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Planning Report

Development Permit for Reconfiguring a Lot (1 into 255 Lots) New Road, Open Space and Drainage Reserve

49 Cawdor Road, Highfields QLD 4352 known as Lot 1111 on RP902333

Prepared for **Odd Lots (Highfields) Pty Ltd A.C.N 657 295 602**

BRSS8198-000-4-1, dated 7 September 2022

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1.0 Executive summary

This report has been prepared by LandPartners Pty Ltd on behalf of Odd Lots (Highfields) Pty Ltd A.C.N 657 295 602 (**Applicant**), in support of an application seeking a Development Permit for Reconfiguring a Lot (1 into 255 Lots) New Road, Open Space (Park) and Drainage Reserve, at 49 Cawdor Road, Highfields QLD 4350 on land described as Lot 1111 on RP902333 (**Premises**).

This application is made in the approved form to the Toowoomba Regional Council as the assessment manager, subject to the applicable assessment benchmarks for Impact Assessment under the *Planning Act 2016*.

A full assessment of the proposed development against the assessment benchmarks has determined that the proposal generally complies. Any alternative solutions proposed are justified and provide an appropriate design response.

This planning report, together with the accompanying plans and specialist reports, demonstrate that the application should be supported by the Council, subject to relevant and reasonably required conditions, and that approval of this application is warranted.

2.0 Synopsis

2.1 Development application details

<i>Applicant:</i>	Odd Lots (Highfields) Pty Ltd A.C.N 657 295 602 C/- LandPartners Pty Ltd
<i>Proposed development:</i>	Development Permit for a Reconfiguration of a Lot (1 into 255 Lots) New Road, Open Space (Park) and Drainage Reserve
<i>Address:</i>	49 Cawdor Road, Highfields QLD 4350
<i>Lot / plan description:</i>	Lot 1111 on RP902333
<i>Area:</i>	32.76 ha
<i>Easements:</i>	No
<i>Owner of the premises:</i>	Lorraine Brideson, Kylie Michelle Sweetman, Bridget Maree Walford, Kelly Reeanne McKeon, Adam Reece Brideson, Matthew James Timbs, Pamela Timbs, Bridget Maree Franke & Jacob Paul Franke Current Title Search included as Appendix E
<i>Local government:</i>	Toowoomba Regional Council
<i>Pre-lodgement meeting:</i>	No

2.2 Planning instrument details

<i>QLD planning legislation:</i>	Planning Act 2016 (PA2016) and Planning Regulation 2017 (PR2017)
<i>State planning policy:</i>	State Planning Policy (July 2017)
<i>Regional plan designation:</i>	SEQ Regional Plan 2017 – Urban Footprint
<i>Additional matters established under PR2017:</i>	N/A
<i>Temporary local planning instrument:</i>	N/A
<i>Existing variation approval:</i>	N/A

<i>Planning scheme:</i>	Toowoomba Regional Planning Scheme 2022 v. 27
<i>Zone:</i>	Low Density Residential Zone (Park Residential Precinct) Greenfields Area
<i>Local Plan:</i>	Highfields, Meringandan, and Meringandan West Local Plan Area
<i>Overlays:</i>	Airport Environs Overlay; Environmental Significance Overlay; and Bushfire Hazard Overlay.
<i>Category of assessment:</i>	Impact Assessment
<i>Assessment benchmarks:</i>	Toowoomba Regional Planning Scheme 2022 v.27
<i>Infrastructure charges:</i>	Within the Priority infrastructure area Charges Resolution No. 5

2.3 Referral

<i>Referral agency:</i>	Department of State Development, Infrastructure, Local Government and Planning (SARA)
<i>State development assessment provisions:</i>	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 of the Planning Regulation 2017 Schedule 12A

2.4 Common material

In addition to this Planning Report, the following documents have been attached in support of the application as appendices for Council consideration:

Appendix A

DA Form 1 (Development Application Details)
Landowner Consent

Appendix B

Assessment benchmarks Toowoomba Regional Council Planning Scheme 2022 v. 27-
Zone Code

- Low Density Residential Zone Code;

Local Plan Code

- Highfields, Meringandan and Meringandan West Local Plan Code;

Overlay Codes

- Airport Environs Overlay Code;

- Bushfire Hazard Overlay Code; and

- Environmental Significance Overlay Code;

Development Codes

- Reconfiguring a Lot Code;

Appendix C

State Development Assessment Provisions – SDAP Code 6

Appendix D

Relevant plans-

Proposed Reconfiguration Plan (BRSS8198-000-10-2), prepared by LandPartners

Appendix E

Title documents-

Current Title Search

Survey Plan

Appendix F

Relevant searches-

SmartMap

Environmental Management Register (EMR) / Contaminated Land Register (CLR)

State Planning Policy Mapping (SPP)

Development Assessment Mapping System (DAMS) – SARA Map

DAMS – Electricity infrastructure

DAMS – Infrastructure designations

DAMS – Queensland heritage

DAMS – Unexploded ordnance (UXO)

Regulated Vegetation Management Map

Koala Conservation in SEQ SPRP Map

Koala Habitat in SEQ Map

Map of Referable Wetlands

Coastal Hazard Areas Map

Council Overlay Maps

Appendix G

Engineering Code Compliance Report prepared by Lambert & Rehbein

Aerial image

FIGURE 2 Source: Dye Durham



3.1.3 Land tenure, Easements and Encumbrances

The premises are freehold land, owned by *nine separate owners*, as per the Current Title Search included as **Appendix D**. The premises is not subject to an easement.

3.1.4 Existing land use

The premises are subject to a dwelling.

3.1.5 Surrounding land use

- *North* – The land to the north is categorized as large residential lots and land with small waterways;
- *East* – The land to the east is developed house lots;
- *South* – The land to the South is developed house lots; and
- *West* – The land to the west is identified as large residential lots.

3.2 Zone map

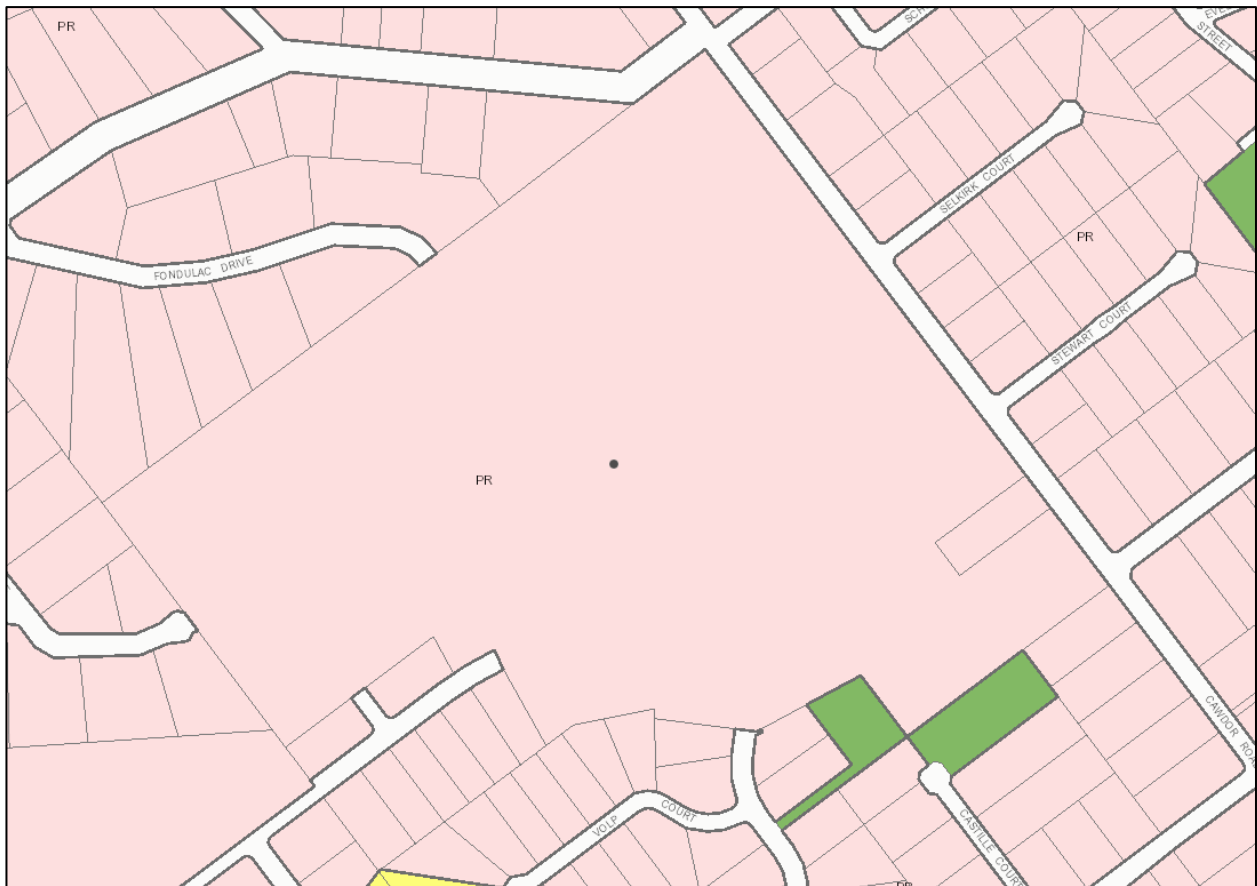
The premise is identified within the Low Density Residential Zone (Park Residential Precinct) of the Toowoomba Regional Planning Scheme 2022 as shown in Figure 3 below and discussed in detail further in this report.

The land adjoining the premises is zoned as Low Density Residential Zone and Open Space.

Zone map

FIGURE 3

Source: Toowoomba Regional Planning Scheme 2022



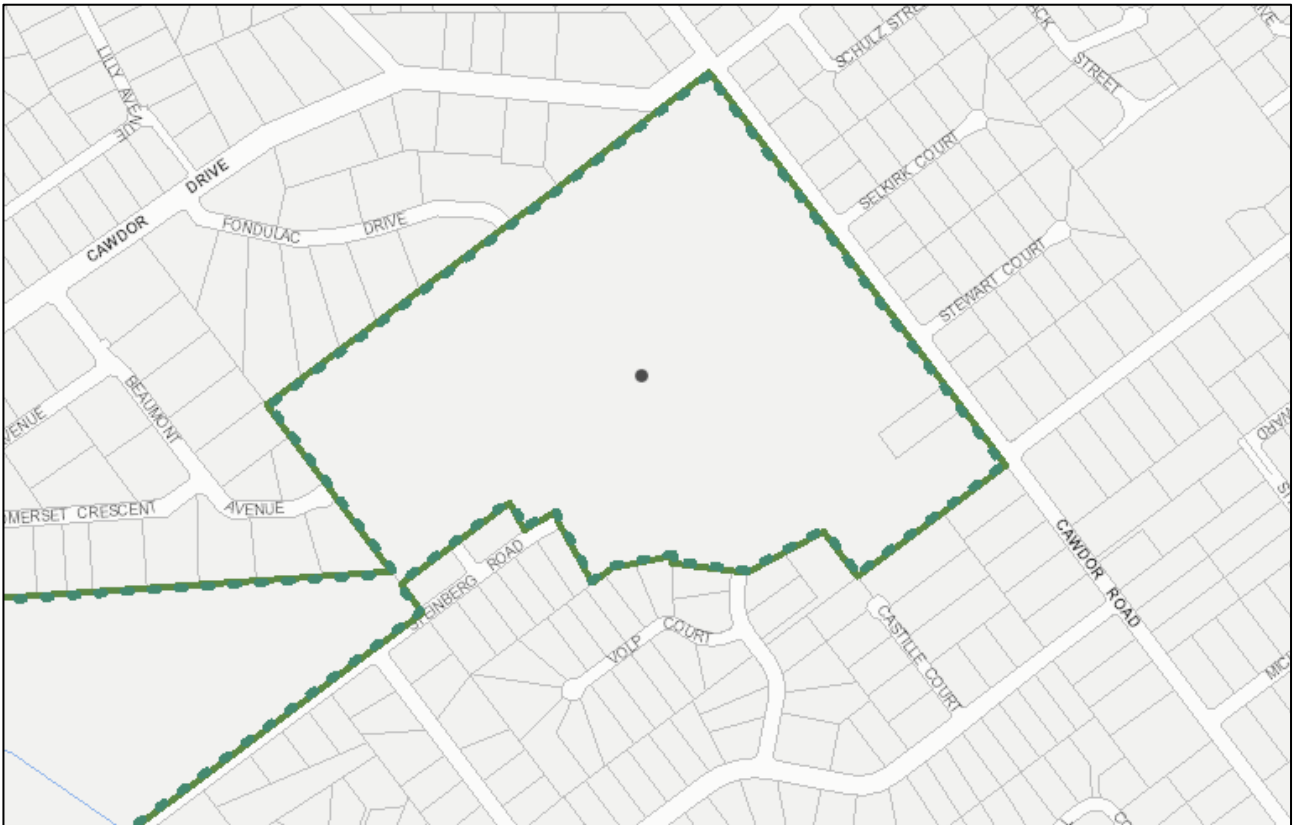
3.3 Greenfield Areas

Whilst the Subject Lot is identified within the Low Density Residential Zone (Park Residential), the site is located within the Greenfield Areas of the Toowoomba Regional Planning Scheme. The intent of the Greenfield Areas is to provide greater housing diversity with residential development in greenfield areas will initially be detached housing on lots over 500m² in area. This is outlined in the Strategic Framework of the Toowoomba Regional Council Planning Scheme 2022. Additionally, the overall outcomes of the Low Density Residential Zone Code identify that lot reconfiguration within greenfield areas in the zone achieves a minimum dwelling yield of 15 dwellings per hectare. The specific precinct, Greenfield Areas provides specific outcomes for areas within the Low Density Residential Zone.

Precinct Areas – Greenfield Areas

FIGURE 4

Source: Toowoomba Regional Planning Scheme 2022



4.0 Proposal

4.1 Development type and definition

4.1.1 Description

The proposal seeks a Development Permit for Reconfiguring a Lot (1 into 255 Lots) New Road, Open Space (Park) and Drainage Reserve.

4.1.2 Definition under the Planning Act

The proposal constitutes development, being a “reconfiguring a lot” as defined under schedule 2 of the *Planning Act 2016*, as it involves “creating lots by subdividing another lot”.

4.2 Details of proposal

4.2.1 Proposed development statistics

As shown on the proposed BRSS8198-000-10-2 included as **Appendix C**, the proposal seeks to create 255 residential lots, with areas ranging from 600m² to 1,309m² and frontages ranging from 13.3m to 30m, as detailed below:

TABLE 1 | Development statistics

NO. OF LOTS	New Road				Total Area
	23m	19m	18m	17m	
255	582m	66m	3595m	53m	32.76ha

4.2.2 Greenfield Areas Lot Design

The proposal includes the creation of a total of 255 new lots which sit in the Subject Site. The proposal also looks to create additional park infrastructure to the existing Stella Park in the south-eastern corner of the Subject Site. The Low Density Residential Zone (Park Residential Precinct) looks to create lots in a low density housing setting, with lots greater than 600m². The proposed development creates lots greater ranging from 600m² to over 1,000m² lots. The proposed dwelling density achieves a medium between the greenfield areas dwelling density and the lot size sought by the Park Residential Precinct within the Low Density Residential Zone.

4.2.3 Proposed access / new road

The proposal includes the creation of a total of 4,296m of New Road, providing direct vehicle access for the proposed lots. The proposed New Road is designed with a 23, 19, 18 and 17m respectively, representing an appropriate extension of the local road network, maintaining the road hierarchy and function.

4.2.4 Proposed open space

The proposal includes an area of 6.6ha to be dedicated as Open Space, protecting the natural features of the premises and maintaining the function of the overland flow path and provide additional amenity to neighbouring residents.

4.2.5 Proposed servicing and infrastructure

The proposed development is located within the LGIP Network for Water Service Catchment, Parks Service Catchment, Transport Service Catchment and Stormwater Service Catchment. The proposed development will connect to the appropriate future services in accordance with planning scheme requirements under Toowoomba Regional Planning Scheme 2022.

4.3 Key attributes and issues

The proposed development for a Reconfiguration of a Lot (1 into 255 Lots) New Road, Open Space (Park) and Drainage Reserve achieves the overall outcomes identified within the Low Density Residential Zone (Park Residential Precinct & Greenfield Areas) and Highfields Local Plan. The proposal looks to compliment the development pattern prominent with the north, south, east, and west of the Subject Site by providing a variety of lots ranging from 600m² to 1,665m². The proposed lots will be connected to the appropriate infrastructure in accordance with Toowoomba Regional Planning Scheme v27 2022. The proposed subdivision looks to add additional park to the south-eastern corner connecting the existing park (Stella Park) and provide a large open space for residents in the north-western corner of the Subject Lot.

The proposed development is located within the Park Residential Precinct which looks achieve a dwelling density of 4.44 dwellings per hectare. Additionally, the site is located within the Greenfield Areas Precinct which looks to achieve a dwelling density minimum of 15 dwellings per hectare. As such, the site is in two different precincts which look to achieve a different dwelling density and lot design in accordance with planning scheme requirements.

The applicant has designed a lot layout which accommodates both design intents for low density dwellings located on suitable lots. The Subject Lot is surrounded by lots approximately 2,250m² and greater in size. As such, the proposed layout has proposed larger lot sizes on the edge of the proposed development to provide a suitable transition to the neighbouring dwelling houses.

The internal lots to the development layout provide for a smaller lot design, 600m² as the smallest lot which is in accordance with the overarching strategic framework within Toowoomba Regional Council Planning Scheme 2022.

As such, the proposed development achieves a dwelling density and future lot design in accordance with planning scheme requirements.

The design of the road network has considered the neighbouring road network and the intricacies of combining Beaumont Avenue, Jorgensen Street and Fondulac Drive. As such, four different road widths have been utilised through the Proposal Plan prepared by LandPartners Pty Ltd (BRSS8198-000-10-2).

The proposed development is subject to the Environmental Significance Overlay (Waterway Buffer) which constrains the Subject Lot, the waterway corridor is located solely within the 6.66ha of Open Space over the site. Additionally, the site is subject to Medium Bushfire Hazard under the Bushfire Hazard Overlay Code. As there is no proposed built form as part of this Development Application, a future Bushfire Management Plan will be produced as part of a Condition of the Development Approval.

5.0 Development assessment

5.1 Category of assessment

In accordance with the categories of assessment Table 5.6.1 for the Low Density Residential Zone of the *Toowoomba Regional Planning Scheme 2022*, the proposed development is subject to **Impact Assessment**, as prescribed in section 45(5) of the *Planning Act 2016* and section 31(1) of the *Planning Regulation 2017*, and therefore requires public notification 15 BD period. It is noted the Council Overlays do not change the category of assessment in this instance.

The following sections of this planning report include an assessment of the proposed development against the relevant components of the *Toowoomba Regional Planning Scheme 2022* planning documents, and the other assessment benchmarks identified above.

5.2 Matters established in the Planning Regulation

The following are the key considerations under schedule 10 of the *Planning Regulation 2017*, as relevant to the application. It is noted that the proposal does not constitute *prohibited development* under the regulation.

5.2.1 Referral

Based on a review of schedule 10 of the *Planning Regulation 2017* (detailed in next section), the application triggers referral to the Referral Agencies detailed in **Table 2** below, which will be carried out in accordance with the *Development Assessment Rules*:

TABLE 2 | Referral details

TRIGGER	MATTER	ASSESSMENT BENCHMARK	REFERRAL AGENCY & TYPE
Sch. 10, part 9, div. 4, sub. 1, table 1	<i>State transport infrastructure generally (Aspect of development stated in schedule 20)</i>	State Code 6: Protection of state transport networks	Department of State Development, Manufacturing, Infrastructure & Planning as a Concurrence Agency

Based on the referral matters and assessment benchmarks identified above, the proposal has been assessed against the *State Development Assessment Provisions* (Version 3.0), included as **Appendix C**.

5.2.2 Development assessment under Schedule 10 of PR2017

Based on the State Government searches included as **Appendix E**, the following is a statement in relation to the matters prescribed under schedule 10 of the *Planning Regulation 2017*:

TABLE 3 | Assessment under the planning regulation

PART	ASPECT	COMMENT / ASSESSMENT
Sch. 10, part 1	Airport land	Not applicable, the premises do not include airport land.
Sch. 10, part 2	Brothels	Not applicable, the proposal does not include a brothel.
Sch. 10, part 3	Clearing native vegetation	Not applicable, the proposal does not include vegetation clearing.
Sch. 10, part 4	Contaminated land	Not applicable, the premises are not included on the Contaminated Land Register or the Environmental Management Register (Appendix E) and are not identified as an <i>area of substantial unexploded ordnance potential (UXO)</i> on the State Government mapping.
Sch. 10, part 5	Environmentally relevant activities (ERA)	Not applicable, the proposal does not include an ERA prescribed under schedule 2 of the <i>Environmental Protection Regulation</i> .
Sch. 10, part 6	Fisheries	The proposed development is located within the Fisheries (Queensland Waterways for Waterway Barrier Works). However, notwithstanding, the proposed development does not propose to conduct any works within the waterways.
Sch. 10, part 7	Hazardous chemical facilities	Not applicable, the proposal does not include a hazardous chemical facility.
Sch. 10, part 8	Heritage places	Not applicable, the premises are not identified as a local heritage place (based on Council's planning scheme) or a Queensland heritage place on the State Government database (Appendix E).
Sch. 10, part 9	Infrastructure-related referrals	Not Applicable, the premises is not identified as containing easements or land burdened by third party infrastructure agencies.
Sch. 10, part 10	Koala habitat area	Not applicable, the premises are mapped outside the Priority Koala Assessable Development Area / Koala Assessable Development Area on the State Government mapping

(Appendix E) and are not mapped as containing koala habitat area. Accordingly, an assessment of the assessment benchmarks prescribed under Schedule 11 of the *Planning Regulation 2017* is not required in this instance.

Sch. 10, part 11	Noise attenuation land	Not applicable, the premises are not identified as noise attenuation land on the State Government mapping (Appendix E).
Sch. 10, part 12	Operational work for reconfiguring a lot	Not applicable, the application does not include an Operational Work component.
Sch. 10, part 13	Ports	Not applicable, given- <ul style="list-style-type: none"> • the premises are not located on Brisbane core port land; • the premises are not land within the Port of Brisbane's limits or other ports; • the premises are not a priority port master planned area; and • the premises are not strategic port land.
Sch. 10, part 14	Reconfiguring a lot under Land Title Act	Schedule 12A ('Assessable benchmark for particular reconfiguring a lot')

The proposal is assessable under Schedule 12A, Part 2 of the *Planning Regulation* as detailed below:

i. **Connectivity**

The proposed new road will provide a logical extension of existing approved development to the east and west and utilising a grid-like pattern where possible.

ii. **Maximum length of particular blocks**

The development provides for convenient pedestrian and cycling movement by ensuring the length of blocks and between pedestrian connections is suitable for residential development. Whilst the development proposes a road greater length than 250m, due to the topography of the site certain roads are required to best suit the topography.

iii. **Street trees**

The proposed new roads allow for the provision of street trees where necessary.

iv. Footpaths

The proposed new roads allow for the provision of footpaths where necessary.

v. Parks and other areas of open space

All proposed lots are within 400 metres of a proposed or existing park.

Sch. 10, part 15	SEQ development area	Not applicable, the premises are not located within the SEQ development area.
Sch. 10, part 16	SEQ regional plan	Not applicable, the premises are not located within the SEQ <i>Regional landscape and rural production area</i> or the <i>Rural living area</i> on the State Government mapping (Appendix E).
Sch. 10, part 17	Tidal works or work in a coastal management district	Not applicable, the premises are not located within the <i>coastal management district</i> on the State Government mapping (Appendix E).
Sch. 10, part 18	Urban design	Not applicable, the proposal does not exceed the development thresholds.
Sch. 10, part 19	Water-related development	Not applicable, the proposal does not include an Operational Work component that involves taking or interfering with water.
Sch. 10, part 20	Wetland protection area	Not applicable, the premises are not identified as a <i>wetland protection area</i> on the State Government mapping (Appendix E).
Sch. 10, part 21	Wind farms	Not applicable, the proposal does not include a wind farm.

5.3 State planning policy

5.3.1 State interest mapping

As shown on the State Government mapping included as **Appendix E**, the premises are identified as containing the following State overlays:

- Agriculture:
 - Important Agricultural Areas
 - Agricultural Land Classification – Class A and B
- Biodiversity
 - MSES – Regulated Vegetation (intersecting a watercourse)

5.3.2 State interest policies

Section 2.1 of the *Toowoomba Regional Planning Scheme 2022* states that the following aspects of the *State Planning Policy 2017* are appropriately integrated into the planning scheme:

- *Living communities*
- *Housing supply and diversity*
- *Agriculture*
- *Development and construction*
- *Mining and extractive resources*
- *Tourism*
- *Biodiversity*
- *Coastal environment*
- *Cultural heritage*
- *Water quality*
- *Emissions and hazardous activities*
- *Natural hazards, risk and resilience*
- *Energy and water supply*
- *State transport infrastructure*
- *Strategic airports and aviation facilities*
- *Strategic ports*

LandPartners have carried out an assessment of the proposed development against the State interest policies and the prescribed assessment benchmarks in Part E of the *State Planning Policy (July 2017)*, as detailed below:

TABLE 4 | State interest policies

STATE INTEREST	COMMENT / ASSESSMENT
Housing supply and diversity	Complies, the proposed development provides for additional housing in areas that are accessible and well-connected to services, employment opportunities and infrastructure; and generally, caters for diversity in housing types and increasing the supply.
Liveable communities	Complies, the proposed development provides for high quality urban design and place making, connecting with commensurate infrastructure and services, and does not involve a community title scheme.
Agriculture	Not applicable, the premises are not identified within an important agricultural area.
Development and construction	Complies, the proposed development represents appropriate land use, reflecting the emerging land use pattern of the locality.
Mining and extractive resources	Complies, the proposed development does not prejudice extractive resources, or mineral, coal, petroleum or gas resources; and does not create any land use conflicts. Furthermore, the premises are not located

	within a key resource area (KRA) in accordance with the prescribed assessment benchmarks.
Tourism	Complies, the proposed development generally does not prejudice any opportunities for developing tourism within the region.
Biodiversity	Complies, the proposed development generally protects and / or maintains any matters of environmental significance.
Coastal environment	Not applicable, the premises are not located within a coastal environment.
Cultural heritage	Not applicable, the premises are not identified as containing any matters of cultural heritage significance.
Water quality	Complies, the stormwater design is designed in accordance with planning scheme requirements. Additionally, the Subject Site is connected to the existing trunk infrastructure water network.
Emissions and hazardous activities	Complies, the premises are not located within any areas involving significant emissions or hazardous activities.
Natural hazards, risk and resilience	Complies, the Subject Site is constrained by certain overlays, however, notwithstanding the proposal is not proposing a built form. As such, assessment against assessment benchmarks is not required.
Energy and water supply	Complies, the proposed development does not compromise any existing or approved future major electricity infrastructure locations or corridors (including easements or electricity substations) or bulk water supply infrastructure locations or corridors (including easements).
Infrastructure integration	Complies, the proposed development can be provided with and has access to a suitable level of infrastructure, commensurate to the requirements of the development.
Transport infrastructure	Complies, the proposed development has appropriate access to transport infrastructure, commensurate to the needs of the ultimate uses.
Strategic airports and aviation facilities	Not applicable, the premises are not located within proximity of a strategic airport or aviation facility, identified in the State Planning Policy, and therefore further consideration to the prescribed assessment benchmarks is not required in this instance.
Strategic ports	Not applicable, the premises are not located within proximity of any strategic port, identified in the State Planning Policy.

Having regard for the above, it is considered that the proposed development is consistent with the applicable provisions of the *State Planning Policy (July 2017)*, and therefore further assessment is not required in this instance.

5.4 Regional plan

The premises are identified within the Urban Footprint of the *SEQ Regional Plan 2017 ('ShapingSEQ')*. The stated intent for the Urban Footprint is to identify land within which the region's urban development needs to 2041 can be accommodated. The proposed development seeks to create residential lots that comply with the prevailing nature of the local area. Therefore, it is considered that the proposal is in keeping with the intent of the regional plan and further assessment is not required in this instance.

5.5 Temporary local planning instruments

There are no Temporary Local Planning Instruments currently in effect in the Toowoomba Regional local government area.

5.6 Toowoomba Regional Planning Scheme 2022 - Assessment

The planning scheme relevant to the application is the Toowoomba Regional Planning Scheme 2022 v.27, with the key aspects detailed below:

5.6.1 Strategic Framework

The Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.

The proposed development is subject to assessment against the Strategic Framework, specifically 3.3 Settlement Pattern, 3.3.1 Strategic Outcomes. 3.3 Settlement Pattern identifies those areas within the Greenfield Areas Zone is identified as an infill area and accommodates lots greater than 500m² in area. The proposed development caters for lots greater than 500m² in size. As such, complying with the settlement pattern specific outcomes in the Strategic Framework.

3.3.3 Element – Compact Urban Form, Land Use Strategy 3.3.3.2 identifies that new developments shall contribute to achieving dwelling yields in the order of 15 dwellings per hectare net in Greenfield Development Areas. The proposed development achieves a slightly lower yield than 15 dwellings per hectare, notwithstanding the proposal achieves a sympathetic proposal to the neighbouring larger lots in proximity to the Subject Lot.

3.3.4 Element – Suburban Neighbourhoods, Land Use Strategy 3.3.4.2 identifies that new residential lot areas that reflect the predominant lots sizes in the surrounding area (within infill areas) and a minimum lot size 500m² within greenfield areas. New lots in the form of hatchet lots are not supported. As previously stated above and identified in the Proposed Reconfiguration of a Lot Plan BRSS8198-000-10-2, each lot is greater than 500m² and not hatchet lots are proposed.

3.5.8 Element – Housing Diversity and Affordability, 3.5.8.1 Specific Outcome identifies there is to be a more balanced approach to housing provision with a greater emphasis on infill, mixed density and smaller dwellings while supporting development in greenfield areas. The proposed development provides a great dwelling mix of lot sizes and frontages as shown in the proposal plan. The proposal creates a great balance of lot sizes and designs to accommodate a variety of future housing options.

5.6.2 Local Plan

The Subject Site is located within the Local Plan Area of Highfields, Meringandan, and Meringandan West Local Plan. The intent of the Highfields area is to increase incrementally residential growth of the existing residential community of Highfields.

Overall Outcomes	Comments
(a) an inter-urban break ensures that Highfields remains a physically discrete settlement from Toowoomba City;	Complies The proposed development allows for Highfields to continue to operate as a separate settlement from Toowoomba City.
(b) development reinforces a local character for Highfields that is unique from the character of Toowoomba City and surrounding townships. Established areas of Highfields are characterised by predominantly low density housing. Newer neighbourhoods in northern Highfields will increasingly comprise greater housing diversity and at higher densities. Neighbourhoods are focussed around a town centre comprising development of greater density and mix of uses than surrounding areas, and established within a variety of urban layouts;	Complies The proposed development looks to retain the low density residential development by creating lots in accordance with planning scheme requirements.
(c) development consolidates the Highfields town centre as the focal point of the Highfields District;	Not Applicable The Subject Site is not located within the Highfields Town Centre. As such, this is not applicable.
(d) development of the Highfields town centre is well planned, vibrant, active and integrated with surrounding neighbourhoods;	Not Applicable The Subject Site is not located within the Highfields Town Centre. As such, this is not applicable.
(e) substantial additional retail development is provided in the Highfields town centre and not at Highfields Plaza;	Not Applicable The Subject Site is not located within the Highfields Town Centre. As such, this is not applicable.
(f) residential expansion predominantly occurs to the north and north-west of the Highfields town centre;	Not Applicable The Subject Site is not located within the Highfields Town Centre. As such, this is not applicable.

Overall Outcomes	Comments
(g) residential developments are formed as part of neighbourhoods or create new neighbourhoods with identifiable and vibrant centres;	Complies The proposed development looks to continue the development pattern which is very low density residential development surrounding the Subject Site.
(h) housing of a higher density than other residential areas are encouraged within a walkable catchment of centres, generally a five minute walk or 400 - 500 metres;	Not Applicable The proposed development is not located in proximity to a centre zone. As such, this is not applicable.
(i) development is predominantly located on the western side of the New England Highway to avoid fragmentation. New commercial and retail development is concentrated in the Highfields town centre or identified centres that service local catchment needs. Tourist related activities that do not adversely affect residential amenity or undermine the centres policy may be considered where adjacent to existing non-residential uses;	Complies The Subject Site is located on the western side of the New England Highway and continues the low density residential lot layout. As such, no fragmentation is created.
(j) an integrated public transport system provides convenient connections throughout Highfields with good, efficient connections to Toowoomba City, Oakey and other key destinations in the Region. Development provides efficient and convenient access to public transport stops;	Complies The proposed development is suitably located within a well-connected public transport network with bus stops located walking distance to the south and east of the Subject Site.
(k) the major road network for Highfields is based on the key corridors of New England Highway, Highfields Road, Woolmer Road, Cawdor Road and Meringandan Road.	Complies The proposed development does not compromise or adversely effect the major road network within Highfields.
(l) the minor road network distributes local traffic and provides good connections to reinforce the higher level function of New England Highway, Highfields Road, Woolmer Drive, Cawdor Road and Meringandan Road;	Complies The proposed lot design and local road network will distribute traffic in a concise manner into the greater road network.
(m) future road links proposed in the local plan code will improve internal connectivity and complement the existing road network, and establish a road link to the west of Toowoomba; and	Complies The proposed lot design and local road network will distribute traffic in a concise manner into the greater road network.
(n) development within the Cooby Creek Reservoir catchment does not have an adverse impact on the quantity or quality of inflows.	Not Applicable The proposed development is not located within this catchment. As such, this is not applicable.

5.6.3 Zone / precinct

The premises are identified within the Low Density Residential Zone (Park Residential Precinct) and Greenfield Areas with the stated intent to provide for a variety of a low density dwelling types, including dwelling houses and community uses and small scale services, facilities and infrastructure that cater for local residents.

The overall outcomes sought for the Low Density Residential Zone Code are as follows: -

Overall Outcomes	Comments
(a) the provision of detached dwelling houses as the primary form of housing within the zone and dual occupancy as a secondary form of housing, on a range of lot sizes greater than 500m ² ;	Complies The proposed development provides for a range of lot sizes which will facilitate future dwelling houses.
(b) medium density forms of residential development are supported within greenfield areas in this zone where within walking distance of a local, district or major centre providing a wide range of goods, services and facilities, including provision of goods and services to meet daily convenience needs or where adjacent or opposite a district or regional park offering a high level of residential amenity.	Complies The proposed development is located within the Park Residential Precinct which seeks to achieve low density residential development. As such, medium density is not sought for this area.
(c) Retirement villages are established in the Low Density Residential Zone only where they are designed to achieve a transition in scale and density from one that is consistent with the surrounding area to a more dense form consistent with a typical retirement village;	Not Applicable The proposed development does not include a built form. As such, this is not applicable.
(d) dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street;	Not Applicable The proposed development does not include a built form. As such, this is not applicable.
(e) lot reconfiguration within greenfield areas in the zone achieves a minimum dwelling yield of 15 dwellings per hectare;	Performance Solution The proposed is located within a greenfield area, however, achieves a dwelling density less than 15 dwellings per hectare. The Subject Site is located within the Park Residential Precinct which requires a minimum lot size of 2,250m ² . The neighbouring lot sizes are greater than 2,000m ² and the applicant has provided a great design outcome which compliments the neighbouring the development pattern whilst creating a dwelling density slightly less than 15 dwellings per hectare.

Overall Outcomes	Comments
(f) new hatchet lots are not created within this zone and existing hatchet lots are occupied by a single dwelling house only;	Not Applicable The proposed development does not incorporate hatchet lots. As such, this is not applicable.
(g) development provides for an efficient land use pattern and is well connected to other parts of the local government area;	Complies The proposed development creates a succinct development pattern which connects the neighbouring developments and provides an efficient use of undeveloped land.
(h) development is designed to provide safe and walkable neighbourhoods that connect residents to desirable destinations including schools, parks, shops and community facilities;	Complies The proposed development creates a walkable road network connecting open space (park) to through roads.
(i) small scale short-term accommodation occurs only on land with direct access to a road at the distributor, sub-arterial and regional arterial level in the road hierarchy and in proximity to existing development of a similar nature, in buildings of a scale that is consistent with the surrounding residential area, all car parking needs can be met on site, and the use does not detract from the residential amenity of the area.	Not Applicable The proposed development does not include a built form. As such, this is not applicable.
(j) development maintains a high level of residential amenity avoiding uses that introduce adverse impacts such as excessive traffic, noise, dust, odour, lighting and other locally specific impacts;	Not Applicable The proposed development does not include a built form. As such, this is not applicable.
(k) development reflects and enhances the existing low density scale and character of the area, and is no more than 2 storeys above ground level;	Not Applicable The proposed development does not include a built form. As such, this is not applicable.
(l) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encourage sustainable transport use such as walking, cycling and public transport use;	Complies The proposed development incorporates sustainable practices including efficient infrastructure design principles to be carried out at Operational Works Stage. The proposed road network encourages active transport to neighbouring centre areas in accordance with planning scheme requirement.
(m) development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure including utility installations to support the needs of the local community;	Complies The proposed development provides additional open space to complement the neighbouring Park (Stella Park).

Overall Outcomes	Comments
<p>(n) non-residential uses occur only where such uses:</p> <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"> a) Child care centre. b) Club. c) Community care centre. d) Community use. e) Educational establishment. f) Emergency services g) The following uses only where reuse of an existing building used for an existing business activity: <ul style="list-style-type: none"> i. Food and drink outlet ii. Shop (only convenience). iii. Health care services. iv. Place of worship. v. Sales office. vi. Veterinary services. 	<p>Not Applicable</p> <p>The proposed development does not include a built form. As such, this is not applicable.</p>
<p>(o) non-residential uses only occur within the zone where they:</p> <ul style="list-style-type: none"> (i) are accessible to the immediate local residential community they serve; (ii) are located on land with direct access to a road at the distributor, sub-arterial and regional arterial level in the road hierarchy and minimises intrusion of through traffic into local residential streets; (iii) have a built form that is compatible with surrounding residential character and amenity, including: <ul style="list-style-type: none"> a) reuse of existing non-residential premises or b) extensions and/or new buildings have height, bulk and scale consistent with intended low density residential built form intent of the zone and compatible with existing streetscape character; (iv) do not have a significant detrimental impact on the neighbourhood amenity expected within a predominantly low density residential environment having regard to sunlight and solar access, privacy, hours of operation, generation of odours, noise, waste 	<p>Not Applicable</p> <p>The proposed development does not include a built form. As such, this is not applicable.</p>

Overall Outcomes	Comments
<p>products, dust, traffic, electrical interference, lighting and visual impacts;</p> <p>(v) ensure all car parking needs can be met on site, and off-street car parking areas do not dominate the appearance in the streetscape and are landscaped to provide an attractive frontage that maximise pedestrian activity and safety.</p>	
<p>(p) Development responds to the natural topography and environmental constraints of the land and avoids or where this is not possible, mitigates any adverse impacts on areas of ecological significance, including creeks, gullies, steep land, waterways, wetlands, habitats and vegetation and bushland through location, design, operation and management.</p>	<p>Complies</p> <p>The proposed development utilises large lots which consider the contours of the site and constraints. The site is constrained by a waterway buffer area to which each lot has been appropriately designed to ensure no adverse impacts are created to the ecosystem.</p>
<p>(q) Development for a sensitive use on land within 250m of land within the Medium Impact Industry Zone is designed to mitigate industrial air, noise and odour emissions with potential to adversely impact on human health, amenity and wellbeing.</p>	<p>Not Applicable</p> <p>The proposed development is not located in proximity to an industry zone. As such, this not applicable.</p>
Park Residential Precinct	
<p>(a) land in this precinct accommodates dwelling houses in a very low density setting, with lots greater than 2,250m²;</p>	<p>Compliance</p> <p>The Proposal Plan prepared by LandPartners nominates lot sizes smaller than the required within the Park Residential Precinct. Notwithstanding, the proposed development accommodates a dwelling density which achieves medium between the greenfield area desired outcome and that of the park residential precinct. As such, the proposal accommodates future dwelling houses which is sought for the specific Subject Lot.</p>
<p>(b) development does not require access to wastewater and lots remain sufficiently large to enable on-site treatment and disposal of effluent;</p>	<p>Compliance</p> <p>The proposed development requires access to wastewater with each lot being of an area not suitable for on-site effluent treatment. The appropriate infrastructure connections will be constructed in due course.</p>
<p>(c) non-residential uses are not located in this precinct; and</p>	<p>Not Applicable</p> <p>The proposed development is for a Reconfiguration of a Lot for future dwelling houses.</p>

Overall Outcomes	Comments
(d) where sewerage is to be provided higher density development may occur	Complies The proposed development looks to incorporate a dwelling density which is in line with the Greenfield Area and Park Residential Precinct and as such, require sewerage to be provided to each allotment.

5.6.4 Overlays

The premises are identified on the following Council Overlays:

- Airport Environs Overlay;
- Environmental Significance;
 - Waterways and Wetlands buffer
- Bushfire Hazard Overlay; and
 - Bushfire Hazard – Medium Risk

The proposed development for a Reconfiguration of a Lot (1 into 96 Lots) New Road and Open Space (Park) has been assessed against the Airport Environ Overlay, Environmental Significance Overlay and Bushfire Hazard Overlay.

The complete assessment against the Applicable Overlays has been carried out by LandPartners and attached in **Appendix B**.

5.6.5 Assessment benchmarks

Based on the zone and overlays identified above and the corresponding category of assessment tables in the planning scheme, the following assessment benchmarks are identified as applicable to the proposal, with the assessment undertaken by the respective consultants as detailed below:

- Low Density Residential Zone Code – Park Residential Precinct & Greenfields Area;
- Highfields, Meringandan and Meringandan West Local Plan Area;
- Reconfiguring a Lot Code;
- Airport Environs Overlay Code;
- Bushfire Overlay Code;
- Environmental Significance Overlay Code;
- Integrated Water Cycle Management Code;
- Transport, Access and Parking Code; and
- Works and Services Code.

As the proposed development is for a Reconfiguration of a Lot (1 into 255 Lots) New Road, Open Space and Drainage Reserve and has addressed the identified codes above. As part of this Development Application an Engineering Report has been prepared by Lambert & Rehbein and attached in **Appendix F**. The Engineering Report has addressed the Integrated Water Cycle Management Code, Transport, Access and Parking Code and Works and Services Code.

5.6.6 Planning scheme policies

It is considered that the Planning Scheme Policies have been appropriately incorporated as part of the assessment of the relevant Codes; therefore, further assessment against these documents is considered unnecessary in this instance.

5.7 Infrastructure charges

The proposed Reconfiguring a Lot component of the application will be subject to infrastructure charges, to be calculated based on the *Toowoomba Regional Council Adopted Charges No. 5 2022*.

6.0 Recommendation

LandPartners Pty Ltd have carried out a full assessment of the proposed Development Permit for Reconfiguring a Lot (1 into 255 Lots) New Road, Open Space (Park) and Drainage Reserve, at 49 Cawdor Road, Highfields QLD on land described as Lot 1111 on RP902333, against the applicable State and Local Government assessment benchmarks and associated legislation for a Code Assessable application.

It is recommended that the Toowoomba Regional Council approve the proposed development subject to relevant and reasonably required conditions, having regard for the following:

- The premises are appropriately located within the Urban Footprint of the *SEQ Regional Plan 2017*, which supports the proposed residential development;
- The proposed development for a Reconfiguration of a Lot (1 into 255 Lots) New Road, Open Space and Drainage Reserve provides an excellent development outcome which complements the surrounding development pattern and incrementally increases the dwelling density in the region;
- The proposed development will be connected to / provided with the appropriate infrastructure networks and services, including connection to the reticulated water supply network, on-site effluent treatment, stormwater management, telecommunications, and electricity supply in accordance with the relevant standards; and
- The proposal has been assessed against the relevant assessment benchmarks of the Toowoomba Regional Council Planning Scheme 2022 and generally complies. Where necessary, suitable alternative solutions have been proposed and justified, and provide an appropriate development response to the requirements of the planning scheme and relevant instruments. The proposed development is consistent with the outcomes envisaged under the planning scheme.

This planning report, together with the accompanying Proposal Plan BRSS9198-000-10-2 prepared by LandPartners Pty Ltd, demonstrate that the application should be supported by Council and that the approval of this application is warranted in this instance.

Appendix A: DA Form 1 (Development application details) and Landowner Consent

Appendix B: Assessment benchmarks (*Toowoomba Regional Planning Scheme 2022*)

Prepared by LandPartners Pty Ltd

8.2.1

Airport Environs Overlay Code

Table 8.2.1:1 - Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Comments
Height of Buildings and Other Structures		
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.	AO1.1 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.	Not Applicable with AO1.1 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.
	AO1.2 Buildings or other structures (including private forestry plantations) in areas adjacent to the Oakey Army Aviation Centre shown on the Airport Environs Overlay maps do not exceed the following heights: (a) Area A – 0m; (b) Area B – 7.5m; (c) Area C – 15m; (d) Area D – 45m; and (e) Area F – 90m.	Not Applicable with AO1.2 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.
	AO1.3 Any cranes or other equipment used during the construction do not exceed the heights set out in AO1.1 or AO1.2	Not Applicable with AO1.3 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.
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.	AO2.1 Premises are not developed for: (a) dwelling house, multiple dwelling, dual occupancy, retirement facility, tourist park, hospital, health care services, relocatable home park, community residence, child care centre, educational establishment, residential care facility, resort complex, rooming	Not Applicable with AO2.1 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.

Performance Outcomes	Acceptable Outcomes	Comments
	<p>accommodation or rural worker's 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; incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion –Building Siting and Construction and Australian Standard AS2107 – Acoustics –Recommended design sound levels and reverberation times for building interiors.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO3 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>
<p>Lighting and Emission Hazards</p>		

Performance Outcomes	Acceptable Outcomes	Comments
<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>AO4.1 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>Not Applicable with AO4.1 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>
	<p>AO4.2 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>Not Applicable with AO4.2 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>
	<p>AO4.3 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>Not Applicable with AO4.3 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</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>AO5.1 Any cleared vegetation is mulched or removed from the site and not burnt on-site.</p>	<p>Not Applicable with AO5.1 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>
	<p>AO5.2 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>Not Applicable with AO5.2 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>
Development within the Public Safety Area		
<p>PO6 Development does not introduce or intensify uses within the public safety area shown on</p>	<p>AO6.1 Premises within the Public Safety Area are not developed for:</p>	<p>Not Applicable with AO6.1 The proposed development is for a Reconfiguration of a Lot with no proposed</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>the Airport Environs Overlay maps which are likely to increase risks to public safety.</p>	<p>(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.</p>	<p>built form. As such, this acceptable outcome is not applicable.</p>
Potential Wildlife Hazards		
<p>PO7 The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of attracting wildlife to the area which could cause or contribute to bird-strike hazard.</p>	<p>AO7.1 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); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing.</p>	<p>Not Applicable with AO7.1 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>
	<p>AO7.2 The following uses are located within the 3km Wildlife Hazard Buffer Zone shown on the</p>	<p>Not Applicable with AO7.2 The proposed development is for a Reconfiguration of a Lot with no proposed</p>

Performance Outcomes	Acceptable Outcomes	Comments
	<p>Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered:</p> <ul style="list-style-type: none"> (a) animal keeping (being a riding school, the keeping, handling and racing of horses or stables); (b) community use (being show grounds); (c) outdoor sport and recreation (being a drive in theatre); and (d) food and drink outlet (being a drive-through facility). 	<p>built form. As such, this acceptable outcome is not applicable.</p>
	<p>AO7.3</p> <p>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> <ul style="list-style-type: none"> (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. 	<p>Not Applicable with AO7.3</p> <p>The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>
	<p>AO7.4</p> <p>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>Not Applicable with AO7.4</p> <p>The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>
	<p>AO7.5</p> <p>Landscaping does not include species that at maturity would intersect the Airport Obstacle</p>	<p>Not Applicable with AO7.5</p> <p>The proposed development is for a Reconfiguration of a Lot with no proposed</p>

Performance Outcomes	Acceptable Outcomes	Comments
	Limitation Surfaces shown on the Airport Environs Overlay maps.	built form. As such, this acceptable outcome is not applicable.
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>AO8.1 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>Not Applicable with AO8.1 The proposed development is for a Reconfiguration of a Lot with no proposed built form. As such, this acceptable outcome is not applicable.</p>

8.2.2

Bushfire Hazard Overlay Code

Table 8.2.2:1 - Bushfire Hazard Overlay Code –requirements for accepted development and assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO1 Development is provided with an adequate water supply for fire fighting purposes that is safely located and freely accessible.</p>	<p>AO1.1 Development within a water supply area involving the creation of a new lot/s or involving proposed and existing buildings with a combined gross floor area greater than 50m², is connected to Council’s reticulated water supply system It will be readily available at all time for fire fighting vehicles and a water supply outlet located within the road reserve is within 40m² of the following: (a) All of the land; or (b) A building envelope designated on each lot; or (c) The centre of each lot, excluding access handles (where no building envelope is designated); and (d) All existing and proposed buildings</p> <p>And</p> <p>Fire hydrants are designed and installed in accordance with Queensland Fire and Emergency Services’ Fire Hydrant and Vehicle Access Guidelines, Unless otherwise specified by the relevant water entity</p>	<p>Complies with AO1.1 The proposed development for a Reconfiguration of a Lot will be connected to the appropriate infrastructure in accordance with planning scheme requirements. It is important to note the proposed development is only subject to a portion of the site within the Bushfire Hazard Overlay.</p>
	<p>AO1.2 Development outside a water supply area involving proposed or existing buildings with a combined gross floor area greater than 50m², are provided with a dedicated on site</p>	<p>Not Applicable with AO1.2 The proposed development is connected to the water supply. As such, this acceptable outcome is not applicable.</p>

Performance Outcomes	Acceptable Outcomes	Comments
	<p>water storage system that permanently holds a minimum of 10,000 litres (e.g. dam, swimming pool or water tank) for fire fighting purposes.</p> <p>AO1.3 A water tank is provided within 10m of each building (other than a class 10 building) which: (a) Is either below ground level or of non-flammable construction; (b) Has a take-off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: (i) 10,00 litres for residential buildings; (ii) For industrial, commercial; and other buildings, a volume specified in AS2304-2011 (c) Includes shielding of tanks and pumps in accordance with AS2304-2011 (d) Includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank (e) Is provided with rural fire brigade tank fittings if serviced by a rural fire brigade (i.e. 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines); and (f) Is clearly identified by directional signage at the street frontage</p>	<p>Complies with AO1.3 The proposed development for a Reconfiguration of a Lot will be connected to the appropriate infrastructure in accordance with planning scheme requirements. It is important to note the proposed development is only subject to a portion of the site within the Bushfire Hazard Overlay.</p>
<p>PO2 Development provides for the safety of people and property by avoiding areas of High or Medium bushfire risk.</p>	<p>AO2.1 Development is not located on land that is subject to High or Medium bushfire risk. OR</p>	<p>Performance Outcome for AO2.1 The Subject Site is constrained by a portion of Medium Bushfire Hazard Risk and as such a Bushfire Management Plan can be conditioned as part of the Development Decision.</p>

Performance Outcomes	Acceptable Outcomes	Comments
	<p>AO2.2 Where development is located in a High or Medium bushfire risk area (except for single dwellings on existing lots), it complies with a Bushfire Management Plan for the premises</p>	<p>Complies with AO2.2 The Subject Site is constrained by a portion of Medium Bushfire Hazard Risk and as such a Bushfire Management Plan can be conditioned as part of the Development Decision.</p>
<p>PO3 Development provides for the safety of people and property by mitigating the bushfire risk through the siting of buildings.</p>	<p>AO3.1 Buildings and structures: (a) are sited in locations of lowest hazard within the lot; and (b) achieve setbacks from hazardous vegetation of 1.5 times the predominant mature canopy tree height or 10 m, whichever is the greater; and (c) are 10 m from any retained vegetation strips or small areas of vegetation; and (d) are sited so that elements of the development least susceptible to fire are sited closest to the bushfire hazard.</p>	<p>Not Applicable with AO3.1 The proposed development is for a Reconfiguration of a Lot with no built form as part of the development application. As such, this acceptable outcome is not applicable.</p>

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

Performance Outcomes	Acceptable Outcomes	Comments
For all Development		
<p>PO1 Community infrastructure is only located in a bushfire medium and high risk area where the function and role of the infrastructure necessitates its location in the area and there are no suitable alternative sites in a low bushfire hazard area.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with AO1.1 The proposed development is for a Reconfiguration of a Lot with no proposed community infrastructure. As such, this acceptable outcome is not applicable.</p>
<p>PO2 Community infrastructure is able to function effectively during and immediately after bushfire events.</p>	<p>AO2.1 The community infrastructure is located on land that is not subject to High or Medium bushfire risk; or</p>	<p>Complies with AO2.1 The proposed development is for a Reconfiguration of a Lot with no proposed community infrastructure. As such, this acceptable outcome is not applicable.</p>

Performance Outcomes	Acceptable Outcomes	Comments
	<p>AO2.2 The community infrastructure will not involve any new building work other than a minor extension (<20 m² Gross Floor Area) to an existing building; or</p> <p>AO2.3 The community infrastructure development is located within a bushfire hazard area (as identified in the Bushfire Hazard Overlay Maps) but is designed to function effectively during and immediately after bushfire events.</p>	<p>Complies with AO2.2 The proposed development is for a Reconfiguration of a Lot with no proposed community infrastructure. As such, this acceptable outcome is not applicable.</p> <p>Complies with AO2.3 The proposed development is for a Reconfiguration of a Lot with no proposed community infrastructure. As such, this acceptable outcome is not applicable.</p>
Water Supply		
<p>PO3 Development is provided with an adequate water supply for fire fighting purposes that is safely located and freely accessible.</p>	<p>AO3.1 Development within a water supply area involving the creation of a new lot/s or involving proposed and existing buildings with a combined gross floor area greater than 50m², is connected to Council's reticulated water supply system It will be readily available at all time for fire fighting vehicles and a water supply outlet located within the road reserve is within 40m² of the following: (f) All of the land; or (g) A building envelope designated on each lot; or (h) The centre of each lot, excluding access handles (where no building envelope is designated); and (i) All existing and proposed buildings</p> <p>And</p> <p>Fire hydrants are designed and installed in accordance with Queensland Fire and Emergency Services' Fire Hydrant and</p>	<p>Complies with AO3.1 The proposed development for a Reconfiguration of a Lot will be connected to the appropriate infrastructure in accordance with planning scheme requirements. It is important to note the proposed development is only subject to a portion of the site within the Bushfire Hazard Overlay.</p>

Performance Outcomes	Acceptable Outcomes	Comments
	Vehicle Access Guidelines, Unless otherwise specified by the relevant water entity	
	<p>AO3.2 Development outside a water supply area involving proposed or existing buildings with a combined gross floor area greater than 50m², are provided with a dedicated on site water storage system that permanently holds a minimum of 10,000 litres (e.g. dam, swimming pool or water tank) for fire fighting purposes.</p>	<p>Not Applicable with AO3.2 The proposed development is connected to the water supply. As such, this acceptable outcome is not applicable.</p>
	<p>AO3.3 A water tank is provided within 10m of each building (other than a class 10 building) which:</p> <ul style="list-style-type: none"> (a) Is either below ground level or of non-flammable construction; (b) Has a take-off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: <ul style="list-style-type: none"> (i) 10,00 litres for residential buildings; (ii) For industrial, commercial; and other buildings, a volume specified in AS2304-2011 (c) Includes shielding of tanks and pumps in accordance with AS2304-2011 (d) Includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank (e) Is provided with rural fire brigade tank fittings if serviced by a rural fire brigade (i.e. 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines); and 	<p>Not Applicable with AO3.3 The proposed development is connected to the water supply. As such, this acceptable outcome is not applicable.</p>

Performance Outcomes	Acceptable Outcomes	Comments
	(f) Is clearly identified by directional signage at the street frontage	
Hazardous Materials		
<p>PO4 Public safety and the environment are not adversely affected by the detrimental impacts of bushfire on the manufacture or storage of hazardous materials in bulk.</p>	<p>AO4.1 Development complies with a Bushfire Management Plan for the premises.</p>	<p>Complies with AO4.1 As previously identified above, a Bushfire Management Plan can be conditioned as part of the Development Decision.</p>
Reconfiguring a Lot and Material Change of Use		
<p>PO5 Lot design and the siting of buildings provide safe sites for habitable and non-habitable buildings.</p>	<p>AO5.1 All development enables buildings and structures to achieve setbacks from hazardous vegetation that are: (a) sited within the area of lowest hazard within the lot; and (b) provide for adequate setbacks from hazardous vegetation; and (c) 1.5 times the predominant mature canopy tree height or 10m, whichever is the greater; and (d) 10m from any retained vegetation strips or small areas of vegetation; and (e) sited so that elements of the development least susceptible to fire are sited closest to the bushfire hazard.</p>	<p>Not Applicable with AO5.1 The proposed development is for a Reconfiguration of a Lot with no proposed built form. Future dwellings will be designed and constructed in accordance with a future Bushfire Management Plan.</p>
<p>PO6 For development that will result in multiple buildings or lots, roads and access are designed to mitigate against bushfire hazard by ensuring adequate access for: (a) fire fighting and other emergency vehicles; and (b) the evacuation of people in the event of an emergency.</p>	<p>AO6.1 The road design is capable of providing access for fire fighting and other emergency vehicles, in accordance with the standards identified in SC6.2 PSP No. 2 – Engineering Standards –Roads and Drainage Infrastructure.</p> <p>AO6.2 The lot layout ensures that all roads are through roads.</p>	<p>Complies with AO6.1 The proposed road design allows for access from a Collector Road (Cawdor Road). Additionally, the site obtains access from three other formal roads.</p> <p>Complies with AO6.2 The Proposal Plan prepared by LandPartners identifies each road as a through road.</p>

Performance Outcomes	Acceptable Outcomes	Comments
	<p>AO6.3 The lot layout does not include long narrow lots, long access ways or rear lots.</p>	<p>Complies with AO6.3 The Proposal Plan prepared by LandPartners ensures that each lot is a suitable width.</p>
	<p>AO6.4 The road has a maximum gradient of 1 in 8 (12.5%).</p>	<p>Complies with AO6.4 The proposed road gradients can be conditioned to comply as part of the development decision.</p>
<p>P07 For development that will result in multiple buildings or lots, fire breaks are provided that: (a) adequately and effectively separate the development site from surrounding vegetation to mitigate against bushfire hazard; (b) have sufficient width to enable continuous access for fire fighting and other emergency vehicles, residents and equipment; and (c) are in secure tenure and are maintained.</p>	<p>AO7.1 The development incorporates a fire break provided by a perimeter road that: (a) separates the boundary of the lots and the adjacent bushland; (b) has a minimum cleared width of 20m; (c) has a formed road width of 6m; and (d) is constructed to an all weather standard.</p>	<p>Complies with AO7.1 Further investigation will be conducted through a Bushfire Management Plan conditioned as part of the Development Decision.</p>
	<p>AO7.2 The development includes fire breaks which are located as close as possible to the boundaries of the lot(s) and the adjoining bushfire hazard and the fire breaks have: (a) a minimum cleared width of 6m; (b) a minimum formed width of 4m; (c) a maximum gradient of 1 in 8 (12.5%); (d) are constructed and maintained to prevent erosion, provide adequate drainage and provide continuous access for fire fighting vehicles; (e) provide passing bays and turning areas for fire-fighting appliances; and (f) are either located on public land, or within an access easement that is granted in favour of the Toowoomba Regional Council and the Queensland Fire and Rescue Service.</p>	<p>Complies with AO7.2 Further investigation will be conducted through a Bushfire Management Plan conditioned as part of the Development Decision.</p>
	<p>AO7.3</p>	<p>Complies with AO7.3 Further investigation will be conducted through a Bushfire Management Plan</p>

Performance Outcomes	Acceptable Outcomes	Comments
	<p>Vehicular access is provided along and at each end of the fire break to existing fire maintenance trails or roads.</p>	<p>conditioned as part of the Development Decision.</p>
	<p>A07.4 The development includes sufficient cleared breaks of 6m minimum width in retained bushland within the development (e.g. creek corridors and retained vegetation) to allow burning of sections and access for bushfire response.</p>	<p>Complies with A07.4 Further investigation will be conducted through a Bushfire Management Plan conditioned as part of the Development Decision.</p>

8.5.1

Environment Significance Overlay Code

Table 8.5.1:1 - Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Comments
Areas of Ecological Significance		
<p>PO1 Vegetation disturbance or other impacts on areas of ecological significance shown on the Environmental Significance Overlay maps, is avoided or where disturbance cannot be avoided the loss or reduction of ecological values is minimised.</p>	<p>AO1.1 Impacts are avoided by locating development wholly outside mapped areas of ecological significance and areas of ecological significance buffer identified on the Environmental Significance Overlay maps.</p> <p>OR</p> <p>Where impacts on areas of ecological significance shown on the Environmental Significance Overlay Maps cannot be avoided, they are minimised by:</p> <ul style="list-style-type: none"> (a) minimising the total footprint within which activities, buildings, structures, driveways and other works or activities are contained; (b) avoiding further fragmentation of areas of ecological significance and strengthening linkages where possible; (c) utilising areas of lesser importance in terms of biodiversity values so that areas of higher value are conserved to the greatest extent practicable; and (d) maintaining areas of ecological significance in patches of greatest possible size and with the smallest possible edge to area ratio 	<p>Not Applicable with AO1.1 The Subject Site does not have areas of ecological significance over the subject site. As such, this Acceptable Outcome is not applicable.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO2 Development optimises biodiversity outcomes by prioritising the location of environmental offsets within identified biodiversity corridors</p>	<p>AO2.1 Biodiversity offsets designed to counterbalance development impacts on areas of ecological significance are delivered consistent with the Queensland Government Environmental Offsets Policy 2008 and other applicable biodiversity/environmental offset policies.</p>	<p>Not Applicable with AO2.1 The Subject Site does not have areas of ecological significance over the subject site. As such, this Acceptable Outcome is not applicable.</p>
<p>PO3 Landscaping complements biodiversity values by incorporating the following elements into the landscaping design: (a) native plants of local origin; or (b) known food and habitat trees and shrubs for endemic native fauna species in the local area; or (c) replication of adjacent healthy remnant habitats, including understorey vegetation; and (d) no declared noxious plants, weeds or invasive plants likely to displace native flora species or degrade fauna habitat</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO3 As part of the Reconfiguration of a Lot Application there is no proposed landscaping. As such, this not applicable.</p>
<p>PO4 Movement of fauna is facilitated within and through the site, particularly along identified biodiversity corridors by: (a) ensuring that development and associated activities do not create barriers to the movement of fauna along and within biodiversity corridors; (b) directing fauna to locations where wildlife infrastructure has been created, to enable wildlife to safely negotiate a development area; and (c) separating fauna from potential hazards.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO4 The proposed development does not intend to relocate fauna through the site. As such, this is not applicable.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO5 Identified biodiversity corridors on the Environmental Significance Overlay maps and their role to potentially connect areas of ecological significance (through rehabilitation or enhancement) are not compromised by development</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO5 The Subject Site is not constrained by a biodiversity corridor. As such, this not applicable.</p>
Waterway and Wetlands		
<p>PO6 Development is not carried out within a mapped waterway or wetland identified on the Environmental Significance Overlay maps.</p>	<p>AO6.1 Development is located outside the mapped boundary of a waterway or wetland identified on the Environmental Significance Overlay maps.</p>	<p>Complies with AO6.1 The proposed development is for a Reconfiguration of a Lot and no built form is proposed as part of this development has future developable land within the waterway corridor.</p>
<p>PO7 Development provides a buffer which protects the ecological, hydrological and water quality values of the wetland or the waterway</p>	<p>AO7.1 Development provides a buffer area which is vegetated with native plants endemic to the area</p>	<p>Complies with AO7.1 The proposed development can provide a suitable dwelling house outside of the buffer area nominated on the Toowoomba Regional Planning Scheme Mapping.</p>
	<p>AO7.2 Buildings, structures and works are not carried out within the buffer area identified on the Environmental Significance Overlay maps.</p>	<p>Complies with AO7.2 The proposed development is for a Reconfiguration of a Lot with no built form proposed as part of this development. Notwithstanding, the proposal allows for a suitable site area for future dwelling houses.</p>
<p>PO8 Development retains the existing hydrological regime or re-establishes the previous naturally occurring regime.</p>	<p>AO8.1 Existing flows of surface and ground water are not altered through construction of channelled flows or the redirection or interruption of flows.</p>	<p>Complies with AO8.1 The Subject Site is located at the end of a waterway. As such, no flow will be altered through future construction.</p>

7.2.1

Highfields, Meringandan and Meringandan West Local Plan Code

Table 7.2.1:1 - Highfields, Meringandan and Meringandan West Local Plan Code – assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Comments
General (Applies to all land within the Local Plan Area)		
PO1 A water supply is provided that is adequate for the current and future needs of the intended use.	AO1.1 Business activities with a Gross Floor Area greater than 1,000m ² only occur within the Highfields Town Centre	Not Applicable The Subject Site is not located within the Town Centre and the development is not for Business Activities. As such, this acceptable outcome is not applicable.
Road Network		
PO2 Development maintains and reinforces the integrity of the main road structure formed by the New England Highway, Highfields Road, Woolmer Road, Cawdor Road, Reis Road, Kratzke Road, O'Brien Road, Kleinton Road and Meringandan Road.	AO2.1 New roads associated with new development do not assume a greater importance in the road hierarchy for Highfields than the New England Highway, Highfields Road, Woolmer Road, Cawdor Road, Reis Road, Kratzke Road, O'Brien Road, Kleinton Road and Meringandan Road.	Complies with AO2.1 The proposed developments internal road network will act subordinately to the existing road network and existing road network hierarchy.
PO3 Development facilitates the establishment of a road connection (distributor or higher) from the intersection of Highfields Road and Polzin Road to Woolmer Road.	No Acceptable Outcome is Nominated	Not Applicable with AO3 The proposed development is located away from the areas identified in AO3. As such, this acceptable outcome is not applicable.
PO4 Development facilitates the establishment of a western road link (distributor or higher) from the northern section of Highfields Road into Toowoomba.	No Acceptable Outcome is Nominated	Not Applicable with AO4 The proposed development is located away from the areas identified in AO4. As such, this acceptable outcome is not applicable.
Where in the Low-Medium Density Residential Zone		
Structure and Built Form – Where in Highfields Town Centre		
Major Design Features – Where in the Highfields Town Centre		
Landscaping – Where in the Highfields Town Centre		
Parking and Servicing Code		

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO26 Refuse disposal areas are located in convenient and unobtrusive positions and are capable of being serviced by refuse collection vehicles.</p>	<p>AO26.1 Centralised refuse storage areas are: (a) located at least 5m from any street frontage or any other boundary; (b) of hardstand construction; and (c) convenient to access.</p>	<p>Not Applicable with AO26.1 The proposed development does not include a MCU Component. As such, this acceptable outcome is not applicable.</p>
<p>PO27 Parking areas, servicing and access are designed and located: (a) to ensure no parking, servicing and access area, or structures are a dominant visual element on the site on which it is developed, or the streetscape; (b) to allow multiple developments to utilise common carparking areas; (c) to service the needs of all users of the development; and (d) to avoid pedestrian, cyclist and vehicular conflict.</p>	<p>AO27.1 Car parking areas, service areas and access driveways are located where they will not unduly intrude upon pedestrian use of footpaths and will not dominate the streetscape through: (a) the use of rear access lanes; (b) parking and service areas situated at the rear of the site or below ground level; or (c) shared driveways where reciprocal access and shared carparking and access arrangements are in place, as relevant.</p>	<p>Complies with AO27.1 The proposed Reconfiguration of a Lot provides a suitable front for each lot that would allow for adequate driveways and vehicle crossovers.</p>
<p>PO28 Access driveways are located where they will not detract from the active frontages of the Precinct, impact on the overall streetscape appearance or the character and amenity of public spaces and will not unduly intrude upon pedestrian use of footpaths.</p>	<p>AO28.1 Vehicular driveway access for carparks, refuse service and loading dock facilities of the development is not provided to developments from the 'Main Street' or other streets identified in Figure 2d– Highfields Town Centre Precinct - Pedestrian/Cyclist Network as having an active street frontage.</p>	<p>Not Applicable with AO28.1 The proposed development is not located within Highfields Town Centre Precinct. As such, this acceptable outcome is not applicable.</p>
	<p>AO28.2 Loading and service bays are located at the rear of the premises or where appropriate below ground level and accessed by streets that are not identified in Figure 2d– Highfields Town Centre Precinct - Pedestrian/Cyclist Network as having an active street frontage.</p>	<p>Not Applicable with AO28.2 The proposed development is not located within Highfields Town Centre Precinct. As such, this acceptable outcome is not applicable.</p>
<p>Residential Amenity</p>		

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO29 Development involving a residential component provides residents of the site and surrounding land with a high level of privacy whilst providing residents with a reasonable outlook.</p>	<p>AO29.1 Development is to ensure that: (a) Habitable rooms or private open space of a dwelling are separated by at least 9m; or (b) Outlook from windows, balconies, and terraces is screened where a direct view is available into a habitable room or private open space of a dwelling; or (c) Windows have translucent glazing or sill heights of at least 1.7m where within 9m of a habitable room or private open space of a dwelling.</p>	<p>Not Applicable with AO29.1 The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>
	<p>AO29.2 Where screening is used, it: (a) is a solid translucent screen or perforated panels or trellises which have a maximum of 50% openings; and (b) is permanent and fixed, and designed to blend in with the development.</p>	<p>Not Applicable with AO29.2 The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>
<p>PO30 Mixed use development incorporating residential uses provides reasonable standards of identity, privacy and security for residents and their visitors.</p>	<p>AO30.1 Pedestrian entries are prominent when viewed from the street, are clearly defined, signposted, and well lit for safety.</p>	<p>Not Applicable with AO30.1 The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>
	<p>AO30.2 Entries to the residential component of a mixed use development are clearly separated from non-residential entrances.</p>	<p>Not Applicable with AO30.2 The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>
	<p>AO30.3 Safe and secure parking areas are provided for residential uses that are clearly marked, easily accessible and separate from non-residential building users.</p>	<p>Not Applicable with AO30.3 The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>
	<p>AO30.4</p>	<p>Not Applicable with AO30.4</p>

Performance Outcomes	Acceptable Outcomes	Comments
	<p>Development fronting streets, open space areas and dwellings:</p> <p>(a) provides vehicle loading/unloading and refuse storage/collection facilities within enclosed service yards or courtyards;</p> <p>(b) locates site service facilities and refuse storage/collection areas away from residential dwelling units, and away from the frontage to a public street or park in a manner that would result in bins being directly visible from those public spaces;</p> <p>(c) limits service vehicle loading/unloading to between 7:00 am and 6:00 pm; and</p> <p>(d) designs and locates ventilation and mechanical plant that does not direct noise and odours toward nearby dwelling units.</p>	<p>The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>
<p>PO31 Development that includes a residential component is provided with private open space which:</p> <p>(a) facilitates active use by residents;</p> <p>(b) has adequate privacy;</p> <p>(c) has access to direct sunlight; and</p> <p>(d) has convenient access from a main living area.</p>	<p>AO31.1 Landscape design allows for shading and sunlight to communal areas, privacy buffers between dwelling units and assists in providing microclimatic control.</p>	<p>Not Applicable with AO31.1 The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>
	<p>AO31.2 A minimum of 20% of the site is provided as landscape and recreation spaces each with a minimum dimension of 3m.</p>	<p>Not Applicable with AO31.2 The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>
	<p>AO31.3 Development includes a screened area within or outside of the building envelope for storing refuse bins.</p>	<p>Not Applicable with AO31.3 The proposed development does not provide a built form as part of the development. As such, this acceptable outcome is not applicable.</p>

6.2.1

Low Density Residential Zone Code

Table 6.2.1:1 - Low Density Residential Zone Code – requirements for accepted and assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Comments
Caretakers Accommodation		
Dwelling Unit		
Non-Residential uses and Building Work – Scale of Use where involving the reuse of an existing building		
Non-Residential uses and Building Work – Noise Amenity		
Non-Residential uses and Building Work – Privacy and Screening		
Non-Residential uses and Building Work – Outdoor Lighting		
Utilities and Stormwater		
PO7 A water supply is provided that is adequate for the current and future needs of the intended use.	AO7.1 Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies with AO7.1 The proposed development will be connected to appropriate infrastructure in accordance with planning scheme requirements.
PO8 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO8.1 Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	Complies with AO8.1 The proposed development will be connected to appropriate infrastructure in accordance with planning scheme requirements.
PO9 The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO9.1 Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies with AO9.1 The proposed development will be connected to appropriate infrastructure in accordance with planning scheme requirements.
PO10 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.	AO10.1 Roof water and impervious surfaces water runoff is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies with AO10.1 The proposed development will be connected to appropriate infrastructure in accordance with planning scheme requirements.

Performance Outcomes	Acceptable Outcomes	Comments
Waste Management		
<p>PO11 Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times, and waste is captured and discharges to an approved collection point.</p>	<p>AO11.1 Refuse container storage areas are provided that: (a) are located behind the building line and screened from public view: (i) in a building, outbuilding or other enclosed structure; (ii) screened by a minimum 1.5 m high solid fence or wall that is surrounded by minimum 1m wide landscaping (excluding container storage access point) where not adjoining a residential boundary; or; (iii) screened by a minimum 1.8m high solid fence where adjoining a residential boundary (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; and (d) are large enough to accommodate at least one (1) standard/sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use.</p>	<p>Not Applicable with AO11.1 The proposed development does not include a built form. As such, this acceptable outcome is not applicable.</p>
Non-Residential uses and Building Work – Access, On-Site Car Parking and Manouvering		
<p>PO12 Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and:</p>	<p>PO12.1 Where not involving the reuse of an existing premises used for a business activity car parking is provided in accordance with the Transport, Access and Parking Code.</p>	<p>Not Applicable with AO12.1 The proposed development does not involve the reuse of an existing premise. As such, this acceptable outcome is not applicable.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<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 car parking areas do not dominate the appearance in the streetscape.</p>	<p>PO12.2 Where involving re-use of premises used for a business activity:</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 location of existing or previously approved access (driveways and vehicle cross-overs) and on site car parking and manoeuvring areas.</p>	<p>Not Applicable with AO12.2 The proposed development does not involve the reuse of an existing premise. As such, this acceptable outcome is not applicable.</p>
Non-Residential Uses and Building Work – Landscaping		

Table 6.2.1:3 – Low Density Residential Zone Code: assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Comments
Residential Development		
<p>PO1 The zone accommodates predominantly dwelling houses and other housing forms at a low density scale and intensity.</p>	<p>AO1.1 Uses which are consistent with the intent of the zone include:</p> <p>(a) dwelling house; and</p> <p>(b) dual occupancy, except where located in the Clifford Park Stables and Park Residential Precincts</p>	<p>Complies with AO1.1 The proposed development for a Reconfiguration of a Lot does not include a Material Change of Use Component, notwithstanding, the future uses intended for the site are dwelling houses.</p>
<p>PO2 The density of accommodation activities in the Clifford Park Stables Precinct is not increased, other than where directly associated with the management of stables on the same site.</p>	<p>No acceptable outcome provided.</p>	<p>Not Applicable with PO2 The proposed development is not located within the Clifford Stables Precinct. As such, this is not applicable.</p>
<p>PO3 Short-term accommodation occurs where:</p> <p>(a) it is of a small scale that is consistent with the intensity of development in the surrounding residential area;</p> <p>(b) adjoining or located on the opposite side of a road to existing Short-term</p>	<p>No Acceptable Outcome provided</p>	<p>Not Applicable with PO3 The proposed development does not include short-term accommodation. As such, this is not applicable.</p>

Performance Outcomes	Acceptable Outcomes	Comments
accommodation or other Accommodation activities of a similar scale and density ; (c) all car parking needs can be met on site; (d) have direct vehicle access to a distributor, sub-arterial and regional arterial level road that is not a State-controlled road; and (e) do not unduly detract from the amenity of nearby residences.		
PO4 Higher density forms of Accommodation activities (i.e. other than caretaker's accommodation, community residence, dwelling house and dual occupancy) are designed to reflect the residential scale and density of the surrounding area.	AO4.1 The number of dwellings on the site does not exceed one per 500m ² .	Complies with AO4.1 The proposed development allows for suitable lot sizes to ensure one dwelling per 500m ² .
	AO4.2 The site has a minimum frontage of 12m.	Complies with AO4.2 The Proposal Plan identifies each new lot to have a greater frontage than 12m wide.
Non-Residential Development		
PO5 Non-residential uses establish only where they: (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 centres network; (c) do not contribute to strip development or expansion of an existing centre; (d) are a of a small scale, and have low intensity operation and employment; (d) are highly accessible to the immediate local community it serves and have direct vehicle access to a distributor, sub-arterial and regional arterial;	No Acceptable Outcome is Nominated	Not Applicable with PO5 The proposed development does not propose non-residential uses.

Performance Outcomes	Acceptable Outcomes	Comments
<p>(c) do not introduce non-local traffic into a local street;</p> <p>(e) are in buildings, including extensions and alterations to an existing building, that have a low rise bulk and scale compatible with a dwelling house and consistent with the character of adjoining residential buildings and the surrounding streetscape;</p> <p>(f) do not adversely impact the amenity, safety or privacy of nearby residences.</p>		
Built Form		
<p>PO6 Buildings are of a height which is consistent with the intended character of the zone and overlay, and which do not unduly reduce privacy or access to sunlight to habitable rooms, private open space and solar panels on adjoining land.</p>	<p>AO6.1 Buildings have a maximum height of two (2) storeys or 8.5m above ground level.</p>	<p>Not Applicable with AO6.1 There is no built form proposed as part of this application.</p>
<p>PO7 Except for Dwelling Houses and Dual Occupancies site coverage:</p> <p>(a) maximizes setbacks;</p> <p>(b) maximizes landscaping;</p> <p>(c) ensures adequate useable outdoor areas;</p> <p>(d) ensures adequate space for vehicle movement and parking areas;</p> <p>(e) maximizes solar access for internal and external living spaces;</p> <p>(f) does not compromise solar access for adjoining premises; and</p> <p>(g) does not result in overshadowing of adjoining properties.</p>	<p>AO7.1 For development up to two (2) storeys site cover does not exceed 50% of the site area.</p>	<p>Not Applicable with AO7.1 There is no built form proposed as part of this application.</p>
<p>PO8 Impervious site coverage:</p>	<p>AO8.1 Impervious areas of the site do not exceed 60% of the site area.</p>	<p>Not Applicable with AO8.1 There is no built form proposed as part of this application.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>(a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure;</p> <p>(b) reduces the visual impact of additional hardstand;</p> <p>(c) respects the existing or preferred neighbourhood character and responds to the features of the site; and</p> <p>(d) allows for the provision of an appropriate supply of landscaping and open space.</p>		
<p>PO9 The front building setback is consistent with the prevailing front setbacks in the street.</p>	<p>AO9.1 Where the site has frontage to a collector or local road, buildings are set back from that frontage: (a) within 20% of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings, 4m.</p>	<p>Not Applicable with AO9.1 There is no built form proposed as part of this application.</p>
	<p>AO9.2 Where the site has frontage to a road other than a collector or local road: (a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code. (b) non-residential buildings are set back from that frontage 6m.</p>	<p>Not Applicable with AO9.2 There is no built form proposed as part of this application.</p>
	<p>AO9.3 Where involving non-residential use, buildings are set back a minimum 6m from the road frontage.</p>	<p>Not Applicable with AO9.3 There is no built form proposed as part of this application.</p>
<p>PO10 Side and rear building setbacks: (a) enhance the appearance and character of streets and buildings;</p> <p>(b) are appropriate to the scale of the development and the intended low density</p>	<p>AO10.1 Buildings are set back from a side boundary: (a) Ground Floor (up to 3.5m high) – 1.5m; and (b) First floor (up to 7.5m high) – 2m; (c) Above 7.5m – 3m; or</p>	<p>Not Applicable with AO10.1 There is no built form proposed as part of this application.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>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;</p> <p>(e) provide adequate separation and buffering between residential and non-residential premises; and</p> <p>(f) maximise opportunities for landscaping.</p>	<p>(d) the distance of the height of the retaining wall on the side boundary or combination of the height of the retaining wall and a fence, whichever is greater (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.</p>	
	<p>AO10.2 Buildings are set back:</p> <p>(a) a minimum of 3m from a rear boundary; or</p> <p>(b) the distance equivalent to of the cumulative height of the retaining wall and fence on the rear boundary (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.</p>	<p>Not Applicable with AO10.2 There is no built form proposed as part of this application.</p>
	<p>AO10.3 Buildings are set back a minimum of 2.5m from a side boundary.</p>	<p>Not Applicable with AO10.3 There is no built form proposed as part of this application.</p>
	<p>AO10.4 Buildings are set back from a rear boundary whichever is the greater -</p> <p>(a) a minimum of 3m; or.</p> <p>(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>Not Applicable with AO10.4 There is no built form proposed as part of this application.</p>
<p>PO11 The development is designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to the following:</p> <p>(a) built form;</p> <p>(b) open space;</p> <p>(c) landscaping;</p>	<p>AO11.1 A minimum 1m wide landscaping strip is provided for the full length of the driveway and parking areas where parallel to a boundary common with a residential premises.</p>	<p>Not Applicable with AO11.1 There is no built form proposed as part of this application.</p>

Performance Outcomes	Acceptable Outcomes	Comments
(d) the public realm; (e) parking and access; (f) solar access; (g) views and outlook; (h) setbacks; (i) height; (j) scale and bulk; and (k) provision of services		
PO12 Non-residential use buildings, including extensions or additions, exhibit design elements that are characteristic of and compatible with surrounding houses in the streetscape including:- (a) buildings orient to and addresses the street frontage; (b) the main building entry faces the street at ground level; (c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ; (d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours	No Acceptable Outcome is Nominated	Not Applicable with PO12 There is no built form proposed as part of this application.
PO13 Where appropriate, development facilitates active transport and open space connections through the neighbourhood.	No Acceptable Outcome is Nominated	Complies with PO13 The proposed development provides a lot design that will facilitate active transport options and add open space through park located in south-east corner.
PO14 The site layout responds sensitively to adjoining land uses as well as on-site and surrounding topography, drainage patterns, utility services, access, built forms and vegetation such that:	No Acceptable Outcome is Nominated	Complies with PO14 The Proposal Plan prepared by LandPartners has taken into consideration site topography, drainage paths and vegetation to provide lot designs which are sympathetic to the abovementioned characteristics.

Performance Outcomes	Acceptable Outcomes	Comments
<p>(a) any hazards or nuisance to people or property on the site or offsite are avoided;</p> <p>(b) any earthworks are minimised and design alternatives are prioritised over earthworks;</p> <p>(c) natural drainage lines are retained;</p> <p>(d) existing vegetation is retained or replaced;</p> <p>(e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and</p> <p>(f) there is adequate buffering, screening a separation to adjoining development.</p>		
Amenity and Safety		
<p>PO15</p> <p>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>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO15</p> <p>There is no built form proposed as part of this application.</p>
<p>PO16</p> <p>Site layout, building design and landscaping facilitates the security of people and property having regard to:</p> <p>(a) opportunities for casual surveillance of and sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</p> <p>(b) exterior building design and orientation which promote safety;</p> <p>(c) adequate definition of uses and public and private ownership;</p> <p>(d) adequate lighting;</p> <p>(e) appropriate way-finding mechanisms (e.g. signage);</p>	<p>AO16.1</p> <p>Setbacks are provided from all boundaries in accordance with acceptable outcome AO10.2;</p>	<p>Not Applicable with AO16.1</p> <p>There is no built form proposed as part of this application.</p>
	<p>AO16.2</p> <p>The development does not introduce lighting which is inconsistent with a residential area;</p>	<p>Not Applicable with AO16.2</p> <p>There is no built form proposed as part of this application.</p>
	<p>AO16.3</p> <p>Sunlight access for the private open space or habitable rooms on adjoining properties or private open spaces on the subject site is not reduced to less than 3 hours between 9am and 3pm on June 21, or</p>	<p>Not Applicable with AO16.3</p> <p>There is no built form proposed as part of this application.</p>

Performance Outcomes	Acceptable Outcomes	Comments
(f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.	AO16.4 Where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%.	Not Applicable with AO16.4 There is no built form proposed as part of this application.
PO17 Development is designed to incorporate graffiti-prevention measures.	AO17.1 Building design and layout incorporates the following features where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments	Not Applicable with AO17 There is no built form proposed as part of this application.
PO18 Development for non-residential uses provides landscaping that: (a) is consistent with the dominant landscape character appearance of the streetscape in an established area and intended in the zone and character overlay in which the site is located; (b) provides an attractive interface between the use, the streetscape and adjoining residential uses (c) provides and maintains: (i) the privacy and amenity for adjoining residential uses (ii) sight lines and overlooking to public spaces and the street to enable casual surveillance (iii) a clearly defined pedestrian entry point for visitors and customers that is separated from the driveway; (iv) established trees (including street trees) and other significant existing vegetation.	AO18.1 Where not involving reuse of a premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site.	Not Applicable with AO18.1 There is no built form proposed as part of this application.

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO19 Development for non-residential uses provide car parking and loading and servicing areas that:</p> <p>(a) are located to minimise impact on any adjoining residential premises (b) are located behind the building, and hardstand areas do not dominate the streetscape; (c) prioritise the movement and safety of pedestrians along the frontage of the site, and between the street frontage and the entrance to the building; (d) are integrated into the building design and include screening and buffering to reduce negative impact on adjoining residential uses</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO19 There is no built form proposed as part of this application.</p>
<p>PO20 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.</p>	<p>AO20.1 The use is designed to ensure that: (a) the indoor noise objectives set out in the Environmental Projection (Noise) Policy 2008 are met; and (b) the air quality objectives in the Environmental Protection (Air) Policy 2008, are met.</p>	<p>Not Applicable with AO20.1 There is no built form proposed as part of this application.</p>
<p>PO21 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.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO21 The subject site is not located in proximity to an operational rail corridor. As such, this not applicable.</p>
<p>Development involving Animal Keeping (where for Stables) in the Clifford Park Stables Precinct</p>		
<p>Development in the Park Residential Precinct</p>		
<p>PO25 Development does not create lots smaller than 2,250m² within the Park Residential</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Performance Outcome for PO25 The proposed development is located within the Park Residential Precinct which looks</p>

Performance Outcomes	Acceptable Outcomes	Comments
Precinct.		<p>achieve a dwelling density of 4.44 dwellings per hectare. Additionally, the site is located within the Greenfield Areas Precinct which looks to achieve a dwelling density minimum of 15 dwellings per hectare. As such, the site is in two different precincts which look to achieve a different dwelling density and lot design in accordance with planning scheme requirements.</p> <p>The applicant has designed a lot layout which accommodates both design intents for low density dwellings located on suitable lots. The Subject Lot is surrounded by lots approximately 2,250m² and greater in size. As such, the proposed layout has proposed larger lot sizes on the edge of the proposed development to provide a suitable transition to the neighbouring dwelling houses.</p> <p>The internal lots to the development layout provide for a smaller lot design, 600m² as the smallest lot which is in accordance with the overarching strategic framework within Toowoomba Regional Council Planning Scheme 2022.</p> <p>As such, the proposed development achieves a dwelling density and future lot design in accordance with planning scheme requirements.</p>
<p>PO26 Effluent generated by a development is capable of being treated and disposed of on site.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO26 The proposed development will dispose of effluent in a manner in accordance with planning scheme requirements.</p>

9.4.5

Reconfiguring a lot code

Table 9.4.5.1 - Reconfiguring a lot code: Requirements for accepted development and assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Comments
PO1 The lots resulting from the rearrangement of boundaries does not contribute to: (a) the proliferation of lots of rural land fragmentation; or (b) the potential to introduce uses or activities which conflict with the intent of the applicable zone for all or part of the site.	AO1.1 No additional lots are created by the rearrangement of boundaries.	Not Applicable with AO1.1 The proposed development does not involve a boundary realignment.
	AO1.2 The resulting lots from rearranging boundaries are contained entirely within a single zone	Not Applicable with AO1.2 The proposed development does not involve a boundary realignment.
PO2 Lots resulting from rearrangement of boundaries do not require any new or additional infrastructure connections, or modification of existing connections.	AO2.1 All lots resulting from rearrangement of boundaries: (a) retain all existing connections to water, sewer, electricity and other infrastructure wholly within the lot they serve; (b) do not require additional infrastructure connections or augmentation of existing connections; (c) except where in the Rural Zone, have sealed vehicle crossovers; (d) have stormwater drainage for lots 4000m ² or less: (i) connected to adequately sized inter-allotment drainage; or (ii) that drains the entirety of each lot independently without fill to the kerb and channel or swale of the road frontage.	Not Applicable with AO2.1 The proposed development does not involve a boundary realignment.
PO3 Where in the rural zone, all lots resulting from rearrangement of boundaries are provided with all weather road access from the	AO3.1 Where in the rural zone, all lots resulting from rearrangement of boundaries are provided with a formed gravel road from the driveway crossover to the nearest formed road in	Not Applicable with AO3.1 The proposed development does not involve a boundary realignment.

Performance Outcomes	Acceptable Outcomes	Comments
driveway crossover to the nearest formed road.	accordance with SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure.	
Lot Sizes and Design		
<p>PO4 All new lots provide sufficient area, frontage and dimensions, and road access that enable their future development to achieve relevant outcomes in applicable Use, Zone, Overlay, and Other Development Codes in relation to:</p> <ul style="list-style-type: none"> (a) dwellings, buildings and/or other structures (b) setbacks ; (c) landscaping; (d) on site car parking and vehicle access; (e) recreation areas (private open space); (f) cultural heritage and character streetscape values; (g) other design criteria. 	<p>AO4.1 All lots are rectangular and have minimum width to depth ratios, areas, dimensions and frontages as prescribed in Table 9.4.5:4.</p>	<p>Complies with AO4.1 The proposed development meets the minimum lot requirements in accordance with Table 9.4.5:4 of the Reconfiguring a Lot Code.</p>
	<p>AO4.2 Where in the Low Medium Density Residential Zone development for lots 450m2 or less in area are capable of accommodating a rectangular building envelope with area and dimensions for:</p> <ul style="list-style-type: none"> (a) a dwelling, including ancillary buildings and structures such as garages, covered carports and decks, that comply with the minimum setback requirements of the overlay or zone in which the land is located and building regulations; (b) private open space and recreation areas; (c) vehicle access and on-site car parking in accordance with the Transport, Access and Parking Code. 	<p>Not Applicable with AO4.2 The proposed development is not located within the Low-Medium Density Residential Zone. As such, this acceptable outcome is not applicable.</p>

Table 9.4.5.2 - Reconfiguring a lot code: assessment benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes	Comments
Master Planning		
<p>PO1 Except where in the Rural Zone (other than where in the Heinemann Road Transport Precinct) Limited Development (Constrained Land) Zone, Community Facilities Zone, Open Space Zone or Recreation Zone, development:</p> <ul style="list-style-type: none"> (a) occurs in a logical pattern and sequence; (b) is of a scale and density that facilitates an efficient land use pattern and facilitates a mix of lot sizes that provide for a range of residential dwelling choices; (c) is designed to create compact and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities; (d) creates a high quality streetscape and public open space network with connected public spaces and parks; (e) appropriately responds to constraints and natural values and mitigates any adverse impacts on areas of ecological significance; (f) is provided with all necessary infrastructure networks and is well serviced by community facilities; and (g) creates lots which are suitable for their intended use without requiring significant earthworks 	<p>AO1.1 A Master Plan is prepared in accordance with SC6.4 PSP No. 4 Master Planning.</p>	<p>Complies with AO1.1 The proposed development is for a Reconfiguration of a Lot (1 into 255 Lots), New Road, Park and Drainage Reserve. A Proposal Plan has been prepared by LandPartners and attached in the appendices, the Proposal Plan demonstrates that road width, future park and lot design that is of a scale and density sought for the region.</p>

Performance Outcomes	Acceptable Outcomes	Comments
General		
<p>PO2 The layout of streets, lots and infrastructure gives the locality a strong and positive identity by:</p> <ul style="list-style-type: none"> (a) responding to site characteristics, settings, landmarks, places of cultural heritage significance and views; (b) creating legible and interconnected movement and open-space networks; (c) locating community, retail, commercial and public transport facilities at focal points within convenient, safe and direct walking distance for residents/users; and (d) providing connections to existing facilities, services and movement networks in the surrounding area. 	<p>Where included in a local plan:</p> <p>AO2.1 Neighbourhood design and lot layout is consistent with the requirements of any local plan.</p> <p>All other circumstances:</p> <p>No acceptable outcome provided.</p>	<p>Complies with AO2.1 The proposed development design is in accordance with the Highfields Local Plan overall outcomes.</p>
<p>PO3 The layout of streets, lots and infrastructure responds appropriately to environmental features of the site or locality by:</p> <ul style="list-style-type: none"> (a) following the natural topography; (b) protecting and promoting views of landscape features, significant ridgelines, mountains, hills, rocky outcrops or other geological formations; (c) minimising the need for earthworks; (d) minimising vegetation loss and/or fragmentation; (e) maintaining natural drainage features and floodways; (f) maintaining important wildlife corridors and habitat areas; (g) providing for adequate buffering of (d), (e) and (f); 	<p>AO3.1 A lot with an area of less than 450m² intended to be used for a dwelling house has a natural slope:</p> <ul style="list-style-type: none"> (a) across the width of the lot not exceeding 10%; and (b) along the length of the lot not exceeding 5%. 	<p>Not Applicable with AO3.1 The proposed development provides for lots greater than 450m² as such, this acceptable outcome is not applicable.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>(h) protecting and maintaining areas of indigenous cultural significance; and (i) connecting streets and open space to existing streets and open space on adjoining land as necessary for the orderly development of the precinct.</p>		
<p>PO4 Street blocks and lot types are generally rectilinear and arranged to provide: (a) an efficient neighbourhood pattern, that supports walking cycling and public transport use; (b) the highest densities are located around open space, amenity features or other focal points; and (c) a mix of lot sizes which provide a wide choice in affordable and accessible housing and achieve streetscape variety.</p>	<p>AO4.1 Subdivision involving the creation of lots for residential use ensures lots within the block are arranged so that: (a) there are between four (4) and six (6) adjoining attached (terrace or row) house lots in a group (to enable group housing construction and integrated streetscape solution); (b) there are no more than eight (8) narrow frontage (less than 15m) lots in a row; (c) there are no more than four (4) lots with a width of 7.5m or less in a row unless serviced by a rear lane; and (d) there are no minor mismatches (e.g. less than 1m) in the rear corner lot boundaries of adjoining lots (to minimise the risk of set out error);</p>	<p>Complies with AO4.1 The proposed development creates a lot design and block pattern in accordance with the design requirements of the Reconfiguring a Lot Code and ensures that an efficient neighbourhood pattern is created.</p>
	<p>AO4.2 Subdivision involving the creation of lots for residential use ensures lots with access to a laneway intended to accommodate more than one dwelling have a: (a) minimum width of 7.5m; and (b) minimum depth of 30m.</p>	<p>Not Applicable with AO4.2 The proposed development does not propose to construct future laneways. As such, this acceptable outcome is not applicable.</p>
	<p>AO4.3 Street blocks fronting local streets do not exceed 100m in length.</p>	<p>Performance Outcome for AO4.3 The proposed development due to the site area of the development is providing for local streets to be greater in length than 100m. As such, a Performance Outcome is sought.</p>

Performance Outcomes	Acceptable Outcomes	Comments
		<ul style="list-style-type: none"> - The proposed development involves a road design that will allow for suitable connection from neighbouring roads surrounding the site (Beaumont Avenue, Fondulac Drive & Jorgensen Street). - The internal road configuration has been designed in a manner that reduces multiple intersections along Cawdor Road (Distributor Road). As such, allowing for safer traffic operation. - The proposed road design allows for safe and efficient neighbourhood pattern with suitable block connectivity and walkability. <p>Although the proposed development is seeking a minor Performance Outcome for the street block length, the proposal is seen to achieve the overarching PO4 of the Reconfiguring a Lot Code.</p>
<p>PO5 Reconfiguration avoids risk to human safety and the environment from natural hazards and contaminated land.</p>	<p>AO5.1 Where contamination is suspected (e.g. former dips, industrial sites), provide a preliminary contamination report for Residential or Rural Residential subdivisions</p>	<p>Not Applicable with AO5.1 The proposed development is not located within a contaminated site. As such, this acceptable outcome is not applicable.</p>
<p>PO6 The development is integrated with the surrounding urban or rural environment, having regard to: (a) the layout and dimensions of streets and lots; (b) connections to surrounding streets and pedestrian and cycle networks and other infrastructure networks; (c) provision for shared use of public facilities; (d) open space networks, retained habitat</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO6 The proposed development has been designed and is integrated to the existing block patterns to the west, north and south of the Subject Site. The proposal provides for additional open space through providing an additional 8,868m² of park in the south-east corner of the development site.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>areas or corridors, landscape features and views and vistas; and (e) connections to centres</p>		
<p>PO7 In a reconfiguration that involves the creation of a new street (other than in a Rural Zone or the Rural Residential Zone) streetscape and landscape treatments are provided that: (a) create an attractive and legible environment with a clear character and identity; (b) use and highlight features of the site such as views, vistas, existing vegetation, landmarks and places of cultural heritage significance; (c) enhance safety and comfort, and meet user needs; (d) complement the function of the street in which they are located by reinforcing desired traffic speed and behaviour; (e) assist integration with the surrounding environment; (f) maximise infiltration of stormwater runoff; and (g) minimise maintenance costs through: (i) street pavement, parking bays and speed control devices; (ii) street furniture, shading, lighting and utility installations; (iii) retention of existing vegetation; and (iv) on street planting.</p>	<p>No Acceptable Solution is Nominated</p>	<p>Complies with PO7 The proposed development creates an attractive and legible street design environment with a clear character and identity. The road design provides for streets links between the surrounding street network and provides concise cohesion.</p>
<p>PO8 Neighbourhood design and lot mix provides sufficient opportunities for community, retail, commercial and other uses to meet community needs, where this is consistent</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO8 The subject site is located within the Low Density Residential Development (Park Residential Precinct and Greenfields Area) and as such future development sought for</p>

Performance Outcomes	Acceptable Outcomes	Comments
with the intended character of the zone or precinct in which the land is located and appropriate to the size of development.		the area is residential. A mix of lot sizes has been provided to ensure variety in design of future dwelling houses is created.
<p>PO9 Reconfigurations within the Low-medium Density Residential Zone and the Emerging Community Zone contribute to housing diversity and different levels of affordability to meet community needs by incorporating a mix of residential lot sizes drawing from the following lot types:</p> <p>(a) Traditional: A traditional lot caters for large dwelling houses, typically on lots with a frontage of up to 20m and depth of 30m to 32m for single storey dwelling houses and 25m for two (2) storey dwelling houses.</p> <p>(b) Multi-family: A multi-family lot allows for small multiple dwellings (typically four (4) to six (6) dwellings). Multiple dwellings on multi-family lots contribute significantly to diversity within a neighbourhood. Multi-family lots will typically be provided on-street corners to reduce the negative impact of rows of garage doors.</p> <p>(c) Courtyard: A courtyard lot has an area between 375m² and 480m² and comfortably accommodates a smaller detached dwelling house on a lot with a frontage of approximately 15m.</p> <p>(d) Villa: A villa lot has an area between 250m² and 320m² and accommodates a smaller dwelling house on a lot with a frontage of approximately 10m. It is suited to the housing needs of an increasing number of one and two person households. A dwelling</p>	<p>AO9.1 Reconfigurations incorporate the lot types identified in the performance outcome as follows:</p> <p>(a) reconfigurations creating between 10 and 50 additional lots incorporate a mix of at least two (2) different lot types; and</p> <p>(b) reconfigurations creating more than 50 additional lots incorporate a mix of at least three (3) different lot types.</p>	<p>Complies with AO9.1 The Subject Site is located within the Low Density Residential Zone (Greenfield Areas) Precinct which allows for lots greater than 500m² in accordance with planning scheme requirements. The proposal incorporates lot sizes ranging from 600m² to 1,665m², as such providing lots with different levels of affordability to meet community needs.</p>

Performance Outcomes	Acceptable Outcomes	Comments
house on a villa lot is detached but usually built to one side boundary of the lot.		
<p>PO10 Reconfigurations within the Low-medium Density Residential Zone achieve a residential density that makes efficient use of the land and associated physical infrastructure.</p>	<p>AO10.1 Reconfigurations in the Low-medium Density Residential Zone facilitate a minimum residential density of 30 dwellings per hectare.</p>	<p>Not Applicable with AO10.1 The proposed development is located within the Low Density Residential Zone. As such, this acceptable outcome is not applicable.</p>
<p>PO11 Reconfigurations within the Principal Centre Zone, Major Centre Zone, District Centre Zone or Local Centre Zone ensure an integrated, orderly and efficient development outcome is achieved across all lots in respect to access to the external road network, pedestrian and vehicle movement within the site and built form and function</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO11 The proposed development is located within the Low Density Residential Zone. As such, this acceptable outcome is not applicable.</p>
Lot Sizes and Design		
<p>PO12 Lot size in the Emerging Community Zone does not compromise the future development potential of the area for urban purposes.</p>	<p>AO12.2 Lots in the Emerging Community Zone have the minimum area and frontage as shown in Table 9.4.5:4.</p>	<p>Not Applicable with AO12.2 The proposed development is located within the Low Density Residential Zone. As such, this acceptable outcome is not applicable.</p>
<p>PO13 In the Rural Zone, the productive capacity of rural land resources is protected from the reconfiguration of lots that facilitates inappropriate intensification of development in the zone.</p>	<p>AO13.1 Lots have a minimum area as shown in Table 9.4.5:4.</p>	<p>Performance Outcome for AO13.1 The proposed development is located within the Park Residential Precinct which looks achieve a dwelling density of 4.44 dwellings per hectare. Additionally, the site is located within the Greenfield Areas Precinct which looks to achieve a dwelling density minimum of 15 dwellings per hectare. As such, the site is in two different precincts which look to achieve a different dwelling density and lot design in accordance with planning scheme requirements.</p>

Performance Outcomes	Acceptable Outcomes	Comments
		<p>The applicant has designed a lot layout which accommodates both design intents for low density dwellings located on suitable lots. The Subject Lot is surrounded by lots approximately 2,250m² and greater in size. As such, the proposed layout has proposed larger lot sizes on the edge of the proposed development to provide a suitable transition to the neighbouring dwelling houses.</p> <p>The internal lots to the development layout provide for a smaller lot design, 600m² as the smallest lot which is in accordance with the overarching strategic framework within Toowoomba Regional Council Planning Scheme 2022.</p> <p>As such, the proposed development achieves a dwelling density and future lot design in accordance with planning scheme requirements.</p>
Movement Network Design		
<p>PO14 The street and road network has a clear structure, with roads that conform to their function in the network, having regard to:</p> <ul style="list-style-type: none"> (a) traffic volumes, vehicle speeds and driver behaviour; (b) on street parking; (c) sight distance; (d) provision for public transport routes and stops; (e) provision for pedestrian and cyclist movement, prioritising these where appropriate; 	<p>AO14.1 The street and road network is consistent with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	<p>Complies with AO14.1 The proposed street and road network has designed roads in accordance with planning scheme requirements that allow for appropriate sight distances, on street parking, lot access, amenity and provision for pedestrian and cyclist movement.</p>

Performance Outcomes	Acceptable Outcomes	Comments
(f) provision for waste collection and emergency vehicles; (g) lot access; (h) convenience; (i) public safety; (j) amenity; (k) the incorporation of public utilities and drainage; and (l) landscaping and street furniture		
PO15 The road network provides for convenient and safe movement between local streets and higher order roads.	AO15.1 The proposed road network complies with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies with AO15.1 The proposed network provides for convenient and safe movement between proposed local streets and higher order roads.
PO16 Local streets do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport).	No Acceptable Outcome is Nominated	Complies with PO16 The proposed street design will be utilised to connect the existing local streets located to the west, north and south of the Subject Site.
PO17 Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport.	AO17.1 Intersections and pedestrian and cyclist crossings are provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies with AO17.1 The proposed development provides safe sight lines for vehicles, pedestrians, and cyclist. Detail design will be carried out at Operational Works Stage of the proposed development.
PO18 Access arrangements for lots do not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads.	AO18.1 Access arrangements are consistent with the characteristics intended for the particular type of road or street specified in SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies with AO18.1 The proposed development creates lot frontages a suitable width to provide appropriate lot access.
PO19 On-road car parking is provided according to projected needs taking into account: (a) total parking demand; (b) car parking opportunities on lots; and	AO19.1 On-street parking is provided in accordance with the Transport, Access and Parking Code.	Complies with AO19.1 The proposed development creates lot frontages a suitable width to provide appropriate on-street parking.

Performance Outcomes	Acceptable Outcomes	Comments
(c) non-residential and external parking generators.		
<p>PO20 The movement network facilitates efficient and cost-effective provision and maintenance of infrastructure</p>	<p>AO20.1 Infrastructure is provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	<p>Complies with AO20.1 The proposed development at operational works stage will provide infrastructure in accordance with planning scheme requirements.</p>
<p>PO21 Rear lanes are designed to:</p> <ul style="list-style-type: none"> (a) provide enough width to enable safe and efficient vehicle movement, including service vehicles; (b) have either a straight or T configuration and not be dead ends or cul-de-sacs; (c) enable easy and safe access into and out of garages without using doors that open into the lane; (d) not create a more direct through-route alternative for vehicles than the adjoining street network; (e) ensure rear yards of properties can be fenced for security; (f) ensure any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards; and (g) not provide for visitor parking within the lane unless in specifically designated areas. 	<p>AO21.1 Rear lanes are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</p>	<p>Not Applicable with AO21.1 The proposed development does not provide for rear lanes. As such, this acceptable outcome is not applicable.</p>
<p>PO22 Development does not compromise the delivery of existing or future public transport routes and encourages a highly connected local street network that enables public</p>	<p>AO22.1 Street networks in new developments are designed to accommodate the movements of a 14.5m long bus.</p>	<p>Complies with AO22.1 The proposed development has designed the roads in accordance with movements for 14.5m buses.</p>

Performance Outcomes	Acceptable Outcomes	Comments
transport to efficiently service the area without the need to 'repeat a part of a route as part of the one trip'.		
Road Design		
<p>PO23 The geometric design features of each type of road:</p> <ul style="list-style-type: none"> (a) convey its primary function for all relevant design vehicle types; (b) have an adequate horizontal and vertical alignment that is not conducive to excessive speeds; (c) encourage traffic speeds and volumes to levels commensurate with road hierarchy function; and (d) ensure unhindered access by emergency vehicles. 	<p>AO23.1 Design of the roads comply with the SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	<p>Complies with AO23.1 The proposed development at operational works stage will provide infrastructure in accordance with planning scheme requirements.</p>
Pedestrian and Cyclist Facilities		
<p>PO24 A network of pedestrian and cycle ways is provided having regard to:</p> <ul style="list-style-type: none"> (a) opportunities to link open space networks, and community facilities, including public transport stops, local activity centres and schools; (b) likely trip purpose; (c) topography; (d) cyclist and pedestrian safety; (e) cost effectiveness; (f) likely user volumes and types; (g) convenience; and (h) accessibility. 	<p>AO24.1 In partial fulfilment of the performance criterion, pedestrian and cycle ways are provided in accordance with SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure.</p>	<p>Complies with AO24.1 The proposed development will provide suitable pedestrian and cycle infrastructure.</p>
	<p>AO24.2 Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m).</p>	<p>Complies with AO24.2 The proposed development will provide suitable pedestrian and cycle infrastructure.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO25 The alignment of pedestrian paths and cycleways is designed so that they:</p> <ul style="list-style-type: none"> (a) allow for the retention of trees and other significant features; (b) maximise the visual interest provided by views and landmarks where they exist; (c) do not compromise the operation of or access to other infrastructure services; (d) are widened at potential conflict points; and (e) consider CPTED principles and disability access requirements. 	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO25 The proposed development will provide suitable pedestrian and cycle infrastructure.</p>
<p>PO26 Safe street crossings are provided for pedestrians and cyclists across major roads.</p>	<p>AO26.1 Crossings and intersections are provided in accordance with SC6.3 PSP No 2 – Engineering Standards – Roads and Drainage Infrastructure and Austroads Guide to Road Design Part 4: Intersections and Crossings: General</p>	<p>Complies with AO26.1 The proposed development at operational works stage will provide crossings and intersections in accordance with planning scheme requirements.</p>
Public Transport		
<p>PO27 The movement network caters for the extension of existing or future public transport routes to provide services that are convenient and accessible to the community.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO27 The proposed network provides for convenient and safe movement between proposed local streets and higher order roads.</p>
<p>PO28 Reconfiguration caters for the extension of public transport routes by locating the highest likely public transport ‘trip generating’ land uses in the vicinity of existing or potential public transport routes, where this is consistent with the intended character of the zone or precinct in which the land is located.</p>	<p>AO28.1 Except in the rural zone and the rural residential zone, at least 90% of proposed lots are within 400m safe walking distance from an existing or potential bus route or 500m walking distance of an identified bus stop.</p>	<p>Complies with AO28.1 The proposed development can be conditioned to provide bus stops in a suitable location in accordance with planning scheme requirements.</p>
Open Space Network		

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO30 Neighbourhood design and lot layout provides a balanced variety of park types, including:</p> <ul style="list-style-type: none"> (a) small local parks, which are designed to: <ul style="list-style-type: none"> (i) provide a small open space setting for adjoining dwellings; (ii) incorporate and retain existing natural features; (iii) incorporate landscaping to assist in creating neighbourhood identity and way-finding; (b) neighbourhood parks, which are designed to: <ul style="list-style-type: none"> (i) be centrally located; (ii) support the local community's recreational needs; (iii) provide opportunities for community and special events; (c) lineal or corridor parks, which are designed to: <ul style="list-style-type: none"> (i) connect with existing or planned open space in the locality; (ii) incorporate pedestrian and cycle paths; (iii) protect significant natural features; (iv) convey stormwater; (v) provide for other recreational needs when not flooded; and (d) natural parkland areas which: <ul style="list-style-type: none"> (i) retain locally significant wetlands, remnant vegetation and habitat for fauna; (ii) continue ecological corridors and linkages to areas outside of the neighbourhood; (iii) maintain important landscape and visual quality values. 	<p>AO30.1 The lot reconfiguration makes provisions for the establishment of public parks in accordance with Part 4 Local Government Infrastructure Plan</p>	<p>Complies with AO30.1 The proposed development has provided additional land for the existing park (Stella Park) in accordance with planning scheme requirements.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO31 Where provision for a public park is required in Part 4 – Local Government Infrastructure Plan the design and lot layout provides for safe and secure, well distributed and located parkland that:</p> <ul style="list-style-type: none"> (a) has passive surveillance by surrounding development; (b) is of a suitable size, shape and topography for its function; (c) is located on a suitable road; (d) is highly accessible to local communities; and (e) achieves an acceptable standard of flood immunity. 	<p>AO31.1 The public park meets the requirements of section 4.5.5 of the planning scheme.</p>	<p>Complies with AO31.1 The proposed development has provided additional land for the existing park (Stella Park) in accordance with planning scheme requirements.</p>
	<p>AO31.2 The public park meets the standards identified in Table 9.4.5:3.</p>	<p>Complies with AO31.2 The proposed development has provided additional land for the existing park (Stella Park) in accordance with planning scheme requirements.</p>
<p>PO32 Neighbourhood design and lot layout provides for safe and secure, well distributed and located parkland that:</p> <ul style="list-style-type: none"> (a) provides a clear relationship between the public realm and adjoining land uses through treatment including alignment, fencing and landscaping; (b) enhances the area's local identity and landscape amenity; (c) provides for a range of recreational opportunities to meet community needs; (d) forms a linkage to existing parkland or habitats; (e) respects and retains existing natural elements; and (f) protects biodiversity values and features. 	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO32 The proposed development has provided additional land for the existing park (Stella Park) in accordance with planning scheme requirements.</p>
<p>Amenity</p>		

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO33 Reconfiguration provides for sufficient buffering to minimise impacts on accommodation activities and other sensitive land uses from nearby incompatible uses.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO33 The proposed development is suitably located to be an appropriate distance from incompatible uses.</p>
<p>PO34 The layout of lots created for industrial or commercial purposes facilitates the siting and design of development in a manner that ensures the amenity of accommodation activities and sensitive land uses is protected.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Not Applicable with PO34 The proposal is for residential lots. As such, this not applicable.</p>
<p>PO35 Where reconfiguring a lot on land in the Low medium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High Impact Industry Zone it must not result in future sensitive uses within the site being exposed to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing.</p>	<p>AO35.1 Where reconfiguring a lot on land in the Low-medium Density Residential Zone, Low Density Residential Zone or Rural Residential Zone that is within 250m of land within the Medium Impact Industry Zone or 500m of land within the High Impact Industry Zone, it is demonstrated that a future sensitive use on proposed lots can meet: (a) the indoor noise objectives set out in the Environmental Projection (Noise) Policy 2008 are met; and (b) the air quality objectives in the Environmental Protection (Air) Policy 2008, are met through the use of measures such as: (i) landscaping and open space; (ii) setbacks; (iii) the orientation of lots away from the industrial area; (iv) barriers, mounds and fencing; and/or (v) screening</p>	<p>Not Applicable with AO35.1 The proposed development is not located within the distance identified in AO35.1. As such, this acceptable outcome is not applicable.</p>
<p>Safety and Security</p>		

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO36 The reconfiguration discourages crime, vandalism and anti-social behaviour and facilitates:</p> <ul style="list-style-type: none"> (a) personal and property security; (b) casual surveillance of footpaths and parkland; and (c) activity and interaction within public spaces and movement networks. 	<p>AO36.1 The reconfiguration is designed in accordance with Crime Prevention Through Environmental Design (CPTED) Guidelines for Queensland.</p>	<p>Complies with AO36.1 The proposed reconfiguration of a lot is designed to ensure CPTED Principles are implemented.</p>
Natural Values		
<p>PO37 Development is provided with an adequate water supply for firefighting purposes that is safely located and freely accessible.</p>	<p>AO37.1 Development within a water supply area involving the creation of new lot/s is connected to council's reticulated water supply system and a water supply outlet located within a road reserve is within 40M of the following:</p> <ul style="list-style-type: none"> (a) all of the land; or (b) a building envelope designated on each lot; or (c) the centre of each lot, excluding access handles (where no building envelope is designated); and (d) all existing or proposed buildings. 	<p>Complies with AO37.1 The future allotments will be connected to the appropriate infrastructure in accordance with planning scheme requirements.</p>
<p>PO38 The reconfiguration provides for lot sizes and titling arrangements that ensure areas of ecological significance remain intact as part of common property or within large lots.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO38 The proposed Reconfiguration of a Lot has considered the environmental considerations for the site as a waterway corridor is located along the eastern boundary. The lots subject to the Waterway Corridor have been designed to ensure there is suitable land to develop a dwelling house and be located a suitable location from the waterway corridor.</p>

Performance Outcomes	Acceptable Outcomes	Comments
<p>PO39 The layout of roads, driveways and other infrastructure avoids crossing or otherwise fragmenting waterways, wetlands, habitat areas or ecological corridors.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO39 The proposed development has identified the waterway corridor on the Proposal Plan and no residential lots are within the waterway corridor.</p>
Climatic Response		
<p>PO40 The street, lot orientation and lot size facilitate buildings that conserve non-renewable energy sources through climate-responsive siting and design.</p>	<p>AO40.1 Neighbourhoods are generally designed so that: (a) the long axis of roads runs east-west; (b) the number of wide lots (lots with a width greater than 15m) is minimised on streets running north-south; and (c) lots are generally rectangular in shape and not splayed.</p>	<p>Complies with AO40.1 The proposed development creates an east west connection from Beaumont Avenue to Cawdor Road through the Subject Site. Each residential lot has been designed to ensure lots are generally rectangular in shape and not splayed.</p>
	<p>AO40.2 Where they are proposed, built-to-boundary walls are located on the west-southwest boundary of lots except where these boundaries are on the higher side of a sloping lot.</p>	<p>Not Applicable with AO40.2 There is no built form proposed as part of this development application. As such, this acceptable outcome is not available.</p>
Services		
<p>PO41 Services, including water supply, stormwater management, sewage disposal, waste disposal, drainage, electricity and telecommunications, are provided in a manner that: (a) is efficient; (b) minimises risk of adverse environmental or amenity related impacts; (c) promotes total water cycle management and the efficient use of water resources; and (d) minimises whole of life cycle costs for that infrastructure.</p>	<p>No Acceptable Outcome is Nominated</p>	<p>Complies with PO41 The proposed development will be constructed with the appropriate infrastructure in accordance with planning scheme requirements.</p>
Noise Impacts		

Performance Outcomes	Acceptable Outcomes	Comments
PO42 Lots are of a suitable size and dimensions to facilitate adequate noise management.	AO42.1 Lots near a rail corridor or a regional arterial, sub-arterial or distributor roads are of sufficient size and depth to ensure that future dwellings are not exposed to road or rail noise greater than 63dB LA10(18hr).	Complies with AO42.1 The proposed lots are of a suitable width and depth to ensure that future dwellings are suitably positioned away from road noise.
	AO42.2 Where it is not practical to achieve the required noise levels through lot layout and design, noise attenuation barriers are utilised to achieve the required noise levels.	Not Applicable with AO42.2 The proposed development can achieve suitable noise levels in accordance with planning scheme requirements.
PO43 Noise attenuation measures: (a) are compatible with the local streetscape; (b) minimise whole of life cycle costs where they are to be located on or adjacent to public land or common property; and (c) are designed to discourage crime and anti-social behaviour, having regard to: (i) aesthetic quality and compatibility with streetscape; (ii) physical accessibility; (iii) provision of casual surveillance of public open space and movement networks; (iv) opportunities for concealments or vandalism; and (v) easy and economic maintenance.	No Acceptable Outcome is Nominated	Complies with AO43 The proposed development can achieve suitable noise levels in accordance with planning scheme requirements.
Air Quality		
PO44 Reconfiguration does not result in lots intended for accommodation activities or sensitive land uses being subject to adverse air quality or impacts.	No Acceptable Outcome is Nominated	Complies with PO44 The proposed development results in lots that are suitably located away from potential adverse air quality impacts.
Additional Requirements for Volumetric Subdivision		
Hatchet Lots		
Reconfigurations creating lots less than 450m² in area in a residential zone		

Performance Outcomes	Acceptable Outcomes	Comments
Reconfigurations facilitating Dual Occupancy Development		

Appendix C: State Development Assessment Provisions – SDAP Code 6

Prepared by LandPartners Pty Ltd

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO1 The proposed development is not located in proximity to a state-controlled road. As such, this will not compromise the state-controlled road network.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO2 The proposed development is not located in proximity to a state-controlled road. As such, this will not compromise the state-controlled road network.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO3 The proposed development is not located in proximity to a state-controlled road. As such, this will not compromise the state-controlled road network.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies with PO4 The proposed development is not located in proximity to a state-controlled road. As such, this will not compromise the state-controlled road network.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies with PO5 The proposed development is for a reconfiguration of a lot and no haulage is identified.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	Complies with PO6 The proposed development does not require a railway crossing as part of the development application.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Complies with PO7 The Subject Lot does not consist of a railway corridor.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Complies with PO8 The Subject Lot does not consist of a railway corridor.

Performance outcomes	Acceptable outcomes	Response
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Complies with PO9 The Subject Lot does not consist of a railway corridor.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO10 The Subject Lot does not consist of a railway corridor.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies with PO11 The Subject Lot does not consist of a railway corridor.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO12 The Subject Lot does not consist of a railway corridor.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO13 The Subject Lot does not consist of a railway corridor.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO14 The stormwater run-off will be appropriately drained into suitable locations. The run-off will not create or exacerbate a safety hazard for users of a state controlled road.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO15 The stormwater run-off will be appropriately drained into suitable locations. The run-off will not create or exacerbate a safety hazard for users of a state controlled road.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO16 The stormwater run-off will be appropriately drained into suitable locations. The run-off will not create or exacerbate a safety hazard for users of a state controlled road.
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure . AND	Complies with AO17.1 – AO17.4 The proposed development run-off discharges to a lawful point of discharge and does not adversely effect the state transport corridor.

Performance outcomes	Acceptable outcomes	Response
	<p>AO17.2 Development does not concentrate flows to a state transport corridor.</p> <p>AND</p> <p>AO17.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.</p>	
Flooding		
<p>PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure</p>	<p><i>For a state-controlled road or road transport infrastructure, all of the following apply:</i></p> <p>AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor.</p> <p>AND</p> <p>AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor.</p> <p>AND</p> <p>AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor.</p>	<p>Complies with AO18.1 – AO18.3</p> <p>No part of the proposed development is has flooding within the state controlled road corridor.</p>

Performance outcomes	Acceptable outcomes	Response
	<i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i>	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	<p><i>For a state-controlled road environment, both of the following apply:</i></p> <p>AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p> <p><i>For a railway environment both of the following apply:</i></p> <p>AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.</p> <p>AND</p> <p>AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p>	Complies with AO19.1 – AO19.4 The proposed development ensures that drainage does not create a safety hazard within the state transport corridor.
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	Complies with PO20 There is no infrastructure associated with the state controlled or road transport infrastructure.
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO21 The proposed development does not impede delivery of state transport infrastructure upgrades.

Performance outcomes	Acceptable outcomes	Response
		The proposed development is not located in proximity to state transport infrastructure

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	Complies with PO22 The proposed development does not damage or interfere with public passenger transport infrastructure as it is not located in proximity to this infrastructure.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO23 The proposed development does not damage or interfere with public passenger transport infrastructure as it is not located in proximity to this infrastructure.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO24 The proposed development does not damage or interfere with public passenger transport infrastructure as it is not located in proximity to this infrastructure.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO25 The proposed development does not damage or interfere with public passenger transport infrastructure as it is not located in proximity to this infrastructure.
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	Not Applicable with PO26 The proposed development does not provide additional public passenger transport or active transport infrastructure as part of this development application.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	Not Applicable with PO27 The proposed development does not provide additional public passenger transport or active transport infrastructure as part of this development application.
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and	No acceptable outcome is prescribed.	Not Applicable with PO28 The proposed development does not provide additional public passenger transport or active

Performance outcomes	Acceptable outcomes	Response
avoids creating indirect or inefficient routes for public passenger services .		transport infrastructure as part of this development application.
<p>PO29 New or modified road networks are designed to enable development to be serviced by public passenger services.</p>	<p>AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; <p>AND</p> <p>AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	<p>Not Applicable with AO29.1 – AO29.3</p> <p>The proposed development does not propose additional bus stop locations as part of the development.</p>
<p>PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO30</p> <p>The proposed development provides access to the existing public transport surrounding the development.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO31 The proposed development provides access to surrounding public passenger transport services and pedestrians.</p>
<p>PO32 Taxi facilities are provided to accommodate the demand generated by the development.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO32 The proposed development does not provide for taxi facilities as a residential development which does not require taxi facilities.</p>
<p>PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO33 There is no additional demand for community transport services or courtesy transport as part of this development application.</p>
<p>PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.</p>	<p>AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO34.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. 	<p>Not Applicable AO34.1 – AO34.2 The proposed development does not require additional taxi facilities. As such, this is not applicable.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services, pedestrian and cyclist access and active transport infrastructure.</p>	<p>AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	<p>Not Applicable with AO35.1 The proposed development does not include an educational establishment. As such, this is not applicable.</p>



Appendix D:
Proposed Plan - Drawing number BRSS9198-000-10-2

Prepared by LandPartners Pty Ltd

Appendix E: Title documents

Appendix F: Relevant searches



Appendix G: Engineering Code Compliance

Prepared by Lambert & Rehbein