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**TOOWOOMBA
REGIONAL COUNCIL**



DEVELOPMENT APPLICATION

Development Permit – Material Change of Use

Curzon Central – Mixed Use Development

Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling.

79, 81 & 83 Curzon Street, East Toowoomba

Volume 1: PLANNING REPORT

June 2026

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Prepared For: **Curzon Central Pty Ltd**
Project Name: **Mixed Use (Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling).**

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EXECUTIVE SUMMARY

SITE DETAILS

Address of Site	79, 81 & 83 Curzon Street, East Toowoomba
Real Property Description	Lots 2-4 RP63201
Area of Site	3738m ²
Road Frontage(s)	Curzon Street (Local Street)
Easements	N/A
Registered Owners	Curzon Central Pty Ltd

PLANNING INSTRUMENTS

Regional Plan	SEQ and Darling Downs Regional Plans
Regional Plan Designation	Urban Footprint
Planning Scheme	<i>Toowoomba Regional Planning Scheme 2012</i>
Variation Scheme/Preliminary Approval Document	N/A
Local Area Plan/Neighbourhood Plan	N/A
Zone	Low Medium Density Residential Zone
Zone Precinct	Hospital Support Precinct
Overlays	<ul style="list-style-type: none"> • Airport Environs Overlay • Environmental Significance Overlay
Vegetation	<ul style="list-style-type: none"> • N/A
Existing Use	Dual Occupancy (x1) Detached Dwelling Houses (x2)
Current Approvals	N/A

APPLICATION OVERVIEW

Application	Development Application
Approval Sought	Development Permit
Development Type	Material Change of Use
Land Use Definition/Development Description	Mixed Use (Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling)
Level of Assessment	Impact Assessable
Relevant Referral/Technical Agencies	N/A

PROPOSED DEVELOPMENT

Development Summary	Mixed Use Complex (Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling).
Gross Floor Area	8964 m ²
Total Use Area (if relevant)	17,102 m ²
Building Footprint	2317.6m ²
Building Site Cover	62%
Building Setbacks	Front: 6m (East) Side: 3m (North) Side: 7m (South) Rear: 3m (West)
Building Height	Metres: 19.3 Storeys: Five (5) storeys
Impervious Area	3057.68m ² (81.8%)
Landscaping Area	680m ² (18.2%)
Vehicular Access	Single two-lane, two-way crossover to Curzon Street
Carparking	Example: <ul style="list-style-type: none"> • 238 carparking spaces • PWD spaces • 1 MRV loading space
Operational Parameters	Staff Numbers: TBD Operating Hours: Refer Section 3.6 Visitor Numbers: Refer Section 3.6

APPLICANT DETAILS

Applicant	Curzon Central 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	2025-476

1.0 INTRODUCTION

This report has been prepared in support of a Development Application for a Development Permit for Material Change of Use for Mixed Use complex including the uses of Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling on land at 79, 81 & 83 Curzon Street, East Toowoomba, described as Lots 2-4 RP63201 (**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, Curzon Central 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 79, 81 & 83 Curzon Street, East Toowoomba, and is described as Lots 2-4 RP63201 (**the site**). The site is located within the suburb of East Toowoomba and is approximately 2km east of the Toowoomba CBD. The location of the site in respect of the surrounding locality is illustrated in **Figure 1**.

The site is of regular rectangular configuration comprising three (3) separate but contiguous titles with a total site area of 3738m². The site has sole frontage to Curzon Street. The configuration of the site is illustrated in **Figure 2**.

FIGURE 1 - LOCALITY PLAN

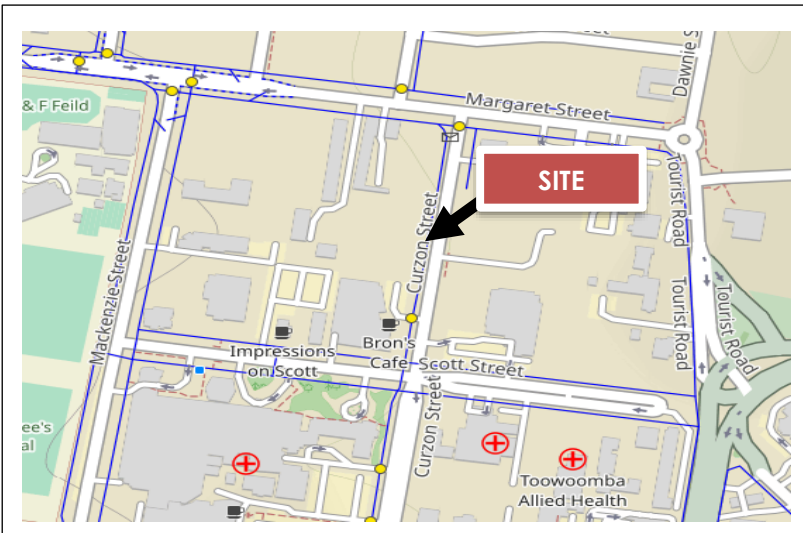


FIGURE 2 - CADASTRAL PLAN



Improvements on the site include one (1) dual occupancy and two (2) detached Dwelling Houses and ancillary structures. 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 Curzon Street. Curzon Street is identified as a Local Street under Council's adopted road hierarchy.
- Lands in the locality drain in a easterly direction towards East Creek. East Creek is located approximately 1.2km west of the site and comprises the area's primary drainage feature.
- The site experiences a gradual decline in land elevation between the eastern and western boundaries of the site; refer to **Figure 4**. The highest point of the site is located adjacent to the eastern frontage at approximately 658m AHD, with the lowest point of the site located adjacent to the western rear boundary at approximately 656m AHD. This translates to a fall in natural ground level of approximately 2.0m 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, sewerage and stormwater drainage infrastructure; refer to **Figure 4**. The site is also serviced by reticulated electricity and telecommunications supply networks.

FIGURE 4 - CONTOUR AND INFRASTRUCTURE MAPPING

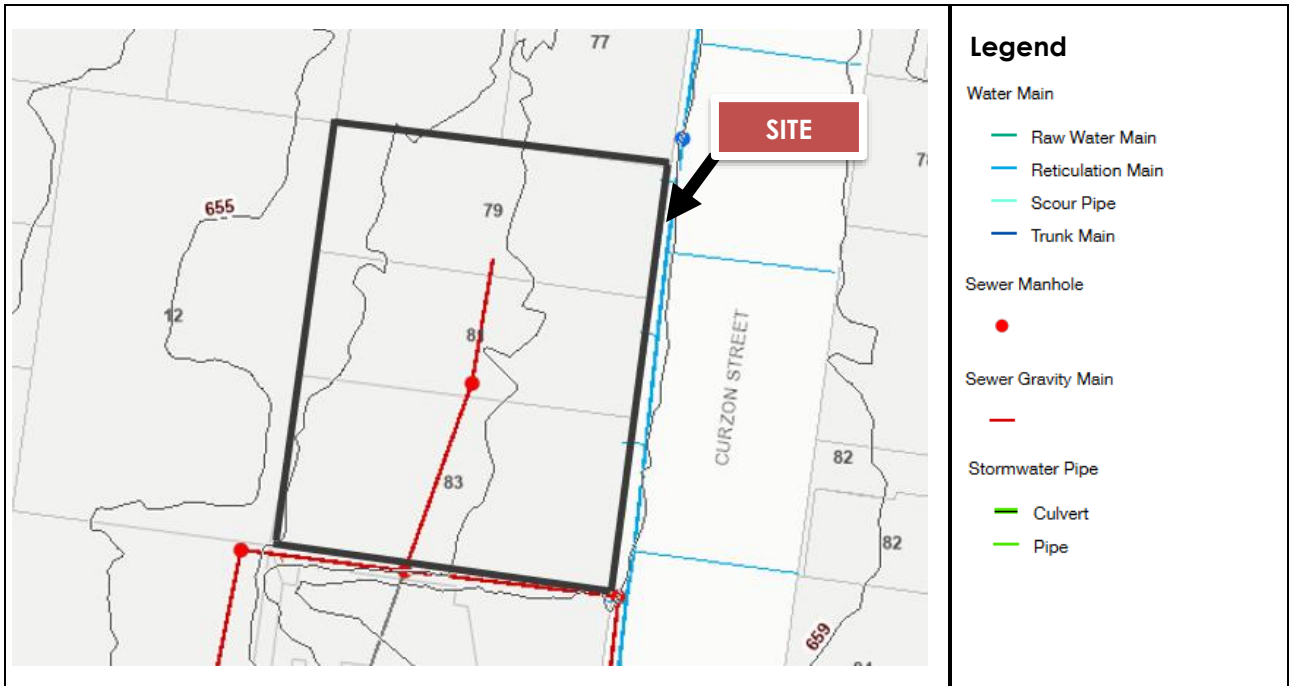
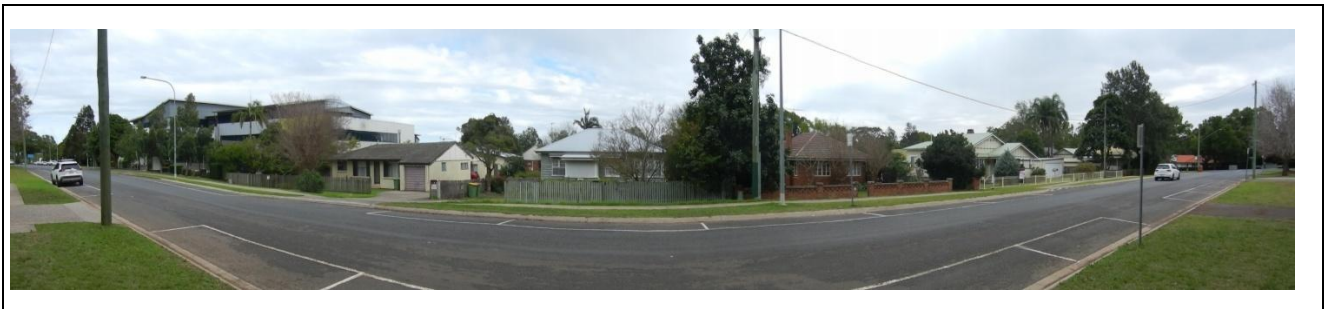


Figure 4 confirms that the site experiences a decline in land elevation between the eastern and western boundaries of the site. The figure also illustrates the locations of Council's reticulated water, sewerage and stormwater networks in relation to the site.

The features of the site are illustrated in Photograph 1.



PHOTOGRAPH 1 - View of the site from Curzon Street. The land includes properties located at 79, 81 and 83 Curzon Street, East Toowoomba. Each site is occupied by a

2.3 SURROUNDING LAND USE

2.3.1 SURROUNDING LOCALITY

The site is situated in a locality that is characterised by a mix of institutional, medical, commercial and residential land uses. The scale and character of the built form in the locality is of a mixed commercial and institutional character predominated by the St Vincents Private Hospital and related medical and paramedical uses including the Toowoomba Surgical Centre and Medici Medical Centre.

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, located at 77 Curzon 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 at 77 Curzon Street.

- Land to the **east** of the site, located on the opposite side of Curzon Street, comprises a mix of residential premises including dwelling houses and multiple dwellings.



PHOTOGRAPH 3 - View of the residential premises to the east of the site from Curzon Street.

- Land to the **south** of the site, located at 85 Curzon Street is occupied by the Mixed-Use Medici Medical Centre including, a pharmacy, café and medical and paramedical specialist suites.



PHOTOGRAPH 4 - View of the Medici Medical Centre to the south of the site from Curzon Street.

- Land to the **west** of the site, located at 12 Margaret Street is occupied by the former “Whiteoaks” Motel and Lodges complex which is presently undergoing redevelopment.



PHOTOGRAPH 5 - View of the former “Whiteoaks” Motel and Lodges complex which operated as a short-term accommodation facility until recently. It is situated to the west of the site as viewed from Margaret 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 for the “Curzon Central” Mixed Use Complex including the defined uses of Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwellings on land at 79, 81 & 83 Curzon Street, East Toowoomba, described as Lots 2-4 RP63201 (**the site**).

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

3.1 SITE COMPOSITION AND LAYOUT

“Curzon Central” is a multistorey, mixed-use complex of integrated configuration and design developed over five (5) storeys over two basement level of car parking. The mix of defined uses includes Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwellings.

The composition of the proposed development by building level and use component is summarised in **Table 1**:

TABLE 1 - CURZON CENTRAL – DEVELOPMENT COMPOSITION

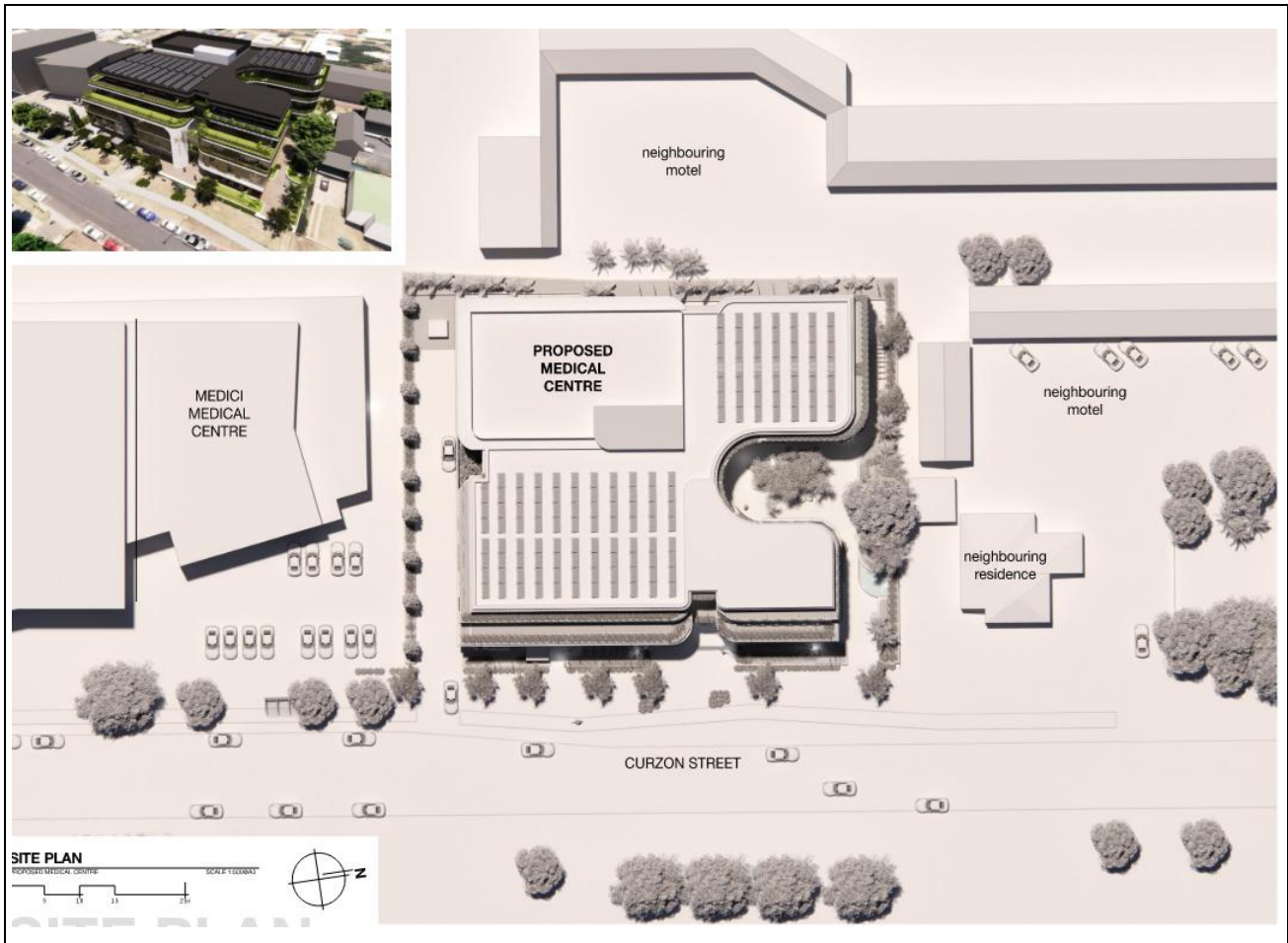
Level	Use Components	Description
Basement 2	Car Parking	<ul style="list-style-type: none"> 122 car parking spaces Including 12 tandem spaces
Basement 1	Car Parking	<ul style="list-style-type: none"> 120 car parking spaces Including 12 tandem spaces
Ground Level	Retail Tenancies: <ul style="list-style-type: none"> Pharmacy Café Café Kiosk Medical Tenancies Amenities Car Parking Lobby BoH/Plant/Equip/Storage	<ul style="list-style-type: none"> 292m² 126m² (int); 80m²(extrn) 53m² x 4 -522m²--(size 119m² – 144m²) 44m² 12 car parking spaces 16 bicycle spaces 1 Ambulance Bay 1 MRV space 185m² 118m²

Level	Use Components	Description
Level 1 <ul style="list-style-type: none"> Health Care Services 	Medical Tenancies Amenities	<ul style="list-style-type: none"> x 14 (size 100-200m²) 21m²
Level 2 <ul style="list-style-type: none"> Health Care Services Short Term Accommodation 	Short Term Accommodation Units Medical Tenancies Terraces BoH/Plant/Equip/Storage	<ul style="list-style-type: none"> x 16 - 572m² (size 28-96m²) x 8 - 838m² (size 85m² - 135m²) 130m² 107m²
Level 3 <ul style="list-style-type: none"> Short Term Accommodation 	Short Term Accommodation Units Terraces BoH/Plant/Equip/Storage	<ul style="list-style-type: none"> x 26 - 1034m² (size 28-96m²) 346m² 102m²
Level 4 <ul style="list-style-type: none"> Multiple Dwelling Units 	Multiple Dwelling Units Gym The Commons Amenities Terraces	<ul style="list-style-type: none"> x10 - 1284m² (size 79m²-118m²) 30m² 31m² 24m² 346m²

The proposed development has a total Gross Building Area (GBA) of 17,102m² and a Net Lettable Area (NLA/NSA) of 6694m². This translates to a combined site cover of 62%.

The proposed site layout and juxtaposition of internal use components will be generally in accordance with the Site Plan No CUR01-SK-05 dated 22/5/2026 and prepared by Burling Brown Architects attached as **Volume 2 – Plans Folio - Appendix A**. An excerpt of the plan is reproduced in **Figure 5**.

FIGURE 5 - SITE PLAN



Building setback to site boundaries will correspond with the following:

- Front: 6m (East)
- Side: 3m (North)
- Side: 7m (South): and
- Rear: 3m (West)

The positioning of the building relative to adjacent uses, property boundaries and access provision will be generally in accordance with the Site Details Plan No CUR01-SK-20 dated 22/5/2026 and prepared by Burling Brown Architects attached as **Volume 2 – Plans Folio - Appendix A**.

The proposed development will have impervious surfaces 3057.68m² or 81.8% of the site area of the development area comprising building areas, vehicle parking, manoeuvring and access driveways and aisles.

The internal composition and layout of building components will be generally in accordance with the Floor Plan Nos. CUR01-SK-21 to SK-27 dated 22/5/2026 and prepared by Burling Brown Architects attached as **Volume 2 – Plans Folio - Appendix B**. The relationship of varying use components between levels of the proposed development are also illustrated on the Cross Section Plan No. CUR01-SK-35 dated 22/5/2026 and prepared by Burling Brown Architects also attached as **Volume 2 – Plans Folio - Appendix B**.

3.2 BUILT FORM AND CHARACTER

The built-form and character of the development will be characterised by a consistent and contemporary architectural theme to ensure visual continuity is achieved throughout the proposed complex. The development has been purposefully designed to be of contemporary commercial scale and bulk compatible with typical medical and institutional uses prevalent in the locality, in particular the adjoining Medici Medical Centre and St Vincents Private Hospital. The scale and massing of the complex is to be generally in accordance with the Massing Diagrams Plan No CUR01-SK-04 dated 22/5/2026 and prepared by Burling Brown Architects attached as **Volume 2 – Plans Folio - Appendix C**.

Building materials will include rendered masonry, feature vertical powder coated steel cladding, aluminium windows and doors and sheet metal roofing. Rooftop plant and equipment will be screened by aluminium/steel screening and cladding. Feature illuminated signage will be installed on frontal fascia areas to assist wayfinding and tenant identification. Service enclosures will be fully screened by sheet metal cladding.

The proposed development will be of multistorey storey construction and comprise five (5) storeys over two (2) levels of basement car parking. The building will have a maximum building height of 19.3m above natural ground level.

The scale and appearance of development is to be generally in accordance with Building Elevation Nos. CUR01-SK-31 to CUR01-SK-34 dated 22/5/2026 and prepared by Burling Brown Architects attached as **Volume 2 – Plans Folio - Appendix D**. An excerpt of the Elevations is reproduced in **Figure 6**. A Finishes Palette is also included in **Appendix D**.

FIGURE 6 - ELEVATIONS



A detailed shadow analysis has been undertaken to consider the potential for adverse overshadowing related impacts on adjoining properties. The assessment models shadow impacts at the winter (21st June) and summer (21st December) solstices. The outcomes of the analysis are detailed on Shadow Analysis Diagrams No. CUR01-SK-36 dated 22/5/2026 and prepared by Burling Brown Architects attached as **Volume 2 – Plans Folio - Appendix E**.

3.3 ACCESS & CAR PARKING

Primary vehicular access to the precinct will be provided via a twin lane, two-way access road from Curzon Street situated adjacent to the southern side property boundary. This vehicle access will provide direct access to the single ambulance park and twelve (12) ground level vehicle parking spaces at ground level.

Ramped access to the two basement levels is purposefully provided from the internal accessway adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicles spaces are proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces.

Parking provision has been based on composite allocation methodology detailed in **Table 2**.

TABLE 2 - PARKING PROVISION

Use Component	Provision Rate	Spaces Required
Staff	1/staff member	75
Practitioner	3/practitioner	78
Short Term Accommodation	1/unit	42
Multiple Dwelling Apartments	2/Apartment	20
Apartment Visitor	1/10 Apartment	5
Retail (Pharmacy, Food & Beverage)	1/20m ²	18
TOTAL REQUIRED		238
TOTAL PROVIDED		254
Surplus/Deficit (+/-)		+ 16

Service vehicle access is also proposed via the primary crossover to Curzon Street. A dedicated Medium Ridged Vehicle (MRV) is provided at the western end of the site. The positioning of the MRV park allows it to be visually and acoustical screened within the builtform from adjoining uses to the west and north.

A dedicated shared refuse storage area is situated at ground level adjacent to the basement ramp. Appropriate provision for the access and manoeuvring of service and refuse vehicles has been made to ensure vehicle ingress and egress can occur in a forward gear.

Both a Traffic Impact Assessment (TIA) and Waste Management Plan have been commissioned and are under preparation.

These will be submitted to Council under separate cover upon completion. Should the respective assessments necessitate amendments to the layout or design of the complex these will be detailed on amended plans submitted to Council.

3.4 LANDSCAPING

Landscaping is proposed on the western, northern and eastern and southern perimeter of the site 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.

At ground level landscaping will be provided over a total site area of 680m² or 18.2% of the site area. Landscaping provision will include deep planting to be provided over a total area of 224m², planters having an area of 376.5m² and landscape in outdoor dining areas of 80m².

Ground level planting will be complemented by planters distributed above ground level as outlined in **Table 3**.

TABLE 3 - ABOVE GROUND LEVEL LANDSCAPING

Building Level	Planter Area
Level 1	76m²
Level 2	336m²
Level 3	407m²
Level 4	325m²
TOTAL	1144m²

Balance areas comprise imperviously sealed building, hardstand and paved areas which occupy 3057.68m² or 81.8% of the site area.

Landscaping will be provided generally in accordance with the Landscape Plan No. CUR01-SK-28 dated 22/5/2026 and prepared by Burling Brown Architects attached as **Volume 2 – Plans Folio - Appendix F**. An excerpt of the conceptual landscape plan is included in **Figure 7**.

Proposed planting species selections are also detailed on the Landscape Palette Plan No. CUR01-SK-29 dated 22/5/2026 and prepared by Burling Brown Architects also attached as **Volume 2 – Plans Folio - Appendix F**.

addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications.

A detailed Stormwater Management Plan has been prepared by Kehoe Myers Engineers and is attached as **Volume 1 – Planning Report – Appendix D**. This assessment provides a detailed examination of stormwater quantity and quality management having regard to hydrology and peak flow comparisons.

The report concludes that:

“The development results in a decrease in flows generated from the site. Roof water detention tanks are proposed to mitigate peak flows to the discharge node A to equal to or be less than pre-development conditions. There is a minor increase in peak flows to discharge node B in Curzon Street. A road flow check at this location confirms that minor and major road flow widths are within acceptable limits. Overall, stormwater runoff from the site will be directed to a neighbouring property where permission was granted by the owners of the neighbouring allotment, provided stormwater flows are equal to or less than pre-development rates. As such, the proposed development is not expected to incur actionable nuisance flows with quantifiable loss to downstream properties.

The development will also result in an increase in the export of total suspended solids, total nitrogen and total phosphorus from the site. In order to achieve the reduction targets identified in the State Planning Policy (SPP), the proposed development of a treatment train was developed using MUSIC.

From the above analysis, a treatment train incorporating rainwater tanks, litter baskets in the stormwater pits, and a gross pollutant trap treatment was seen to be effective in reducing the site pollutants to the prescribed levels of the State Planning Policy. The development is hence seen to comply with Toowoomba Regional Council’s pollutant reduction policy and the State Planning Policy.

As such it is therefore seen that the proposed mixed-use development on Curzon Street will meet both the stormwater Quantity and Quality objectives as detailed within the Queensland State Planning Policy and the Toowoomba Regional Council’s Planning Scheme.”

3.6 OPERATIONAL PARAMETERS

The mixed-use development is anticipated to accommodate approximately one-hundred and one (101) employees across specialist medical, retail, food and beverage, and short-term accommodation uses.

Hours of operation will vary across use components with retail, and food and beverage uses generally operating between 7.00am to 7.00pm Monday – Friday and 8.00am to 2.00pm Saturday. Medical uses will operate between 7.00am to 7.00pm Monday – Friday. Short Term Accommodation will operate 24 hours a day, seven days per week.

The design of the precinct and the application of acoustic impact mitigation measures are proposed to ensure the operational parameters of the premises maintain an appropriate standard of acoustic amenity.

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.

The proposed development involves premises that will be accessed by common private title and as a result, has been designed to ensure that it can be appropriately serviced by fire hydrants and provided with suitable access for emergency vehicles in accordance with the relevant requirements. Accordingly, the proposed development will not adversely affect matters associated with this State interest.

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 involve the creation of six (6) or more dwellings intended for urban purposes. Accordingly, an assessment of the applicable assessment benchmarks for this State interest is provided in the Stormwater Management Plan, prepared by Kehoe Myers Engineers, attached as **Volume 1 – Planning Report – Appendix D**. This assessment confirms that the proposed development will not result in adverse stormwater quality impacts.

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 not identified as being impacted by natural hazards.

5. 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.

TABLE 4 - 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 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	Application Involving	Applicable	Comment
Part 8	Heritage places	No	The proposed development is not associated with a locally listed place. In addition, the site is not associated with, nor does it adjoin a property on the Queensland heritage register.
Part 9	Infrastructure-related	No	The following relates to infrastructure-related referrals: <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 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/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 subject to an easement for the benefit of an electricity distribution entity, or transmission entity and for a transmission grid or supply network. • The site is not associated with an easement for oil, gas or electricity infrastructure. • The site is not in proximity to a State controlled transport tunnel (both existing and/or future).
Part 10	Koala habitat area	No	The site is not mapped as containing koala habitat areas.
Part 11	Noise attenuation land	No	The site is not identified as being noise attenuation land and the site is not within proximity of an off-road motorcycle facility. The proposed development is not associated with prohibited development.
Part 12	Operational works for reconfiguring a lot	No	The proposed development does not involve Operational Works.
Part 13	Ports	No	The site is not associated with port land.
Part 14	Reconfiguring a lot under Land Title Act	No	The proposed development does not involve Reconfiguring a Lot under the Land Title Act.
Part 15	SEQ Development area	No	The site is not located within an SEQ development area.
Part 16	SEQ regional landscape and rural production area and SEQ rural living area	No	The site is not located within the SEQ regional landscape and rural production area or the SEQ rural living area.
Part 16AA	Solar Farms	No	The proposed development does not involve a solar farm.
Part 16A	Southport Spit	No	The site is not located in the Southport Spit.
Part 16B	SEQ Northern Inter-	No	The site is not located within the identified SEQ Northern Inter-

Part	Application Involving	Applicable	Comment
	Urban Break		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 State Government referrals.

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 Toowoomba Urban Extent and therefore the provisions of the SEQ and Darling Downs Regional Plans apply in accordance with the provisions of the *Planning Regulation 2017*. An assessment of the development against the regional plan provisions is provided below.

4.5.1 SOUTH-EAST QUEENSLAND REGIONAL PLAN

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

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

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

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

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

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

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

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

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.

The site is located within the City of Toowoomba which is identified as Restricted Area (RA) 384 under Appendix 2 of the Regional Plan. This designation reflects the boundaries of the SEQ Regional Plan referred to under section 4.5.1 above. The development satisfies the requirements of the SEQ Regional Plan and accordingly will not compromise the outcomes sought under the Darling Downs Regional Plan.

The proposal involves an urban activity 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 applicable categorising instrument. The applicable 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 provisions of the *Toowoomba Regional Planning Scheme 2012*, the mix of proposed uses are defined as follows:

Food and drink outlet means the use of premises for—

- (a) preparing and selling food and drink for consumption on or off the premises; or
- (b) providing liquor for consumption on the premises, if the use is ancillary to the use in paragraph (a).

Health care services means the use of premises for medical purposes, paramedical purposes, alternative health therapies or general health care, if overnight accommodation is not provided on the premises.

Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.

Shop means the use of premises for—

- (a) displaying, selling or hiring goods; or
- (b) providing personal services or betting to the public.

Short-term accommodation—

(a) means the use of premises for

- (i) providing accommodation of less than 3 consecutive months to tourists or travellers; or
- (ii) a manager's residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in subparagraph (i); but

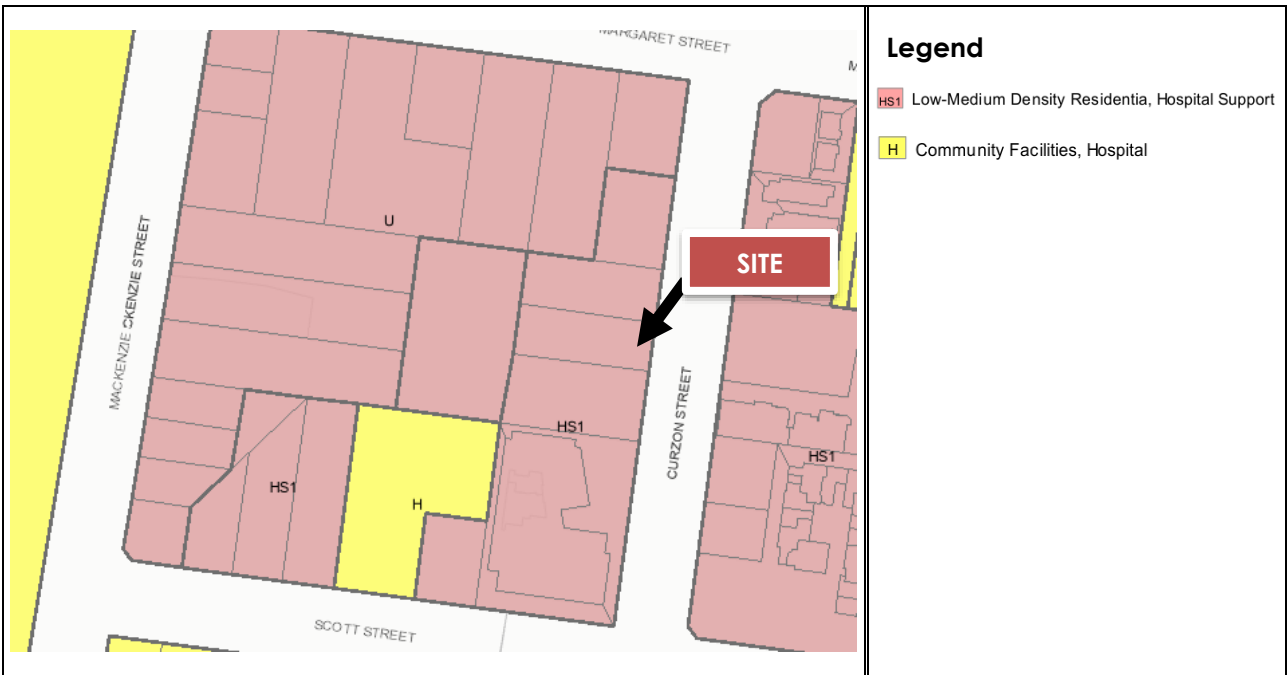
(b) does not include a hotel, nature-based tourism, resort complex or tourist park.

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 predominately located within the **Low Medium Density Residential Zone (Hospital Support Precinct)**. The zoning of the site and surrounding locality is illustrated in **Figure 8**.

FIGURE 8 - ZONING MAPPING



Under the assessment tables applicable to the Low Medium Density Residential Zone (Hospital Support Precinct) at section 5.5:2 of the Planning Scheme, a Material Change of Use for a Mixed Use Development (including Health Care Services, Child Care Centre, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling) is identified as **Impact Assessable** development.

4.6.4 OVERLAY MAPPING

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

- Airport Environs Overlay; and
- Environmental Significance Overlay

The applicability of these overlays is illustrated in **Figures 9 & 10**.

FIGURE 9 - AIRPORT ENVIRONS OVERLAY MAP



Figure 9 confirms that the site is impacted by the Airport Environs Overlay. In particular, the site is located within the 8km Wildlife Hazard Buffer Area of the Toowoomba Airport and within the Obstacle Limitation Surface. 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 Mixed Use Development (including Health Care Services, Child Care Centre, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling) 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 10 - ENVIRONMENTAL SIGNIFICANCE OVERLAY MAP

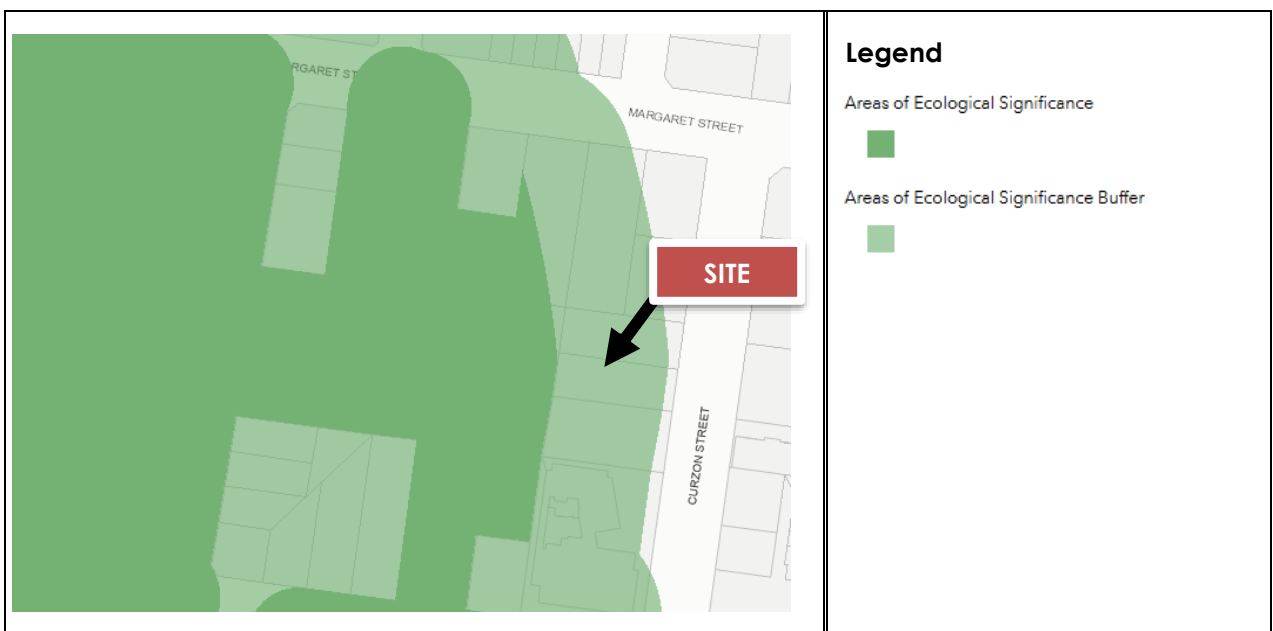


Figure 10 confirms that the site is impacted by the Environmental Significance Overlay. In particular, the site is located within the Areas of Environmental Significance Buffer. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a Mixed Use Development (including Health Care Services, Child Care Centre, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling) 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**.

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 – Low Medium Density Residential Zone (Hospital Support Precinct); refer to section 4.7.2
- Applicable Codes; refer to section 4.7.3

4.7.1 STRATEGIC FRAMEWORK

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

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

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

4.7.2 OVERALL OUTCOMES – LOW MEDIUM DENSITY RESIDENTIAL ZONE (HOSPITAL SUPPORT PRECINCT)

Section 6.2.2.2 of the *Toowoomba Regional Planning Scheme 2012* outlines the general intent for development within the Low Medium Density Residential Zone (Hospital Support Precinct) through the collective identification of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the Low Medium Density Residential Zone (Hospital Support Precinct) as detailed in **Table 5**.

TABLE 5 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
(a) development provides a range and mix of residential dwelling choices including dwelling houses on standard size and smaller lots, dual occupancies, multiple dwellings,	Complies: The mixed-use development includes multiple dwelling units and short-term accommodation in a mixed-use configuration with non-residential uses.

Overall Outcome	Response
residential care facilities, retirement facilities and short-term accommodation that are compatible with the intended scale of the Low-medium Density Residential Zone;	
(b) most new development within existing urban areas will be in the form of multiple dwellings and dual occupancies that will contribute to raising the residential densities of those areas by maximising yields while also achieving a high level of residential amenity avoiding uses that introduce impacts such as traffic noise, dust, odour, lighting and other locally specific impacts;	Complies: The mixed-use development includes multiple dwelling units and short-term accommodation in a mixed-use configuration with non-residential uses.
(c) development contributes to increasing the number of people living within proximity to the principal, major, district and those local centres that provide goods and services of daily convenience plus a mix of additional goods and services, major non-industrial employment nodes, the University of Southern Queensland and high amenity parks by maximising the number of dwellings provided on the site while maintaining a high level of residential amenity;	Complies: The proposed development includes accommodation for permanent residents as part of a mixed-use development.
(d) new residential development in the form of dual occupancy and multiple dwellings, achieve dwelling yields in the order of 30-40 dwellings per hectare;	Not Applicable
(e) dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street	Not Applicable
(f) where the scale and density of development intended for the particular zone precinct is greater than existing development within the immediate area, development is designed in a manner that enables the higher scale and density to be sensitively integrated into the existing urban landscape and streetscapes;	Complies: The integration of permanent and short-term accommodation in proximity to key employment nodes such as St Vincents Private Hospital through development in a mixed-use configuration is consistent with the planning intent for the Hospital Support Precinct of the LMDR Zone.
(g) Hatched lots are occupied by a single dwelling house only;	Not Applicable
(h) a high quality streetscape and public open space network is provided that comprises connected public spaces and parks, and links to key community activities;	Complies: The proposed development maintains a high-quality streetscape.
(i) the existing open space network is preserved and enhanced and new open space connections are established;	Not Applicable
(j) short-term accommodation occurs only where in proximity to existing development of a similar nature and on a road at the distributor, sub-arterial and regional arterial level in the road hierarchy, where all car	Complies: The integration of permanent and short-term accommodation in proximity to key employment nodes such as St Vincents Private Hospital through development in a mixed-use

Overall Outcome	Response
parking needs can be met on site, and it does not detract from the residential amenity of the area;	configuration is consistent with the planning intent for the Hospital Support Precinct of the LMDR Zone.
(k) development provides a high level of residential amenity and development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encourage sustainable transport use such as walking, cycling and public transport use;	Complies: The design and configuration of the complex will ensure a high level of residential amenity is maintained for remaining residential uses in the surrounding locality.
(l) the scale and density of development facilitates an efficient land use pattern that supports compact and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities;	Complies: The integration of permanent and short-term accommodation in proximity to key employment nodes such as St Vincents Private Hospital through development in a mixed-use configuration is consistent with the planning intent for the Hospital Support Precinct of the LMDR Zone.
(m) development responds to land constraints, including but not limited to topography, bushfire and flooding constraints;	Not Applicable: The site is physically unconstrained.
(n) development mitigates any adverse impacts on areas of ecological significance, including creeks, gullies, steep land, waterways, wetlands, habitats and vegetation and bushland through location, design, operation and management; and	Complies: Notwithstanding the Ecological Significance over applying to land to the west of the site and part of the site, there are no Environmental values evident in the locality which is fully urbanised.
(o) development is supported by necessary infrastructure including utility installations to support the needs for the local community.	Complies: All urban infrastructure networks are available to the land including Council's reticulated water supply, sewerage network, stormwater drainage, electricity and telecommunications services infrastructure.
(p) non-residential uses occur only where such uses: <ul style="list-style-type: none"> (i) primarily function to directly support the day to day convenience needs of the immediate local residential community; (ii) provide a local community or limited business function and include: <ul style="list-style-type: none"> • Child care centre. • Club. • Community care centre. • Community use. • Educational establishment. • Emergency services. • Food and drink outlet, only where located in the Urban Consolidation Precinct or Hospital Support Precinct • Health care services only where located in the Hospital Support Precinct. • Office, only where located in the Office Residential Precinct 	Complies: The mix of uses proposed including Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling are all reasonably contemplated and encouraged with the LMDR Zone (Hospital Support Precinct)

Overall Outcome	Response
<ul style="list-style-type: none"> Place of worship. Shop, only where located on the Hospital Support Precinct or Urban Consolidation Precinct; Veterinary services only where reuse of existing building used for a business activity. 	
<p>(q) Non-residential uses only occur within the zone where development:</p> <p>(i) is highly accessible to the immediate local residential community it serves;</p> <p>(ii) is located on land with direct access to a road at the distributor, subarterial and regional arterial level in the road hierarchy and that minimises intrusion of through traffic into local residential streets;</p> <p>(iii) has a built form that is compatible with surrounding residential character and amenity, including:</p> <ul style="list-style-type: none"> reuse of existing non-residential premises; or extensions and/or new buildings have a height, bulk and scale that is consistent with the intended residential built form of the precinct in which it is located, and with the existing streetscape character; <p>(iv) does not have a significant detrimental impact on the neighbourhood amenity expected within a predominately residential environment having regard to privacy, hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting and visual impacts;</p> <p>(v) ensures that all car parking needs can be met on site, and that off-street car parking areas do not dominate the appearance in the streetscape and are landscaped to provide an attractive frontage that maximise pedestrian activity and safety.</p>	<p>Complies: The mix of uses proposed including Health Care Services, Child Care Centre, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling are all reasonably contemplated and encouraged with the LMDR Zone (Hospital Support Precinct)</p>
Regional Residential Precinct	
<p>(a) development is predominantly residential one (1) and two (2) storeys above ground level, maintains privacy for residents within and adjacent to the site, does not result in a loss of sunlight for adjoining residential properties and makes a positive contribution to the urban landscape and streetscape;</p>	Not Applicable
<p>(b) while development within this precinct will contribute to increasing residential densities,</p>	Not Applicable

Overall Outcome	Response
the level of increase achieved in the Regional residential precinct will be less than that in the Urban residential and Urban consolidation precincts as the Regional residential precinct applies to townships where densities of the same level as Toowoomba City would be inappropriate.	
(c) non-residential uses are limited in this precinct in accordance with (2)(p)(ii).	Not Applicable
Urban Residential Precinct	
(a) development is predominantly residential one (1), two (2) and three (3) storeys above ground level, maintains amenity and privacy for residents within and adjacent to the site, does not result in a loss of sunlight of adjoining residential properties and makes a positive contribution to the urban landscape and streetscape;	Not Applicable
(b) broadacre land within this precinct provides opportunities to increase the diversity of residential mix and provide new higher density building forms that would be difficult to integrate into existing urban localities. Within these areas the density of individual developments will vary from a minimum net density of 15 dwellings per hectare for dwelling houses to 40 dwellings per hectare or more for other residential activities;	Not Applicable
(c) where this precinct is applied to existing urban areas residential densities achieved by individual developments are higher than in the Regional Residential Precinct, but lower than in the Urban Consolidation Precinct with net densities of between 40 dwellings per hectare and 60 dwellings per hectare.	Not Applicable
(d) non-residential uses are limited in this precinct in accordance with (2)(p)(ii)	Not Applicable
Urban Consolidation Precinct	
(a) residential development of varying densities is dispersed throughout the precinct to support the function of the major centres, to optimise access to public transport and to provide a transition between surrounding lower density residential areas and the increased scale and density of development within the major centres;	Not Applicable
(b) residential densities are higher than in other parts of the Low-medium Density Residential Zone, with individual developments	Not Applicable

Overall Outcome	Response
achieving net densities of 60 dwellings per hectare or more;	
(c) where the precinct occurs within proximity to the Kearney's Spring and Clifford Gardens major centres, residential densities of 60 to 80 dwellings per hectare should be achieved within buildings of up to 6 storey above ground level, where fronting roads at distributor level or higher, public transport routes, or public open space. Development in other parts of the precinct will generally be up to 3 storeys high;	Not Applicable
(d) the amalgamation of low-density residential lots facilitates the development of high quality medium and higher density residential forms;	Not Applicable
(e) strong active transport and efficient public transport linkages are established to the nearby centres, community facilities and the open space network	Not Applicable
(f) non-residential uses locate within a mixed-use development on the site that is predominately residential.	Not Applicable
Hospital Support Precinct	
(a) complementary uses that support and relate to the existing hospitals are established in the Precinct including, Medical Centres and accommodation for people needing to stay near the Hospital;	Complies: The mix of uses proposed including Health Care Services, Child Care Centre, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling are all reasonably contemplated and encouraged with the LMDR Zone (Hospital Support Precinct)
(b) while the predominant uses in the Precinct will be increasingly non-residential, development is of a character and scale that is compatible with the residential development surrounding the Precinct;	Complies: The design and configuration of the complex will ensure a high level of residential amenity is maintained for remaining residential uses in the surrounding locality.
(c) community and recreation uses do not locate in the Precinct unless such uses are allied to the existing hospitals;	Complies: Community and recreation uses are not proposed.
(d) industrial, rural and other commercial uses do not locate in the Precinct; and	Complies: Industrial, rural and other commercial uses are not proposed.
(e) in respect to lots fronting Prosser Street between Herman and Holberton Street, development for non-residential purposes is only carried out if the lot is amalgamated with land fronting Pioneer or Holberton Street and all access to the development is provided via Pioneer or Holberton Street.	Not Applicable
Office Residential Precinct	
(a) development maintains amenity and privacy for residents within and adjacent to the site,	Not Applicable

Overall Outcome	Response
does not result in a loss of sunlight of adjoining residential properties and makes a positive contribution to the urban landscape and streetscape;	
(b) in addition to the non-residential uses supported in the Low-medium Density Residential Zone (6.2.2.2(p)), land within this Precinct is also developed as offices; and	Not Applicable
(c) while the predominant uses in the Precinct will be increasingly non-residential, development is of a character and scale that is compatible with the residential development surrounding the Precinct.	Not Applicable

The above assessment demonstrates that the proposed development generally satisfies the intent and outcomes sought for land included in the Low Medium Density Residential Zone (Hospital Support Precinct).

4.7.3 APPLICABLE CODES

The codes applicable to the assessment of the proposed development are identified in **Table 6**. An assessment of compliance with applicable assessment benchmarks is summarised in **Volume 1- Planning Report – Appendix B**.

TABLE 6 - APPLICABLE CODES

Zone Code(s)

- Low Medium Density Residential Zone (Hospital Support Precinct) Code

Overlay Codes

- Airport Environs Overlay Code
- Environmental Significance Overlay Code

Development Codes

- Centre Activities Code
- Environmental Standards Code
- Integrated Water Cycle Management Code
- Landscaping Code
- Transport, Access and Parking Code
- Works and Services Code

5.0 TECHNICAL ASSESSMENTS

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

- An **Engineering Assessment** by Kehoe Myers Engineers. Refer to **Appendix C**
- A **Stormwater Management Plan** by Kehoe Myers Engineers. Refer to **Appendix D**.

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

In addition to the specialist assessment submitted at the time of lodgement, the following additional assessment have been commissioned and are under preparation:

- A **Traffic Impact Assessment** by Modus Engineers; and
- A **Waste Management Plan** by Modus Engineers.

These assessments will be submitted under separate cover when completed.

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 the subject of formal pre-lodgement discussions with Toowoomba Regional Council on 4th August 2025.

The minutes of this meeting summarising key outcomes are included as **Volume 1 – Planning Report - Appendix E**.

7.0 CONCLUSION

This Development Application seeks approval for a Material Change of Use for Curzon Central Mixed-Use Development (including the uses of Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling) on land at 79, 81 & 83 Curzon Street, East Toowoomba. The assessment that has been undertaken has demonstrated the following:

- The development is mixed use in nature and contains medical, retail, hospitality, short term accommodation and permanent accommodation in the form of residential apartments. The inherent mix of uses is fully compliant within the planning intent and outcomes for the Hospital Support Precinct of the Low Medium Density Residential Zone.
- The proposed development is purposefully of high aesthetic quality and contemporary architectural design. The proposal seeks to complement and enhance the visual amenity and mixed-use character of the locality.
- The proposed development achieves compliance with the assessment benchmarks applicable to the relevant zone, overlay and development codes (as outlined in section 4.7.3).
- The technical assessments supporting the application (as detailed in section 5.0) demonstrate that the proposed development will not have an adverse impact from an engineering or stormwater management perspective on the surrounding locality.
- The proposed development will satisfy a latent, unsatisfied planning need for contemporary medical, paramedical, short-term and permanent accommodation in a location directly proximate to a major health institution (St Vincents Private Hospital).

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.

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

Andrew Bullen
Precinct Urban Planning

23 June 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	<p>The proposed development facilitates the orderly and planned establishment of a mixed-use complex enhancing the range of medical, retail, and accommodation (permanent and short-term) located in direct proximity to St Vincents Private Hospital. The nature, mix, scale and intensity of the uses proposed is wholly consistent with the planning intent and overall outcomes of the Low Medium Density Residential Zone (Hospital Support precinct).</p> <p>The proposed development is made impact assessable only by virtue of the inclusion of Multiple Dwelling Units.</p>
3.3.2 Element – network of towns	Yes	The proposed development contributes to the orderly and planned consolidation of the Hospital Support Precinct as part of Toowoomba's existing urban area.
3.3.3 Element – compact urban form	Yes	The proposed development is located in the SEQ Regional Plan Urban Footprint. The proposal is within a designated and established urban area and will not detract from the maintenance of a compact urban form.
3.3.4 Element – suburban neighbourhoods	No	
3.3.5 Element – urban neighbourhoods	No	
3.3.6 Element – centres of activity	Yes	<p>The proposed development facilitates the orderly and planned establishment of a mixed-use complex enhancing the range of medical, retail, and accommodation (permanent and short-term) located in direct proximity to St Vincents Private Hospital. The nature, mix, scale and intensity of the uses proposed is wholly consistent with the planning intent and overall outcomes of the Low Medium Density Residential Zone (Hospital Support precinct).</p> <p>The proposed development is made impact assessable only by virtue of the inclusion of Multiple Dwelling Units.</p>
3.3.7 Element – central business district (CBD)	No	
3.3.8 Element – sustainable urban development	No	

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.3.9 Element – rural landscape	No	
3.3.10 Element – natural places	No	
3.3.11 Element – development constraints	Yes	Development constraints are identified within the overlay maps of the planning scheme and have been addressed in the responses to the applicable overlay codes.
3.3.12 Element – incompatible land uses	Yes	The proposed development will maintain a high level of compatibility with mixed use and residential amenity of the area to ensure that the use has no adverse impacts on residual residential uses in the surrounding locality.
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	No	
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	No	
3.5.2 Element – rural community identity	No	
3.5.3 Element – Toowoomba City identity	No	
3.5.4 Element – urban design	Yes	The built form interacts with and addresses the public realm, facilitates safe and efficient vehicular and pedestrian movement and incorporates places for social interaction which have appropriate climate protection

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.5.5 Element – community facilities and services	Yes	The communities access to medical, para-medical and accommodation services in a location proximate to the St Vincents Private Hospital will be enhance by the proposed development.
3.5.6 Element – sport and recreation	No	
3.5.7 Element – urban parks and public places	No	
3.5.8 Element – housing diversity and affordability	Yes	Permanent and short term accommodation will be augmented in the locality as part of the mixed use development proposed.
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	Primary vehicular access to the precinct will be provided via a twin lane, two-way access driveway from Curzon Street situated adjacent to the southern side property boundary. This vehicle access will provide direct access to the single ambulance park and twelve (12) ground level vehicle parking spaces at ground level. Ramped access to the two basement levels is purposefully provided from the internal accessway adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicles spaces is proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.7.2 Element – integrated transport system	No	
3.7.3 Element – active transport	No	
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	<p>The proposed development will be serviced by necessary urban infrastructure including reticulated water, sewer, telecommunications and electricity supply networks.</p> <p>An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C. This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications.</p> <p>A detailed Stormwater Management Plan has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix D. This assessment provides a detailed examination of stormwater quantity and quality management having regard to hydrology and peak flow comparisons.</p>
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.
3.8.4 Element – wastewater 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	A detailed Waste Management Plan is being prepared by Modus Engineers and will be submitted under separate cover.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.9 ECONOMIC DEVELOPMENT		
3.9.1 Strategic Outcomes	Yes	The proposed development includes a range contemporary medical, accommodation and hospitality uses which purposefully respond to a latent unsatisfied planning need for such facilities in close proximity to the St Vincents Private Hospital.
3.9.2 Element - economic growth	Yes	Refer to the response to 3.9.1.
3.9.3 Element – activity centres and employment	Yes	Refer to the response to 3.9.1.
3.9.4 Element – creative & knowledge-based industries	No	
3.9.5 Element – tourism	Yes	Refer to the response to 3.9.1.

APPENDIX B - ASSESSMENT BENCHMARKS

Toowoomba Regional Planning Scheme 2012

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Caretaker's accommodation		
<p>PO₁ Development provides for the accommodation of a caretaker, and their family members, involved in the running of a non-residential use, in a manner that:</p> <ul style="list-style-type: none"> (a) does not compromise the productivity of the use; (b) is safe and comfortable for the amenity of residents; and (c) has regard to the landscape and private recreation needs of the residents. 	<p>AO_{1.1} A caretaker's accommodation is:</p> <ul style="list-style-type: none"> (a) separated from significant levels of emissions (adverse to human health or amenity) generated by the non-residential use/s of the site by at least 6m; (b) provided with a private landscape and recreation area which: <ul style="list-style-type: none"> (i) is directly accessible from a habitable room; (ii) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (iii) if a balcony, a veranda or a deck, has a minimum area of 8m² with minimum dimensions of 2.4m. <p>AO_{1.2} No more than one (1) caretaker's accommodation is established per non-residential use.</p>	<p>N/A</p>
Dwelling Unit		
<p>PO₂ Development incorporating a dwelling unit is provided in a manner that:</p> <ul style="list-style-type: none"> (a) integrates visually with the non-residential use through the use of materials, colours and finishes, architectural treatments and landscaping treatments; (b) ensures residents have a high level of safety, security, privacy and amenity; 	<p>AO_{2.1} Separate entrances are provided to the dwelling unit and non-residential uses on the same site.</p> <p>AO_{2.2} Entries to the dwelling unit are clearly identifiable from the street and have a defined pathway.</p> <p>AO_{2.3} Dwelling units are readily distinguishable from the non-residential use for emergency service providers.</p> <p>AO_{2.4} The dwelling unit number is clearly displayed on the unit and letter box.</p>	<p>Complies: The mixed-use development includes multiple dwelling units and short-term accommodation in a mixed-use configuration with non-residential uses. Separate entrances are provided for short term and permanent dwelling units and non-residential uses on the same site.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(c) ensures residents are not exposed to noise and light nuisance from the non-residential use; and</p> <p>(d) provides residents access to private outdoor recreation spaces directly from the dwelling unit.</p>	<p>AO_{2.5} The dwelling unit is provided with a private landscape and recreation area which:</p> <ul style="list-style-type: none"> (a) is directly accessible from a habitable room; (b) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (c) if a balcony, a veranda or a deck, has a minimum area of 8m² with minimum dimensions of 2.4m. <p>AO_{2.6} Habitable rooms of the dwelling unit are protected from overlooking of the non-residential use/area by:</p> <ul style="list-style-type: none"> (a) separation of 9m from a window or activity area of the non-residential use; or (b) screening the outlook from windows, balconies or activity area of the non-residential use within a direct view of 9m to the habitable room or private open space of the dwelling unit. 	
Non-residential Uses and building work – Scale of use where involving the reuse of an existing building		
<p>PO₃ The non-residential use is of a scale and intensity that is compatible with the intended built form intent of the precinct in which it is located, existing streetscape character and the residential appearance of the locality.</p>	<p>AO_{3.1} The use:</p> <ul style="list-style-type: none"> (a) is carried out in an existing building; (b) only increases the Gross Floor Area of the building by a maximum of 25 m²; and does not reduce front or side setbacks (c) is a single tenancy only; and (d) is conducted wholly within and enclosed building and does not involve new or additional outdoor dining. 	<p>Complies: The integration of permanent and short-term accommodation in proximity to key employment nodes such as St Vincents Private Hospital through development in a mixed-use configuration is consistent with the planning intent for the Hospital Support Precinct of the LMDR Zone.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Non-residential Uses and building work – Noise Amenity		
PO ₄ The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or the intended residential streetscape character.	AO _{4.1} New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses.	Complies: The integration of permanent and short-term accommodation in proximity to key employment nodes such as St Vincents Private Hospital through development in a mixed-use configuration is consistent with the planning intent for the Hospital Support Precinct of the LMDR Zone. The mix of uses is unobtrusive and not characterised by activities that would impact on the residential character and amenity.
Non-residential Uses and building work – Privacy and Screening		
PO ₅ Non-residential uses provide adequate separation, buffering and screening from adjoining residential premises so that the privacy and amenity of residential premises is protected.	AO _{5.1} A 2m wide vegetated buffer is provided to any vehicle movement and parking areas that adjoin a residential boundary. AO _{5.2} A 1.8m high solid screen fence and 1.5m wide strip of screen landscaping are provided along all boundaries shared with an adjoining residential use. AO _{5.3} Windows that have direct views into adjoining residential buildings are provided with fixed screening that is a maximum of 75% transparent to obscure views into the adjoining residential building and maintain privacy for those residents.	Complies: Landscaping is proposed on the western, northern and eastern and southern perimeter of the site 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. At ground level landscaping will be provided over a total site area of 680m ² or 18.2% of the site area. Landscaping provision will include deep planting to be provided over a total area of 224m ² , planters having an area of 376.5m ² and landscape in outdoor dining areas of 80m ² . Ground level planting will be complemented by planters distributed above ground level.
Non-residential Uses and building work– Outdoor Lighting		
PO ₆ Outdoor lighting for non-residential uses maintains the amenity of the surrounding	AO _{6.1} Outdoor lighting for non-residential uses is restricted to low level security lighting only.	Complies: Lighting will be of low-level domestic intensity for security or wayfinding purposes only.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
residential area and does not adversely impact the safety for vehicles or pedestrians on the adjoining street as a result of light emissions, either directly or by reflection.	AO _{6.2} Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i> .	Lighting will be designed to be directed away from adjoining premises or will be shrouded to avoid excessive extraneous light spill beyond site boundaries. Ground level lighting will include garden level and bollard lighting to limit the potential for uncontrolled light spill. Basement parking will reduce the potential for headlight intrusion of surrounding sensitive receptors.
Utilities and Stormwater		
PO ₇ A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{7.1} Development is designed, constructed and connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: Development is connected to Council's existing reticulated water supply network.
PO ₈ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{8.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 <i>Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies: Development is connected to Council's existing reticulated sewerage network.
PO ₉ Stormwater resulting from roofed areas and impervious surfaces is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{9.1} Roof water and impervious surface water runoff is collected and discharged in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: Stormwater is collected and discharged in compliance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .
PO ₁₀ 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 _{10.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies: Development is connected to Council's existing reticulated power supply network.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Waste Management		
<p>PO₁₁ Appropriate refuse container storage areas are provided which are:</p> <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, and waste is captured and discharged to an approved collection point. 	<p>AO_{11.1} Refuse container storage areas are provided that :</p> <ul style="list-style-type: none"> (a) are screened from public view in a location that is: <ul style="list-style-type: none"> (i) are in a building, outbuilding or other enclosed structure, or (ii) screened, by a minimum 1.5 m high solid fence or wall surrounded by minimum 1m wide landscaping where not adjoining a residential boundary; or (iii) screened by a minimum 1.8m high solid fence where adjoining a residential boundary; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; and (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use. 	<p>Complies: Waste storage areas are screened, and the premises relies on on-site storage and collection. A Waste Management Plan has been commissioned and is being prepared by Modus Consultants. This will be provided to Council under separate cover when completed.</p>
Non-residential uses and building work - Access and on-site manoeuvring		
<p>PO₁₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and:</p>	<p>AO_{12.1} Where not involving a reuse car parking is provided in accordance with the Transport, Access and Parking Code.</p>	<p>Complies: Car parking complies with planning scheme requirements and can be conditioned to comply.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(a) to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.</p> <p>(b) to ensure that off-street carparking areas do not dominate the appearance in the streetscape</p>	<p>AO_{12.2} Where involving the reuse of a premises:</p> <p>(a) There is no reduction in existing or previously approved on-site car parking;</p> <p>(b) There are no alterations to the existing or previously approved access (driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas.</p>	<p>There is a surplus of parking provided relative to applicable standards.</p>
Non-residential uses and building work - Landscaping		
<p>PO₁₃ Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.</p>	<p>PO_{13.1} Where involving the reuse of a premises there is no reduction in the area or quantity of established or previously approved landscaping.</p>	<p>N/A: The use does not involve the reuse of a premises.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Zone Code – requirements for accepted development and assessment benchmarks for assessable development where not involving Building Work not associated with a Material Change of Use

Performance outcomes	Acceptable outcomes	Compliance summary
Non-residential uses - Hours of Operation		
<p>PO₁ Hours of operation are controlled so that the non-residential use does not impact on the amenity or privacy of adjoining residential uses.</p>	<p>AO_{1.1} Hours of operation, including for deliveries, are limited to hours between 6:00 am to 9:00 pm.</p>	<p>Complies: Hours of operation will vary across use components with retail, and food and beverage uses generally operating between 7.00am to 7.00pm Monday – Friday and 8.00am to 2.00pm Saturday. Medical uses will operate between 7.00am to 7.00pm Monday – Friday. Short Term Accommodation will operate 24 hours a day, seven days per week.</p>
Non-residential Uses – Impact on Road Network		
<p>PO₂ Non-residential uses are located on major roads and do not introduce non-residential traffic into local streets.</p>	<p>AO_{2.1} Non-residential uses:</p> <ul style="list-style-type: none"> (a) have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road; and (b) vehicle access to the development does not occur from a local street. 	<p>Complies: Curzon Street provides access to the Hospital and the Hospital Support Precinct. The integration of permanent and short-term accommodation in proximity to key employment nodes such as St Vincents Private Hospital through development in a mixed-use configuration is consistent with the planning intent for the Hospital Support Precinct of the LMDR Zone.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Uses		
PO ₁ The zone accommodates: (a) a mix of housing forms at a low-medium scale and intensity; and (b) other limited small-scale and low intensity community and non-residential uses in the Urban Consolidation, Hospital Support or Office Residential Precincts	AO _{1.1} Uses which are consistent with the intent of the zone include accommodation activities: (a) dwelling house; and (b) dual occupancy, except where located in the Clifford Park Stables and Park Residential Precincts.	Complies: The mix of uses proposed including Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling are all reasonably contemplated and encouraged with the LMDR Zone (Hospital Support Precinct)
PO ₂ Short-term accommodation occurs where: (a) adjoining or located on the opposite side of a road to existing development of a similar nature; (b) in a building of a scale that is consistent with the surrounding residential area; (c) all car parking needs can be met on site; (d) have direct access to a distributor, sub-arterial and regional arterial level road; (e) do not unduly detract from the amenity of nearby residences.	No acceptable outcome is nominated.	Complies: The integration of permanent and short-term accommodation in proximity to key employment nodes such as St Vincents Private Hospital through development in a mixed-use configuration is consistent with the planning intent for the Hospital Support Precinct of the LMDR Zone.
Residential Density		
PO ₃ Development contributes to increasing the number of people living within proximity to major and district centres, major non-industrial employment nodes, the University of Southern Queensland and high amenity parks by maximising the number of dwellings provided on the site.	AO _{3.1} Development (other than caretaker's accommodation or dwelling house) has a minimum on-site net density of not less than 40 dwellings per hectare.	Complies: The integration of permanent and short-term accommodation in proximity to key employment nodes such as St Vincents Private Hospital through development in a mixed-use configuration is consistent with the planning intent for the Hospital Support Precinct of the LMDR Zone.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Non-residential uses – Scale & Function (except where in the Hospital Support Precinct or Office Residential Precinct)		
<p>PO₄ Non-residential uses establish only where they:</p> <ul style="list-style-type: none"> (a) except for child care centres, provide for the day to day convenience needs or local service of the immediate local residential community; (b) do not undermine the viability of a nearby centre and are not of a scale that impacts on the role or function of the centres network; (c) do not contribute to strip development or expansion of an existing centre; (d) are a of a small scale and have low intensity operation and employment; (e) are highly accessible to the immediate local community it serves (f) have direct vehicle access to a distributor, sub-arterial and regional arterial and does not introduce non-local traffic into a local street; (g) are in buildings, including extensions and alterations to an existing building, that have a bulk and scale compatible with the intended built form of the precinct in which it is located, existing streetscape character and residential appearance of the locality; (h) do not unduly detract from or/or adversely impact the amenity, safety or privacy of nearby residences. 	<p>No acceptable outcome is nominated.</p>	<p>Complies: The mix of uses proposed including Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling are all reasonably contemplated and encouraged with the LMDR Zone (Hospital Support Precinct) The proposed uses:</p> <ul style="list-style-type: none"> • Provide for the day-to-day needs of the local community; • Do not undermine the viability of nearby centres or the centres network; • Do not contribute to strip development; • Are of appropriate scale and intensity • Are highly accessible; • Have convenient access to a regional arterial; • Are in a mixed-use development contemplated within the Hospital Support Precinct; and • Do not unduly detract from residential amenity.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Non-residential uses – Scale and Function where in the Urban Consolidation Precinct		
PO ₅ Non-residential uses are located: <ul style="list-style-type: none"> (a) within a mixed use development on the site that is predominately residential; (b) on the ground floor, addressing and overlooking the street to create an active frontage. 	No acceptable outcome is nominated.	N/A
Non residential uses – Scale and Function where in the Hospital Support Precinct		
PO ₆ Non-residential uses establish in the Hospital Support Precinct only where: <ul style="list-style-type: none"> (a) it is a health care service; (b) it is a community or recreation use allied and related to the existing hospital; (c) provide a local convenience service and/or accommodation for workers and visitors to the precinct. 	No acceptable outcome is nominated,	Complies: The mix of uses proposed including Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling are all reasonably contemplated and encouraged with the LMDR Zone (Hospital Support Precinct)
Non-residential uses – Scale and Function where in the Office Residential Precinct		
PO ₇ Non-residential uses establish in the Office Precinct only where they: <ul style="list-style-type: none"> (a) do not undermine the viability of a nearby centre and are not of a scale that impacts on the role or function of the centres network; (b) are a of a small scale and have low intensity operation and employment; (c) have a low rise bulk and scale building form compatible with a dwelling house and is accommodated by: <ul style="list-style-type: none"> (i) the conversion of the existing residential dwellings; or 	No acceptable outcome is nominated.	N/A

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(ii) buildings, including extensions and alterations to an existing building, that are consistent with streetscape character and residential appearance of the locality, and overlay area in which it is located;</p> <p>(d) do not unduly detract from or adversely impact the amenity, safety or privacy of nearby residences.</p>		
Built Form		
<p>PO₈ Buildings are of a height which is consistent with the intended character of the precinct in which the site is located (as expressed in the overall outcomes), and which do not unduly reduce privacy or access to sunlight to habitable rooms, private open space and solar panels on adjoining land.</p>	<p>AO_{8.1} Buildings have a maximum height of two (2) storeys or 8.5m above ground level.</p>	<p>Complies: The mix of uses proposed including Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling are all reasonably contemplated and encouraged with the LMDR Zone (Hospital Support Precinct)</p>
<p>PO₉ The front building setback is consistent with the prevailing front setbacks of other buildings in the street.</p> <p><i>Note: The prevailing setback of the street is determined by the setbacks of the buildings on any lot along the road within 100m of the site.</i></p>	<p>AO_{9.1} Buildings are set back from the road frontage:</p>	<p>Complies: Buildings on the site are setback from the frontage by approximately 6m in a manner similar to other uses in the precinct.</p>

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary								
	<p>(a) within 10% of the average front setback of existing residential buildings within 100m of the site; or</p> <p>(b) where there are no adjoining buildings the front setback is provided in accordance with Table 1.</p> <table border="1" data-bbox="875 644 1357 903"> <caption>Table 1</caption> <thead> <tr> <th>Building element</th> <th>Minimum setback</th> </tr> </thead> <tbody> <tr> <td>Solid building wall (other than a garage)</td> <td>4.0m</td> </tr> <tr> <td>Solid building wall (where for a garage)</td> <td>5.5m</td> </tr> <tr> <td>Permeable or non-enclosed elements (e.g. porch, verandah, balcony or carport)</td> <td>3.5m (or 3m where secondary road frontage)</td> </tr> </tbody> </table> <p>AO_{9,2} Where the site has frontage to road other than a collector or local road, and buildings are not located in the Hospital Support Precinct:</p> <p>(a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code.</p> <p>(b) non-residential buildings are set back from the frontage by 6m.</p> <p>AO_{9,3} Where involving a non residential use, buildings are set back a minimum 6m from the road frontage</p>	Building element	Minimum setback	Solid building wall (other than a garage)	4.0m	Solid building wall (where for a garage)	5.5m	Permeable or non-enclosed elements (e.g. porch, verandah, balcony or carport)	3.5m (or 3m where secondary road frontage)	
Building element	Minimum setback									
Solid building wall (other than a garage)	4.0m									
Solid building wall (where for a garage)	5.5m									
Permeable or non-enclosed elements (e.g. porch, verandah, balcony or carport)	3.5m (or 3m where secondary road frontage)									
<p>PO₁₀ Buildings are designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to built form, open space, landscaping and the public realm</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The built-form and character of the development will be characterised by a consistent and contemporary architectural theme to ensure visual continuity is achieved throughout the proposed complex. The development has been purposefully</p>								

Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
parking, access, solar access of both onsite and adjoining properties.		designed to be of contemporary commercial scale and bulk compatible with typical medical and institutional uses prevalent in the locality, in particular the adjoining Medici Medical Centre and St Vincents Private Hospital.
<p>PO₁₁ Non-residential use buildings, including extensions or additions, exhibit design elements that are compatible with the scale and bulk intended for the precinct in which it is located and that complements the existing streetscape including:-</p> <p>(a) buildings orient to and addresses the street frontage;</p> <p>(b) the main building entry faces the street at ground level;</p> <p>(c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ;</p> <p>(d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours</p> <p>Editor's note – examples of façade treatment to avoid expanses of blank wall may include (but is not limited to)</p> <ul style="list-style-type: none"> • windows are provided in any building façade facing the street or other public and communal space; • awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design. 	No acceptable outcome is nominated.	Complies: The mix of uses proposed including Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwelling are all reasonably contemplated and encouraged with the LMDR Zone (Hospital Support Precinct).
PO ₁₂ Where appropriate, development facilitates active transport and open space connections through the neighbourhood.	No acceptable outcome is nominated.	Complies: The premises is directly accessible from the road and pedestrian network.

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO13 The site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, 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: The layout of the site responds to prevailing topography and conditions. Earthworks are primarily required for foundations and subsurface basements for car parking.</p>
<p>PO14 Except for Dwelling Houses site coverage:</p> <ul style="list-style-type: none"> (a) maximizes setbacks; (b) maximizes landscaping; (c) ensures adequate useable outdoor areas; (d) ensures adequate space for vehicle movement and parking areas; (e) maximizes solar access for internal and external living spaces; (f) does not compromise solar access for adjoining premises; and (g) does not result in overshadowing of adjoining properties. 	<p>AO14 For development up to two (2) storeys site cover does not exceed 50% of the site area.</p> <p>For development over two (2) storeys no acceptable outcome is nominated.</p>	<p>Complies: "Curzon Central" is a multistorey, mixed-use complex of integrated configuration and design developed over five (5) storeys over two (2) basement level of car parking. The mix of defined uses includes Health Care Services, Food and Drink Outlet, Shop, Short Term Accommodation and Multiple Dwellings. The proposed development has a total Gross Building Area (GBA) of 17,102m² and a Net Lettable Area (NLA/NSA) of 6694m². This translates to a combined site cover of 62%. The building will have a maximum building height of 19.3m above natural ground level.</p>

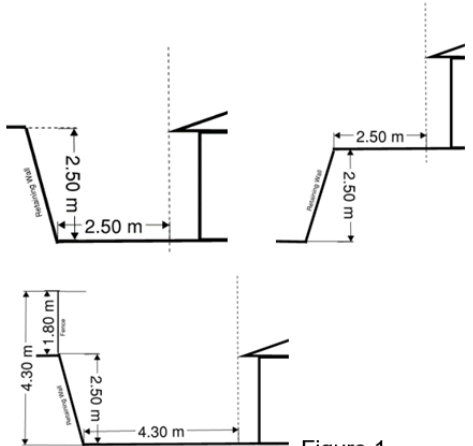
Toowoomba Regional Planning Scheme 2012 (v28.0)

Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₁₅ Impervious site coverage:</p> <ul style="list-style-type: none"> (a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure; (b) reduces the visual impact of additional hardstand; (c) respects the existing or preferred neighbourhood character and responds to the features of the site; and (d) allows for the provision of an appropriate supply of landscaping and open space. 	<p>AO_{15.1} Impervious areas of the site do not exceed 70% of the site area.</p>	<p>Complies: The proposed development will have impervious surfaces 3057.68m² or 81.8% of the site area of the development area comprising building areas, vehicle parking, manoeuvring and access driveways and aisles.</p>
<p>PO₁₆ Side and rear building setbacks:</p> <ul style="list-style-type: none"> (a) enhance the appearance and character of streets and buildings; (b) are appropriate to the scale of the development and the intended character of the zone or precinct in which the site is located; (c) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; (d) are sufficient to minimise overshadowing and overlooking of adjoining premises; (e) provide adequate separation and buffering between residential and non-residential premises; and (f) maximise opportunities for landscaping. 	<p>AO_{16.1} Buildings built to side boundaries have:</p> <ul style="list-style-type: none"> (a) a maximum height of 3m; and (b) a maximum length of 9m. <p><i>Note: Built to boundary walls require a 0.00m lot alignment.</i></p> <p>OR</p> <p>AO_{16.2} Buildings are set back from a side boundary in accordance with table 6.2.2:4 or the distance of the height of the retaining wall on the side boundary or combination of the height of the retaining wall and a fence, whichever is greater (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.</p> <p>AO_{16.3} Buildings are set back a minimum of 1m from a rear boundary or the distance of the cumulative height of the retaining wall and fence on the rear boundary (Figure 1). Where the retaining wall extends into the site, the setback is</p>	<p>Complies: Building setback to site boundaries will correspond with the following:</p> <ul style="list-style-type: none"> • Front: 6m (East) • Side: 3m (North) • Side: 7m (South); and • Rear: 3m (West)

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>measured from the base or top of the retaining wall.</p>  <p>Figure 1</p>	
Street Trees		
<p>PO₁₇ Development is designed to enable the retention of existing street trees.</p>	<p>AO_{17.1} Development does not compromise or require the removal of any street tree.</p>	<p>Complies: No street trees are to be removed</p>
Amenity and Safety		
<p>PO₁₈ Development maintains a high level of residential amenity within the site and for surrounding areas, having regard to noise, odour, lighting, access to sunlight, privacy and outlook.</p>	<p>In partial compliance with the Performance Outcome: AO_{18.1} A densely planted landscaping strip a minimum width of 2m between any vehicle movement or parking area associated with a non-residential use and a boundary common with a residential use.</p>	<p>Complies: Construction activities and the operation of the completed premises will comply with a construction management plan that will manage offsite impacts including noise, vibration and dust impacts. Reasonable or relevant conditions can be imposed on any approval to secure compliance with applicable vibration standards.</p>

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO_{18.2} The development does not result in solar access to habitable rooms and private open space of adjoining premises: -</p> <ul style="list-style-type: none"> (a) being reduced to less than 3 hours between 9am and 3pm on June 21; or (b) where existing overshadowing by building or fences is greater than this, sunlight is not reduced by 20% or greater. 	
<p>PO₁₉ Site layout, building design and landscaping facilitates the security of people and property having regard to:</p> <ul style="list-style-type: none"> (a) opportunities for casual surveillance and sightlines including to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) exterior building design and orientation that promotes safety; (c) adequate definition of uses and public and private ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours. 	<p>No acceptable outcome is nominated.</p>	<p>Complies: The design of the premises provides opportunities for casual surveillance and is designed to discourage crime and ant-social behaviour in accordance with applicable CPTED principles.</p>
<p>PO₂₀ Development is designed to incorporate graffiti-prevention measures.</p>	<p>AO_{20.1} Building design and layout incorporates the following features where practical:</p>	<p>Complies: The design of the premises provides opportunities for casual surveillance and is designed to discourage crime and ant-social behaviour in accordance with applicable CPTED principles.</p>

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.	
PO ₂₁ Development for a sensitive use on land within 250m of land within the Medium Impact Industry Zone must not result in that use being exposed to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing.	AO _{21.1} The use is designed to ensure that: (a) the indoor noise objectives set out in the <i>Environmental Projection (Noise) Policy 2008</i> are met; and (b) the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> , are met. <i>Note: Design measures that may assist in achieving the acceptable outcome may include:</i> (a) landscaping; (b) setbacks; (c) the orientation of buildings away from the industrial area; (d) barriers, mounds and fencing; and/or screening.	N/A
PO ₂₂ Where located on land that is affected by environmental emissions generated by an operational rail corridor, sensitive development mitigates noise generated by the railway to the extent that it adversely impacts on the development.	No acceptable outcome nominated.	N/A
PO ₂₃ Large trees are provided and maintained in building setback and open space areas to:	AO _{23.1} The setback to front and side boundaries of a site contains trees of a species capable of reaching a height at maturity of at least 10m,	Complies: Landscaping is proposed on the western, northern and eastern and southern perimeter of the site to complement and soften the built-form, and to

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) establish a garden setting for the building and the local area; (b) contribute to the protection of privacy and amenity for adjoining premises; (c) provide a soft edge to the boundaries of development and driveways which run along a side boundary; and (d) provide shade over western walls and windows into habitable spaces. 	<p>planted at the rate of one (1) tree per 20m of boundary length.</p>	<p>enhance aesthetic amenity. Planting will be used to partially screen parking areas, provide shade and improve micro-climate.</p> <p>At ground level landscaping will be provided over a total site area of 680m² or 18.2% of the site area. Landscaping provision will include deep planting to be provided over a total area of 224m², planters having an area of 376.5m² and landscape in outdoor dining areas of 80m².</p> <p>Ground level planting will be complemented by planters distributed above ground level.</p>
Non-residential uses - Landscaping		
<p>PO₂₄ Development for non-residential uses provides landscaping that:</p> <ul style="list-style-type: none"> (a) is consistent with the dominant landscape appearance of the streetscape and character of the precinct and overlay in which the site is located; (b) is an attractive interface between the use, the streetscape and adjoining residential uses (c) maintains: <ul style="list-style-type: none"> (i) the privacy and amenity for adjoining residential uses; (ii) sight lines and overlooking to public spaces and the street to enable casual surveillance; (iii) a clear pedestrian entry point for staff, visitors and customers that is separated from the driveway; 	<p>AO_{24.1} Where not involving the reuse of premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site.</p>	<p>Complies: Landscaping is proposed on the western, northern and eastern and southern perimeter of the site 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.</p> <p>At ground level landscaping will be provided over a total site area of 680m² or 18.2% of the site area. Landscaping provision will include deep planting to be provided over a total area of 224m², planters having an area of 376.5m² and landscape in outdoor dining areas of 80m².</p> <p>Ground level planting will be complemented by planters distributed above ground level.</p>

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(iv) established trees (including street trees) and other significant existing vegetation.		
Non-residential uses – Car Parking		
PO ₂₅ Development for non-residential uses provide car parking and loading and servicing areas that: <ul style="list-style-type: none"> (a) are located to minimise impact on any adjoining residential premises and; (b) are located behind the building, and hardstand areas do not dominate the streetscape; (c) prioritise the movement and safety of pedestrians along the frontage of the site, and between the street frontage and the entrance to the building; (d) are integrated into the building design and/or include screening and buffering to reduce negative impact on adjoining residential uses 	No acceptable outcome is nominated.	<p>Complies: Primary vehicular access to the precinct will be provided via a twin lane, two-way access road from Curzon Street situated adjacent to the southern side property boundary. This vehicle access will provide direct access to the single ambulance park and twelve (12) ground level vehicle parking spaces at ground level.</p> <p>Ramped access to the two basement levels is purposefully provided from the internal accessway adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicles spaces are proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces.</p>
Development Up to 3 Storeys Height in all Precincts		
PO ₂₆ Where a building of three (3) storeys or less, site coverage: <ul style="list-style-type: none"> (a) ensures development maximises on-site infiltration and minimises the additional burden on drainage infrastructure; (b) minimises the impact of hard surface areas; and 	AO _{26.1} Site cover does not exceed 50% of the site area.	<p>Performance Solution: The proposed development has a total Gross Building Area (GBA) of 17,102m² and a Net Lettable Area (NLA/NSA) of 6694m². This translates to a combined site cover of 62%.</p>

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(c) respects the existing or preferred neighbourhood character and responds to the features of the site.</p>		
<p>PO₂₇ Side and rear building setbacks:</p> <p>(a) enhance the appearance and character of streets and buildings;</p> <p>(b) are appropriate to the scale of the development and the intended character of the zone or precinct in which the site is located;</p> <p>(c) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site;</p> <p>(d) are sufficient to minimise overshadowing and overlooking of adjoining premises; and</p> <p>(e) provide adequate separation and buffering between residential and non-residential premises.</p>	<p><i>For accommodation activities (other than dwelling house and dual occupancy):</i></p> <p>AO_{27.1} Buildings are built to side boundaries where:</p> <p style="padding-left: 20px;">(a) a maximum height of 3m; and</p> <p style="padding-left: 20px;">(b) a maximum length of 9m.</p> <p>OR</p> <p>AO_{27.2} Buildings are set back from a side boundary in accordance with Table 6.2.2:4.</p> <p>AO_{27.3} Buildings are set back a minimum of 1m from a rear boundary.</p> <p><i>For non-residential development:</i></p> <p>AO_{27.4} Buildings are set back from a side boundary whichever the greater:</p> <p style="padding-left: 20px;">(a) a minimum 2.5m where building height is one storey with maximum height 8.5m; or</p> <p style="padding-left: 20px;">(b) half the height of the building.</p> <p>AO_{27.5} Buildings are set back from a rear boundary whichever is the greater:</p> <p style="padding-left: 20px;">(a) a minimum of 3m; or</p> <p style="padding-left: 20px;">(b) the distance equivalent to the cumulative height of the retaining wall and fence on the rear boundary. Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall</p>	<p>Complies: Building setback to site boundaries will correspond with the following:</p> <ul style="list-style-type: none"> Front: 6m (East) Side: 3m (North) Side: 7m (South); and Rear: 3m (West)

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Other Requirements for the Urban Consolidation Precinct		
PO ₂₈ Redevelopment of the Orfords Refrigeration site (256-264 Herries Street) provides for: (a) active uses along the major road frontages of Vacy and Herries Street; (b) a new pedestrian link through the site providing an efficient connection between Clifford Gardens Major Centre and the Newtown District Centre; and (c) sensitive treatment of buildings facing east to protect the amenity and privacy of The Glennie School.	No acceptable outcome is nominated.	N/A
PO ₂₉ Development does not prejudice the continued operation of established community facilities, including The Glennie School and the O'Quinn Street Defence Force Facility (including the Milne Bay Military Museum and Defence Community Organisation Centre).	No acceptable outcome is nominated.	N/A
PO ₃₀ Development facilitates convenient pedestrian, cyclist and public transport linkages to nearby centres, community facilities and the open space network.	No acceptable outcome is nominated.	N/A
Non-residential Development within the Office Residential Precinct		
PO ₃₁ Non-residential development exhibits design elements that are characteristic of, or compatible with, Dwelling Houses in the surrounding area.	AO _{31.1} Windows and/or doors are provided in any building facade facing any public or communal space. AO _{31.2} Awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design.	N/A

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{31.3} Walls of more than 6 m in length, particularly the facade, are broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank wall.	
PO ₃₂ The development addresses, and provides for surveillance of, the street.	AO _{32.1} Buildings: (a) is oriented to the street frontage rather than a side or rear boundary; and (b) has the main entry, and windows at Ground Level, on the principal street or street corner facade.	N/A
Development in the Hospital Support Precinct		
PO ₃₃ Side and rear building setbacks: (a) enhance the appearance and character of streets and buildings; (b) provide for deep planting on all sides of the building; (c) are appropriate to the scale of the development; (d) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; and (e) are sufficient to minimise overshadowing and overlooking of adjoining premises.	AO _{33.1} Buildings are setback at least 6m from the front boundary. AO _{33.2} Buildings are setback a minimum of 4m from side boundaries for the extent of the building(s) within 10m of the front boundary. AO _{33.3} Buildings are setback at least 6m from the rear boundary. AO _{33.4} A building involving residential purposes and of a height of four (4) storeys is separated by a minimum distance of 15m from another building involving residential purposes on the same site.	N/A
PO ₃₄ The development addresses, and provides for surveillance of the street.	AO _{34.1} The building: (a) is oriented to the street, except in relation to premises fronting Prosser Street in which case the building is oriented to the alternative street frontage with Holberton or Pioneer Streets; and	N/A

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Low-medium Density Residential Zone Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(b) has the main entry, and windows at Ground Level, to the principal street (not being Prosser Street).	
PO ₃₅ Parking and vehicular access is located to minimise the impact on any adjoining residential premises not in the Precinct.	AO _{35.1} Vehicular access point and car parking is setback a minimum of 3m with any residential premises not in the Precinct. AO _{35.2} In respect to lots fronting Prosser Street between Herman and Holberton Streets, development for non-residential purposes is only carried out if the lot is amalgamated with land fronting Pioneer or Holberton Street and all access, including pedestrian access, to the development is provided via Pioneer or Holberton Street.	N/A

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Height of Buildings and Other Structures		
<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>(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>(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>

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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>

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
design sound levels and reverberation times for building interiors.		
Lighting and Emission Hazards		
<p>PO₄ 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>	<p>N/A: The site is not located in a dangerous light area.</p>
<p>PO₅ Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport Environs Overlay maps that may affect pilot visibility or aircraft operation by way of:</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>	<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.</p>

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Development within the Public Safety Area		
PO ₆ Development does not introduce or intensify uses within the public safety area shown on the Airport Environs Overlay maps which are likely to increase risks to public safety.	AO _{6.1} Premises within the Public Safety Area are not developed for: (a) accommodation activities; (b) uses that attract large numbers of people (e.g. business, community or industrial activities involving large numbers of workers or customers such as shopping centres, child care centres, health care services, major sport, recreation and entertainment facility, place of worship or club); (c) institutional uses (e.g. educational establishment, hospital or detention facility); (d) uses involving the manufacture or depot storage of hazardous materials (e.g. fuel, lubricants and other flammable materials, chemical, explosives, and poisonous or noxious gases); and (e) utility installations being transport terminals.	N/A: The 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 8km 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>	

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>AO7.4 Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km Wildlife Hazard Buffer zone shown on the Airport Environs Overlay Maps.</p> <p>AO7.5 Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.</p>	
Transient Aviation Activities		
<p>PO₈ Development does not adversely impact on the operational airspace of the Toowoomba Airport or Oakey Army Aviation Centre.</p>	<p>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.</p>	<p>N/A: The proposed development does not involve transitory intrusions into operational airspace.</p>

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Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Areas of Ecological Significance		
PO ₁ Vegetation disturbance or other impacts on areas of ecological significance shown on the Environmental Significance Overlay maps, is avoided or where disturbance cannot be avoided the loss or reduction of ecological values is minimised.	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: <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: It is unclear why the Environmental Significance Overlay applies to the site and surrounds as the site and surrounding locality is fully urbanised and no residual values of environmental significance remain. Any vegetation and planting on the referenced sites is ornamental or garden planting.</p> <p>The lack of environmental significance was acknowledged in the Council Pre-lodgement advice attached as Volume 1 – Planning Report - Appendix E.</p>
PO ₂ Development optimises biodiversity outcomes by prioritising the location of environmental offsets within identified biodiversity corridors.	AO _{2.1} Biodiversity offsets designed to counterbalance development impacts on areas of ecological significance are delivered consistent with the Queensland Government Environmental Offsets Policy 2008 and other applicable biodiversity/environmental offset policies.	<p>Complies: It is unclear why the Environmental Significance Overlay applies to the site and surrounds as the site and surrounding locality is fully urbanised and no residual values of environmental significance remain. Any vegetation and planting on the referenced sites is ornamental or garden planting.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
		<p>The lack of environmental significance was acknowledged in the Council Pre-lodgement advice attached as Volume 1 – Planning Report - Appendix E.</p>
<p>PO₃ Landscaping complements biodiversity values by incorporating the following elements into the landscaping design:</p> <ul style="list-style-type: none"> (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. 	<p>No acceptable outcome is nominated.</p>	<p>Complies: It is unclear why the Environmental Significance Overlay applies to the site and surrounds as the site and surrounding locality is fully urbanised and no residual values of environmental significance remain. Any vegetation and planting on the referenced sites is ornamental or garden planting.</p> <p>The lack of environmental significance was acknowledged in the Council Pre-lodgement advice attached as Volume 1 – Planning Report - Appendix E.</p>
<p>PO₄ Movement of fauna is facilitated within and through the site, particularly along identified biodiversity corridors by:</p> <ul style="list-style-type: none"> (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. 	<p>No acceptable outcome is nominated.</p>	<p>Complies: It is unclear why the Environmental Significance Overlay applies to the site and surrounds as the site and surrounding locality is fully urbanised and no residual values of environmental significance remain. Any vegetation and planting on the referenced sites is ornamental or garden planting.</p> <p>The lack of environmental significance was acknowledged in the Council Pre-lodgement advice attached as Volume 1 – Planning Report - Appendix E.</p>

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Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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
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.	N/A
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.	N/A
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.	N/A

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
The following apply to all applicable development in any location.		
Built Form		
PO ₁ Buildings are finished with high quality materials, selected for their durability and the contribution they make to the character of the area in which the site is located.	No acceptable outcome is nominated.	<p>Complies: The built-form and character of the development will be characterised by a consistent and contemporary architectural theme to ensure visual continuity is achieved throughout the proposed complex. The development has been purposefully designed to be of contemporary commercial scale and bulk compatible with typical medical and institutional uses prevalent in the locality, in particular the adjoining Medici Medical Centre and St Vincents Private Hospital.</p> <p>Building materials will include rendered masonry, feature vertical powder coated steel cladding, aluminium windows and doors and sheet metal roofing. Rooftop plant and equipment will be screened by aluminium/steel screening and cladding. Feature illuminated signage will be installed on frontal fascia areas to assist wayfinding and tenant identification. Service enclosures will be fully screened by sheet metal cladding.</p>
PO ₂ Buildings are designed with flexible layouts to enable occupancy by different land uses over time.	AO _{2.1} Buildings have floor to ceiling heights that are in accordance with the following: (a) ground level: 3.3m minimum to allow for commercial and/or retail uses; and (b) all other floors: 2.7m minimum.	<p>Complies: The proposed development will be of multistorey storey construction and comprise five (5) storeys over two (2) levels of basement car parking. The building will have a maximum building height of 19.3m above natural ground level. Building design is adaptable for a mix of uses and tenants.</p>

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₃ Development includes fenestration and sun shading devices which:</p> <ul style="list-style-type: none"> (a) shade buildings; (b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimise heating loads; (e) conserve energy; and (f) provide texture to building facades. 	No acceptable outcome is nominated.	<p>Complies: Building design includes awnings and shade structures to improve micro-climate.</p>
<p>PO₄ Public spaces have adequate access to direct sunlight.</p>	<p>AO_{4.1} The development does not cast additional shadows on public parks, gardens or squares between the hours of 11:00 am and 2:00 pm on 22 September (equinox).</p>	<p>Complies: An appropriate level of solar access is achieved to buildings adjacent to the premises. A detailed shadow analysis has been undertaken to consider the potential for adverse overshadowing related impacts on adjoining properties. The assessment models shadow impacts at the winter (21st June) and summer (21st December) solstices. The outcomes of the analysis are detailed on Shadow Analysis Diagrams No. CUR01-SK-36 dated 22/5/2026 and prepared by Burling Brown Architects attached as Volume 2 – Plans Folio - Appendix E.</p>
<p>PO₅ Development including accommodation activities provides residents of the site with a high level of safety and security.</p>	<p>AO_{5.1} Entries to residential uses are prominent when viewed from the street, clearly defined, signposted and well lit.</p> <p>AO_{5.2} Separate entrances are provided to residential uses and non-residential uses on the same site.</p>	<p>Complies: Separate entrances are provided to residential uses and non-residential uses on the same site. Wayfinding will permit convenient and separate access for permanent residents and short-term accommodation patrons.</p>
<p>PO₆ Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.</p>	<p>AO_{6.1} Loading/unloading areas are located in a building or enclosure or otherwise screened from neighbouring residential premises or public view.</p>	<p>Complies: Loading and unloading areas will occur in the rear car park to preserve sightlines for safe vehicle manoeuvrability.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₇ Development is oriented to the streets and pedestrian places it fronts and provides a strong relationship between internal and external spaces with frontage treatments that add to the attractiveness of the place for pedestrians.</p>	No acceptable outcome is nominated.	<p>Complies: The development configuration is mixed-use in character but is oriented to the streets and pedestrian places it fronts and provides a strong relationship between internal and external spaces with frontage treatments that add to the attractiveness of the place for pedestrians.</p>
<p>PO₈ The architectural treatment of facades avoids large blank walls, and enhances the existing streetscape character through the use of design elements such as:</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; (d) planting at any or all levels, including on podiums or roof decks; and (e) murals and artworks. 	No acceptable outcome is nominated.	<p>Complies: Facades are architecturally designed to include contemporary materials, finishes, fenestration and variation in building design and materials. The building is complemented by site landscaping to soften the built form, provide shade and improve microclimate.</p>
<p>PO₉ Roof forms and spaces are designed as an integral part of the design and function of the building, contributing to the architectural quality and articulation of the skyline, the overall composition of the building form and the use of the building. For all buildings:</p> <ul style="list-style-type: none"> (a) plant or lift equipment, vents and other technical equipment including solar or water collectors are integrated into the 	No acceptable outcome is nominated.	<p>Complies: The proposed building utilises high quality contemporary materials including rendered masonry, feature vertical powder coated steel cladding, aluminium windows and doors and sheet metal roofing. Rooftop plant and equipment will be screened by aluminium/steel screening and cladding. Feature illuminated signage will be installed on frontal fascia areas to assist wayfinding and tenant identification. Service enclosures will be fully screened by sheet metal cladding.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>overall design of the building so that they do not disrupt the roof profile;</p> <p>(b) the design of the roof profile provides articulation and considers the view from the street, surrounding higher buildings and distant views; and</p> <p>(c) where practicable, building design provides for:</p> <p style="padding-left: 20px;">(i) activation of the roof spaces for recreation and amenity space through the incorporation of features such as windows, skylights, roof terraces etc. which take advantage of the access to sunlight and distant views; and</p> <p style="padding-left: 20px;">(ii) the incorporation of rainwater and solar energy collection within the roof profile.</p>		
<p>PO₁₀ Development responds to the topography of the centre in a way that promotes integration and connectivity between individual development sites, with ground level changes addressed by measures including:</p> <p>(a) incorporation of changes in ground level within the design of buildings to minimise the extent of external retaining walls;</p> <p>(b) use of external stairs, ramps, landings to provide for pedestrian movement between locations with different ground levels; and</p> <p>(c) seating, landscape treatments and the like to enhance the appearance of external retaining walls.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The layout of the site responds to prevailing topography and conditions. Earthworks are primarily required for foundations and subsurface basements for car parking.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₁₁ Universal access is provided from the site to the pedestrian paths along the road frontage's to the site and adjoining sites and public areas.</p>	<p>AO_{11.1} Changes of level at the site boundary allow access from the road, pedestrian paths and to adjoining sites to comply with <i>AS1428—Design for Access and Mobility</i>.</p>	<p>Complies: The layout of the site responds to prevailing topography and conditions. Earthworks are primarily required for foundations and subsurface basements for car parking.</p> <p>Changes of level at the site boundary allow access from the road, pedestrian paths and to adjoining sites to comply with <i>AS1428—Design for Access and Mobility</i></p>
<p>PO₁₂ Development contributes towards a comfortable and safe public realm by providing:</p> <ul style="list-style-type: none"> (a) pedestrian-friendly and attractive facades; (b) comfortable, safe and sheltered pedestrian pathways; and (c) outdoor spaces which encourage regular and casual usage and which can accommodate street furniture, landscaping and shelter. 	<p>AO_{12.1} Main entrances front the street, pedestrian pathway or public space to which the building has frontage.</p> <p>AO_{12.2} Where buildings are located on a corner site, the main entrance to the building faces the primary road frontage or the corner.</p> <p>AO_{12.3} Development provides clear windows at ground level and where provided, grille or translucent security screens are used rather than solid shutters, screens or roller-doors.</p> <p>AO_{12.4} New buildings incorporate footpath awnings such that:</p> <ul style="list-style-type: none"> (a) the awning fully covers the pedestrian pathways along the front of the building which lie within the development site; (b) if the building abuts the street frontage, the awning covers the full width of the footpath but does not exceed past a vertical plane 1.5m inside the kerbline to enable street 	<p>Complies: The site has been designed having regard to CPTED principles to prevent anti-social behaviour and criminal activity. The design of the complex engages and adds to the public realm at ground level ensuring casual surveillance is provided. Suitable pedestrian climate protection is provided as part of the design.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>trees to be planted and grow or 0.6m inside the kerbline where trees are established;</p> <p>(c) the awning is aligned to provide continuity with shelter on adjoining sites; and</p> <p>(d) the awning is cantilevered from the main building with any posts within the footpath being non-load bearing.</p> <p>AO_{12.5} If development does not provide awnings as outlined in AO_{12.4}, pedestrian shelter is provided as a free standing structure (such as an umbrella), and:</p> <p>(a) is provided and maintained by the building owner on their premises;</p> <p>(b) does not interrupt the normal flow of pedestrians;</p> <p>(c) is a minimum 2.5m above pavement height;</p> <p>(d) does not extend past a vertical plane 0.6m inside the kerbline;</p> <p>(e) minimises the number of posts; and</p> <p>(f) is constructed in lightweight materials.</p> <p>AO_{12.6} Where constructing an awning or other device over a footpath, a lighting system is provided according to AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i>, while still being a minimum of 20 lux at footpath level.</p>	
PO ₁₃ Appropriate and adequate bicycle parking facilities are provided to service the staff, services and visitors to the development.	AO _{13.1} Bicycle parking facilities are provided in accordance with the <i>Austrroads Guide to Traffic Management – Part 11: Parking (Section 7.8.5)</i> , and are designed to meet AS 2890.3-1993.	Complies: The provision of bike parking facilities is made at ground level adjacent to the property frontage.
PO ₁₄ Development provides street furniture and landscape works which contributes to the	AO _{14.1} The development provides seating, drinking fountains, shade structures and shelters, litter	Complies: Landscaping is proposed on the western, northern and eastern and southern perimeter of the

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Performance outcomes	Acceptable outcomes	Compliance summary
desired character and landscaping theme of the centre in which the site is located.	bins, bicycle parking facilities, signs, bollards and lighting.	<p>site 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.</p> <p>At ground level landscaping will be provided over a total site area of 680m² or 18.2% of the site area. Landscaping provision will include deep planting to be provided over a total area of 224m², planters having an area of 376.5m² and landscape in outdoor dining areas of 80m².</p>
<p>PO₁₅ The development incorporates:</p> <ul style="list-style-type: none"> (a) opportunities for casual surveillance and sightlines to public spaces, car parking and other potentially vulnerable locations; (b) exterior building designs which promote safety by maximising windows or active uses and avoiding concealed spaces or potential entrapment spaces; (c) adequate definition of private, semi private and public space; (d) adequate lighting especially of potential entrapment locations; and (e) appropriate way-finding mechanisms. 	No acceptable outcome is nominated.	<p>Complies: The site has been designed having regard to CPTED principles to prevent anti-social behaviour and criminal activity. The design of the complex engages and adds to the public realm at ground level ensuring casual surveillance is provided. Suitable pedestrian climate protection is provided as part of the design.</p>
<p>PO₁₆ Car parks and service areas are located and designed:</p>	<p>AO_{16.1} Car parking and service areas are concealed within, under or behind buildings.</p> <p>AO_{16.2} No vehicular access point is closer than 3m to the boundary with accommodation activities or residential zones.</p>	<p>Complies: Primary vehicular access to the precinct will be provided via a twin lane, two-way access road from Curzon Street situated adjacent to the southern side property boundary. This vehicle access will provide direct access to the single ambulance park and twelve</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (a) to be discrete with respect to their size, location and impact on the street frontage; (b) to minimise the impact on any adjoining residential premises; (c) to ensure that car parking does not dominate the frontage of the site; (d) to facilitate clear and safe pedestrian access to the entrance of the building; and (e) for landscaping and shade trees to soften the impact of car parking and service areas where contained at the front of the site. 		<p>(12) ground level vehicle parking spaces at ground level.</p> <p>Ramped access to the two basement levels is purposefully provided from the internal accessway adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicles spaces are proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces.</p> <p>Service vehicle access is also proposed via the primary crossover to Curzon Street. A dedicated Medium Ridged Vehicle (MRV) is provided at the western end of the site. The positioning of the MRV park allows it to be visually and acoustical screened within the built form from adjoining uses to the west and north.</p>
PO ₁₇ Structures, buildings and fences do not obstruct pedestrian and cyclist sightlines especially at vehicle access points.	No acceptable outcome is nominated.	Complies: The centre design ensures structures, buildings and fences do not obstruct pedestrian and cyclist sightlines especially at vehicle access points.
Managing Impacts		
PO ₁₈ The privacy of on-site residents and residents of adjacent properties is adequately protected from visual intrusion.	AO _{18.1} Habitable room windows of a dwelling unit are separated a minimum of 9m from a habitable room window or private open space of another dwelling unit. OR AO _{18.2} Outlook from windows, balconies, and terraces of a dwelling unit is screened where a direct	Complies: Permanent residential accommodation is limited to the upper level of the complex and provided in the form of residential apartments. These have been positioned and designed to maintain a high standard of privacy for on-site and adjacent residents.

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>view within 9m is available into a habitable room or private open space of another dwelling unit.</p> <p>OR</p> <p>AO_{18.3} Windows have translucent glazing or sill heights of at least 1.5m where within 9m of a habitable room or private open space of a dwelling unit.</p> <p>AO_{18.4} Where screening is used, it is:</p> <ul style="list-style-type: none"> (a) a solid translucent screen or perforated panels or trellises which have a maximum of 50% openings; and (b) permanent and fixed, and designed to complement the development. 	
PO ₁₉ Noise, vibrations and odour are adequately attenuated and managed so they do not cause environmental harm or nuisance, nor unreasonably affect the amenity of nearby sensitive land uses.	No acceptable outcome is nominated.	Complies: Hours of operation will vary across use components with retail, and food and beverage uses generally operating between 7.00am to 7.00pm Monday – Friday and 8.00am to 2.00pm Saturday. Medical uses will operate between 7.00am to 7.00pm Monday – Friday. Short Term Accommodation will operate 24 hours a day, seven days per week.
PO ₂₀ Plant such as air-conditioning and refrigeration units are located and treated so as not to be visually obtrusive or create noise impacts on adjoining or nearby uses.	No acceptable outcome is nominated.	Complies: Any plant and equipment will be screened.
PO ₂₁ Lighting is designed in a manner to ensure ongoing amenity and safety whilst ensuring surrounding areas are protected from undue glare or lighting overspill.	<p>AO_{21.1} Lighting does not exceed 8.0 lux at 1.5m from beyond the site boundary.</p> <p>AO_{21.2} Light is not directed towards land used for existing or future accommodation activities and is directed downward and shielded at its source.</p>	Complies: Lighting will be of domestic scale for security or way finding and will not result in unacceptable extraneous lighting impacts external to the site. Where necessary lighting will be directed towards the site and/or will be shrouded to avoid extraneous light spill.

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Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{21.3} Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting.</i>	
Landscaping		
PO ₂₂ Street trees and landscaping positively contribute to the character and amenity of the centre, particularly through the treatment of pedestrian routes and nodes and car parks.	No acceptable outcome is nominated.	<p>Complies: Landscaping is proposed on the western, northern and eastern and southern perimeter of the site 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.</p> <p>At ground level landscaping will be provided over a total site area of 680m² or 18.2% of the site area. Landscaping provision will include deep planting to be provided over a total area of 224m², planters having an area of 376.5m² and landscape in outdoor dining areas of 80m².</p> <p>Ground level planting will be complemented by planters distributed above ground level. Balance areas comprise imperviously sealed building, hardstand and paved areas which occupy 3057.68m² or 81.8% of the site area.</p> <p>Landscaping will be provided generally in accordance with the Landscape Plan No. CUR01-SK-28 dated 22/5/2026 and prepared by Burling Brown Architects attached as Volume 2 – Plans Folio - Appendix F. An</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
Movement Networks		
<p>PO₂₃ On sites greater than 1,500m² or where involving multiple adjoining sites or where the site adjoins land included in the centre zone, development maintains or provides continuous, attractive, direct, convenient, safe and effectively signed routes through sites for pedestrians and cyclists, providing for:</p> <ul style="list-style-type: none"> (a) access to public transport facilities; (b) links to car parking areas; and (c) improved permeability and accessibility within a centre and/or between attractors such as (but not limited to) Educational Establishments, Child Care Centres, Community Uses, Hospitals and Shopping Centres. 	<p>AO_{23.1} Pedestrian connections:</p> <ul style="list-style-type: none"> (a) are properly illuminated at all times; (b) are lined with active frontages such as display windows, shops, food and drink outlets; (c) are a minimum 3m wide; and (d) include a separate bikeway if appropriate 	<p>Complies: The proposed building utilises high quality contemporary materials including rendered masonry, feature vertical powder coated steel cladding, aluminium windows and doors and sheet metal roofing. Rooftop plant and equipment will be screened by aluminium/steel screening and cladding. Feature illuminated signage will be installed on frontal fascia areas to assist wayfinding and tenant identification. Service enclosures will be fully screened by sheet metal cladding.</p>
<p>PO₂₄ Pedestrian pathways to public transport stops are clear and direct, and have a high degree of visibility, activity and surveillance along their entire length.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The design of the site has been designed having regard to CPTED principles.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
The following apply to all applicable development when located inside of a Community Facilities Zone, Low-medium Density Residential Zone, Low Density Residential Zone, Rural Zone, Rural Residential Zone and Township Zone		
PO ₂₅ Development does not undermine the role and function of any of the centre zones.	No acceptable outcome is nominated	N/A
PO ₂₆ The amenity of the locality is not unreasonably affected as a result of the activity.	AO _{26.1} Hours of operation are limited to 7:00 am to 6:00 pm Monday to Saturday where in a zone other than a centre zone.	N/A
PO ₂₇ Parking and vehicular access is located to minimise the impact on any adjoining land used for residential purposes.	AO _{27.1} Car parking areas do not adjoin any residential premises. AO _{27.2} No vehicular access point is located closer than 10m to a boundary that adjoins a residential premises.	N/A
The following apply to specific uses.		
Where a Service Station		
PO ₂₈ The site has sufficient area and dimensions to accommodate the required: (a) buildings and structure; (b) vehicle accesses; (c) vehicle parking, manoeuvring and loading/unloading areas; and (d) landscaping and buffers.	AO _{28.1} The site has a: (a) minimum area of 1,500m ² ; and (b) frontage of not less than 40m.	N/A
PO ₂₉ The development is located and designed so that: (a) the visual impact of the buildings or structures is minimised; and (b) an adequate buffer can be provided to any adjoining residential use or zone.	AO _{29.1} The following minimum setbacks are provided: (a) building, structure or fixture: (i) front boundary setback, 15m; and (ii) other boundary setbacks, 6m to accommodation activities and residential zones, 2m otherwise. (b) fuel pump: (i) front boundary setback, 10m; and	N/A

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<ul style="list-style-type: none"> (ii) other boundary setbacks, 10m to land in a residential zone. (c) car washing: <ul style="list-style-type: none"> (i) front boundary setback, 1.5m; and (ii) other boundary setbacks, 6m to land in a residential zone. (d) air hose facility: <ul style="list-style-type: none"> (i) front boundary setback, 3m; and (ii) other boundary setbacks; 3m to land in a residential zone. 	
<p>PO₃₀ The development and use does not cause environmental harm or nuisance to nearby noise sensitive land uses</p>	<p>AO_{30.1} Car wash facilities are enclosed where adjoining accommodation activities and/or residential zones.</p> <p>AO_{30.2} All plant and machinery is located, enclosed and/or otherwise attenuated to achieve the noise generation levels set out in the <i>Environmental Protection (Noise) Policy 1997</i>, and under that policy are not 'unreasonable'.</p>	<p>N/A</p>
<p>PO₃₁ The development achieves acceptable levels of risk and institutes effective emergency measures.</p>	<p>AO_{31.1} The design and layout of the Service Station complies with Australian Standard AS1940 – 1993 – <i>Storage and Handling of Flammable and Combustible Liquids</i>.</p> <p>AO_{31.2} The design and layout of the Service Station complies with Australian Standard AS1596 – 1997 – <i>Storage and Handling of Liquid Petroleum (LP) Gas</i> if LP Gas is supplied on site.</p>	<p>N/A</p>
<p>PO₃₂ Vehicular access to the site:</p> <ul style="list-style-type: none"> (a) is adequate and safe; (b) does not detrimentally impact upon the safety, capacity or efficiency of the road or street system; and 	<p>AO_{32.1} Vehicular access satisfies the following requirements:</p> <ul style="list-style-type: none"> (a) not less than two vehicle crossings are provided to the site; 	<p>N/A</p>

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>(c) does not cause the intrusion of non-residential traffic onto local residential streets.</p>	<p>(b) vehicle access is provided to or from a trunk collector road or higher in the road hierarchy;</p> <p>(c) every driveway crossover:</p> <p style="margin-left: 20px;">(i) has a width of not less than 7.5m but not greater than 10m; and</p> <p style="margin-left: 20px;">(ii) is situated so that, at the kerb line, no part is closer than:</p> <p style="margin-left: 40px;">(A) 10m to any part of any other crossing provided to the same site; and</p> <p style="margin-left: 40px;">(B) 12m to any part of a road intersection or traffic signal.</p> <p>(d) a deceleration lane is provided including, where necessary, the dedication of land as road to accommodate the deceleration lane and verge; and</p> <p>(e) the design, formation, grading and construction of any deceleration lane, and of the roadway on the truncated area, satisfy the requirements of Queensland Transport or <i>Schedule 6 PSP No. 2 Engineering Standards - Roads and Drainage Infrastructure</i>.</p>	
<p>PO₃₃ Vehicles using, waiting to use or servicing the development do not interfere with road users, including pedestrians and cyclists.</p>	<p>AO_{33.1} Fill points are located so that tankers can stand wholly on-site when unloading fuel.</p> <p>AO_{33.2} Minimum on-site queuing space, clear of any other access or manoeuvring path, is provided for three (3) vehicles on the entry side of any car wash bay and the first bay of any line of petrol bowsers.</p>	<p>N/A</p>

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Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{33.3} Vehicles loading, unloading or filling, or being washed, dried, or otherwise using the facility, stand wholly on-site.	
PO ₃₄ Adequate and safe car parking and loading/unloading facilities are provided on-site.	AO _{34.1} Standing areas for the finishing of vehicles are provided on the exit side of the car washing bay(s) so that they do not interfere with any other access or manoeuvring paths. AO _{34.2} Where a shop is provided as part of the service station development, at least 60% of the required customer parking spaces required are provided on the exit side of the fuel pumps.	N/A
PO ₃₅ The development is landscaped to: (a) present an attractive appearance to the street; and (b) minimise visual impact of the development on adjoining accommodation activities.	AO _{35.1} A minimum 3m wide landscape strip is provided along the frontage(s) of the site, except for that part of any frontage where vehicle crossings are provided. AO _{35.2} A minimum 3m wide densely planted landscape strip is provided along any common boundary with an accommodation activity or land in a residential zone. AO _{35.3} A minimum 1.8m high acoustic screen fence is provided along any common boundary with an accommodation activity or other noise sensitive land use or with land in a residential zone.	N/A
PO ₃₆ Development provides for an adequate, safe and reliable supply of potable and general use water, including (where available) connection to an approved reticulated system.	AO _{36.1} Development is connected to the Council's reticulated water supply system.	N/A
PO ₃₇ Provision is made for the treatment and disposal of wastewater so that acceptable public health and environmental standards are maintained.	AO _{37.1} Where in a sewerred area, the development is connected to the Council's reticulated wastewater system.	N/A

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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:</p> <p style="margin-left: 20px;">(a) is baffled or shielded to ensure that a light source is not directly visible from a</p>	<p>Complies: Lighting will be of low-level domestic intensity for security or wayfinding purposes only. Lighting will be designed to be directed away from adjoining premises or will be shrouded to avoid excessive extraneous light spill beyond site boundaries.</p> <p>Ground level lighting will include garden level and bollard lighting to limit the potential for uncontrolled light spill. Basement parking will reduce the potential for headlight intrusion of surrounding sensitive receptors.</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>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 <i>AS1158.1.1:2005 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>.</p>	<p>Complies: Lighting will be of low-level domestic intensity for security (or wayfinding purposes only). Lighting will be designed to be directed away from adjoining premises or will be shrouded to avoid excessive extraneous light spill beyond site boundaries.</p> <p>Ground level lighting will include garden level and bollard lighting to limit the potential for uncontrolled light spill. Basement parking will reduce the potential for headlight intrusion of surrounding sensitive receptors.</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) lux on land within the Environmental Significance Overlay.</p>	<p>Complies: It is unclear why the Environmental Significance Overlay applies to the site and surrounds as the site and surrounding locality is fully urbanised and no residual values of environmental significance remain. Any vegetation and planting on the referenced sites is ornamental or garden planting. The lack of environmental significance was acknowledged in the Council Pre-lodgement advice attached as Volume 1 – Planning Report - Appendix E.</p>
<p>PO₄ Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or</p>	<p>AO_{4.1} Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or</p>	<p>Complies: Lighting will be of low-level domestic intensity for security (or wayfinding purposes only). Lighting will be designed to be directed away from</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>safety reasons are designed to proactively address possible obtrusive light nuisance.</p>	<p>safety reasons are designed in a manner to mitigate any light nuisance impacts from the existing lawful use by establishing:</p> <ul style="list-style-type: none"> (a) shielding or louvers on windows facing the light source; (b) orientating buildings and bedrooms so that external lighting does not impact on residents during night time hours; and (c) utilising earth embankments, landscaping or other physical measures to shield existing light sources. 	<p>adjoining premises or will be shrouded to avoid excessive extraneous light spill beyond site boundaries.</p>
Odour		
<p>PO₅ 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.</p>	<p>AO_{5.1} The development does not involve activities that create odorous air emissions.</p> <p>OR</p> <p>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>.</p> <p>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.</p> <p><i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3.</i></p>	<p>Complies: The development does not involve activities that create odorous air emissions.</p>
<p>PO₆ Lot reconfigurations for residential or other environmentally sensitive land uses do not</p>	<p>AO_{6.1} Lots for residential or other environmentally sensitive land uses are not located within the</p>	<p>N/A</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary						
<p>encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.</p>	<p>distances from specific uses outlined in Table 9.4.2:2 at the end of this code.</p> <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" data-bbox="804 722 1350 965"> <thead> <tr> <th data-bbox="804 722 1025 786">Existing Use/Activity</th> <th data-bbox="1025 722 1350 786">Odour Level at Sensitive Receiving Environment.</th> </tr> </thead> <tbody> <tr> <td data-bbox="804 786 1025 879">All Activities</td> <td data-bbox="1025 786 1350 879">2OU/m³ 3 minute average, 99.5th percentile.</td> </tr> <tr> <td data-bbox="804 879 1025 965"></td> <td data-bbox="1025 879 1350 965">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.							
<p>PO₇ Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.</p>	<p>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.</p>	<p>Complies: 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.</p> <p>A waste management plan has been commissioned and is presently under preparation. This will be submitted to Council under separate cover upon completion.</p>						
Noise								
<p>PO₈ The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses.</p>	<p>AO_{8.1} The development will achieve the following noise levels (when measured at the nearest sensitive receiver):</p>	<p>Complies: The proposed development does not include uses that generate excessive noise or result in acoustic impact. Reasonable or relevant conditions</p>						

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>(a) Development:</p> <ul style="list-style-type: none"> (i) is located in an appropriate zone; (ii) proposes best practice design and construction materials (in relation to noise attenuation); and (iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land uses. 	<ul style="list-style-type: none"> (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 (measured within bedrooms assuming open windows); (c) Background (L_{90}) for continuous noise sources (measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and (d) maximum limit L_{Amax} 45dB(A) inside dwellings; and <p>The development will achieve the Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>.</p> <p>HOWEVER AO_{8.2} Where a development is unable to meet noise levels specified in AO_{8.1} an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).</p>	<p>can be imposed on any approval to secure compliance with applicable noise standards.</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</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</p>	<p>N/A</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary																										
and low frequency noise on adjoining sensitive land uses.	<p>development proposes the following maximum sound pressure criterion:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="8" style="background-color: #cccccc;">Frequency - Hz - "A" Weighted</th> </tr> <tr> <th></th> <th>31</th> <th>63</th> <th>125</th> <th>250</th> <th>500</th> <th>1K</th> <th>2K</th> <th>4K</th> </tr> </thead> <tbody> <tr> <th style="background-color: #cccccc;">Background Level SPL dB(A)</th> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> </tr> </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)	
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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 Acoustics – Recommended design sound levels and reverberation times for building interiors.</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</p>	<p>Complies: The proposed development does not include uses that generate excessive noise or result in acoustic impact. Reasonable or relevant conditions can be imposed on any approval to secure compliance with applicable noise standards.</p>																										

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Performance outcomes	Acceptable outcomes	Compliance summary
	assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).	
PO ₁₁ Proposed sensitive land uses adjoining Council controlled arterial roads (other than designated 'Transport Noise Corridors') are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	<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>	N/A: The land is not on a Council controlled arterial road.
PO ₁₂ Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	AO _{12.1} Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the <i>Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'</i> for all habitable rooms adjoining the corridor.	N/A: The land does not adjoin a Transport Noise Corridor.
PO ₁₃ Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive land uses.	<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>	Complies: All building plant and equipment will be suitable screened and acoustically shielded where required.

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Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₄ The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers.	AO _{14.1} Building work (including excavation and filling) is only conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays). AO _{14.2} Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	Complies: Construction activities will comply with a construction management plan that will manage offsite impacts including noise impacts. Reasonable or relevant conditions can be imposed on any approval to secure compliance with applicable noise standards.
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
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: Construction activities will comply with a construction management plan that will manage offsite impacts including vibration impacts. Reasonable or relevant conditions can be imposed on any approval to secure compliance with applicable vibration standards.

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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 activities will comply with a construction management plan that will manage offsite impacts including dust impacts. Reasonable or relevant conditions can be imposed on any approval to secure compliance with applicable air quality standards.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₁₈ Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.</p>	<p>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.</p>	<p>N/A</p>
<p>PO₁₉ Water used for dust suppression activities does not itself create environmental harm.</p>	<p>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.</p>	<p>Complies: Water for dust suppression will be managed so as not to enter the stormwater system.</p>
<p>PO₂₀ The ongoing operation of the development site does not create dust nuisance for adjoining landholders.</p>	<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 receival hoppers fitted with dust extraction and filtration systems. All conveyor belts and bulk grain processing equipment are enclosed to prevent dust emission. Bunker storage without dust extraction is only permitted whereby the release of dust will not impact on surrounding sensitive receivers.</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>AO_{20.5} Development that is likely to create ongoing significant dust issues has submitted a 'site based</p>	<p>Complies: Construction activities will comply with a construction management plan that will manage offsite impacts including dust impacts. Reasonable or relevant conditions can be imposed on any approval to secure compliance with applicable air quality standards.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	management plan' which adequately addresses dust mitigation measures.	
PO ₂₁ Proposed sensitive land uses are adequately separated from existing lawful land uses likely to generate dust emissions such as landfill sites, quarries, cropping land, motor sport facilities and other similar dust generating activities.	AO _{21.1} Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	N/A
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: Construction activities will comply with a construction management plan that will manage offsite impacts including dust impacts. Reasonable or relevant conditions can be imposed on any approval to secure compliance with applicable air quality standards.
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</p>	Complies: The development does not include uses that will generate airborne emissions.

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>quality emission standards the proponent will provide an 'air quality impact assessment' which adequately addresses the impact of the release and provides justification as to why the industry cannot mitigate the levels further.</p>	
<p>PO₂₄ Child Care Centres are well located to avoid any harmful impacts from air pollution.</p>	<p>AO_{24.1} Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.</p>	<p>N/A</p>
<p>PO₂₅ Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.</p>	<p>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.</p>	<p>Complies: The development does not include uses that will generate airborne emissions.</p>
<p>PO₂₆ Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.</p>	<p>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.</p>	<p>Complies: The development does not include uses that will generate electromagnetic emissions.</p>
<p>PO₂₇ Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.</p>	<p>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>.</p>	<p>N/A</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

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>Complies: A Waste Management Plan has been commissioned and is being prepared by Modus Consultants. This will be provided to Council under separate cover when completed.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

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>Complies: A Waste Management Plan has been commissioned and is being prepared by Modus Consultants. This will be provided to Council under separate cover when completed.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

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>Complies: A Waste Management Plan has been commissioned and is being prepared by Modus Consultants. This will be provided to Council under separate cover when completed.</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>Complies: A Waste Management Plan has been commissioned and is being prepared by Modus Consultants. This will be provided to Council under separate cover when completed.</p>

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Environmental Standards Code – Assessment benchmarks for assessable development

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
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

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Environmental Standards Code – Assessment benchmarks for assessable development

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>	
PO ₃₁ Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	AO _{31.1} The development will be carried out in accordance with the waste management hierarchy outlined in the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	Complies: Demolition activities will seek to minimise waste.
PO ₃₂ Development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> is designed to adequately cater for legislative storage and collection requirements.	<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>	Complies: 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 being identified.

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Environmental Standards Code – Assessment benchmarks for assessable development

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>Complies: Refuse vehicle access and manoeuvrability on the site will be possible with such vehicles able to enter and egress the site in a forward gear.</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>Complies: A Waste Management Plan has been commissioned and is being prepared by Modus Consultants. This will be provided to Council under separate cover when completed.</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: A detailed Stormwater Management Plan has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix D . This assessment provides a detailed examination of stormwater quantity and quality management having regard to hydrology and peak flow comparisons.
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: Sediment and erosion control measures will be implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .
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: Stormwater flow control measures will be implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .
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: Water for dust suppression and other construction processes will be managed so as not to enter the stormwater system or waterways external to the site.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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) 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: <ul style="list-style-type: none"> (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
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
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

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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 site is not flood liable.
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: A detailed Stormwater Management Plan has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix D . This assessment provides a detailed examination of stormwater quantity and quality management having regard to hydrology and peak flow comparisons.
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: A detailed Stormwater Management Plan has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix D . This assessment provides a detailed examination of stormwater quantity and quality management having regard to hydrology and peak flow comparisons. Roof water will be collected and discharged in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .
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	Complies: Integrated water management practices and infrastructure will implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads</i>

Toowoomba Regional Planning Scheme 2012 (v28.0)

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. 	<p>with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.</p>	<p>and Drainage Infrastructure. A detailed Stormwater Management Plan has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix D. This assessment provides a detailed examination of stormwater quantity and quality management having regard to hydrology and peak flow comparisons.</p>

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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: Any landscape construction is to be undertaken by a suitably qualified landscape professional.
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: Any landscape construction is to be undertaken by a suitably qualified landscape professional.
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: Any landscape design will purposefully reflect the local context and incorporates cohesive and desirable aspects of the prevailing landscape character including native vegetation and endemic 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 (g) driveway access.	Where the development involves the creation of a new road: AO _{4.1} Street planting is carried out in accordance with the requirements of 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

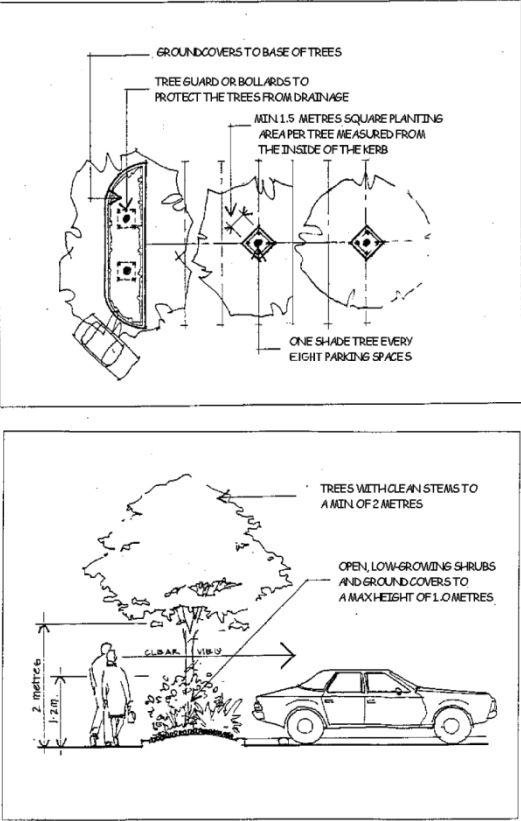
Toowoomba Regional Planning Scheme 2012 (v28.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₅ Fencing design and acoustic barriers: (a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Complies: The provision of a detailed landscape plan can be secured through the imposition of reasonable or relevant conditions and will be provided by the applicant post approval.</p>
<p>PO₆ Location, design and provision of planting in carparks and internal roadways achieve a high degree of shade, amenity and safety.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>AO_{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.</p>	<p>Complies: The provision of a detailed landscape plan can be secured through the imposition of reasonable or relevant conditions and will be provided by the applicant post approval.</p>

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
		
<p>PO7 Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.</p>	<p>AO7.1 Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits.</p>	<p>Complies: Landscape design will purposefully reflect the local context and incorporates cohesive and desirable aspects of the prevailing landscape</p>

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO7.2 Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber.	character including native vegetation and endemic species.
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: The site parking areas are to be imperviously sealed.
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: (a) minimising impervious surfaces and incorporating semi-permeable paving products; (b) falling hard surfaces towards pervious surfaces such as turf or mulched areas; (c) maximise opportunities for turf and planting areas; (d) align planting areas parallel to contours to slow the flow of surface water; and (e) ensure planting palette comprises canopy tree species. AO _{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells. AO _{9.4} Sediment and erosion control measures are provided. AO _{9.5} Planter boxes on podiums and building forecourts are plumbed to stormwater.	Complies: Water sensitive urban design practices will be employed in the provision of any landscaping.

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₁₀ Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: Landscaping is proposed on the western, northern and eastern and southern perimeter of the site 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.</p> <p>At ground level landscaping will be provided over a total site area of 680m² or 18.2% of the site area. Landscaping provision will include deep planting to be provided over a total area of 224m², planters having an area of 376.5m² and landscape in outdoor dining areas of 80m².</p> <p>Ground level planting will be complemented by planters distributed above ground level.</p>
<p>PO₁₁ Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use.</p>	<p>AO_{11.1} Design complies with AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility</p>	<p>Complies: Design will comply with AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility</p>
<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,</p>	<p>Complies: Landscaping and site design and layout will comply with CPTED principles.</p>

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<p>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>	

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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 style="margin-left: 40px;">(A) use of materials which integrate with the streetscape (e.g.</p>	<p>AO_{1.1} Vehicular access and driveway crossovers are not:</p> <p style="margin-left: 20px;">(a) an additional site/property access;</p> <p style="margin-left: 20px;">(b) to a State-controlled Road or a road with bluestone kerbing;</p> <p style="margin-left: 20px;">(c) within 25 m of a signalised road intersection;</p> <p style="margin-left: 20px;">(d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area;</p> <p style="margin-left: 20px;">(e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area;</p> <p style="margin-left: 20px;">(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 style="margin-left: 20px;">(g) within the Tree Protection Zone, as defined by Australian Standard 4970- 2009;</p> <p style="margin-left: 20px;">(h) for a lot with a frontage of 10m or less;</p> <p style="margin-left: 20px;">(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 style="margin-left: 20px;">(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>AO_{1.2} Except where in a Rural Zone, vehicular access and driveway crossovers:</p>	<p>Complies: Primary vehicular access to the precinct will be provided via a twin lane, two-way access road from Curzon Street situated adjacent to the southern side property boundary.</p>

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<p>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>(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>AO1.3 Where in a Rural Zone, vehicular access and driveway crossovers:</p>	

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Performance outcomes	Acceptable outcomes	Compliance summary
Car Parking Provision		
PO ₂ 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	AO _{2.1} Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of: (a) Non-Residential Use one (1) parking space per 50m ² of GFA; and	Complies: Primary vehicular access to the precinct will be provided via a twin lane, two-way access road from Curzon Street situated adjacent to the southern side property boundary. This vehicle access will provide

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<p>safety or capacity of the road network or undue 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>(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>direct access to the single ambulance park and twelve (12) ground level vehicle parking spaces at ground level.</p> <p>Ramped access to the two basement levels is purposefully provided from the internal accessway adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicles spaces are proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
Transport Network		
<p>PO₁ The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, 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.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C. This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications. In the preliminary sense, this assessment concludes the transport network in the locality is adequate to accommodate the extra traffic generated by this development.</p> <p>A Traffic Impact Assessment has been commissioned and is being prepared by Modus Engineers. This will be submitted under separate cover post lodgement when received.</p>
<p>PO₂ Development does not compromise the orderly provision or upgrading of the transport network.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C. This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications. In the</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
		<p>preliminary sense, this assessment concludes the transport network in the locality is adequate to accommodate the extra traffic generated by this development.</p> <p>A Traffic Impact Assessment has been commissioned and is being prepared by Modus Engineers. This will be submitted under separate cover post lodgement when received.</p>
<p>PO₃ 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.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: Internal access and transport infrastructure will not compromise the orderly development of adjoining sites.</p>
<p>PO₄ Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies: The development is directly serviced by the pedestrian and active transport network. On-site bicycle storage is provided adjacent to the Curzon Street frontage.</p>
<p>PO₅ 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:</p> <ul style="list-style-type: none"> (a) provision of opportunities for casual surveillance; (b) provision of lighting; 	<p>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>.</p>	<p>Complies: 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>.</p>

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<ul style="list-style-type: none"> (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 and safety signage will be used to assist site legibility and way finding.
Access		
PO ₇ Vehicle access arrangements and queuing areas are appropriate for: <ul style="list-style-type: none"> (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: Vehicle access arrangements and queuing areas are appropriate for: <ul style="list-style-type: none"> (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.
PO ₈ Access arrangements minimise any adverse impact on: <ul style="list-style-type: none"> (a) the integrity of any infrastructure within the road reserve; (b) the safety and convenience of pedestrians and cyclists; (c) the safety and convenience of access to adjacent properties; (d) the amenity of premises in the vicinity; and (e) street trees in the road reserve. 	No acceptable outcome is nominated.	Complies: Primary vehicular access to the precinct will be provided via a twin lane, two-way access road from Curzon Street situated adjacent to the southern side property boundary. This vehicle access will provide direct access to the single ambulance park and twelve (12) ground level vehicle parking spaces at ground level. Ramped access to the two basement levels is purposefully provided from the internal accessway

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Performance outcomes	Acceptable outcomes	Compliance summary
		adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicles spaces are proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces.
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
PO ₁₀ Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: (a) safe for pedestrians, cyclists and vehicles; (b) conveniently connected to the main component of the development by pedestrian pathway; and (c) designed to provide for pedestrian priority and clear sightlines.	AO _{10.1} Bus pick-up/set-down areas: (a) allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting buses; (c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and (d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.	N/A

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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. 	
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: Pedestrian and cycle access will be provided to comply with applicable standards.</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>Complies: Pedestrian and cycle access will be provided to comply with applicable standards.</p>

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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: <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 	<p>Complies: The vehicle access will provide direct access to the single ambulance park and twelve (12) ground level vehicle parking spaces at ground level.</p> <p>Ramped access to the two basement levels is purposefully provided from the internal accessway adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicles spaces are proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces. Service vehicle access is also proposed via the primary crossover to Curzon Street. A dedicated Medium Ridged Vehicle (MRV) is provided at the western end of the site. The positioning of the MRV park allows it to be visually and acoustical screened within the builtform from adjoining uses to the west and north.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p>(ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light.</p> <p>(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>	
<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 Standard <i>AS1428.1: 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</p>	<p>Complies: Provision has been made for PWD parking at ground level.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
	provided to indicate the direction of the disabled parking spaces.	
PO ₁₅ Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.	<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>	Complies: Ramped access to the two basement levels is purposefully provided from the internal accessway adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicle spaces are proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces.
PO ₁₆ Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{16.1} Car parking is provided either at the rear of the development or beneath buildings.	Complies: Most parking is provided at basement level.
PO ₁₇ Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO _{17.1} Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	N/A
PO ₁₈ Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	<p>AO_{18.1} Aesthetics, glare, heat absorption and re-radiation.</p> <p>(a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and</p>	Complies: Most parking is provided at basement level.

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Performance outcomes	Acceptable outcomes	Compliance summary
	(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.	
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: Parking and access 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: Most parking is provided at basement level. Parking and access will be imperviously sealed.
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.	Complies: The development is capable of meeting the requirements of Council's <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.
Servicing		
PO ₂₂ Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and	AO _{22.1} The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Table 9.4.6:3. AO _{22.2} Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in manner that	Complies: Service vehicle access is also proposed via the primary crossover to Curzon Street. A dedicated Medium Ridged Vehicle (MRV) is provided at the western end of the site. The positioning of the MRV park allows it to be visually and acoustical screened within the builtform from adjoining uses to the west and north.

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>(c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.</p>	<p>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>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>Complies: Refuse vehicle access and manoeuvrability on the site will be possible with such vehicles able to enter and egress the site in a forward gear. A Waste Management Plan has been commissioned and is being prepared by Modus Consultants. This will be provided to Council under separate cover when completed.</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>Complies: Service vehicle access is also proposed via the primary crossover to Curzon Street. A dedicated Medium Ridged Vehicle (MRV) is provided at the western end of the site. The positioning of the MRV park allows it to be visually and acoustical screened within the builtform from adjoining uses to the west and north.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>PO₂₅ Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.</p>	<p>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.</p>	<p>Complies: Service vehicle access is also proposed via the primary crossover to Curzon Street. A dedicated Medium Ridged Vehicle (MRV) is provided at the western end of the site. The positioning of the MRV park allows it to be visually and acoustical screened within the built form from adjoining uses to the west and north.</p>

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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 is connected to Council's reticulated water supply network. An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C. This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications.</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 waster water 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 site is connected to Council's reticulated sewerage network. An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C. This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
PO ₃ The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{3.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies: The site is connected to the reticulated power supply network. An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C . This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications.
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 site is connected to the telecommunications network. An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C . This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications.
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: The site is connected to the telecommunications network including fibre optic cable.

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Performance outcomes	Acceptable outcomes	Compliance summary
PO ₆ Development near utility services does not: <ul style="list-style-type: none"> (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>	Complies: Setbacks and loadings will comply with <i>the Queensland Development Code QDC MP1.4.</i>
PO ₇ Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	Complies: The proposal facilitates the efficient and cost-effective extension of existing infrastructure 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: The premises is separately metered.
Movement Networks		
PO ₉ Premises are provided with the following works along the full extent of the road frontage and to a standard that is appropriate to the function of the road and the character of the locality: <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. 	AO _{9.1} Design and construction of external road works are undertaken in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i> AO _{9.2} Footpaths and bikeways are provided in accordance with the <i>Austrroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austrroads 2009m).</i>	Complies: An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C. This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications.

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Performance outcomes	Acceptable outcomes	Compliance summary
<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>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i>.</p>	<p>Complies: An Infrastructure Report has been prepared by Kehoe Myers Engineers and is attached as Volume 1 – Planning Report – Appendix C. This assessment examines the projected infrastructure needs of the proposed development relative to the suitability and capacity of existing networks. The assessment addresses earthworks, stormwater management, wastewater, water supply and electricity, street lighting and communications.</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: Primary vehicular access to the precinct will be provided via a twin lane, two-way access road from Curzon Street situated adjacent to the southern side property boundary. This vehicle access will provide direct access to the single ambulance park and twelve (12) ground level vehicle parking spaces at ground level.</p> <p>Ramped access to the two basement levels is purposefully provided from the internal accessway adjacent to the western rear boundary. A total of two hundred and fifty-four (254) vehicles spaces are proposed over two basement levels, including twenty-four (24) in tandem configuration. Overall parking provision represents a surplus of approximately sixteen (16) spaces.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
		Appropriate provision for the access and manoeuvring of service vehicles has been made to ensure vehicle ingress and egress can occur in a forward gear.
PO ₁₂ Movement networks can be easily and efficiently maintained.	AO _{12.1} Infrastructure is provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	Complies: Infrastructure is provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.
Vehicular Access – Non-residential		
PO ₁₃ Non-residential vehicular access arrangements to a public roadway, including driveway crossovers: <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, krebs, 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; 	AO _{13.1} Non-residential vehicular access and driveway crossovers to a public road are not: <ul style="list-style-type: none"> (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) for a lot with a frontage of 10m or less; (g) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; and (h) within the Tree Protection Zone, as defined by Australian Standard 4970-2009. <p><i>Note: An additional site access is considered to be more than one site access.</i></p>	Complies: Primary vehicular access to the precinct will be provided via a twin lane, two-way access road from Curzon Street situated adjacent to the southern side property boundary. This vehicle access will provide direct access to the single ambulance park and twelve (12) ground level vehicle parking spaces at ground level. <p>Driveway crossovers will comply with Council standards and be suitable from a design and safety perspective having regard to applicable standards.</p>

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Performance outcomes	Acceptable outcomes	Compliance summary
<ul style="list-style-type: none"> (ii) any existing vehicular accesses; (iii) adjoining properties; and (iv) cycleways or pedestrian footpaths and their users. <p>(d) protect the amenity of premises in the vicinity and surrounding streetscape by:</p> <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 (iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping. 	<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; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; (i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and (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 	

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Performance outcomes	Acceptable outcomes	Compliance summary
	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.	
Vehicular Access – Residential		
PO ₁₄ Residential vehicular access arrangements, including driveway crossovers: <ul style="list-style-type: none"> (a) are appropriate for: <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 	AO _{14.1} Residential vehicular access and driveway crossovers are not: <ul style="list-style-type: none"> (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (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. 	N/A

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Performance outcomes	Acceptable outcomes	Compliance summary
<p>impact, and consideration of existing landscaping by considering:</p> <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 retaining existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties. 	<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); (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</i> 	

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Performance outcomes	Acceptable outcomes	Compliance summary
	<p align="center"><i>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:</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 SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure. 	

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Performance outcomes	Acceptable outcomes	Compliance summary
Earthworks and Retaining Walls		
PO ₁₅ Earthworks result in stable landforms and structures.	AO _{15.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks and the construction of retaining walls and batters will be undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.
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 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks will be undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.
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 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks will be undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.
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 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks will be undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.
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 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks will be undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.
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 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Earthworks will be undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.

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Performance outcomes	Acceptable outcomes	Compliance summary
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 – Engineering Standards – Roads and Drainage Infrastructure.	Complies: Material is transported in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.
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 use the development is capable of providing for the appropriate storage, collection, treatment and disposal of trade waste.
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: Refuse areas will be fully enclosed or screened. Enclosure and waste receptacles will be of sufficient size to accommodate projected waste generation. The proposed development complies, or compliance can be secured through the imposition of reasonable and relevant conditions.

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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 for recyclable waste collection and storage will be made.
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: The proposed development complies, or compliance can be secured through the imposition of reasonable and relevant conditions, including those requiring the submission and approval of a construction management plan.
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: The proposal complies with the Environmental Standards Code.

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Performance outcomes	Acceptable outcomes	Compliance summary
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: The proposal complies with the Environmental Standards Code.
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: The proposal complies with the Environmental Standards Code.
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: The proposed development complies, or compliance can be secured through the imposition of reasonable and relevant conditions, including those requiring the submission and approval of a construction management plan.