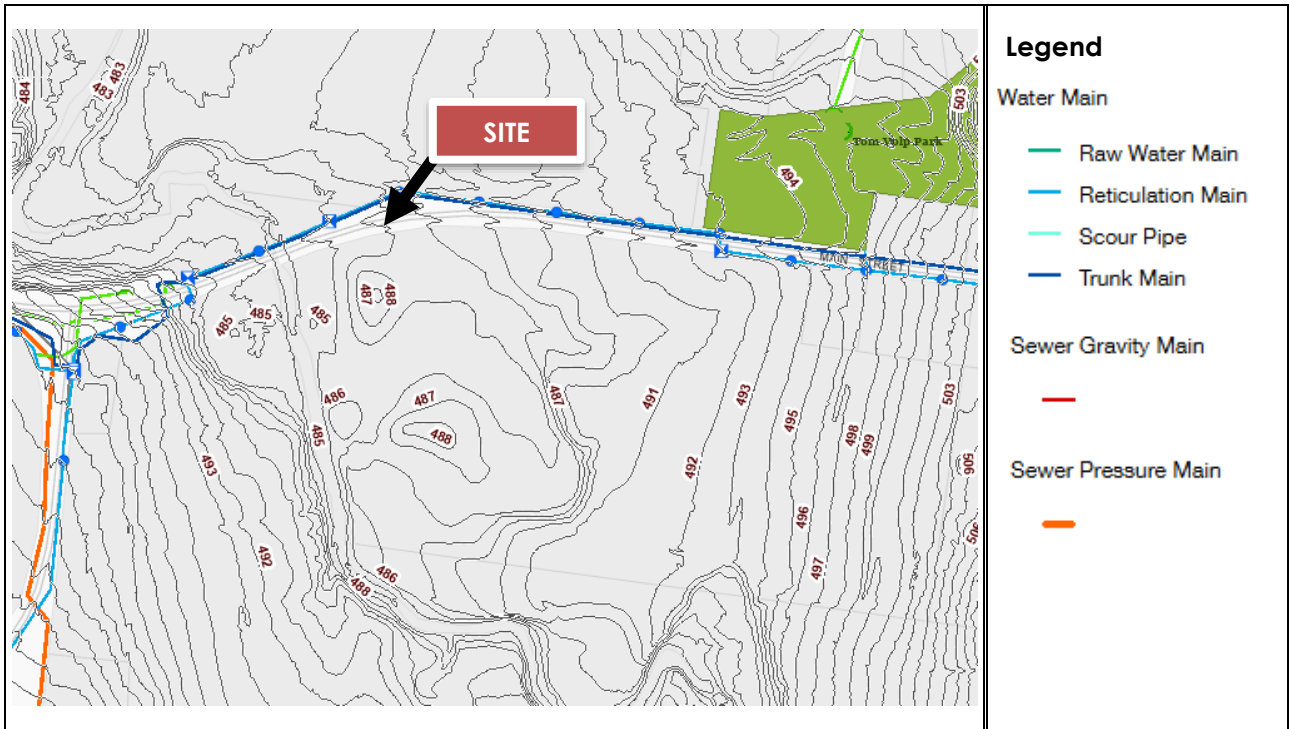


Figure 4 confirms that the site experiences a decline in land elevation between the northeast and southwest corners of the site. The figure also illustrates the locations of Council's reticulated water, sewerage and stormwater networks in relation to the site.

The features of the site are illustrated in **Photograph 1**



PHOTOGRAPH 1 - View of the site from Main Street.

2.3 SURROUNDING LAND USE

2.3.1 SURROUNDING LOCALITY

The site is situated in a locality that is characterised by a mix of commercial, residential and rural residential land uses. The scale and character of the built form in the locality is of a predominately peri-urban character.

2.3.2 ADJOINING PROPERTIES

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

- Land to the **north** of the site, on the opposite side of Main Street, comprises a residential premises containing a Dwelling House and ancillary structures.



PHOTOGRAPH 2 - View of the residential premises to the north of the site from Main Street.

- Land to the **east** of the site, comprises a vacant rural land. Further east the township of Meringandan is located and visible from the site.



PHOTOGRAPH 3 - View from the opposite frontage of Main Street looking east towards the nearby Township of Meringandan.

- Land to the **south** of the site, includes vacant rural land designated for future residential development and (further south) existing conventional residential subdivision in proximity to the Meringandan Primary School.



PHOTOGRAPH 4 - View of the land to the south of the site from Main Street showing the vacant rural land to the immediate south of the site, and the land previously developed for conventional residential purposes adjacent to the Meringandan Primary School.

- Land to the **west** of the site, located on Meringandan-Shirley Road and presently undergoing a process of urbanisation.



PHOTOGRAPH 5 - View of the land to the west of the site from Main Street.

2.4 CURRENT DEVELOPMENT APPROVALS

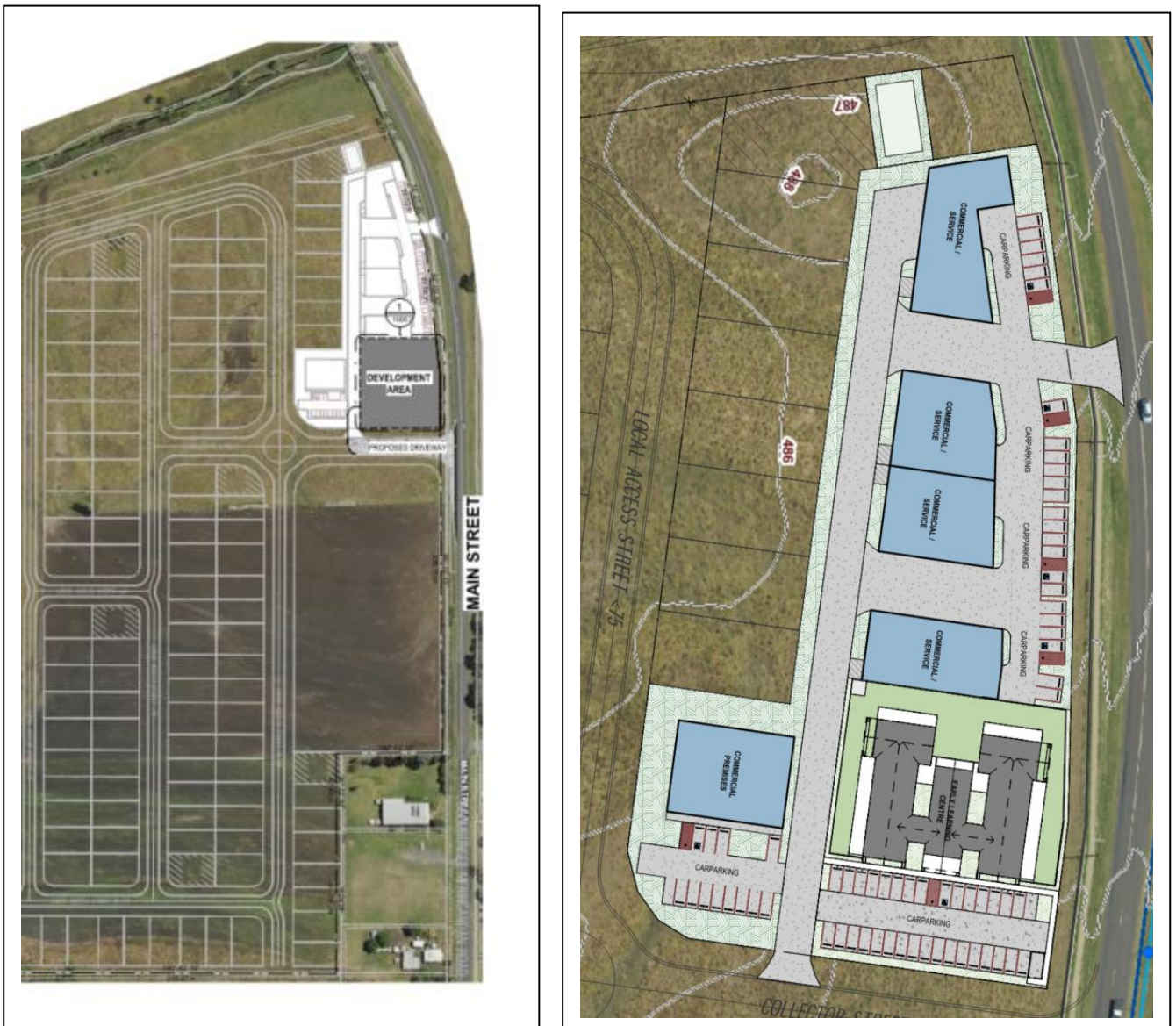
The site does not currently benefit for any existing Development Permits as publicly available on Council's website.

3.0 PROPOSAL

This Development Application seeks approval for a Development Permit for Material Change of Use - Child Care Centre on the site at 7 Meringandan Shirley Road, Meringandan West (Main Street), being that land described as Lot 102 RP861100 (**the site**).

Contextually, the Child Care Centre is proposed to form part of a future commercial/service precinct forming part of the future westward extension of the Meringandan Township. The location of the site relative to the existing township and its potential relationship with future surrounding uses is illustrated in Preliminary Context Plans - Site Plan and Site DA Plan Nos. 25113 SD 1005 Issue K and 25099 SD DWG 1006 Issue A prepared by VHD Studios and attached as **Appendix C** and illustrated in **Figure 5**.

FIGURE 5 - CONTEXTUAL SITE PLANS



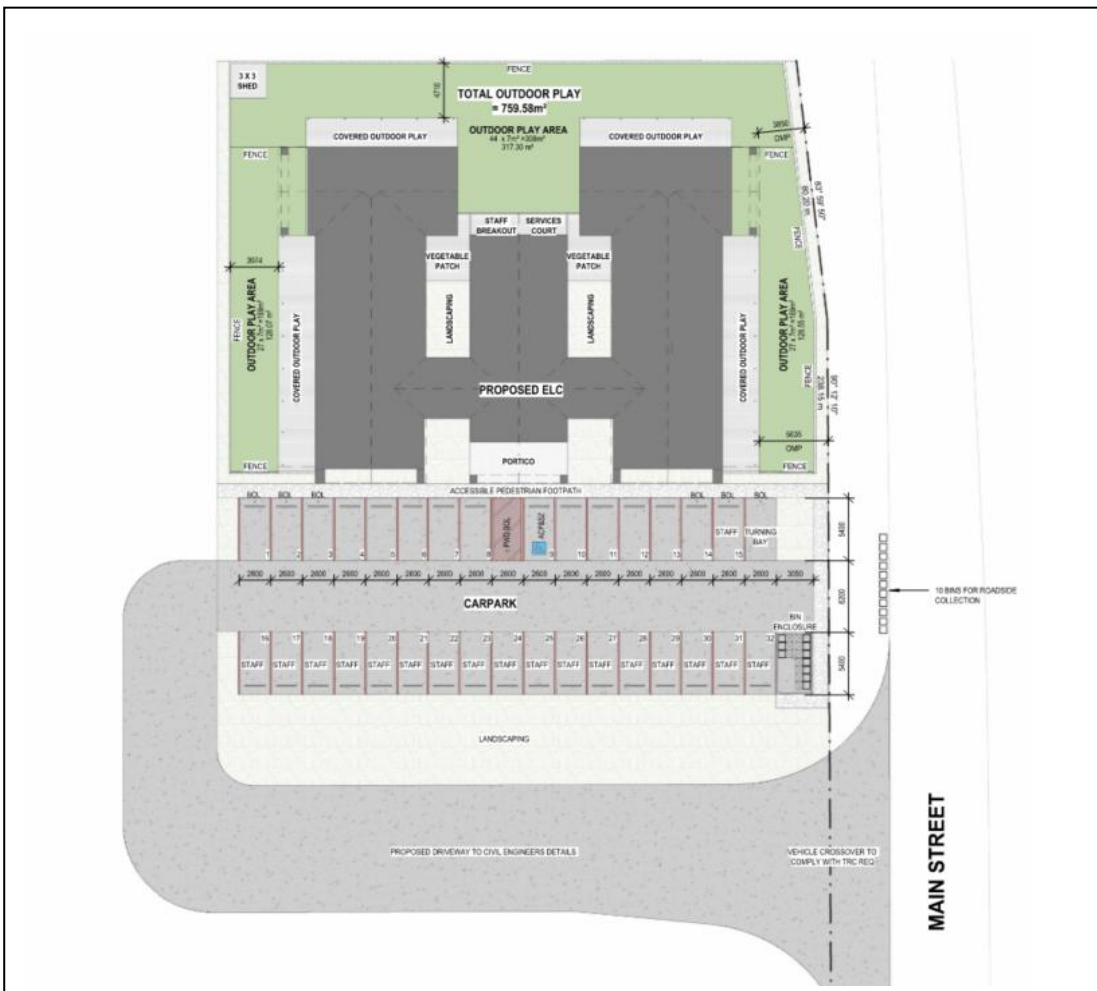
Details regarding the proposed design and operation of the development are provided below.

3.1 SITE COMPOSITION AND LAYOUT

The proposed Child Care Centre will take the form of a new purpose-built complex that will cater for up to ninety-eight (98) children ranging in age from 0 to 5 years old.

The proposed centre and associated vehicle access, parking and manoeuvring areas will be wholly located on a designated development site having an area of 2798.28m². The layout of the proposed development will be generally in accordance with the Site Plan, No. 25113-SD1005, Issue J, prepared by VHD Studio, dated 29 April 2026, attached at **Appendix D** and reproduced in **Figure 6**.

FIGURE 6 - SITE PLAN



The Child Care Centre will have a Building Area of 1020.67m² including an internal area of 751.88m² and external area of 268.79m². The building will have a Gross Floor Area (GFA) of 746.7m².

The building will cover an area of 1030.7m², which translates to a total site cover of 36.83% (Development Site). The proposed childcare building will be positioned and sited at the western end of the development site to achieve the following building setbacks:

- 5.64m to the northern boundary (Main Road frontage);
- 4.71m to the western boundary;

- 3.98m to the southern boundary; and
- 13.0m to the eastern boundary.

The internal configuration of the Child Care Centre will consist of a reception area, staff offices and amenities, kitchen and six (6) main areas designed for specific age groups. The six (6) main areas will consist of:

- Two (2) x Nursery areas, with each containing preparation, amenities, nursery, sleep and storage rooms. The nursery rooms will cater for up to twelve (12) children in each room (24 total).
- Two (2) x Toddler areas, with each containing preparation, amenities, toddler and storage rooms. The toddler rooms will cater for up to fifteen (15) children in each room (30 total).
- Two (2) x Kindy areas, with each containing preparation, amenities, Kindy and storage rooms. The Kindy rooms will cater for up to twenty-two (22) children in each room (44 total).

The proposed layout and juxtaposition of internal use components will be generally in accordance with Floor Plan, No. 25113-SD1100, Issue A, prepared by VHD Studio, dated 29 April 2026, attached at **Appendix E** and reproduced in **Figure 7**.

FIGURE 7 - FLOOR PLAN



Site usage, building area and gross floor area relative to the internal layout of the building are categorised under Area Plan No. 25113-SD1006, Issue K, prepared by VHD Studio, dated 5 May 2026, and attached at **Appendix F**.

3.2 BUILT FORM AND CHARACTER

The built-form and character of the development will be characterised by a consistent architectural theme to ensure visual compatibility and continuity is achieved. The development has been purposefully designed to be of contemporary commercial scale and bulk compatible with typical uses.

Building materials will include feature texture external vertical and Trimdeck wall cladding, mason wall with external stone cladding, aluminium windows and doors and sheet metal roofing. Plant and equipment will be screened or otherwise enclosed. Structural steel columns and Colourbond eaves, fascias and gutters are proposed.

The proposed development will be of single storey construction with a ceiling height of 3.00m and maximum building height of 6.00m from natural ground level. The scale and appearance of development is to be generally in accordance with Elevations No. 25113 SD-1300 Issue A, attached as **Appendix G**, a partial excerpt of which is reproduced in **Figure 8**.

FIGURE 8 - ELEVATIONS



The overall aesthetic character and appearance of the proposed complex is illustrated on Illustration Plan Nos 25113 SD-1900 & 1901 Issue D, attached as **Appendix H**, a partial excerpt of which is reproduced in **Figure 9**.

FIGURE 9 - PERSPECTIVE ILLUSTRATIONS



3.3 ACCESS & CARPARKING

Primary vehicular access to the precinct will be provided via a twin lane, two-way internal access road from Main Street.

Passenger and staff car parking will be provided in a single integrated parking area on the eastern end of the development site serviced by a central aisle.

Passenger vehicle parking has been provided at a rate of 1 space per seven (7) children and one (1) space per FTE employee. A total of thirty-two (32) vehicle parking spaces are proposed including eighteen (18) staff parking spaces and fourteen (14) visitor spaces. Service vehicle access and manoeuvring can also be accommodated through the car parking area and dedicated turning bay. Refuse collection is proposed to be via kerbside collection on the site's primary Main Street frontage.

Appropriate provision for the access and manoeuvring of passenger and service vehicles has been made to ensure vehicle ingress and egress can occur in a forward gear.

3.4 LANDSCAPING

Landscaping is proposed on the eastern perimeter of the site, with landscape play areas occupying the land adjacent to the northern, western and southern frontages. Landscaping and landscaped play areas are designed to complement and soften the built-form, and to enhance aesthetic amenity. Planting will be used to partially screen parking areas, provide shade and improve micro-climate. Outdoor play areas will include designated vegetable patch areas.

Landscaping will be provided over a total area of 629.91m² or 22.51% of the development site, whereas dedicated outdoor play areas will occupy 760.80m² or 27.19% of the development site area. Cumulatively landscape and landscape play areas account for 1390.71m² or 49.7% of the development site. Balance areas comprise imperviously sealed hardstand or building areas which occupy 1867.92m² of the site.

3.5 INFRASTRUCTURE AND SERVICING

Certain urban infrastructure networks are available to the land including Council's reticulated water supply, electricity and telecommunications services infrastructure.

The proposed development will rely on on-site effluent disposal.

3.6 OPERATIONAL PARAMETERS

The Child Care Centre will employ a maximum of eighteen (18) full time equivalent employees which will exceed staff allocations required relative to room capacity.

The Child Care Centre will operate between 6.30am and 6.30pm, Monday to Friday.

A detailed Economic Needs Assessment has been prepared by Location IQ and is attached as **Appendix I**.

4.0 PLANNING FRAMEWORK

4.1 THE PLANNING ACT 2016

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

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

4.2 STATE PLANNING POLICY

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

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

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

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

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

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

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

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

4.2.1 STATE INTEREST POLICIES AND ASSESSMENT BENCHMARKS

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

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

Accordingly, where the proposed development achieves compliance with the assessment benchmarks of the Planning Scheme, the development is considered to comply with the provisions of the State Planning Policy.

1. Liveable Communities

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

Where these circumstances apply, the development:

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

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

2. Mining and Extractive Resources

These provisions relate to the following developments:

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

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

3. Water Quality

These provisions relate to the following matters of state interest:

- (1) Receiving waters - including development applications for:

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

In this instance the proposed development involves a Material Change of Use on land with an area greater than 2,500m² and does not involve the creation of six (6) or more dwellings/lots intended for urban purposes. Accordingly, the assessment provisions for this State interest are not relevant to the assessment of this application.

4. Natural Hazards, Risk and Resilience

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

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

In this instance, the site is identified as being impacted by natural hazards. In particular, the site is impacted by Flood Hazard Area under the State Planning Policy mapping. Accordingly, the assessment provisions for this State interest are relevant to the assessment of this application and must be assessed with reference to the Local Government's Flood Hazard Overlay Mapping and Code. An assessment against the Flood Hazard Overlay is included in **Appendix B**.

Strategic Airports and Aviation Facilities

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

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

- (iv) operational work not associated with a material change of use where any work or associated activity will intrude into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility.

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

In this instance, the site is not impacted by a Strategic Airport. Accordingly, the assessment provisions for this State interest are not relevant to the assessment of this application.

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

4.3 STATE REFERRAL AGENCIES

Section 54 of the *Planning Act 2016* and Section 22 and Schedule 10 of the *Planning Regulation 2017 (the Regulation)* are of relevance for the purposes of determining applicable referral agencies and their jurisdiction in terms of being advice or concurrence agencies as well as the relevant assessment benchmarks that are to be addressed.

The State Assessment and Referral Agency (**SARA**), established under the auspices of the Department of State Development, Infrastructure and Planning (**DSDIP**) is the assessment manager or referral agency for development applications where the State has a jurisdiction pursuant to Schedule 8 or 10 of the Regulation. Schedule 10 regulates when applications are referable. In accordance with Schedule 8, DSDIP will not be the assessment manager for this development application. Referral Trigger Assessment

Part	Application Involving	Applicable	Comment
Part 1	Airport land	No	The proposed development is not located on airport land.
Part 2A	Caboolture West Interim Structure Plan	No	The site is not located within the Caboolture West investigation or growth areas.
Part 3	Clearing native vegetation	No	The proposed development does not involve clearing native vegetation or give rise to accepted clearing.
Part 4	Contaminated land	No	The site is not identified as contaminated land.
Part 5	Environmentally relevant activities	No	An approval for an ERA is not required or sought.
Part 6	Fisheries	No	The proposed development is not associated with: <ul style="list-style-type: none"> • aquaculture; or • the removal, destruction or damage of marine plants; or • the constructing or raising of waterway barrier works; and • is not within a declared fish habitat area.
Part 7	Hazardous chemical facilities	No	The proposed development is not for a hazardous chemical facility.
Part 8	Heritage places	No	The proposed development is not associated with a locally listed place. In addition, the site is not associated with, nor does it adjoin a property on the Queensland heritage

Part	Application Involving	Applicable	Comment
			register.
Part 9	Infrastructure-related	No	<p>The following relates to infrastructure-related referrals:</p> <ul style="list-style-type: none"> • The proposed development does not exceed the thresholds identified at Schedule 20. • The site is not associated with a designated premises. • The site is not located within 25m of a State transport corridor and does/does not involve new or changed access to the State transport corridor. • The site is not located adjacent to a local road that intersects with a State controlled road and is not within 100m of a State-controlled intersection. • The site is not identified as a future State-controlled road. • The site is not located within 100m of an electricity substation. • The site is not subject to an easement for the benefit of an electricity distribution entity, or transmission entity and for a transmission grid or supply network. • The site is not associated with an easement for oil, gas or electricity infrastructure. • The site is not in proximity to a State controlled transport tunnel (both existing and/or future).
Part 10	Koala habitat area	No	<p>The site is not mapped as containing koala habitat areas.</p> <p><i>Note: If in Priority Area, the application requires assessment of Schedule 11 of the Planning Regulation 2017.</i></p>
Part 11	Noise attenuation land	No	<p>The site is not identified as being noise attenuation land and the site is not within proximity of an off-road motorcycle facility. The proposed development is not associated with prohibited development.</p>
Part 12	Operational works for reconfiguring a lot	No	<p>The proposed development does not involve Operational Works.</p>
Part 13	Ports	No	<p>The site is not associated with port land.</p>
Part 14	Reconfiguring a lot under Land Title Act	No	<p>The proposed development does not involve Reconfiguring a Lot under the Land Title Act.</p> <p><i>Note: if this triggers, the application requires assessment of the Walkable Neighbourhood provisions and section 4.5 of the report template must be retained.</i></p>
Part 15	SEQ Development area	No	<p>The site is not located within an SEQ development area.</p>
Part 16	SEQ regional landscape and rural production area and SEQ rural living area	No	<p>The site is not located within the SEQ regional landscape and rural production area or the SEQ rural living area.</p>
Part 16AA	Solar Farms	No	<p>The proposed development does not involve a solar farm.</p>
Part 16A	Southport Spit	No	<p>The site is not located in the Southport Spit.</p>

Part	Application Involving	Applicable	Comment
Part 16B	SEQ Northern Inter-Urban Break	No	The site is not located within the identified SEQ Northern Inter-Urban Break area.
Part 17	Tidal works or work in a coastal management district	No	The proposed development does not involve tidal works or works within a coastal management district.
Part 18	Urban design	No	The proposed development does not involve an increase in GFA that is greater than 25,000m ² .
Part 19	Water-related development	No	The proposed development does not involve: <ul style="list-style-type: none"> • the taking or interfering of water; or • removing quarry material from a watercourse or lake; or • relates to a dam; or • the construction of a levee.
Part 20	Wetland protection area	No	The site is not identified as being within a wetland protection area.
Part 21	Wind farms	No	The proposed development does not involve a wind farm

The above assessment of the referral triggers under the *Planning Regulation 2017* confirms that the proposed development will not trigger referral in this instance.

4.4 STATE DEVELOPMENT ASSESSMENT PROVISIONS

The State Development Assessment Provisions (**SDAP**) provide assessment benchmarks for the assessment of development applications where the chief executive administering the *Planning Act 2016 (the Act)* is the assessment manager or a referral agency. The chief executive through the State Assessment and Referral Agency (**SARA**) uses the SDAP to deliver a coordinated, whole-of-government approach to the state's assessment of development applications. The SDAP applies throughout the State and contains the matters of State interest the chief executive may have regard to when assessing/deciding a development application as either the assessment manager or referral agency.

The SDAP contains criteria for assessment within State Codes to clarify when the State is to be involved in the assessment of an application and the specific matters of State interest that apply. The SDAP is a specific assessment benchmark that a development must be assessed against as prescribed under the Regulation. In this instance, the proposed development does not trigger assessment against State Codes.

4.5 REGIONAL PLANS

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

4.5.1 SOUTH-EAST QUEENSLAND REGIONAL PLAN

The *South East Queensland Regional Plan 2023 (ShapingSEQ 2023)* provides a regional framework for growth management, which sets the long-term planning direction for sustainable growth, a globally competitive economy, and high-quality living. *ShapingSEQ 2023* informs local planning across the region's twelve (12) local government areas and guides future infrastructure planning and investment to ensure regional growth is well-supported and contributes to a prosperous and liveable region.

ShapingSEQ 2023 seeks to set a clear direction for the region through a series of Regional Priorities. These priorities are implemented through identified outcomes and strategies and sub-regional directions. These Regional Priorities are:

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

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

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

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

Under the settlement pattern identified in *ShapingSEQ 2023*, the site has been included within the **Urban Footprint**.

The Urban Footprint identifies land sufficient to provide for the region's urban development needs over the life of the plan. The area includes land intended to accommodate the full range of acceptable urban uses, such as housing, industry, business, infrastructure, community facilities and urban open space.

Accordingly, the proposed development will not compromise the outcomes sought under the South East Queensland Regional Plan.

4.5.2 DARLING DOWNS REGIONAL PLAN

The Darling Downs Regional Plan was adopted on 14 October 2013 and covers the local authority areas of Balonne Shire Council and the Regional Councils of Goondiwindi, Maranoa, Southern Downs, Toowoomba and Western Downs.

The policies contained in the regional plan contribute towards the protection of strategic areas of priority agricultural land use from potentially incompatible resource activities and seek to maximise opportunities for co-existence of resources and agricultural land use.

The regional plan also safeguards areas required for the growth of towns in the regions through the establishment of Priority Living Areas while providing for resource activities to locate within these areas where it meets communities' expectations as determined by the relevant local government.

In this instance, the site is located within the **Priority Living Area (PLA)** associated with the township of Meringandan. The Priority Living Area identifies land for the development and expansion of towns within the region.

The proposal involves the establishment of a Child Care Centre in an area suitable for such purposes. Accordingly, the application complies with the provisions of Darling Downs Regional Plan.

4.6 TOOWOOMBA REGIONAL PLANNING SCHEME 2012

4.6.1 INTRODUCTION

Pursuant to the provisions of section 45(5) of the *Planning Act 2016*, a development application must be assessed against the applicable assessment benchmarks of the relevant categorising instrument. The relevant categorising instrument in this instance is the *Toowoomba Regional Planning Scheme 2012*. A summary of the assessment of the proposal against the provisions of this instrument is outlined below.

4.6.2 DEFINITIONS

Under the *Toowoomba Regional Planning Scheme 2012*, the proposed use is defined as a “**Child Care Centre**”. The relevant use definition is as follows:

“**Child Care Centre**—

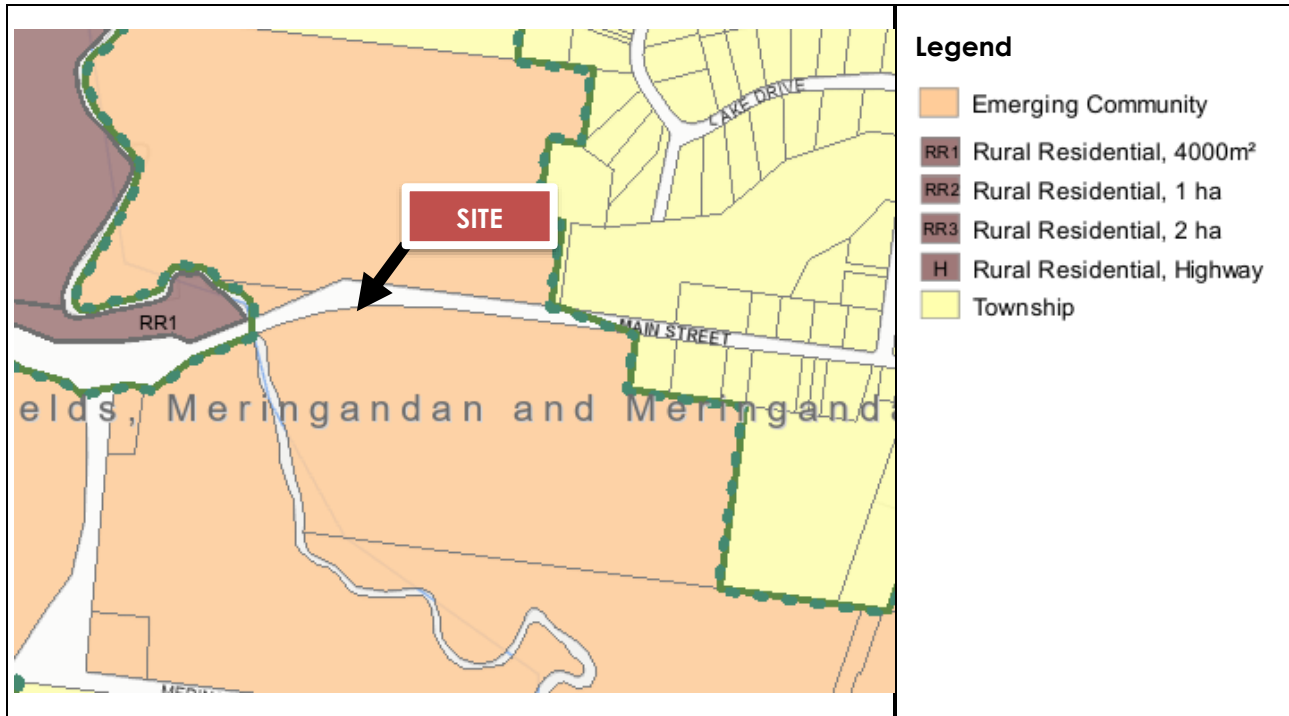
Premises used for the care, education and minding, but not residence of children.

4.6.3 ZONING

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

The site is located within the **Emerging Community Zone**. The zoning of the site and surrounding locality is illustrated in **Figure 10**.

FIGURE 10 - ZONING MAPPING

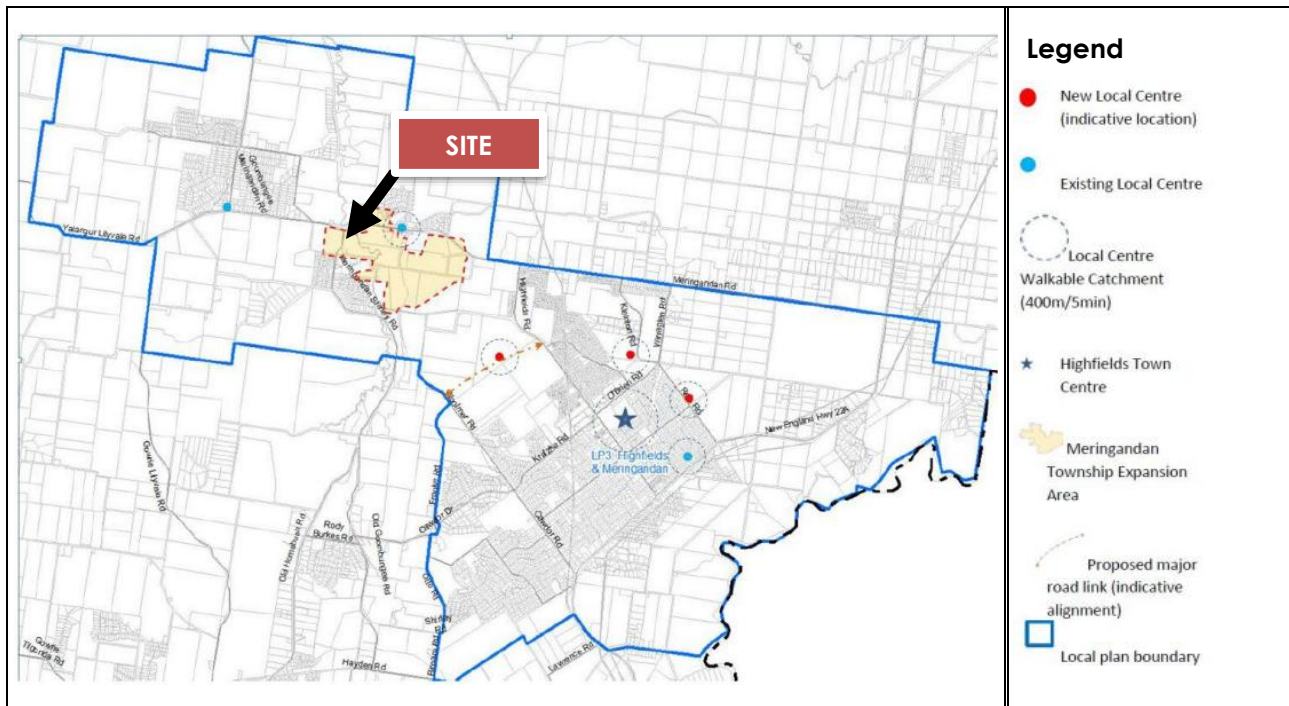


Under the assessment tables applicable to the Emerging Community Zone at section 6.6.2 of the Planning Scheme, a Material Change of Use for a Child Care Centre is identified as **Impact Assessable** development.

4.6.4 HIGHFIELDS, MERINGANDAN AND MERINGANDAN WEST LOCAL PLAN

In addition to land use zones and precincts, the Toowoomba Regional Planning Scheme 2012 also includes Local Plans to regulate development in specific sections of the planning scheme area. In this instance, the site is located in the Highfields, Meringandan and Meringandan West Local Plan. The applicability of the Local Area Plan on the site and surrounding locality is illustrated in **Figure 11**.

FIGURE 11 - LOCAL AREA PLAN MAPPING



Under the assessment table for the Highfields, Meringandan and Meringandan West Local Plan at section 5.9 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Child Care Centre does not change the level of assessment.

4.6.5 OVERLAY MAPPING

The Planning Scheme includes overlay maps that identify land characterised by particular features or subject to physical constraints that are likely to influence the use and development potential of affected areas.

Overlay maps also identify those lands subject to assessment against specific area codes. In this instance, the subject land is impacted the following four (4) overlays:

- Airport Environs Overlay;
- Environmental Significance Overlay
- Agricultural Land Overlay
- Flood Hazard Overlay

The applicability of these overlays is illustrated in **Figures 12-15**.

FIGURE 12 - AIRPORT ENVIRONS OVERLAY MAPPING

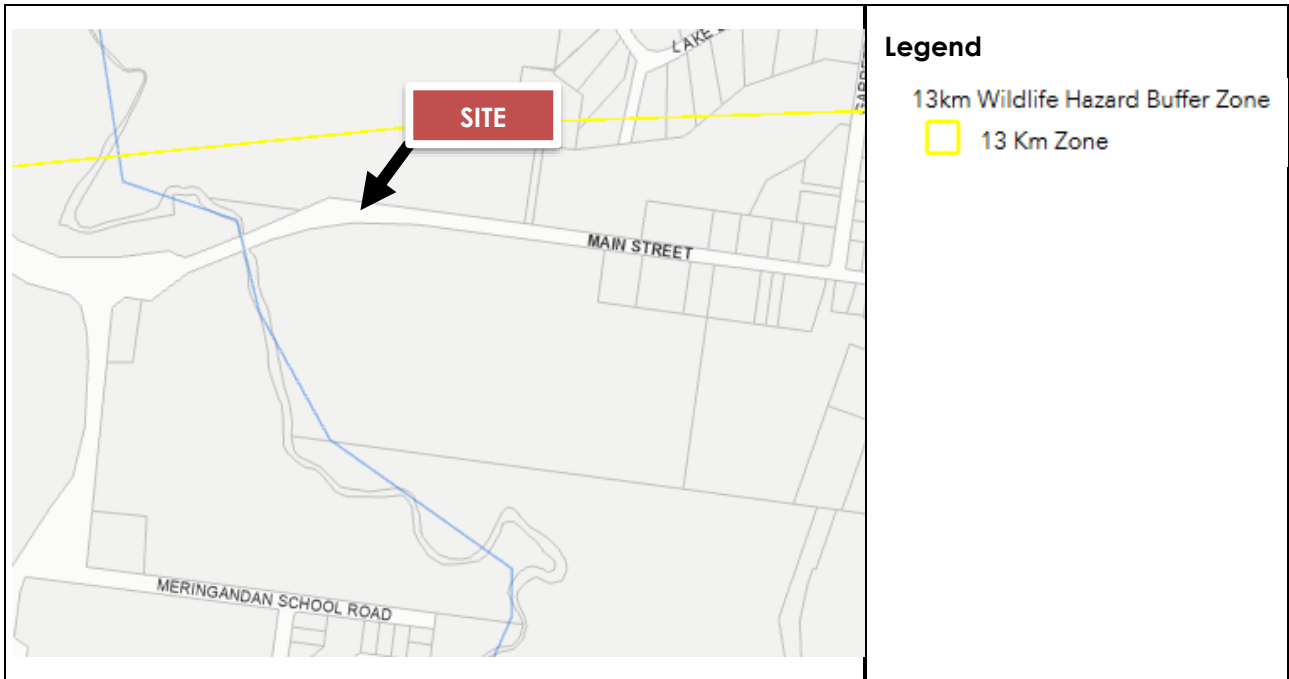


Figure 12 confirms that the site is impacted by the Airport Environs Overlay. In particular, the site is located within the 13km Wildlife Hazard Buffer Area of the Toowoomba Airport. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a Child Care Centre does not change the level of assessment and triggers assessment against the Airport Environs Overlay Code. An assessment of the proposed development against this code is provided at **Appendix B**.

FIGURE 13 - ENVIRONMENTAL SIGNIFICANCE OVERLAY MAPPING

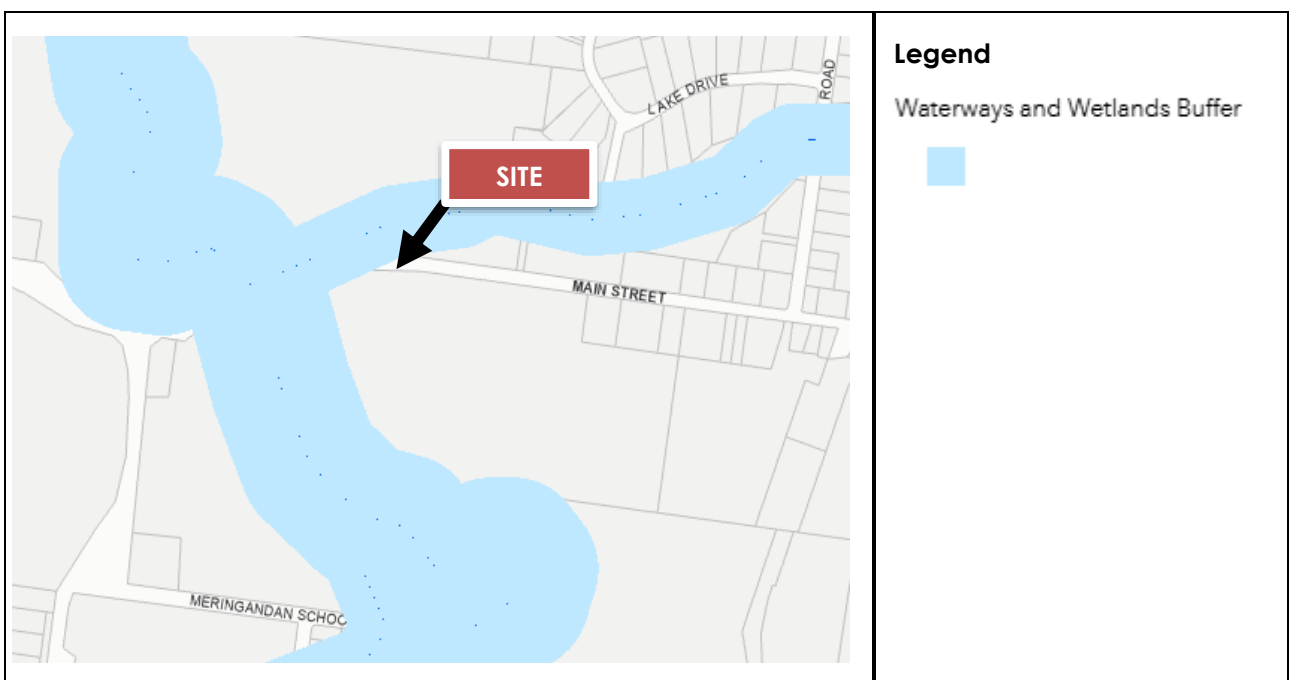


Figure 13 confirms that the site is impacted by the Environmental Significance Overlay. In particular, the site is located within the Waterways and Wetlands Buffer. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a Child Care Centre does not change the level of assessment and triggers assessment against the Environmental Significance Overlay Code. An assessment of the proposed development against this code is provided at **Appendix B**.

FIGURE 14 - AGRICULTURAL LAND OVERLAY MAPPING

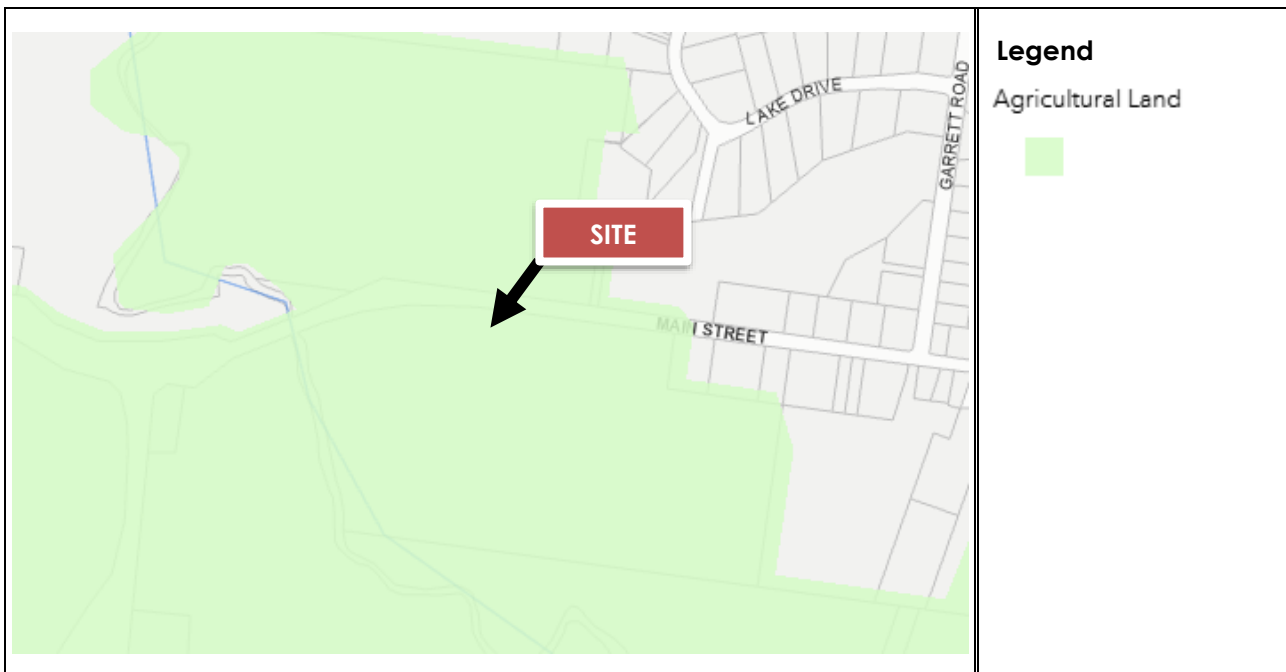


Figure 14 confirms that the site is impacted by the Agricultural Land Overlay. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a Child Care Centre does not change and triggers assessment against the Agricultural Land Overlay Code. An assessment of the proposed development against this code is provided at **Appendix B**.

FIGURE 15 - FLOOD HAZARD OVERLAY MAPPING

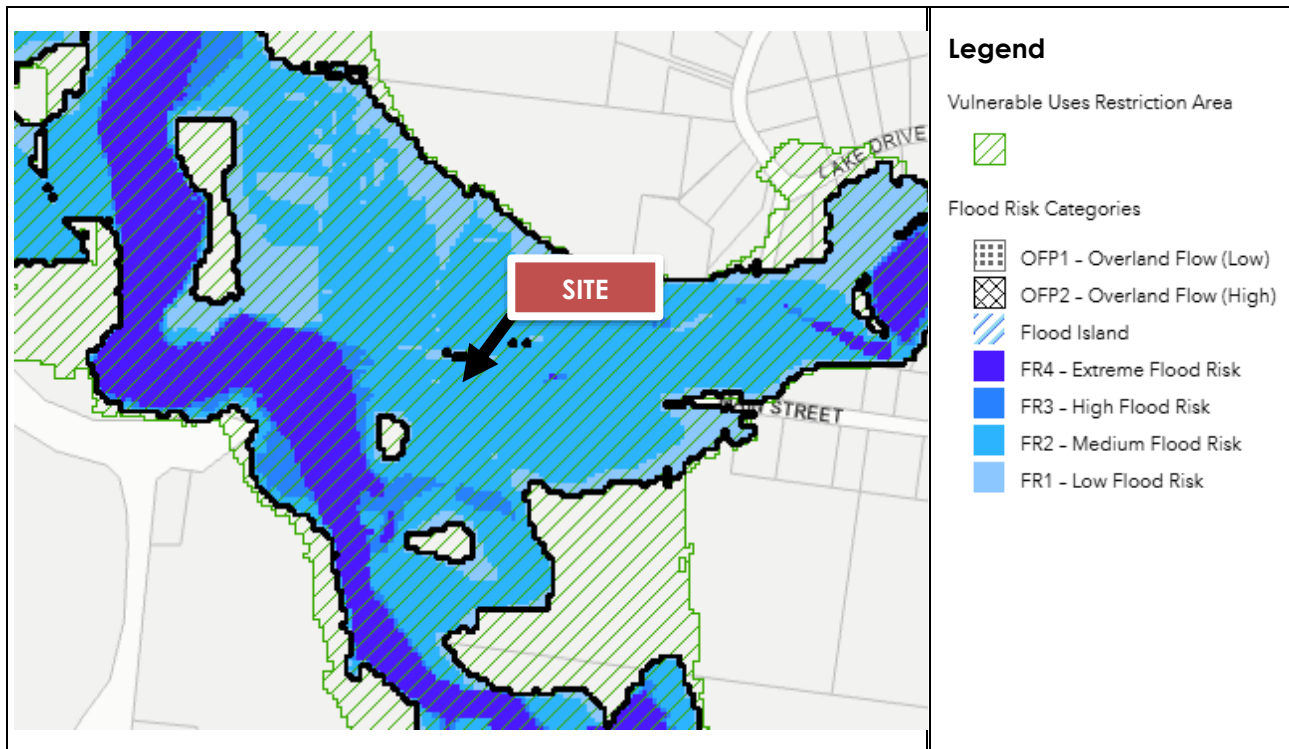


Figure 15 confirms that the site is impacted by the Flood Hazard Overlay. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a Child Care Centre does not change and triggers assessment against the Flood Hazard Overlay Code. An assessment of the proposed development against this code is provided at **Appendix B**.

4.7 ASSESSMENT BENCHMARKS

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

- Strategic Framework; refer to section 4.7.1
- Overall Outcomes – Emerging Community Zone; refer to section 4.7.2
- Applicable Codes; refer to section 4.7.4

4.7.1 STRATEGIC FRAMEWORK

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

- seven (7) themes supported by strategic outcomes;
- elements that further refine the strategic outcomes sought; and

- specific outcomes and land use strategies for each of the elements.

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

4.7.2 OVERALL OUTCOMES – EMERGING COMMUNITY ZONE

Section 6.6.2.2 of the Toowoomba Regional Planning Scheme 2012 outlines the general intent for development within the Emerging Community Zone through the collective identification of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the Emerging Community Zone as detailed in **Table 1**.

TABLE 1 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
<p>(a) Development for new communities</p> <ul style="list-style-type: none"> 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; 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; 	<p>Complies: The proposed Child Care Centre is in an area subject to broader master planning which has been the subject to consultation with Council. Further the Site Context plans included as Appendix C illustrate at a finer grain level the location of the proposed use relative to surrounding use precincts and potential uses.</p> <p>The overall master plan for the subject land reflects the intent of the Highfields, Meringandan and Meringandan West Local Plan, which identifies the site and surrounding locality as part of the Meringandan Township Expansion Area.</p> <p>In this regard the proposed development of the land integrates with the pattern of surrounding urban use.</p>

Overall Outcome	Response
(b) Interim development: <ol style="list-style-type: none"> 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. 	Complies: The proposed mix and pattern of development is wholly compatible and consistent with that envisaged under the Local Plan.

The above assessment demonstrates that the proposed development generally satisfies the intent and outcomes sought for land included in the Emerging Community Zone.

4.7.3 APPLICABLE CODES

The codes applicable to the assessment of the proposed development are identified in **Table 2** followed by a summary of the assessment outcomes.

TABLE 2 - APPLICABLE CODES

Zone Code(s)
<ul style="list-style-type: none"> • Emerging Community Zone Code An assessment of the proposed development against the Zone Code is provided at Appendix B and confirms that the development complies with the outcomes sought within this code.
Local Area Plan Codes
<ul style="list-style-type: none"> • Highfields, Meringandan and Meringandan West Local Plan Code
Overlay Codes
<ul style="list-style-type: none"> • Airport Environs Overlay Code • Environmental Significance Overlay Code • Agricultural Land Overlay Code • Flood Hazard Overlay Code
Development Codes
<ul style="list-style-type: none"> • Community and Recreation Uses Code • Environmental Standards Code • Integrated Water Cycle Management Code • Landscape Code • Transport, Access and Parking Code • Works and Services Code

An assessment against the applicable codes is provided at **Appendix A**.

5.0 TECHNICAL ASSESSMENTS

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

- Economic Needs assessment prepared by Location IQ. Refer to **Appendix I**.

The above assessment confirms that the proposed development can achieve compliance with the applicable standards and benchmarks, and that there is a demonstrate economic and planning need for the proposed development.

6.0 CONSULTATION

6.1 STATUTORY NOTIFICATION

This Development Application is Impact Assessable and accordingly is required to be publicly notified under the provisions of the *Planning Act 2016* and its associated regulations. Public notification will be undertaken at the appropriate stage of the assessment process, as set out in the Development Assessment Rules prescribed under the *Planning Regulation 2017*.

6.2 PRE-LODGEMENT MEETINGS

The proposed development was not the subject of pre-lodgement discussions.

7.0 CONCLUSION

This Development Application seeks approval for a Material Change of Use for Child Care Centre on land at 7 Meringandan Shirley Road, Meringandan West. The assessment that has been undertaken has demonstrated the following:

- The development is a community-based facility within an Emerging Community area accommodating the intended future growth and expansion of the Meringandan Township and accordingly is compliant with the intent of the Emerging Community Zone.
- The proposed development has been designed to ensure it does not impact adversely on the surrounding environment or the safety of people and/or property because of natural hazards.
- The proposed development achieves compliance with the benchmarks within the relevant zone, overlay and development codes (as outlined in section 4.7.3).
- The Economic Needs Assessment supporting the application (as detailed in section 6.0) demonstrate that there is a latent unsatisfied planning and economic need for the proposed development.

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

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



Andrew Bullen
Precinct Urban Planning

May 2026

APPENDIX A - STRATEGIC FRAMEWORK

Toowoomba Regional Planning Scheme 2012

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.3 SETTLEMENT PATTERN		
3.3.1 Strategic Outcomes	Yes	The development seeks to facilitate the establishment of a Child Care Centre that directly supports the day-to-day needs of the surrounding community. The nature of the use is such that it is compatible with the locality and does not undermine the viability of nearby centres and rather will support other surrounding educational uses including the nearby schools and other community facilities. The Economic Needs Assessment prepared by Location IQ and attached as Appendix I confirms that the proposed use responds to an economic and latent unsatisfied planning need for child Care Services in the locality.
3.3.2 Element – network of towns	No	
3.3.3 Element – compact urban form	Yes	The proposed Child Care Centre will support a compact urban form through the development of an urban site to provide an educational use that will support the needs of the surrounding community.
3.3.4 Element – suburban neighbourhoods	No	
3.3.5 Element – urban neighbourhoods	Yes	The proposal involves the establishment of a Child Care Centre that directly supports the day-to-day needs of the immediate residential community and does not undermine the viability of nearby centres.
3.3.6 Element – centres of activity	No	
3.3.7 Element – central business district (CBD)	No	
3.3.8 Element – sustainable urban development	Yes	The scale, character and built form of the proposal has been designed to positively contribute to the amenity and reinforce the character of the area. The built form and design responds to the local climate and ensures that orientation, siting and passive climate control options are achieved.
3.3.9 Element – rural landscape	No	
3.3.10 Element – natural places	No	
3.3.11 Element – development constraints	Yes	The built form of the purpose-built childcare facility is responsive to the topographic constraints of the subject land.
3.3.12 Element – incompatible land uses	Yes	The development has been sensitively designed, through the built form, setbacks, landscaping and fencing to mitigate potential off-site impacts. The nature of the development is such that it is unlikely to present a risk to human health or wellbeing due to air emissions.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.4 NATURAL ENVIRONMENT		
3.4.1 Strategic Outcomes	No	
3.4.2 Element - protect ecosystems with biodiversity values	No	
3.4.3 Element – waterways, wetlands and aquifers	Yes	The development has been designed to achieve non-worsening in terms of stormwater quality and quantity.
3.4.4 Element - air quality	No	
3.4.5 Element – climate change	No	
3.4.6 Element – environmental offsets	No	
3.5 COMMUNITY IDENTITY AND DIVERSITY		
3.5.1 Strategic Outcomes	Yes	The proposal involves the establishment of a Child Care Centre that directly supports the day-to-day needs of the immediate residential community. The nature of the use is such that it will not undermine the viability of nearby centres and rather will support these centres through the provision of childcare for employees. The development contributes to the attractive and vibrant character of the Meringandan community. The built form of the purpose-built childcare facility is responsive to the topography constraints of the subject land. The Economic Needs Assessment prepared by Location IQ and attached as Appendix I confirms that the proposed use responds to an economic and latent unsatisfied planning need for child Care Services in the locality.
3.5.2 Element – rural community identity	No	
3.5.3 Element – Toowoomba City identity	No	
3.5.4 Element – urban design	Yes	The development has been designed to take into account urban design principles with respect to community safety, architecturally designed buildings, alternate forms of transport and incorporation of walkable communities.
3.5.5 Element – community facilities and services	Yes	The proposed Child Care Centre will meet and immediate need for additional childcare places for the surrounding community.
3.5.6 Element – sport and recreation	No	
3.5.7 Element – urban parks and public places	No	

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.5.8 Element – housing diversity and affordability	No	
3.5.9 Element – cultural diversity and heritage	No	
3.6 NATURAL RESOURCES AND LANDSCAPE		
3.6.1 Strategic Outcomes	No	
3.6.2 Element – scenic amenity	No	
3.6.3 Element – water resources	No	
3.6.4 Element – sustainable production	No	
3.6.5 Element – natural economic resources	No	
3.6.6 Element – stock routes	No	
3.7 ACCESS AND MOBILITY		
3.7.1 Strategic Outcomes	Yes	The subject site is located on an Arterial Road (i.e. Main Street) which is adequate to cater for the traffic generated by the development. Suitable access arrangements will be provided, and adequate on-site car parking is supplied in accordance with the Planning Scheme provisions.
3.7.2 Element – integrated transport system	No	
3.7.3 Element – active transport	Yes	The proposed development has been designed to ensure it can appropriately integrate with pedestrian and active transport infrastructure in the future as it becomes available.
3.7.4 Element – public transport	No	
3.7.5 Element – road network	Yes	Refer to the response to 3.7.1.
3.8 INFRASTRUCTURE AND SERVICES		
3.8.1 Strategic Outcomes	Yes	The proposed development will be serviced by necessary urban infrastructure including reticulated water, on-site effluent disposal, telecommunications and electricity supply networks.
3.8.2 Element – coordinated infrastructure planning and delivery	Yes	Refer to the response to 3.8.1.
3.8.3 Element – integrating water management and infrastructure	Yes	Refer to the response to 3.8.1.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.8.4 Element – waste water management infrastructure and services	Yes	Refer to the response to 3.8.1.
3.8.5 Element – utility infrastructure and services	Yes	Refer to the response to 3.8.1.
3.8.6 Element – waste management and recycling	Yes	Refer to the response to 3.8.1.
3.9 ECONOMIC DEVELOPMENT		
3.9.1 Strategic Outcomes	Yes	The proposal involves the establishment of a Child Care Centre that directly supports the day-to-day needs of the immediate residential community. The nature of the use is such that it will not undermine the viability of nearby centres and rather will support these centres through the provision of childcare for employees. The development contributes to the attractive and vibrant character of the Meringandan community. The built form of the purpose-built childcare facility is responsive to the topography constraints of the subject land. The Economic Needs Assessment prepared by Location IQ and attached as Appendix I confirms that the proposed use responds to an economic and latent unsatisfied planning need for child Care Services in the locality.
3.9.2 Element - economic growth	Yes	Refer to the response to 3.9.1.
3.9.3 Element – activity centres and employment	No	
3.9.4 Element – creative and knowledge-based industries	No	
3.9.5 Element – tourism	No	

APPENDIX B - ASSESSMENT BENCHMARKS

Toowoomba Regional Planning Scheme 2012

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
General		
PO ₁ Setbacks are provided within new non-residential development to: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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. 	Complies: The proposed use is located to be integrated into the future expansion of the Meringandan Township as envisaged by the Local Plan but is sited to be well setback from surrounding dwellings.
PO ₂ Development maintains the existing semirural 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.	Complies: The proposed Child Care Centre is in an area subject to broader master planning which has been the subject to consultation with Council. Further the Site Context plans included as Appendix C illustrate at a finer grain level the location of the proposed use relative to surrounding use precincts and potential uses. The overall master plan for the subject land reflects the intent of the Highfields, Meringandan and Meringandan West Local Plan, which identifies the site and surrounding locality as part of the Meringandan Township Expansion Area. In this regard the proposed development of the land integrates with the pattern of surrounding urban use.
Caretaker's accommodation		
PO ₃ Development provides for the accommodation of a caretaker involved in the running of a non-	AO _{3.1} A caretaker's accommodation unit is: <ul style="list-style-type: none"> (a) separated from significant levels of emissions (adverse to human health or 	N/A

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
<p>urban use, and their family members in a manner that:</p> <p>(a) does not compromise the productivity or operations of the primary use of the land;</p> <p>(b) is safe and comfortable for the amenity of residents; and</p> <p>(c) has regard to the landscape and private recreation needs of the residents.</p>	<p>amenity) generated by the nonresidential use/s of the site by at least 6m;</p> <p>(b) provided with private landscape and recreation area which:</p> <p>(i) is directly accessible from a habitable room; and</p> <p>(ii) if at ground level has a minimum area of 16m² with minimum dimensions of 4m; and</p> <p>(iii) if a balcony, a veranda or deck, has a minimum area of 8m² with minimum dimensions of 2.4m</p> <p>AO_{3.2} No more than one (1) caretaker's accommodation unit is established per non-residential use.</p>	
Cropping being forestry		
<p>PO₄ Forestry is established, maintained and operated in a manner that protects the amenity of the locality</p>	<p>AO_{4.1} Use of equipment and machinery and haulage associated with forestry is restricted to:</p> <p>(a) Monday to Saturday – 7:00 am -7 00 pm; and</p> <p>(b) Sunday and Public Holidays – 8:00 am – 7:00 pm</p> <p>AO_{4.2} Forestry does not occur on land having slopes steeper than 15%.</p>	N/A
<p>PO₅ Daily truck movements from harvesting activities are limited to avoid adverse traffic impacts on the road network.</p>	<p>AO_{5.1} Truck movements associated with the use do not exceed four (4) return trips per day.</p>	N/A
<p>PO₆ Forestry is established, maintained and harvested in a manner that maintains the environmental integrity, catchment values and the ecological values of the site.</p>	<p>AO_{6.1} Land is not left in a disturbed and exposed condition and is rehabilitated following harvesting</p>	N/A

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
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.	AO _{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.	AO _{9.1} No reduction of previously approved landscaping areas is to occur.	N/A
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.	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.	AO _{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 AO _{11.2} Waste water systems and connections are designed and constructed in accordance with	N/A

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
	SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.	

Toowoomba Regional Planning Scheme 2012 (v28.0)

Emerging Community Zone – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
Master Planning (New communities)		
<p>PO₁ New communities comply with a master plan for the locality based on detailed site investigations which provides a context and ensures development:</p> <ul style="list-style-type: none"> (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; (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. 	<p>AO_{1.1} A Master Plan is prepared in accordance with SC6.4 PSP No. 4 Master Planning</p>	<p>Complies:</p>
Uses prior to master planning (Interim development)		

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Emerging Community Zone – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Complies:
<p>PO₂ Unless otherwise specified as part of an approved master plan⁹⁴, 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.</p>	<p>AO_{2.1} Unless otherwise specified as part of an approved master plan, uses which are consistent with the intent of the zone include:</p> <ul style="list-style-type: none"> (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. <p>AO_{2.2} Unless otherwise specified as part of an approved master plan, uses which are inconsistent with the intent of the zone include:</p> <ul style="list-style-type: none"> (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 AO_{1.1}). 	<p>Complies:</p>
<p>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.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies:</p>

Effects of development (New communities and interim development)

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Emerging Community Zone – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
<p>PO₄ Development does not unduly impact on the amenity, character or other values of the locality, having regard to:</p> <ul style="list-style-type: none"> (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 	<p>No acceptable outcome is nominated.</p>	<p>Complies:</p>
<p>PO₅ The site layout responds sensitively to onsite and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land uses, such that:</p> <ul style="list-style-type: none"> (a) any hazards to people or property are avoided; (b) any earthworks are minimised; (c) the retention of natural drainage lines is maximised; (d) the retention of existing vegetation 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. 	<p>No acceptable outcome is nominated.</p>	<p>Complies:</p>
<p>PO₆ Roads and other infrastructure are of a sufficient capacity to accommodate the demands generated by the development.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies:</p>

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Agricultural Land Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁ Development does not reduce the productive capacity of the land or result in conflict with nearby rural uses.	No acceptable outcome is nominated.	Complies: The proposed use is located to be integrated into the future expansion of the Meringandan Township as envisaged by the Local Plan and is sited to be well separated from productive areas
PO ₂ Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, do not compromise the long-term productive capacity of agricultural land.	AO _{2.1} Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, are not located on agricultural land. OR AO _{2.2} Development is compatible with agricultural production and is designed and located in a way that does not inhibit or prevent normal farming practices in the future <i>Note: examples of development that achieve this outcome may include a golf course, plant nursery or sports field</i>	Complies: The land that will accommodate the proposed centre is included in: <ul style="list-style-type: none"> (i) the Urban Footprint under the SEQ Regional Plan; (ii) the Meringandan Township Expansion Area under the Highfields, Meringandan and Meringandan West Local Plan; and (iii) the Emerging Community Zone under the Toowoomba Regional Planning Scheme 2012. All designations represent a definitive policy commitment confirming support for the conversion of the land from rural to urban use.
PO ₃ Reconfiguring lots on agricultural land does not result in allotment sizes that result in: <ul style="list-style-type: none"> (a) fragmentation of rural lands and loss of land to viable rural production; (b) conflict between farming and residential uses; or (c) loss of farming flexibility. 	AO _{3.1} The minimum lot size in the Rural Zone is in accordance with Table 9.3.3:2 of Part 9.3.3, Reconfiguring a Lot Code. OR AO _{3.2} The proposed lot is smaller than that nominated in Table 9.3.3:2 of Part 9.3.3, Reconfiguring a Lot Code and the reconfiguration is a boundary realignment that would not create any additional lots and would provide for the implementation of improved land management practices or productive utilisation of the land.	N/A: The application does not involve Reconfiguring a Lot

Toowoomba Regional Planning Scheme 2012 (v28.0)

Agricultural Land Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₄ Residential development in close proximity to agricultural land is located and designed in a manner that avoids its alienation.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The land that will accommodate the proposed centre is included in:</p> <ul style="list-style-type: none"> (i) the Urban Footprint under the SEQ Regional Plan; (ii) the Meringandan Township Expansion Area under the Highfields, Meringandan and Meringandan West Local Plan; and (iii) the Emerging Community Zone under the Toowoomba Regional Planning Scheme 2012. <p>All designations represent a definitive policy commitment confirming support for the conversion of the land from rural to urban use. The use of the subject land for urban purposes will not result in the alienation or diminished productivity of areas of good quality agricultural land.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Height of Buildings and Other Structures		
<p>PO₁ 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.</p>	<p>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.</p> <p>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:</p> <p style="margin-left: 20px;">(a) Area A – 0m; (b) Area B – 7.5m; (c) Area C – 15m; (d) Area D – 45m; and (e) Area F – 90m.</p> <p>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}.</p>	<p>Complies: The subject site is not located within, nor does it impinge on the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.</p>
Acoustic Amenity		
<p>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.</p>	<p>AO_{2.1} Premises are not developed for:</p> <p style="margin-left: 20px;">(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</p>	<p>N/A: The site is not located in a an ANEF area.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>accommodation on land within the 25 or higher ANEF contour;</p> <p>(b) short term accommodation, community use, hotel, place of worship, rooming accommodation or theatre, on land within the 30 or higher ANEF contour;</p> <p>(c) business activities or commercial uses on land within the 35 or higher ANEF contour.</p>	
<p>PO₃ Development for:</p> <p>(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;</p> <p>(b) short term accommodation, club, community uses, hotel, place of worship or theatre, on land situated between the 20 and 30 ANEF contours; or</p> <p>(c) business activities or commercial uses on land situated between the 20 and 35 ANEF contours;</p> <p>incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended</p>	<p>No acceptable outcome is nominated.</p>	<p>N/A: The site is not located in a an ANEF area.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes			Acceptable outcomes			Compliance summary		
design sound levels and reverberation times for building interiors.								
Lighting and Emission Hazards								
PO ₄	<p>The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of:</p> <p>(a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots;</p> <p>(b) interfering with navigation or communication facilities; or</p> <p>(c) emissions that may effect pilot visibility or aircraft operations.</p>	<p>AO_{4.1} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve:</p> <p>(a) lighting that shines light above the horizontal;</p> <p>(b) coloured or flashing lights;</p> <p>(c) sodium lights; or</p> <p>(d) flare plumes.</p> <p>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.</p> <p>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.</p>	N/A: The site is not located in a dangerous light area.					
PO ₅	<p>Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport Environs Overlay maps that may affect pilot visibility or aircraft operation by way of:</p> <p>(a) gas plumes;</p> <p>(b) particulate emissions (e.g. dust or smoke); or</p> <p>(c) electromagnetic field radiations.</p>	<p>In partial fulfilment of the performance outcome:</p> <p>AO_{5.1} Any cleared vegetation is mulched or removed from the site and not burnt on-site.</p> <p>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.</p>	N/A: The site clear and will not requiring clearing. The use is not one that will emit gas plumes or other airborne emissions.					

Toowoomba Regional Planning Scheme 2012 (v28.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Development within the Public Safety Area		
PO ₆ Development does not introduce or intensify uses within the public safety area shown on the Airport Environs Overlay maps which are likely to increase risks to public safety.	AO _{6.1} Premises within the Public Safety Area are not developed for: (a) accommodation activities; (b) uses that attract large numbers of people (e.g. business, community or industrial activities involving large numbers of workers or customers such as shopping centres, child care centres, health care services, major sport, recreation and entertainment facility, place of worship or club); (c) institutional uses (e.g. educational establishment, hospital or detention facility); (d) uses involving the manufacture or depot storage of hazardous materials (e.g. fuel, lubricants and other flammable materials, chemical, explosives, and poisonous or noxious gases); and (e) utility installations being transport terminals.	N/A: The site is not located in a Public Safety Area.
Potential Wildlife Hazards		
PO ₇ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of attracting wildlife to the area which could cause or contribute to bird-strike hazard.	AO _{7.1} The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot);	N/A: The proposal does not involve any of the referenced uses and is situated in the 13km Wildlife Hazard buffer.

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>(e) special industries (being an abattoir or food processing plant); and</p> <p>(f) commercial fish processing.</p> <p>AO7.2 The following uses are located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered:</p> <p>(a) animal keeping (being a riding school, the keeping, handling and racing of horses or stables);</p> <p>(b) community use (being show grounds);</p> <p>(c) outdoor sport and recreation (being a drive in theatre); and</p> <p>(d) food and drink outlet (being a drive-through facility).</p> <p>AO7.3 The following uses are located between the 3km and 8km Wildlife Hazard Buffer Zones shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered:</p> <p>(a) animal keeping (being a bird sanctuary or fauna reserve);</p> <p>(b) aquaculture;</p> <p>(c) cropping (being fruit cropping or turf farming);</p> <p>(d) intensive animal industries (being a piggery or feedlot);</p> <p>(e) special industries (being an abattoir or food processing plant); and</p> <p>(f) commercial fish processing.</p>	

Toowoomba Regional Planning Scheme 2012 (v28.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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: The proposed development does not involve transitory intrusions into operational airspace.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Areas of Ecological Significance		
<p>PO₁ Vegetation disturbance or other impacts on areas of ecological significance shown on the Environmental Significance Overlay maps, is avoided or where disturbance cannot be avoided the loss or reduction of ecological values is minimised.</p>	<p>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 Where impacts on areas of ecological significance shown on the Environmental Significance Overlay Maps cannot be avoided, they are minimised by:</p> <ul style="list-style-type: none"> (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. 	<p>Complies: Land adjacent to Meringandan Creek is included in the Waterways and Wetlands Buffer. This area is however well separated from the proposed Child Care Centre site.</p>
<p>PO₂ Development optimises biodiversity outcomes by prioritising the location of environmental offsets within identified biodiversity corridors.</p>	<p>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.</p>	<p>N/A</p>

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Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	Complies: Landscaping will complement local conditions and include endemic native species in accordance with Council requirements.
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 barriers to the movement of fauna along and within biodiversity corridors; (b) directing fauna to locations where wildlife infrastructure has been created, to enable wildlife to safely negotiate a development area; and (c) separating fauna from potential hazards.	No acceptable outcome is nominated.	N/A: The land is not affected by biodiversity corridors.
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.	N/A: The land is not affected by biodiversity corridors.

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Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	Complies: Development is not proposed in the waterway or waterway buffer areas identified on the Environmental Significance Overlay Maps.
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.	Complies: Development is not proposed in the waterway or waterway buffer areas identified on the Environmental Significance Overlay Maps. This area is however well separated from the proposed Child Care Centre site.
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.	Complies: The location of the proposed Child Care centre will not interfere with the hydrological capacity or attributes of the adjacent waterway corridor.

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Flood Hazard Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes			Acceptable outcomes			Compliance summary		
Development in Flood islands only								
PO ₁	Development involving a vulnerable use is not located in a flood island area. Note: This is the only performance criterion in Table 8.2.3.1 applicable to development in a flood island area.	AO _{1.1}	Vulnerable uses are not located within a flood island area.	Complies: The use will not be located in a flood island.				
Material change of use (Home based business only)								
PO ₂	Development ensures occupants and property avoid areas of intolerable risk, and otherwise are prepared for and resilient to flood events.	AO _{2.1}	Development is not located in the FR4 or FR3 flood risk areas or the OFP2 (high) overland flow path area.	N/A				
		AO _{2.2}	Materials stored on site: (a) are those that are readily able to be moved in a flood event; and (b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood. Editor's Note – Businesses should ensure that necessary emergency and continuity plans are in place to account for the potential need to evacuate personnel and to relocate property prior to a flood event (e.g. to allow enough time to transfer stock to the upstairs level of a building or off-site).					
Rearrangement of Boundaries								
PO ₃	Development layout does not increase the risk to existing or future people, property or infrastructure located on the premises or other premises.	AO _{3.1}	Development ensures there is sufficient area outside the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area to accommodate the intended use(s).	N/A				
		AO _{3.2}	Development ensures that building envelopes are located in an area other than the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area.					

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Flood Hazard Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO_{3.3} Development ensures that the entry points into the development are located to provide a safe and clear evacuation route path that meets the requirements of Table 8.2.3.6 during floods up to the Defined Flood Event.</p>	
Resilient Built Form (all other development, including Dwelling house and Dual Occupancy)		
<p>PO₄ Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding, such that buildings are:</p> <ul style="list-style-type: none"> (a) located to avoid the risk to occupants and minimise the risk of property damage; (b) developed in accordance with the overall outcomes of an applicable Flood Management Precinct; (c) capable of withstanding the flood hazard through compliance with flood planning level requirements and the relevant building assessment provisions. <p>Note: New buildings may require a structural engineering design capable of withstanding the nature of the hazard(s) to which the building will be subject consistent with the requirements of the relevant building assessment provisions. Refer to section 1.6 for more information.</p>	<p>AO_{4.1} Buildings are not located in the FR4 or FR3 flood risk areas.</p> <p>Editor's Note – Development that cannot comply with this acceptable outcome will require assessment by Council.</p> <p>AO_{4.2} Buildings in a Flood Management Precinct are developed in accordance with the overall outcomes of that precinct.</p> <p>Editor's Note – Development that cannot comply with this acceptable outcome will require assessment by Council.</p> <p>AO_{4.3} Buildings in a flood risk area:</p> <ul style="list-style-type: none"> (a) of a residential nature provide a finished habitable floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed in accordance with the relevant building assessment provisions; (b) of a non-residential nature provide a finished floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed in accordance with the relevant building assessment provisions; and (c) where utilising pier and pole construction, if understorey screening is provided it is a minimum of 50% permeable to allow for 	<p>Complies: Development on the subject site will include works to ensure development achieves the appropriate level of flood immunity.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Flood Hazard Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p style="text-align: center;">the flow of flood water through the understorey.</p> <p>Note: The Queensland Government Fact Sheet 'Rebuilding after a flood' provides information about water resilient products and building techniques.</p> <p>Note: New buildings may require a structural engineering design capable of withstanding the nature of the hazard(s) to which the building will be subject consistent with the requirements of the relevant building assessment provisions. Refer to section 1.6 for more information.</p> <p>AO4.4 Buildings in an overland flow path area provide a finished habitable floor level located, designed and constructed to at least the overland flow planning level specified in table 8.2.3.4.</p>	
PO5 Development does not worsen flooding on adjacent properties.	<p>AO5.1 Earthworks in the FR4, FR3, FR2 or FR1 flood risk areas or the OFP1 (low) overland flow path area or OFP2 (high) overland flow path area do not worsen flood flows or drainage on adjacent properties.</p> <p>Note: A report should be provided from an RPEQ certified professional indicating the proposed earthworks will not increase flood flows or drainage upstream or downstream of the proposed development. For the avoidance of doubt, RPEQ certification is not required for development in the FR1 or Balance (mixed) flood risk areas or the OFP1 overland flow area.</p>	<p>Complies: The proposed use will not adversely impact on the hydrological capacity of Meringandan Creek or adjacent waterway buffer areas.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Development in Flood islands only		
PO ₁ Development involving a vulnerable use is not located in a flood island area. Note: This is the only performance criterion in Table 8.2.3.1 applicable to development in a flood island area.	AO _{1.1} Vulnerable uses are not located within a flood island area.	Complies: The use will not be located in a flood island.
Risk-compatible Land Use		
PO ₂ Development is compatible with the level of risk associated with the natural hazard, such that: (a) vulnerable uses are not located in the Vulnerable Uses Restriction Area; (b) all other uses within the: (i) FR4 flood risk area are limited to non-urban uses; (ii) FR3 flood risk area are consistent with the intent of any underlying Flood Management Precinct or otherwise are limited to non-urban uses; (iii) FR2 flood risk area, FR1 flood risk area, Balance (mixed) flood risk area or OFP1(low) overland flow path area are consistent with the overall outcomes of the relevant zone or any Flood Management Precinct. Note: Non-urban uses can include Rural activities, sport and recreation activities such as Outdoor sport and recreation or Park, and conservation activities such as Permanent plantation. It does not include tourism activities such as Nature based tourism or Tourist park, or residential activities of any type (including Relocatable home park or Short term accommodation). Building work in the FR4 and FR3 areas should be avoided wherever possible.	No acceptable outcome provided.	Complies: The proposed use the subject site will include works to ensure development achieves the appropriate level of flood immunity. While a vulnerable use, excavation and filling is proposed as part of the broader master planning of surrounding residential development to achieve flood immunity so that the expansion of the Meringandan Township can occur in accordance with the intent of the Highfields, Meringandan and Meringandan West Local Plan.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Resilient Built Form		
<p>PO₃ Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding, such that it is:</p> <ul style="list-style-type: none"> (a) located to avoid the risk to occupants and minimise the risk of property damage; (b) developed in accordance with the overall outcomes of an applicable Flood Management Precinct; (c) capable of withstanding the flood hazard through compliance with flood planning level requirements and the relevant building assessment provisions. <p>Note: New buildings may require a structural engineering design capable of withstanding the nature of the hazard(s) to which the building will be subject consistent with the requirements of the relevant building assessment provisions. Refer to section 1.6 for more information.</p>	<p>AO_{3.1} Buildings are not located in the FR4 or FR3 flood risk areas.</p> <p>AO_{3.2} Buildings in a Flood Management Precinct are developed in accordance with the overall outcomes of that precinct.</p> <p>AO_{3.3} Buildings in a flood risk area:</p> <ul style="list-style-type: none"> (a) of a residential nature provide a finished habitable floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed in accordance with the relevant building assessment provisions; (b) of a non-residential nature provide a finished floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed in accordance with the relevant building assessment provisions. <p>Note: The Queensland Government Fact Sheet 'Rebuilding after a flood' provides information about water resilient products and building techniques.</p> <p>Note: New buildings may require a structural engineering design capable of withstanding the nature of the hazard(s) to which the building will be subject consistent with the requirements of the relevant building assessment provisions. Refer to section 1.6 for more information.</p> <p>AO_{3.4} Buildings in an overland flow path area provide a finished habitable floor level located, designed and constructed to at least the overland flow planning level specified in table 8.2.3.4.</p>	<p>Complies: The site in its current state is partly included in the F3 area but site modification including filling is proposed to render it suitable for development.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₄ Development ensures that a use which requires an interface with the public realm, (including a commercial or residential use), maintains a functional and attractive relationship with the adjacent street frontage.</p>	<p>AO_{4.1} Development for a residential use where pier and pole construction is utilised: (a) if understorey screening is provided it is a minimum of 50% permeable to allow for the flow of flood water through the understorey.</p> <p>AO_{4.2} Development for a commercial building or structure maintains an active street frontage through: (a) providing clear pedestrian access from any adjacent footpath to the floor level of the commercial activity; (b) providing a retail or food and beverage use, if consistent with the overall outcomes of the applicable zone and precinct, which interfaces with and overlooks the street; (c) urban design treatments which screen the understorey of the building from view from the adjacent street frontage but do not impede flood flow.</p>	<p>N/A</p>

Siting of Development for Reconfiguring a Lot

<p>PO₅ Development siting and layout in a flood risk area responds to flooding potential and maintains personal safety at all times, such that: (a) subdivision of land occurs consistent with the overall outcomes of any applicable Flood Management Precinct; (b) lots for urban purposes provide a ground level above the Defined Flood Event; (c) rural and rural residential lots provide sufficient area outside the Defined Flood</p>	<p>AO_{5.1} Development is avoided on that part of any land within the FR4, FR3 or FR2 flood risk areas, or otherwise as specified in the overall outcomes of a Flood Management Precinct.</p> <p>AO_{5.2} Development complies with the filling requirements of table 8.2.3.5.</p> <p>AO_{5.3} Development in a greenfield area protects a flood conveyance area by providing an easement or reserve over the area of the premises up to the Defined Flood Event to be</p>	<p>N/A</p>
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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>Event to accommodate the required minimum lot size;</p> <p>(d) lots (excluding balance or common property lots) on a building format plan under the Land Title Act 1994 which is subject to a community titles scheme under the Body Corporate and Community Management Act 1997 and associated with a material change of use are located above the Defined Flood Event.</p>	<p>retained for the purposes of reserve or Park.</p>	
<p>PO₆ Development siting and layout in an overland flow path area accommodates the flow path characteristics and minimises the risk to persons, property and infrastructure both on site and external to the site.</p>	<p>AO_{6.1} Development:</p> <p>(a) for urban purposes avoids maintaining overland flow paths in private ownership;</p> <p>(b) for rural or rural residential purposes provides sufficient area outside the overland flow path areas to accommodate the required minimum lot size.</p> <p>OR</p> <p>AO_{6.2} Development is in accordance with an approved site-based stormwater management plan.</p>	<p>N/A</p>
<p>Access and Isolation</p>		
<p>PO₇ Development in a flood risk area is sited and designed such that:</p> <p>(a) road layout avoids isolation in a flood hazard event and does not impede evacuation;</p> <p>(b) vehicular access during a flood hazard event is enabled;</p>	<p>AO_{7.1} Road and/or pathway layout within the development provides a safe and clear evacuation path:</p> <p>(a) to ensure persons are not physically isolated from an adjacent flood-free urban area;</p> <p>(b) by locating entry points into the</p>	<p>Complies: The site will have flood free ingress and egress to the road network.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>(c) provision is made for on-site sheltering during a flood event; and</p> <p>(d) signage is utilised to ensure that community members have a clear understanding of the nature of the flood risk in the area.</p>	<p>reconfiguration above the Defined Flood Event and avoiding cul-de-sacs or other non-permeable layouts; and</p> <p>(c) in the form of at least one (1) evacuation route that meets the requirements of Table 8.2.3.6 during floods up to the Defined Flood Event.</p> <p>AO7.2 An area is available within the development site at or above the flood planning level with sufficient space to accommodate the likely population of the development in safety for a relatively short time until flash flooding subsides or people can be evacuated.</p> <p>AO7.3 Development ensures that:</p> <p>(a) signage is provided on a road or pathway indicating the position and path of all safe evacuation routes off the premises;</p> <p>(b) if the premises contains or is within 100m of a waterway, hazard warning signage and depth indicators are provided at each key hazard point, such as at a waterway crossing or an entrance to a low-lying reserve.</p>	
Flood Storage and Conveyance		
<p>PO₈ Development complies with the requirements of table 8.2.3.5 and does not change the flood characteristics of the area, taking account of the cumulative impact of development, outside the site in ways that result in:</p> <p>(a) loss of flood or overland flow storage/conveyance;</p>	<p>No acceptable outcome provided.</p>	<p>Complies: Any filling and earthworks will be designed so as not to result in:</p> <p>(a) loss of flood or overland flow storage/conveyance;</p> <p>(b) loss of or changes to flow paths;</p> <p>(c) acceleration or retardation of flows;</p> <p>(d) increase in the depth or duration of flood</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (b) loss of or changes to flow paths; (c) acceleration or retardation of flows; (d) increase in the depth or duration of flood or overland flow waters; or (e) any reduction in flood warning times elsewhere on the floodplain. <p>Note: To demonstrate achievement of the performance outcome, an engineering report is to be prepared by a suitably qualified person. Guidance on the matters to be addressed in the report is provided in the Planning scheme policy No.1 – Development application requirements.</p>		<ul style="list-style-type: none"> (e) or overland flow waters; or any reduction in flood warning times elsewhere on the floodplain.
Emergency Management and Business Continuity		
PO ₉ Development supports, and does not unduly burden, disaster management responses and recovery capacity and capabilities for a flood hazard event up to and including the Defined Flood Event or the Overland Flow Event.	AO _{9.1} Development enables or does not hinder or complicate self-evacuation of persons and ensures sufficient warning time for the nature of the use. AO _{9.2} Materials stored on site: <ul style="list-style-type: none"> (a) are not located within the FR4 and FR3 flood risk areas or the OFP2 (high) overland flow path area, and otherwise are those that are readily able to be moved in a flood event; and (b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood. <p>Editor's Note – Businesses should ensure that necessary emergency and continuity plans are in place to account for the potential need to evacuate personnel and to relocate property prior to a flood event (e.g. to allow enough time to transfer stock to the upstairs level of a building or off-site).</p>	<p>Complies: The site will have flood free ingress and egress to the road network and will enable self-evacuation.</p>

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Hazardous Materials		
<p>PO₁₀ Development not in the FR4 or FR3 flood risk areas or the OFP2 (high) overland flow path area ensures public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.</p>	<p>AO_{10.1} Development ensures:</p> <ul style="list-style-type: none"> (a) the manufacture or storage in bulk of hazardous materials is located at least above the flood planning level in Table 8.2.3.3 or the overland flow planning level in Table 8.2.3.4 (whichever is applicable); or (b) structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of floodwaters. <p>Note: Refer to the <i>Work Health and Safety Act 2011</i> and associated Regulation and Guidelines, the <i>Environmental Protection Act 1994</i> and the relevant building assessment provisions under the <i>Building Act 1975</i> for requirements related to the manufacture and storage of hazardous substances.</p>	<p>Complies: The use will not involve the storage of hazardous materials.</p>
Infrastructure		
<p>PO₁₁ Essential services infrastructure within a site (including electricity, gas, water supply, wastewater and telecommunications) is located outside the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area or maintains its function during and immediately after flood events.</p>	<p>AO_{11.1} Any components of the infrastructure that are likely to fail to function or may result in contamination when inundated by flood water (e.g. electrical switchgear and motors, water supply pipeline air valves) are:</p> <ul style="list-style-type: none"> (a) located outside the FR4 and FR3 flood risk areas or OFP2 (high) overland flow path area; and (b) located above the flood planning level in Table 8.2.3.3 or the overland flow planning level in Table 8.2.3.4 (whichever is applicable); or 	<p>Complies: Infrastructure will be designed to achieve the appropriate level of flood immunity and resilience.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	(c) designed and constructed to exclude floodwater intrusion/infiltration. AO _{11.2} Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by all flood events.	
Community Infrastructure		
PO ₁₂ Development involving community infrastructure: (a) is not located within a flood risk area, flood island or the OFP2 (high) overland flow path area if it involves a vulnerable use; (b) remains functional to serve community need during and immediately after a flood event; (c) retains essential site access during a flood event such that the following uses have direct access to low hazard evacuation routes as defined in Table 8.2.3.6: (i) a vulnerable use located outside the Vulnerable Uses Restriction Area; (ii) substation; (iii) utility installations involving water and sewerage treatment plants (d) is able to remain functional even when other infrastructure or services may be compromised in a flood event.	No acceptable outcome provided.	Complies: The proposed use the subject site will include works to ensure development achieves the appropriate level of flood immunity. While a vulnerable use, excavation and filling is proposed as part of the broader master planning of surrounding residential development to achieve flood immunity so that the expansion of the Meringandan Township can occur in accordance with the intent of the Highfields, Meringandan and Meringandan West Local Plan.

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Highfields, Meringandan and Meringandan West Local Plan Code – assessment benchmarks for assessable development

Performance outcomes			Acceptable outcomes			Compliance summary		
General (applies to all land within the Local Plan area)								
PO ₁	Higher order retailing or commercial development activities only occur within the Highfields Town Centre.	AO _{1.1}	Business activities with a Gross Floor Area greater than 1,000m ² only occur within the Highfields Town Centre.	N/A: The proposed development is for a Child Care Centre and does not involve a business activity.				
Road Network								
PO ₂	Development maintains and reinforces the integrity of the main road structure formed by the New England Highway, Highfields Road, Woolmer Road, Cawdor Road, Reis Road, Kratzke Road, O'Brien Road, Kleinton Road and Meringandan Road.	AO _{2.1}	New roads associated with new development do not assume a greater importance in the road hierarchy for Highfields than the New England Highway, Highfields Road, Woolmer Road, Cawdor Road, Reis Road, Kratzke Road, O'Brien Road, Kleinton Road and Meringandan Road.	Complies: The proposed development will obtain access from an internal accessway driveway /road from Main Street.				
PO ₃	Development facilitates the establishment of a road connection (distributor or higher) from the intersection of Highfields Road and Polzin Road to Woolmer Road.	No acceptable outcome is nominated.		N/A: The subject site is not located in the land between Highfields Road and Woolmer Road.				
PO ₄	Development facilitates the establishment of a western road link (distributor or higher) from the northern section of Highfields Road into Toowoomba.	No acceptable outcome is nominated.		N/A: The proposed development does not involve the establishment of a western road link.				
Where in the Low-medium Density Residential Zone								
PO ₅	Local centres form a community focal point for new neighbourhoods and comprise a compatible mix of retail, commercial and community uses which provide for daily needs, and may include urban open spaces	No acceptable outcome is nominated.		N/A: The subject site is not located within a Low-Medium Residential Zone.				
PO ₆	New local centres are located and distributed to provide a centre within a 400-500m walk for most residents. Centres should be highly accessible to the community it is intended to	AO _{6.1}	Centres are generally located in areas indicated on Highfields Local Plan Map (Figure 2);	N/A: The subject site is not located within a Low-Medium Residential Zone.				


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Performance outcomes	Acceptable outcomes	Compliance summary
<p>serve, be located on a higher order road and have appropriate amenity for the successful operation of the centre.</p>	<p>AO_{6.2} Alternative locations for centres meet the following criteria: (a) located at an intersection with a distributor road (as indicated on 'road hierarchy mapping – Schedule 2); and (b) located a minimum of 800m from the nearest existing centre and/or future centre as indicated on Highfields Local Plan Map (Figure 2).</p>	
<p>PO₇ Housing forms of a higher density than other residential areas are encouraged within the walkable catchment of a centre so as to maximise the number of people living within the catchment.</p>	<p>AO_{7.1} Development within 400m of a centre achieves a minimum density of 40 dwellings per hectare (nett).</p>	<p>N/A: The subject site is not located within a Low-Medium Residential Zone.</p>

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Highfields, Meringandan and Meringandan West Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₈ An interconnected street network focuses on local centres and has strong links between local centres and the Highfields Town Centre.</p>  <p>Figure 1: Diagram of the neighbourhood unit which is based on a 400m radius, five-minute walk to local centre.</p> <p>Source: Liveable Neighbourhoods – a Western Australian Government sustainable cities initiative</p>	<p>No acceptable outcome is nominated.</p>	<p>N/A: The subject site is not located within a Low-Medium Residential Zone.</p>
Structure and Built Form – Where in the Highfields Town Centre		
<p>PO₉ Developments that include higher density residential development are located within a convenient and accessible walking distance from the Highfields Town Centre Core Precinct, except where the residential component would conflict with the efficient operation of vehicle-oriented uses such as community facilities, bulky</p>	<p>AO_{9.1} Residential development within the Highfields Town Centre (excluding the Highfields Town Centre Frame Precinct) achieves densities of up to 40 dwellings units per hectare (nett).</p> <p>AO_{9.2} Residential development does not occur in the Highfields Town Centre Frame Precinct.</p>	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
goods retailing and service industries in the Highfields Town Centre Frame Precinct.		
PO ₁₀ Development is of a density, scale and form that accentuates the dominance of the Highfields town centre.	AO _{10.1} Development has a maximum height of: (a) Four (4) storeys in the Highfields Town Centre Core Precinct; (b) Three (3) storeys in the Highfields Town Centre Frame Precinct; and (c) Four (4) storeys in the Highfields Medium Density Residential Precinct. AO _{10.2} Development has a maximum density of 40 dwellings per hectare (nett) in the Highfields Medium Density Residential Precinct.	N/A: The subject site is not located within the Highfields Town Centre.
PO ₁₁ Development in the Highfields town centre supports the creation of 'main street' environments generating pedestrian activity and facilitating active pedestrian focussed street frontages.	AO _{11.1} For sites in the Highfields Town Centre Core Precinct: (a) residential accommodation is limited to the floors above the first two (2) levels of a building; and (b) commercial and retail premises are provided in shopfront tenancies at ground level or in upper floors. AO _{11.2} For sites in the Highfields Town Centre Medium Density Residential Precinct non-residential uses occur in shopfront tenancies at ground level only and are associated with residential accommodation at levels above the ground floor.	N/A: The subject site is not located within the Highfields Town Centre.
PO ₁₂ Development is designed to accommodate a mix of activities that: (a) can be interchanged between tenancies without substantial design alterations; (b) are mutually compatible;	AO _{12.1} Buildings have floor to ceiling heights generally in accordance with the following: (a) ground level: 3.3m minimum to allow for commercial and/or retail uses; and (b) all other floors: 3m minimum.	N/A: The subject site is not located within the Highfields Town Centre.

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Highfields, Meringandan and Meringandan West Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (c) allow for a range of densities and housing types; and (d) provide for the daily convenience needs of customers. 		
<p>PO₁₃ Buildings are designed to:</p> <ul style="list-style-type: none"> (a) achieve distinction between various elements and levels; (b) relate to the human scale, particularly at interfaces to public streets and communal/semi-public spaces; and (c) screen carparking, service areas, building plant and other components and activities that have the potential to adversely impact on amenity. 	<p>AO_{13.1} Buildings over two (2) storeys have distinct street level and upper level elements with distinctions between elements achieved through varied setbacks and/or variations in building materials, colours, and textures at the threshold between the elements.</p> <p>AO_{13.2} Development in the Highfields Town Centre Core Precinct fronting a 'Main Street' are built to the front boundary at street level and set back at upper level.</p> <p>AO_{13.3} Development in the Highfields Town Centre Core Precinct integrates car parking areas within or beneath buildings so that carparking areas are screened from view from pedestrian thoroughfares.</p> <p>AO_{13.4} Development in the Highfields Town Centre Frame Precinct integrates carparking areas and structures so that:</p> <ul style="list-style-type: none"> (a) car parking areas are located within, behind or beneath buildings so that they are screened from view from pedestrian thoroughfares; and (b) carparking areas are consolidated and accessed from shared driveways. <p>AO_{13.5} Services, structures and mechanical plant (including individual air conditioning equipment for dwelling units) are visually integrated into the</p>	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>design and finish of the building or effectively screened from view.</p> <p>AO_{13.6} Roofs include pitches, gables, skillions or other articulated styles, and include other articulated features such as parapets, where in the Highfields Town Centre Core Precinct and Highfields Town Centre Frame Precinct.</p>	
<p>PO₁₄ Ground storeys with frontages to public open spaces incorporate open and active uses that are likely to foster casual, social and business interaction for extended periods (such as shopfronts, indoor/outdoor cafes and restaurants).</p>	<p>AO_{14.1} Development in locations identified as having 'Active Frontages' on Figure 2d – Highfields Town Centre Precinct - Pedestrian/Cyclist Network, incorporate one or more of the following uses at ground floor level:</p> <ul style="list-style-type: none"> (a) community use; (b) educational establishment; (c) food and drink outlet; (d) health care services; (e) service industry; (f) shop; (g) showroom; and (h) veterinary services. <p>AO_{14.2} Entrances to buildings address the street or public space to which the building has frontage.</p> <p>AO_{14.3} Where buildings are located on a corner site, the main entrance faces the principal street or the corner.</p> <p>AO_{14.4} Clear windows are provided at ground storey and grille or translucent security screens (where provided) are used rather than solid shutters, screens or roller-doors.</p> <p>AO_{14.5} Buildings which front a street or public open space incorporate shops or food and drink outlets.</p>	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₁₅ Patterns of lots, urban spaces, buildings and uses:</p> <ul style="list-style-type: none"> (a) facilitate convenient pedestrian and vehicular access; (b) provide clear, safe and convenient connections to existing streets, public transport routes and paths for pedestrians and cyclists; (c) provide for the location of buildings close to frontages of streets and other urban spaces in order to facilitate navigation, access and casual surveillance of public and semi-public spaces; (d) maintain visual links to important views or key features of the Highfields town centre (indicated as placemaking features on Figure 2a – Highfields Town Centre Precinct - Key Features); and (e) provide for buildings facing streets and public open spaces that have their entries visible, clearly recognisable and accessible from the street or public space. 	<p>No acceptable outcome is nominated.</p>	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>
Major Design Features – Where in the Highfields Town Centre		
<p>PO₁₆ The 'Town Square' is:</p> <ul style="list-style-type: none"> (a) the pre-eminent civic space and community focal point for the Highfields District. It is generally located central to the Highfields Town Centre Core Precinct and fronting part of O'Brien Road (the 'Main Street'); 	<p>AO_{16.1} The area of the Town Square is at least 7,500m² with a frontage of at least 80m to the 'Main Street'. Refer to Figure 2b – Highfields Town Centre Precinct - Key Features for indicative location of the 'Town Square'.</p> <p>AO_{16.2} The land required for the Town Square is surveyed and transferred to Council as part of the first development approval for any</p>	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>(b) an urban open space that provides an appropriate balance of urban outdoor spaces and green space areas within the Highfields Town Centre Core Precinct. It is flanked by buildings with uses such as restaurants and cafes and positioned between the anchor stores and associated commercial tenancies located on either side of the 'Main Street';</p> <p>(c) a functional public space provided with landscape treatments and passive recreational opportunities such as street furniture, shade trees, ground covers, shade structures, water features and other physical embellishments. It is available for managed use by the community for social functions, informal gatherings and other passive usage of the civic space. In this regard, the area for the 'Town Square' is dedicated to Council for public ownership; and</p> <p>(d) convenient pedestrian and cycle access connections enable movement of people to and from the 'Town Square' and 'Main Street', to other parts of the Highfields Town Centre Core Precinct and beyond.</p>	<p>assessable development (material change of use or reconfiguring a lot) that includes the land identified as containing the Town Square on Figure 2b – Highfields Town Centre Precinct - Key Features.</p>	
<p>PO₁₇ The 'Main Street' is the main retail, business and entertainment spine of the Local Plan area. It comprises a diverse mix of business activities to service the higher order retail and commercial needs of the community, with significant developments provided in appropriate locations so as not to be visually dominant and</p>	<p>AO_{17.1} Buildings fronting the 'Main Street' have articulated and textured façades. The design incorporates a low proportion of solid massing and an open appearance by using two or more elements such as:</p> <p>(a) colonnades;</p> <p>(b) awnings;</p>	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>to reinforce the intent and function of the Highfields Town Centre Core Precinct.</p>	<ul style="list-style-type: none"> (c) balconies; (d) eaves; (e) recesses; and/or (f) windows. <p>AO_{17.2} Blank, unarticulated walls longer than 10m are not provided on the 'Main Street'. Articulation of frontages can be achieved through the use of:</p> <ul style="list-style-type: none"> (a) variations in plan shape, such as curves, steps, recesses, projections or splays; (b) variations in the treatment and patterning of windows, sun protection devices, or other elements of a façade; (c) elements of a finer scale than the main structural framing; and (d) murals or artworks. 	
<p>PO₁₈ The 'Main Street' is a shared, low vehicle speed street for pedestrians, cyclists and vehicles. It has generous footpath widths, a high standard of soft and hard landscape treatments. Footpaths are covered by street tree canopies and building awnings providing shade for pedestrians. A vibrant and active street-front is displayed.</p>	<p>AO_{18.1} Development that fronts the 'Main Street', located as shown on Figure 2b – Highfields Town Centre Precinct - Key Features, is constructed to Council development standards including:</p> <ul style="list-style-type: none"> (a) 30m wide ultimate road reserve; (b) single carriageway lane in each direction; (c) 5m road reserve dedication (per fronting lot); (d) 5m wide paved footpath; (e) 2m on road cycle lanes in each direction; (f) minimum 3m width, over footpath awning; (g) kerbside perpendicular or angled parking; (h) street tree plantings in footpath and/or parking spaces; (i) street furniture; (j) low speed environment; 	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>

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Highfields, Meringandan and Meringandan West Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(k) intersection and streetscape treatments that act as gateway/'Main Street' entry points; and (l) minimise through traffic. <i>Note: Refer to Figures 3(a) to (3)e for Illustrations of the Highfields Main Street.</i>	
PO ₁₉ Anchor stores or large shopping centre developments are not visually prominent in terms of building bulk or developed on standalone sites surrounded by extensive areas of bitumen carparking.	AO _{19.1} Anchor stores and large shopping centre developments are located generally in accordance with Figure 2b – Highfields Town Centre Precinct - Key Features. AO _{19.2} Anchor stores and other higher order developments are 'sleeved' behind smaller shop front premises.	N/A: The subject site is not located within the Highfields Town Centre.
PO ₂₀ Public spaces, including the Town Square and Main Street, and major activity generators, such as anchor stores, are effectively integrated into the movement system and provide for the needs of intended users.	AO _{20.1} Pedestrian connections provide direct pedestrian thoroughfares linking anchor stores and other significant facilities and destination points (as identified as placemaking features on Figure 2b). AO _{20.2} In the Highfields Town Centre Core Precinct, pedestrian arcades or other thoroughfares are provided, are a minimum of 6m wide, provide a direct line of sight to a major pedestrian destination (including anchor stores and the Town Square), and are not indirect or terminate in dead ends. AO _{20.3} Public spaces associated with development incorporate seating and other street furniture.	N/A: The subject site is not located within the Highfields Town Centre.
PO ₂₁ Pedestrian pathways are: (a) comfortable and safe to use; (b) adequately sheltered from excessive sunlight and inclement weather; and	AO _{21.1} Awnings are provided on street frontages and/or above pedestrian thoroughfares to a minimum width of 3m (or to match the width of the adjoining footpath or pedestrian thoroughfare) within the Highfields Town Centre	N/A: The subject site is not located within the Highfields Town Centre.

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Highfields, Meringandan and Meringandan West Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(c) provided to give convenient and legible access to car parking areas.	<p>Core and Highfields Town Centre Frame Precincts.</p> <p>AO_{21.2} Hard landscape and paving treatments are durable, low maintenance, avoid glare and reflection, and are non-slip.</p> <p>AO_{21.3} Specific pedestrian routes are provided and are clearly marked in accordance with Figure 2d – Highfields Town Centre Precinct - Pedestrian/Cyclist Network.</p>	
PO ₂₂ The 'public realm' – outdoor spaces both on public and private property in which the public frequent – are well defined and are designed and managed to encourage regular and casual usage with unrestricted access.	<p>AO_{22.1} Development in the Highfields Town Centre Core Precinct incorporates:</p> <p>(a) open space areas and small informal spaces adjacent to the street, where pedestrian thoroughfares meet and where there are opportunities for rest stops, meeting places and other vantage points; and</p> <p>(b) outdoor pedestrian orientated commercial areas that are integrated with pedestrian thoroughfares and open spaces such as street corner cafes, al-fresco restaurants, market style shops.</p>	N/A: The subject site is not located within the Highfields Town Centre.
Landscaping – Where in the Highfields Town Centre		
PO ₂₃ Landscaping enhances the quality of buildings, urban spaces and significant pedestrian and cycle pathways without unduly restricting opportunities for casual surveillance.	AO _{23.1} Trees and other vegetation provide shade and visual interest yet do not impede casual surveillance of the street, by providing trees and other vegetation along footpaths and other open spaces where between a building and the street, at heights of between 0.6m and 2m above ground level at maturity.	N/A: The subject site is not located within the Highfields Town Centre.

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₂₄ Street furniture is provided and meets the needs of likely users and contributes to the desired character and landscaping theme of the centre and includes, but is not limited to, seating, drinking fountains, shade structures and shelters, litter bins, bicycle parking facilities, signs, bollards and lighting.</p>	<p>AO_{24.1} Development in the Highfields Town Centre Core Precinct incorporates the provision of street furniture and landscape works where the scale of the development exceeds:</p> <ul style="list-style-type: none"> (a) for mixed use development including residential uses: 25 dwellings/hectare (nett); (b) for Shops and Shopping Centres, over 1,000m² GFA; (c) offices over 500m² GFA; (d) short-term accommodation over 1,000m² GFA. <p>AO_{24.2} Street furniture, including seats, bollards, grates, grilles, screens and fences, bicycle racks, flag poles, banners, litter bins, telephone booths and drinking fountains are co-ordinated with other elements of the streetscape.</p> <p>AO_{24.3} Incorporation of street furniture and landscape works is provided in accordance with a streetscape planting design manual, relevant planning scheme policy or in the absence of these as per an agreement between the Council and the developer of the land use for the reasonable provision of streetscape works that enable the intent of the Precinct to be achieved.</p> <p>AO_{24.4} Bicycle parking facilities are provided in accordance with the Austroads Guide to Traffic Management – Part 11: Parking (Section 7.8.5), and are designed to meet AS 2890.3-1993.</p>	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>
<p>PO₂₅ Street trees and landscaping treatment contribute to the character, amenity, utility and safety of public and semi-public thoroughfares</p>	<p>AO_{25.1} Street trees are provided along footpaths, in public open spaces and in carparks, consistent with the requirements of the Landscaping Code.</p>	<p>N/A: The subject site is not located within the Highfields Town Centre.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>and spaces. Premises are attractively landscaped to fulfil the function, location, use and setting relevant to the premises. Landscaping is integrated with the built form to create focal points in appropriate locations.</p>	<p>AO_{25.2} Lighting is located consistent with the Works Code.</p> <p>AO_{25.3} Soft landscaping (vegetation, planting and the like) and hard landscaping (paving, retaining walls and the like) is provided on premises, in the following forms:</p> <ul style="list-style-type: none"> (a) trees, low planting and hard landscaping are provided along street frontages or access ways, for a minimum width of 3m; (b) shade trees are provided in car parks at a rate of one (1) tree per six (6) spaces; (c) a landscaped buffer strip is provided between the business and commercial use and any adjacent residential uses at ground level, which: <ul style="list-style-type: none"> (i) has a minimum width of 3m; (ii) is planted with a variety of screening trees and shrubs (species selected appropriate to the task and scale of development to be screened from view); and (iii) incorporates solid fencing or walls of at least 1.8m in height where acoustic attenuation is required; (d) roof-top planting is to soften the appearance of buildings and provide visual amenity, especially for residential mixed use buildings; and (e) planting is integrated with the design of any multi-level car parking structures. <p>AO_{25.4} For mixed use development incorporating residential uses and/or office uses, the provision</p>	

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Performance outcomes	Acceptable outcomes	Compliance summary
	of landscaped area(s) at ground level is not less than 10% of the site area.	
Parking and Servicing		
PO ₂₆ Refuse disposal areas are located in convenient and unobtrusive positions and are capable of being serviced by refuse collection vehicles.	AO _{26.1} Centralised refuse storage areas are: (a) located at least 5m from any street frontage or any other boundary; (b) of hardstand construction; and (c) convenient to access.	Complies: The proposed refuse storage area is setback from the Main Street frontage, is imperiously sealed and is located in a convenient position to transfer the bins for kerbside collection.
PO ₂₇ Parking areas, servicing and access are designed and located: (a) to ensure no parking, servicing and access area, or structures are a dominant visual element on the site on which it is developed, or the streetscape; (b) to allow multiple developments to utilise common carparking areas; (c) to service the needs of all users of the development; and (d) to avoid pedestrian, cyclist and vehicular conflict. <i>Note: Vehicle movement networks are indicated in Figure 2c – Highfields Town Centre Precinct - Vehicle Movement.</i>	AO _{27.1} Car parking areas, service areas and access driveways are located where they will not unduly intrude upon pedestrian use of footpaths and will not dominate the streetscape through: (a) the use of rear access lanes; (b) parking and service areas situated at the rear of the site or below ground level; or (c) shared driveways where reciprocal access and shared carparking and access arrangements are in place, as relevant.	Complies: The proposed carparking area is located in the eastern portion of the site and has been designed to not dominate the streetscape. The development will include the provision of a footpath on the western side of the car parking area to ensure safe movement of pedestrians on the site.
PO ₂₈ Access driveways are located where they will not detract from the active frontages of the Precinct, impact on the overall streetscape appearance or the character and amenity of public spaces and will not unduly intrude upon pedestrian use of footpaths.	AO _{28.1} Vehicular driveway access for carparks, refuse service and loading dock facilities of the development is not provided to developments from the 'Main Street' or other streets identified in Figure 2d- Highfields Town Centre Precinct - Pedestrian/Cyclist Network as having an active street frontage.	N/A: The subject site is not located within the Highfields Town Centre Precinct and will not obtain vehicle access from a Main Street as identified on Figure 2d of this local plan code.

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Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{28.2} Loading and service bays are located at the rear of the premises or where appropriate below ground level and accessed by streets that are not identified in Figure 2d– Highfields Town Centre Precinct - Pedestrian/Cyclist Network as having an active street frontage.	
Residential Amenity		
PO ₂₉ Development involving a residential component provides residents of the site and surrounding land with a high level of privacy whilst providing residents with a reasonable outlook.	AO _{29.1} Development is to ensure that: <ul style="list-style-type: none"> (a) Habitable rooms or private open space of a dwelling are separated by at least 9m; or (b) Outlook from windows, balconies, and terraces is screened where a direct view is available into a habitable room or private open space of a dwelling; or (c) Windows have translucent glazing or sill heights of at least 1.7m where within 9m of a habitable room or private open space of a dwelling. AO _{29.2} Where screening is used, it: <ul style="list-style-type: none"> (a) is a solid translucent screen or perforated panels or trellises which have a maximum of 50% openings; and (b) is permanent and fixed, and designed to blend in with the development. 	N/A: The proposed development is for a Child Care Centre and does not involve a residential component.
PO ₃₀ Mixed use development incorporating residential uses provides reasonable standards of identity, privacy and security for residents and their visitors.	AO _{30.1} Pedestrian entries are prominent when viewed from the street, are clearly defined, signposted, and well lit for safety. AO _{30.2} Entries to the residential component of a mixed use development are clearly separated from non-residential entrances.	N/A: The proposed development is for a Child Care Centre and does not involve a residential component.

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO_{30.3} Safe and secure parking areas are provided for residential uses that are clearly marked, easily accessible and separate from non-residential building users.</p> <p>AO_{30.4} Development fronting streets, open space areas and dwellings:</p> <ul style="list-style-type: none"> (a) provides vehicle loading/unloading and refuse storage/collection facilities within enclosed service yards or courtyards; (b) locates site service facilities and refuse storage/collection areas away from residential dwelling units, and away from the frontage to a public street or park in a manner that would result in bins being directly visible from those public spaces; (c) limits service vehicle loading/unloading to between 7:00 am and 6:00 pm; and (d) designs and locates ventilation and mechanical plant that does not direct noise and odours toward nearby dwelling units. 	
<p>PO₃₁ Development that includes a residential component is provided with private open space which:</p> <ul style="list-style-type: none"> (a) facilitates active use by residents; (b) has adequate privacy; (c) has access to direct sunlight; and (d) has convenient access from a main living area. 	<p>AO_{31.1} Landscape design allows for shading and sunlight to communal areas, privacy buffers between dwelling units and assists in providing microclimatic control.</p> <p>AO_{31.2} A minimum of 20% of the site is provided as landscape and recreation spaces each with a minimum dimension of 3m.</p> <p>AO_{31.3} Development includes a screened area within or outside of the building envelope for storing refuse bins.</p>	<p>N/A: The proposed development is for a Child Care Centre and does not involve a residential component.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
Outdoor Lighting		
<p>PO₁ 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.</p>	<p>AO_{1.1} No outdoor lighting is proposed as part of the development.</p> <p>OR</p> <p>AO_{1.2} Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian Standard 'AS4282-1997 control of the obtrusive effects of outdoor lighting'.</p> <p>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 – Control of the obtrusive Effects of Outdoor Lighting and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4).</p> <p>AO_{1.4} Where light spillage outside of the property boundary is likely to result in levels above those mentioned in AO_{1.3} the applicant has provided a lighting proposal and impact assessment (environmental and amenity) as part of the application which has demonstrated that the lighting will not create nuisance issues for surrounding sensitive receptors.</p> <p>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</p>	<p>N/A: The proposed development will involve outdoor lighting.</p> <p>Complies: Any external lighting associated with the development will be low level security lighting and will be designed, installed, and operated in accordance with the relevant requirements.</p> <p>N/A: The proposed development does not involve sporting fields or sporting courts.</p> <p>N/A: Any outdoor lighting will be designed, installed, and operated to ensure it does not result in light spillage outside the property boundary.</p> <p>N/A: The proposed development does not involve private sporting courts.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>Habitable Room window of an adjoining Dwelling; and</p> <p>(b) the luminaire does not exceed a height of 8m above the court surface.</p> <p>AO_{1.6} The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential dwellings.</p>	<p>Complies: The proposed driveway has been designed and located to minimise headlight impacts on nearby residential premises.</p>
<p>PO₂ 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.</p>	<p>AO_{2.1} Outdoor lighting situated in excess of 4m above ground level is provided in accordance with Australian Standard AS1158.1.1:2005 – <i>Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>.</p>	<p>Complies: Any external lighting associated with the development is anticipated to be for safety and security purposes. Such lighting will comply with relevant lighting standards and will not adversely impact on the amenity of surrounding area.</p>
<p>PO₃ Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.</p>	<p>AO_{3.1} The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.</p>	<p>N/A: The portion of the allotment associated with this development is not within the Environmental Significance Overlay.</p>
<p>PO₄ 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.</p>	<p>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:</p>	<p>N/A: The site is in a residential area and does not adjoin any non-residential uses.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
Odour		
PO ₅ Development does not unreasonably affect the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts.	AO _{5.1} The development does not involve activities that create odorous air emissions. OR AO _{5.2} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i> . AO _{5.3} The development will not result in the release of noxious or offensive odours beyond the boundary of the site that cause environmental nuisance at any odour sensitive place, i.e. sufficient buffering is available within the development site itself to dissipate odour issues. <i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3.</i>	Complies: The nature of the use is such that it will not generate odorous air emissions.
PO ₆ Lot reconfigurations for residential or other environmentally sensitive land uses do not encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.	AO _{6.1} Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in Table 9.4.2:2 at the end of this code.	N/A: The proposed lots are not located within proximity to the specific uses outlined in Table 9.4.2:2.

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Performance outcomes	Acceptable outcomes	Compliance summary					
	<p>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.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Existing Use/Activity</th> <th style="text-align: left;">Odour Level at Sensitive Receiving Environment.</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">All Activities</td> <td>2OU/m³ 3 minute average, 99.5th percentile.</td> </tr> <tr> <td>4OU/m³ 3 minute average, 99.9th percentile.</td> </tr> </tbody> </table>	Existing Use/Activity	Odour Level at Sensitive Receiving Environment.	All Activities	2OU/m ³ 3 minute average, 99.5th percentile.	4OU/m ³ 3 minute average, 99.9th percentile.	
Existing Use/Activity	Odour Level at Sensitive Receiving Environment.						
All Activities	2OU/m ³ 3 minute average, 99.5th percentile.						
	4OU/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: The nature of the development is such that it will not generate putrescible waste.					
Noise							
PO ₈ The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses. (a) Development: (i) is located in an appropriate zone; (ii) proposes best practice design and construction materials (in relation to noise attenuation); and	AO _{8.1} The development will achieve the following noise levels (when measured at the nearest sensitive receiver): (a) Background (L ₉₀) + 5dB(A) for variable noise between the hours of 7:00 am to 10:00 pm (measured at the facade of the sensitive land use); (b) Background (L ₉₀) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am	Complies: The proposed development will not generate noise which will cause environmental harm or nuisance to nearby sensitive land uses.					

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>(iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land uses.</p>	<p>(measured within bedrooms assuming open windows);</p> <p>(c) Background (L_{90}) for continuous noise sources (measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and</p> <p>(d) maximum limit L_{Amax} 45dB(A) inside dwellings; and</p> <p>The development will achieve the Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>.</p> <p>HOWEVER</p> <p>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).</p>	
<p>PO₉ Development (other than licensed premises operating under a Liquor Licensing Approval) proposing the use of amplified sound equipment is designed, constructed and operated in a manner that is sensitive to the impacts of high and low frequency noise on adjoining sensitive land uses.</p>	<p>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:</p>	<p>N/A: The proposed development does not involve the use of amplified sound equipment.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary																														
	<table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="8">Frequency - Hz - "A" Weighted</th> </tr> <tr> <th colspan="2"></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> </thead> <tbody> <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> <td>L₉₀ + 5dB(A)</td> </tr> </tbody> </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)	L ₉₀ + 5dB(A)	
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PO ₁₀ Proposed sensitive land uses in close proximity to existing lawful land uses involving significant noise emissions such as entertainment venues, child care centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the development.	<p>AO_{10.1} The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within the <i>Environmental Protection (Noise) Policy 2008</i>.</p> <p>AO_{10.2} Where the proposed sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development is designed and constructed to meet the internal sound level design criterion contained in Australian Standard AS2107:2000 <i>Acoustics – Recommended design sound levels and reverberation times for building interiors</i>.</p> <p>AO_{10.3} Where the sensitive land use is within or adjoining entertainment venues utilising amplified music the applicant has undertaken an acoustic assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).</p>	<p>Complies: The proposed development has been designed and will be operated to ensure compliance with the relevant requirements with regards to noise emissions.</p>																														

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<p>PO₁₁ 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.</p>	<p>Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors':</p> <p>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>.</p> <p>AO_{11.2} The siting of buildings and selection of construction materials complies with the specifications of Australian Standard AS3671-1989 <i>Acoustics – Road traffic noise intrusion – Building siting and construction</i>.</p>	<p>N/A: The subject site does not adjoin a Council controlled arterial road.</p>
<p>PO₁₂ 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.</p>	<p>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.</p>	<p>N/A: The subject site does not adjoin a 'Transport Noise Corridor'.</p>
<p>PO₁₃ 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.</p>	<p>AO_{13.1} Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers.</p> <p>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.</p>	<p>Complies: Any plant and equipment will be located and screened to ensure it is not audible at nearby sensitive receptors.</p>
<p>PO₁₄ The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers.</p>	<p>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).</p>	<p>Complies: Building works associated with the development will be conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays).</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{14.2} Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	N/A: Refer to response at AO _{14.1} .
PO ₁₅ Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers.	AO _{15.1} Private sporting courts are not used between 10:00 pm and 7:00 am. AO _{15.2} Mechanical equipment such as ball throwing machines which create audible noise at the nearest sensitive receiver is not used between 7:00 pm and 7:00 am.	N/A: The proposed development does not involve private sporting courts or mechanical sporting equipment.
PO ₁₆ Vibration from the development does not affect the amenity of surrounding sensitive land uses or cause environmental harm or nuisance.	AO _{16.1} The development does not result in vibration impacts outside of the development site. AO _{16.2} Where vibration may impact on surrounding sensitive land uses, the proponent has provided a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the level of vibration will not cause adverse amenity impacts or cause environmental harm or nuisance at any sensitive land use surrounding the development.	Complies: The nature of the development is such that it will not result in vibration impacts outside the development site area.

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Performance outcomes	Acceptable outcomes	Compliance summary
Dust		
<p>PO₁₇ 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).</p>	<p>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.</p> <p>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.</p> <p>AO_{17.3} Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete.</p> <p>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.</p> <p><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></p>	<p>Complies: Construction works will be undertaken to ensure it does not result in the release of an unacceptable level of dust particles. It is noted that construction vehicles will utilise the existing surrounding imperviously sealed road network.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₈ Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO _{18.1} Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of dwellings or other sensitive land uses affected by potential dust nuisance.	Complies: The proposed development will utilise the surrounding road network for the haulage of construction materials. It is noted that the surrounding road network is imperviously sealed and accordingly, vehicles travelling to/from the site will not generate dust.
PO ₁₉ Water used for dust suppression activities does not itself create environmental harm.	AO _{19.1} Water approved as a method for controlling dust emissions must not be used in a manner that enables contaminated water to enter any stormwater system or natural drainage corridor outside of the site boundaries.	Complies: Any water used for dust suppression will be used in a manner that ensures it does not result in contaminated water entering any stormwater system or drainage corridor.
PO ₂₀ The ongoing operation of the development site does not create dust nuisance for adjoining landholders.	<p>AO_{20.1} Areas within the site that are frequently used for vehicular purposes are imperviously sealed.</p> <p>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.</p> <p>AO_{20.3} Grain facilities are equipped with semi enclosed grain receipt 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.</p> <p>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.</p>	<p>Complies: The development will provide a sufficient car parking area at the rear of the site and will be imperviously sealed.</p> <p>N/A: The proposed development does not involve industry activities.</p> <p>N/A: The proposed development does not involve a grain facility.</p> <p>N/A: The nature of the development is such that it will not generate a significant amount of dust.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	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: The nature of the development is such that it is not likely to create ongoing significant dust issues.
PO ₂₁ Proposed sensitive land uses are adequately separated from existing lawful land uses likely to generate dust emissions such as landfill sites, quarries, cropping land, motor sport facilities and other similar dust generating activities.	AO _{21.1} Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	Complies: The development is not located within any of the separation distances specified in Table 9.4.2:2.
PO ₂₂ Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	AO _{22.1} Dustfall averaged over an annual period of time does not exceed 133mg/m ² /day when measured at the nearest sensitive receiver.	Complies: The nature of the development is such that it will not result in dust fall that exceeds 133mg/m ² /day.
General Emissions		
PO ₂₃ Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	<p>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>.</p> <p>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</p> <p>If Australian standards do not exist, an ambient air quality standard from another country or organisation may be used with appropriate justification.</p> <p>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</p>	Complies: The nature of the development is such that it will not result in air emissions which could cause environmental harm.

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

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Performance outcomes	Acceptable outcomes	Compliance summary
Waste Management		
<p>PO₂₈ The development (excluding high rise buildings in excess of three (3) stories) is designed to ensure that waste storage and collection can be undertaken in a manner that complies with Council's <i>Technical Guidelines for New Developments Waste Storage and Collection Requirements</i>.</p>	<p>AO_{28.1} For commercial premises and industry activities (other than those premises utilising Council's wheelie bin waste collection program):</p> <ul style="list-style-type: none"> (a) general waste and recycling containers are located within the curtilage of the property in an area that enables the waste collection truck to pick up the containers while entering and leaving the premises in a forward gear; (b) a container storage area is dedicated that is large enough to cater for the expected volume of general waste and recycling; (c) storage areas are screened either behind a building or using screening materials or landscaping to a minimum height of 1.5m; (d) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is roofed and bunded, contains an impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewerred areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention; (e) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin 	<p>N/A: The proposed use is a community activity.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>storage area is designed to enable bins to be washed out within the storage area and drained to a sewer system (requiring trade waste approval) within sewerred areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewerred areas; and</p> <p>(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.</p>	
	<p>AO_{28.2} For a Multiple Dwelling of three (3) – six (6) units the development satisfies one of the following criteria:</p> <p>(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);</p> <p>OR</p> <p>(b) the complex includes a communal bin storage area, whereby the body corporate will implement internal</p>	<p>N/A: The proposed development does not involve a Multiple Dwelling.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>procedures requiring residents to progressively fill bins and only place full bins out for collection; and</p> <p>(c) each tenement has an approved bin storage area that will not create amenity issues for surrounding sensitive land uses; and</p> <p>(d) bin storage areas are screened behind buildings for amenity purposes; and</p> <p>(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</p> <p>(f) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and</p> <p>(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);</p> <p>OR</p> <p>(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.</p>	
	<p>AO_{28.3} For a Multiple Dwelling above six (6) units the development satisfies one of the following criteria:</p> <p>(a) The development incorporates 'internal collection' of either bulk bins or wheelie bins (in accordance with the waste</p>	<p>N/A: The proposed development does not involve a Multiple Dwelling.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>management guideline that accompanies the environmental standard);</p> <p>OR</p> <p>(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;</p> <p>OR</p> <p>(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.</p>	
	<p>AO_{28.4} Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste:</p> <p>(a) utilise a maximum of four (4) wheelie bins i.e. less than 1 cubic metre;</p> <p>(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;</p> <p>(c) store bins on an impervious surface;</p>	<p>N/A: The proposed use is a community activity.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	<ul style="list-style-type: none"> (d) place bins on the road reserve for a maximum period of 24 hours during collection programs; and (e) store bins in an area that is screened from public view either in a building, behind a building or within a purpose built screened storage area within a 1.5m minimum height. 	
PO ₂₉ Development for a Community Residence, Residential Care Facility or Retirement Facility utilising communal bin storage areas ensure that residents have reasonable access to waste containers, where the development is for aged care purposes.	AO _{29.1} For development involving a Community Residence, Residential Care Facility or Retirement Facility, bin storage areas are located within reasonable proximity to all units, in accordance with Council's Environmental Guideline.	N/A: The proposed development involves the establishment of a Child Care Centre and does not involve any of the listed uses.
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: <ul style="list-style-type: none"> (a) likely waste quantity and waste type to be generated on site on a weekly basis; (b) likely recycling quantities to be generated on a weekly basis; (c) waste container and recycling container (type and volume) requirements for the residential component (based on 240L of general waste and 240L of recycling per unit) and the commercial component (if applicable); (d) waste storage area locations; (e) dual waste chutes for general waste and recycling; (f) bin room specifications and hygiene practices for waste handling areas, chutes, 	N/A: The proposed development does not involve a high-rise residential building.

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>waste containers and other applicable equipment;</p> <p>(g) collection arrangements and manoeuvring diagrams (including overhead clearances);</p> <p>(h) waste minimisation practices;</p> <p>(i) use of compactors;</p> <p>(j) an impact assessment of waste management practices on any surrounding sensitive land uses;</p> <p>(k) air extraction fans, refrigeration or associated devices for refuse storage areas to prevent odour, particularly where putrescibles are stored; and</p> <p>(l) clinical and related waste storage and collection issues (if applicable).</p>	
<p>PO₃₁ Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.</p>	<p>AO_{31.1} The development will be carried out in accordance with the waste management hierarchy outlined in the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.</p>	<p>Complies: Building and demolition wastes will be appropriately disposed of in accordance with the relevant requirements.</p>
<p>PO₃₂ Development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> is designed to adequately cater for legislative storage and collection requirements.</p>	<p>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>:</p> <p>AO_{32.1} The storage of 'clinical and related waste' is in accordance with the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> with storage locations</p>	<p>N/A: The proposed development will not involve the generation of clinical or related waste.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>being demonstrated on submitted site/floor plans.</p> <p>AO_{32.2} The development has proposed a method of disposing of 'clinical and related waste' and has demonstrated that an applicable waste collection vehicle is able to manoeuvre on site, while entering and leaving the premises in a forward gear.</p>	
<p>PO₃₃ 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.</p>	<p>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:</p> <ul style="list-style-type: none"> (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. 	<p>N/A: The proposed development does not involve a residential development.</p>
<p>PO₃₄ Development involving refuse storage and collection external to Council's waste contract utilise waste containers and hygiene practices that prevent odour issues and remove</p>	<p>AO_{34.1} The applicant will utilise the following control measures:</p> <ul style="list-style-type: none"> (a) putrescibles waste will be removed from the property at intervals not exceeding seven 	<p>N/A: The proposed development will utilise Council's wheelie bin collection service.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>harbourage opportunities for vermin and mosquitoes.</p>	<p>(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.</p>	

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Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance summary
Stormwater Management		
PO ₁ Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	AO _{1.1} Stormwater quality treatment measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> . AO _{1.2} Pollutant load reductions are achieved in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will not adversely impact on the quality of receiving waters or result in pollutants entering or being transported with stormwater.
PO ₂ Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.	AO _{2.1} Sediment and erosion control measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Construction activities will be undertaken in accordance with the relevant requirements to minimise impacts on stormwater quality.
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 SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will not impact on existing stormwater management on the site.
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:	AO _{4.1} Waste water management measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Wastewater will be disposed on in accordance with the relevant requirements.

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Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance summary
(a) 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.		
Artificial Waterways and Water Bodies		
PO ₅ The waterway or water body is designed to integrate multiple functions, including: (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management.	AO _{5.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A: The proposed development does not involve artificial waterways or water bodies.
PO ₆ The waterway is located and designed to be responsive to natural drainage features.	AO _{6.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A: The proposed development does not involve artificial waterways or water bodies.
PO ₇ The waterway or body is designed to minimise whole of life cycle costs.	AO _{7.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	N/A: The proposed development does not involve artificial waterways or water bodies.

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Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance summary
Flooding and Drainage		
PO ₈ Flooding and drainage characteristics upstream or downstream of the site are not worsened.	AO _{8.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will not worsen flooding or drainage characteristics of upstream properties.
PO ₉ The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO _{9.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will not result in a significant increase in impervious area, and accordingly will not adversely increase stormwater run-off from the site.
PO ₁₀ Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Stormwater from roofed areas will be collected and discharged in accordance with the relevant requirements.
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will ensure integrated water management practices are undertaken in accordance with Council's requirements.

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Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance summary
<ul style="list-style-type: none"> (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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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁ Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development.	AO _{1.1} Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2.	Complies: Landscape documentation will be prepared by a suitably qualified professional where required. This requirement can be secured through the imposition of reasonable and relevant conditions.
PO ₂ Landscape construction is undertaken by a suitably qualified landscape professional.	AO _{2.1} Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	Complies: Refer to response to PO ₁ .
PO ₃ Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.)	AO _{3.1} Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used. AO _{3.2} Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area. AO _{3.3} Existing site trees are integrated into the development. AO _{3.4} Species selection is reflective of cool temperate species.	Complies: Plant species will be selected in accordance with Council's requirements. N/A: The subject site is clear of existing vegetation. Not Applicable: No street trees are currently located along the street frontage of the site. Complies: Species selection will be reflective of cool temperate species.
PO ₄ 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	Where the development involves the creation of a new road: AO _{4.1} Street planting is carried out in accordance with the requirements of SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage. AO _{4.2} Species and materials are used that minimise the use of potable water. AO _{4.3} Street tree planting is in accordance with PSP No.8 – Street Trees.	N/A: The proposed design does not involve the creation of a new road or new street planting.

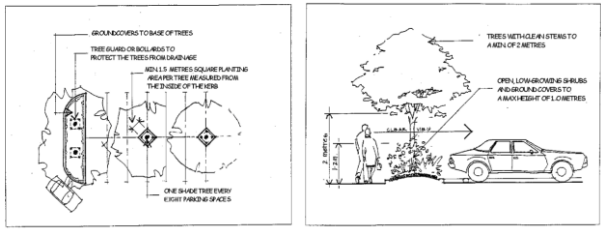
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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(g) driveway access.		
PO ₅ Fencing design and acoustic barriers: (a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street.	AO _{5.1} Front fences longer than 15m and greater than 1,400mm in height are visually fragmented with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers. AO _{5.2} All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. AO _{5.3} Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum 3m vegetated buffer on either side of the fence with vegetation having a mature height equal to or above the height of the acoustic fencing.	Complies: The proposed development has been designed to incorporate a 5.6m-wide landscaping / outdoor play between Main Street frontage and proposed front fence to visually soften the built form and fencing. Complies: All landscaping along the front fence will be located within the property boundary. 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. Wheelstops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas.	Complies: Landscaping will be located and designed to ensure it visually softens, compartmentalises and provides suitable shading for the car parking areas. N/A: The proposed carparking areas will not involve planting bays. N/A: The proposed carparking areas will not involve planting bays.

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Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.	N/A: The proposed carparking areas will not involve planting bays.
		
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: Landscaping associated with the proposed development will not impact on utility infrastructure.
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: Maintenance and utility vehicles can appropriately access the proposed landscaping areas. Complies: Maintenance and utility vehicles will be provided with access to landscaping areas.
PO ₉ 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:	Complies: Stormwater will be managed in accordance with the relevant requirements.

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>(a) minimising impervious surfaces and incorporating semi-permeable paving products;</p> <p>(b) falling hard surfaces towards pervious surfaces such as turf or mulched areas;</p> <p>(c) maximise opportunities for turf and planting areas;</p> <p>(d) align planting areas parallel to contours to slow the flow of surface water; and</p> <p>(e) ensure planting palette comprises canopy tree species.</p> <p>AO_{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells.</p> <p>AO_{9.4} Sediment and erosion control measures are provided.</p> <p>AO_{9.5} Planter boxes on podiums and building forecourts are plumbed to stormwater.</p>	<p>Complies: The proposed landscaping has been designed to consider subsurface stormwater drainage.</p> <p>Complies: The proposed development will incorporate sediment and erosion control measures where required.</p> <p>N/A: The proposed development does not involve or require planter boxes.</p>
PO ₁₀ Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.	No acceptable outcome is nominated.	Complies: Landscaping has been designed in accordance with the relevant requirements
PO ₁₁ Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use.	AO _{11.1} Design complies with AS1428 parts 1, 2, 3, and 4 – <i>Design for Access and Mobility</i>	Complies: The pedestrian paths on site will comply with the relevant sections of AS1428.

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>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:</p> <ul style="list-style-type: none"> (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management. 	<p>Landscape design incorporates the following design measures:</p> <p>AO_{12.1} The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through: clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate.</p> <p>AO_{12.2} Barriers are used to attract, channel or restrict the movement of people by: clear spatial definition and legibility, optimising opportunity for public interaction, visually permeable screens and fencing, appropriate use of mechanical measures that correspond to actual risk.</p> <p>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.</p> <p>AO_{12.4} Space Management: ensuring that public spaces are appropriately utilised and maintained by the use of vandal- and graffiti-resistant materials, easily accessed and maintained fixtures.</p>	<p>Complies: The development has been designed to respect CPTED principles with respect to:</p> <ul style="list-style-type: none"> (a) surveillance; (b) access control; (c) territorial reinforcement; and (d) space management.

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

Performance outcomes	Acceptable outcomes	Compliance summary
Driveway Crossovers		
<p>PO₁ Vehicular access arrangements, including driveway crossovers:</p> <p>(a) are appropriate for:</p> <p style="margin-left: 20px;">(i) the capacity of the parking area;</p> <p style="margin-left: 20px;">(ii) the volume, frequency and type of vehicle useage; and</p> <p style="margin-left: 20px;">(iii) the function and configuration of the access road;</p> <p>(b) minimise any potentially adverse impact on:</p> <p style="margin-left: 20px;">(i) the safety and efficiency of the road and pedestrian/cycle paths;</p> <p style="margin-left: 20px;">(ii) the safety and efficiency of the road and footpath users;</p> <p style="margin-left: 20px;">(iii) the integrity of any infrastructure within the road reserve; and</p> <p style="margin-left: 20px;">(iv) the safety of access to adjacent properties.</p> <p>(c) protect the amenity of premises in the vicinity by:</p> <p style="margin-left: 20px;">(i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location;</p> <p style="margin-left: 20px;">(ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering:</p>	<p>AO_{1.1} Vehicular access and driveway crossovers are not:</p> <p>(a) an additional site/property access;</p> <p>(b) to a State-controlled Road or a road with bluestone kerbing;</p> <p>(c) within 25 m of a signalised road intersection;</p> <p>(d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area;</p> <p>(e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area;</p> <p>(f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset;</p> <p>(g) within the Tree Protection Zone, as defined by Australian Standard 4970- 2009;</p> <p>(h) for a lot with a frontage of 10m or less;</p> <p>(i) greater than 4m in width when for a lot with a frontage / width of more than 10m but less than 20m; and</p> <p>(j) greater than 6m in width when for a lot with a frontage / width of greater than 20m.</p> <p><i>Note: An additional site access is considered to be more than one site access.</i></p>	<p>Complies: The proposed vehicle crossover to Main Street via and internal accessway/road will be designed and constructed in accordance with the relevant requirements. Access to the proposed development:</p> <ul style="list-style-type: none"> does not involve an additional site access; is not to a State-controlled road or road with blue-stone kerbing; is not within 25m of a signalised intersection; is not within 20m of an unsignalised intersection; is not within 10m of any other infrastructure; is not within the tree protection zone of a street tree (it is noted there are no street trees); is not for a lot with a frontage of 10m or less; and is greater than 6m in width.

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

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);</p> <p>(B) minimising the width and grade of the access;</p> <p>(C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and</p> <p>(D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.</p>	<p>AO1.2 Except where in a Rural Zone, vehicular access and driveway crossovers:</p> <p>(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);</p> <p>(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;</p> <p>(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</p> <p>(d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);</p> <p>(e) do not have access restricted by an access restriction strip or link reserve;</p> <p>(f) do not access an unformed or unkerbed road;</p> <p>(g) are constructed from reinforced concrete;</p> <p>(h) are perpendicular to the road edge; and</p> <p>(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></p>	<p>Complies: Access to the proposed development:</p> <ul style="list-style-type: none"> • does not require the modification, relocation or removal of any existing infrastructure; • does not affect and is not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; • does not require the removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; • does not require changes to existing footpath/verge profiles, including table drains; • is constructed from reinforced concrete to the relevant standards; and • is perpendicular to the road edge.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO_{1.3} Where in a Rural Zone, vehicular access and driveway crossovers:</p> <ul style="list-style-type: none"> (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 <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. 	<p>N/A: The subject site is not located in a Rural Zone.</p>

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

Performance outcomes	Acceptable outcomes	Compliance summary
Car Parking Provision		
<p>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.</p> <p><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></p>	<p>AO_{2.1} Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of:</p> <p>(a) Non-Residential Use one (1) parking space per 50m² of GFA; and</p> <p>(b) Residential Use - one (1) parking space per dwelling.</p> <p>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.</p> <p><i>Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.</i></p> <p><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></p> <p><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></p>	<p>N/A: The subject site is not located within the Principal Centre Zone or the Mixed Use Zone.</p> <p>Complies: The proposed development involves thirty-two (32) formal carparking spaces, comprising 18 staff parking spaces, 14 visitor spaces inclusive of one (1) PWD space in accordance with the parking rates identified in Table 9.4.6:3.</p>

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

Performance outcomes	Acceptable outcomes	Compliance summary
Transport Network		
PO ₁ The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in SC 6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	No acceptable outcome is nominated.	Complies: The proposed development takes access from Main Street which is appropriate for the volume and nature of the traffic generated.
PO ₂ Development does not compromise the orderly provision or upgrading of the transport network.	No acceptable outcome is nominated.	Complies: The proposed development will not compromise the orderly provision or upgrading of the transport network in the area.
PO ₃ Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land.	No acceptable outcome is nominated.	Complies: On-site vehicle manoeuvring areas have been designed to appropriately integrate with the surrounding network and does not impact on the orderly development of adjoining land.
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.	N/A: The nature of the proposed development is such that it is not placed to encourage public and active transport options.
PO ₅ Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to:	AO _{5.1} Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines</i> .	Complies: The proposed formal car parking areas have been located adjacent to the building entry to enhance public safety through casual surveillance from within the site.

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

Performance outcomes	Acceptable outcomes	Compliance summary
(a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.		
PO ₆ Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists.	No acceptable outcome is nominated.	Complies: Directional signage will be provided around the site where required.
Access		
PO ₇ Vehicle access arrangements and queuing areas are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; and (c) the function and characteristics of the access road and adjoining road network.	AO _{7.1} Access driveways and queuing areas are located and designed in accordance with the provisions of <i>Australian Standard AS 2890.1 Part 1: Off Street Carparking</i> .	Complies: The proposed driveway has been designed in accordance with the relevant requirements.
PO ₈ Access arrangements minimise any adverse impact on: (a) the integrity of any infrastructure within the road reserve; (b) the safety and convenience of pedestrians and cyclists;	No acceptable outcome is nominated.	Complies: The access has been designed to minimise any adverse impacts on: <ul style="list-style-type: none"> • the integrity of any infrastructure within the road reserve;

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

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (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. 		<ul style="list-style-type: none"> • the safety and convenience of pedestrians and cyclists; • the safety and convenience of access to adjacent properties; and • the amenity of premises in the vicinity.
PO ₉ 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: The nature of the development is such that it will not generate the need for dedicated set-down and pick-up facilities.
PO ₁₀ Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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. 	N/A: The nature of the development is such that it will not generate the need for dedicated set-down and pick-up facilities.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO_{10.2} Car and taxi pick-up/set-down areas:</p> <ul style="list-style-type: none"> (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. 	<p>N/A: The nature of the development is such that it will not generate the need for dedicated set-down and pick-up facilities.</p>
Pedestrian and Cycle Facilities		
<p>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.</p>	<p>AO_{11.1} Pedestrian pathways and crossings are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p> <p>AO_{11.2} Access for cyclists and pedestrians is clearly distinguished from vehicle access.</p> <p>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).</p>	<p>Complies: Any on-site pathways and crossings will be provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p>
<p>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.</p>	<p>AO_{12.1} Shared paths and on-road cycle lane facilities are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards Roads and Drainage Infrastructure</i>.</p>	<p>N/A: The nature of the proposed development is such that it will not create a demand for new shared paths or on-road cycle lane facilities.</p>

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

Performance outcomes	Acceptable outcomes	Compliance summary
Parking and Circulation		
<p>PO₁₃ Car parking areas are designed to be:</p> <ul style="list-style-type: none"> (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 pedestrians movement within car park areas. 	<p>AO_{13.1} The entry to the car park is clearly signposted.</p> <p>AO_{13.2} Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use.</p> <p>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.</p> <p>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.</p> <p>AO_{13.5} Public Safety:</p> <ul style="list-style-type: none"> (a) The car park is located where it can be monitored by passers-by or the occupiers of the development. (b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with Australian Standard AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements. (c) Except in the case of residential development: 	<p>Complies: Entry to the site will be clearly signposted.</p> <p>Complies: The proposed development involves thirty-two (32) formal parking spaces which are accessible by users during business hours.</p> <p>Complies: The proposed development involves thirty-two (32) formal parking spaces located adjacent to the main entrance to the building.</p> <p>Complies: The proposed car parking area is located adjacent to the main entrance to the building and is visible from the street frontage.</p> <p>Complies: The proposed formal car parking areas will be located in the eastern portion of the site and will allow casual surveillance from occupiers of the development.</p>

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

Performance outcomes	Acceptable outcomes	Compliance summary
	<ul style="list-style-type: none"> (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. 	
<p>PO₁₄ Car parking areas are designed to provide spaces which meet the needs of people with disabilities.</p>	<p>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>.</p> <p>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.</p> <p>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>.</p> <p>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>.</p> <p>AO_{14.5} Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian</p>	<p>Complies: The proposed development involves one (1) PWD parking space in accordance with the relevant requirements.</p> <p>Complies: The PWD parking space is located adjacent to the entrance of the proposed building.</p> <p>Complies: The proposed development involves one (1) PWD parking space in accordance with the relevant requirements.</p> <p>N/A: The nature of the development is such that pathways and ramps are not proposed.</p> <p>Complies: The proposed PWD space will be identified with appropriate signage.</p>

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

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>Standard AS1428.1: <i>Design for Access and Mobility</i>.</p> <p>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.</p>	<p>Complies: The proposed PWD space will be readily visible from the entrance of the site.</p>
<p>PO₁₅ Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.</p>	<p>For non-residential development on a site in, or adjoining, a residential zone:</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Complies: The proposal achieves the required setback provision.</p>
<p>PO₁₆ Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.</p>	<p>AO_{16.1} Car parking is provided either at the rear of the development or beneath buildings.</p>	<p>Complies: AO_{13.4} of this code specifies that car parking is visible from the street frontage.</p>
<p>PO₁₇ Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.</p>	<p>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.</p>	<p>N/A: The proposed development does not involve above ground or multi-level parking areas.</p>

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

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₈ Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO _{18.1} Aesthetics, glare, heat absorption and re-radiation. (a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and (b) Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.	Complies: Landscaping will be provided adjacent to the proposed car parking spaces to reduce visual impact and provide limited shading and protection from glare.
PO ₁₉ Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	AO _{19.1} Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	Complies: All vehicle manoeuvring areas will be imperviously sealed.
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.	Complies: The development is well separated from sensitive uses and will not result in adverse acoustic impacts on such uses.
PO ₂₁ Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure.	AO _{21.1} The development is capable of meeting the requirements of Council's <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.	N/A: The proposed development does not involve the clearing or repairs of vehicles.

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

Performance outcomes	Acceptable outcomes	Compliance summary
Servicing		
<p>PO₂₂ Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that:</p> <ul style="list-style-type: none"> (a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site. 	<p>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.</p> <p>AO_{22.2} Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in manner that makes it impractical to use them as storage or work areas.</p> <p>AO_{22.3} The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard AS 2890.2 – 1989 – <i>Off Street Parking – Commercial Vehicle Facilities</i>.</p> <p>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.</p> <p>AO_{22.5} Service vehicles can enter and leave the site in a forward gear.</p>	<p>N/A: The proposed development does not involve service bays.</p>
<p>PO₂₃ Refuse collection vehicles are able to access on-site refuse collection facilities.</p>	<p>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.</p>	<p>N/A: The proposed development does not involve the on-site collection of refuse.</p>
<p>PO₂₄ Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.</p>	<p>No acceptable outcome is nominated.</p>	<p>N/A: The proposed development does not involve on-site servicing areas.</p>

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

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₂₅ Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{25.1} Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	N/A: The proposed development does not involve on-site servicing areas.

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

Performance outcomes	Acceptable outcomes	Compliance summary
Utilities		
<p>PO₁ A water supply is provided that is adequate for the current and future needs of the intended use.</p>	<p>AO_{1.1} 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>.</p> <p>OR</p> <p>AO_{1.2} Where not in a water supply area, the development is provided with an on site water supply in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>.</p> <p>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>.</p>	<p>Complies: The development is located within Council's reticulated water supply area and will be connected to the reticulated water supply network in accordance with the requirements of <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>, where required for the operation of the development.</p>
<p>PO₂ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.</p>	<p>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>.</p> <p>OR</p> <p>AO_{2.2} Where not within a wastewater area, on-site wastewater treatment and disposal is provided which complies with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>.</p> <p>AO_{2.3} Waste water systems and connections are designed and constructed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>.</p>	<p>Complies: The proposed development is located Council's reticulated wastewater area and will be connected to an approved on-site effluent system.</p>

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PO ₃ The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{3.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies: The proposed development will be connected to the electricity supply in accordance with the relevant requirements, where required for the operation of the development.
PO ₄ Premises are connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	AO _{4.1} The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	Complies: The proposed development will be connected to telecommunication services in accordance with the relevant requirements, where required for the operation of the development.
PO ₅ Provision is made for future telecommunications services (e.g. fibre optic cable).	AO _{5.1} Conduits are provided in accordance with <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Provision is made for telecommunications infrastructure.
PO ₆ Development near utility services does not: (a) adversely affect the function of the service; or (b) place an additional load on the service; and (c) protects the infrastructure form physical damage; and (d) allows ongoing necessary access for maintenance purposes.	AO _{6.1} Setbacks and loadings comply with <i>the Queensland Development Code QDC MP1.4.</i>	N/A: The proposed development does not involve works over or near utility services.
PO ₇ Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	Complies: Any new infrastructure associated with the development will be integrated with and efficiently extend existing networks.
PO ₈ Water meter/s are installed and located for easy access by the relevant authority.	AO _{8.1} Water meter/s are installed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: Water meters will be installed in accordance with the relevant requirements, where required for the operation of the development.
Movement Networks		
PO ₉ Premises are provided with the following works along the full extent of the road frontage and to	AO _{9.1} Design and construction of external road works are undertaken in accordance with <i>SC6.2 PSP</i>	N/A: The proposed development does not involve the construction of external roads, footpaths or bikeways.

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<p>a standard that is appropriate to the function of the road and the character of the locality:</p> <ul style="list-style-type: none"> (a) appropriate roadway treatment; (b) appropriate pavement edging (including kerb and channel); (c) safe vehicular access; (d) safe footpaths and bikeways; (e) street scaping or street tree planting; (f) stormwater drainage; and (g) street lighting systems. 	<p><i>No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i></p> <p>AO_{9.2} Footpaths and bikeways are provided in accordance with the <i>Austrroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austrroads 2009m)</i>.</p>	
<p>PO₁₀ Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with:</p> <ul style="list-style-type: none"> (a) the current and projected level of usage; (b) the desired streetscape character; and (c) activities which are anticipated to occur within the verge. 	<p>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></p> <p>AO_{10.2} Footpaths and bikeways are provided in accordance with the <i>Austrroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austrroads 2009m)</i>.</p>	<p>N/A: Streetscaping works are not proposed.</p>
<p>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.</p>	<p>AO_{11.1} Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.</p>	<p>Complies: Design and construction of the proposed car parking spaces will be undertaken in accordance with the relevant requirements.</p>
<p>PO₁₂ Movement networks can be easily and efficiently maintained.</p>	<p>AO_{12.1} Infrastructure is provided in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i></p>	<p>Complies: Infrastructure will be provided in accordance with the relevant requirements, where required for the operation of the development.</p>
Vehicular Access – Non-residential		
<p>PO₁₃ Non-residential vehicular access arrangements to a public roadway, including driveway crossovers:</p>	<p>AO_{13.1} Non-residential vehicular access and driveway crossovers to a public road are not:</p> <ul style="list-style-type: none"> (a) an additional site/property access; 	<p>Complies: Refer to response at Transport, Access and Parking Code.</p>

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<ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) avoid damage to utility services, pathways, kerbs, road pavement and seal and other council/public infrastructure; (ii) prevent conflict between vehicles and cyclists and pedestrians; and (iii) avoid damage to existing street trees and retain space for the future planting of street trees within the verge. (c) minimise the number of vehicular access per site to avoid the loss of on-street carparking spaces, and are appropriately separated from other vehicular accesses and side property boundaries to prevent interference with: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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 	<ul style="list-style-type: none"> (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>. <p><i>Note: An additional site access is considered to be more than one site access.</i></p> <p>AO_{13.2} Non-residential vehicular access and driveway crossovers:</p> <ul style="list-style-type: none"> (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; 	

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<p>(iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping.</p>	<p>(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;</p> <p>(d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);</p> <p>(e) do not have access restricted by an access restriction strip or link reserve;</p> <p>(f) do not access an unformed or unkerbed road;</p> <p>(g) are constructed from reinforced concrete;</p> <p>(h) are perpendicular to the road edge;</p> <p>(i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and</p> <p>(j) are provided in accordance with the Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant), the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure and Australian Standard AS 4970-2009 – Protection of Trees on Development Sites.</p>	
Vehicular Access – Residential		
<p>PO₁₄ Residential vehicular access arrangements, including driveway crossovers:</p> <p>(a) are appropriate for:</p>	<p>AO_{14.1} Residential vehicular access and driveway crossovers are not:</p> <p>(a) an additional site/property access;</p>	<p>N/A: The proposed development does not involve a residential use.</p>

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<ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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 	<ul style="list-style-type: none"> (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by Australian Standard 4970-2009; (h) for a lot with a frontage of 10m or less; (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. <p><i>Note: An additional site access is considered to be more than one site access.</i></p> <p>AO_{14.2} Except where in a Rural Zone, residential vehicular access and driveway crossovers:</p> <ul style="list-style-type: none"> (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); 	

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<p>retaining existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.</p>	<p>(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 <i>Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant), the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure and Australian Standard AS 4970-2009 –Protection of Trees on Development Sites.</i></p> <p>AO_{14.3} 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.</p>	

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	<p>street trees, fire hydrants, water meters, manholes or stormwater gully pits);</p> <p>(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;</p> <p>(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;</p> <p>(d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);</p> <p>(e) do not have access restricted by an access restriction strip or link reserve;</p> <p>(f) are sealed where accessing a sealed formed road;</p> <p>(g) are perpendicular to the road edge; and</p> <p>(h) are provided in accordance with the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.</p>	
Earthworks and Retaining Walls		
<p>PO₁₅ Earthworks result in stable landforms and structures.</p>	<p>AO_{15.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p>	<p>Complies: Any earthworks and the construction of retaining walls and batters will be undertaken in accordance with the relevant requirements if necessary.</p>

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PO ₁₆ 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 SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Earthworks will be undertaken in accordance with the relevant requirements.
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 SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Any earthworks and the construction of retaining walls and batters will be undertaken in accordance with the relevant requirements if necessary.
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 SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Any earthworks and the construction of retaining walls and batters will be undertaken in accordance with the relevant requirements if necessary.
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 be provided in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Any earthworks and the construction of retaining walls and batters will be undertaken in accordance with the relevant requirements if necessary.
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 SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Earthworks will be undertaken in accordance with the relevant requirements.
PO ₂₁ The transportation of material minimises adverse impact on the road system.	AO _{21.1} Material is transported in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Material will be transported in accordance with the relevant requirements.

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Waste Management		
PO ₂₂ Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste such that: <ul style="list-style-type: none"> (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; and (c) the performance of the wastewater system is not put at risk. 	No acceptable outcome is nominated.	Complies: The proposed development has been designed to ensure it is capable of provide storage of waste such that: <ul style="list-style-type: none"> (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; and (c) the performance of the wastewater system is not put at risk.
PO ₂₃ Appropriate refuse container storage areas are provided which are: <ul style="list-style-type: none"> (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. 	AO _{23.1} Refuse container storage areas are provided which: <ul style="list-style-type: none"> (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 	Complies: The proposed development has been designed to ensure that refuse storage areas are provided which are: <ul style="list-style-type: none"> (a) in an enclosed structure and 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.

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	<p>size appropriate to the nature and scale of use; and</p> <p>(e) are situated not closer than 6m to a road or 2m to any site boundary.</p> <p>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.</p> <p>AO_{23.3} For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.</p>	
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.	Complies: Provision will be made for the disposal of recyclable waste.
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: <ul style="list-style-type: none"> (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds. 	Complies: Construction works will be undertaken in accordance with the relevant requirements.

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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: Construction works will be undertaken in accordance with the relevant requirements.
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: Construction works will be undertaken in accordance with the relevant requirements.
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: Construction works will be undertaken in accordance with the relevant requirements.
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> 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>	Complies: Construction works will be undertaken in accordance with the relevant requirements.