Integrated Planning Act 1997

PLANNING SCHEME FOR TOOWOOMBA CITY COUNCIL

Adoption

The local government for Toowoomba City Council adopted this planning scheme on the eighth of April 2003.

Commencement

The planning scheme took effect on the eleventh of April 2003.

Amendment

Reprinted as in force on 25 July 2008. Includes amendments (Amendment Nos. 1 to 9) effective up to 25 July 2007.

State planning policies

The Minister for Local Government and Planning has identified the following State planning policies as having been appropriately reflected in the planning scheme –

State Planning Policy 1/92 – Development and Conservation of Agricultural Land.

Notice Pursuant to Section 6.1.54 *Integrated Planning Act 1997*

(Provisions applying for State-controlled Roads)

The Minister for Local Government and Planning has given notice that *Integrated Planning Act 1997*, Section 6.1.54 applies to the planning scheme. Accordingly, item 9 in Integrated Planning Regulation, Schedule 2 applies for a referral for development that is not contiguous to a State-controlled Road.

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[1] Amended 30/09/05 – Amendment No.4
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 27/02/04 – Amendment No.1
[4] Amended 23/03/07 – Amendment No.5
[5] Amended 18/12/09 – Amendment No.11
[6] Amended 23/03/07 – Amendment No.7
[7] Amended 24/02/06 – Amendment No.6
[8] Amended 23/03/07 – Amendment No.5

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1. CHAPTER 1 – INTRODUCTION

1.1 The Planning Scheme

(1) This planning scheme:

(a) applies to the basic territorial unit of Council; and

(b) is called the 'Toowoomba Planning Scheme 2003'.

(2) The planning scheme comprises chapters and maps as follows:

CHAPTER 1 - INTRODUCTION

- Role of the planning scheme.
- How the planning scheme seeks to achieve ecological sustainability.

CHAPTER 2 – DESIRED ENVIRONMENTAL OUTCOMES AND STRATEGIES

- Desired Environmental Outcomes and Strategies.

CHAPTER 3 – DEFINITIONS

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Note:

This folder also contains Planning Scheme Policies which support, but do not form part of, the planning scheme.

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[1] Amended 23/03/07 – Amendment No.7
[2] Amended 3/12/04 – Amendment No.2
[3] Amended 24/02/06 – Amendment No.6
[4] Amended 27/02/04 – Amendment No.1
[5] Amended 23/03/07– Amendment No.5

1.2 Role of the Planning Scheme

(1) This planning scheme:

(a) seeks to achieve ecological sustainability;

(b) regulates the development of premises in a way which encourages orderly and sustainable growth having regard to environmental values, community needs, and availability of services and facilities;

(c) recognises the individual character and needs of different areas across the City;

(d) provides a framework for efficient and equitable development and funding of infrastructure;

(e) facilitates the integration of state, regional and local policies and interests;

(f) provides a basis for assessing development applications;

(g) provides residents, public authorities and investors with guidance concerning future development within the City; and

(h) works in conjunction with other laws for the betterment of the community.

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1.3 How the Planning Scheme Seeks to Achieve Ecological Sustainability

1.3.1 Overview

(1) This planning scheme is intended to advance the purposes of the *Integrated Planning Act 1997* (the Act), which is to seek to achieve ecological sustainability. Ecological sustainability is defined in the Act as:

'a balance that integrates:

- *the protection of ecological processes and natural systems at local, regional, State and wider levels;*
- *economic development; and*
- *maintenance of the cultural, economic, physical and social well being of people and communities'.*

(2) As a means of reaching an appropriate balance, a planning scheme coordinates and integrates the 'core' matters of land use and development, infrastructure, and valuable features.

1.3.2 Desired Environmental Outcomes

(1) The planning scheme begins to coordinate and integrate the core matters through the Desired Environmental Outcomes. The Desired Environmental Outcomes are the fundamental expression of what the planning scheme is seeking. They are the overriding consideration in assessing development proposals which do not comply with the other provisions of the planning scheme. The Desired Environmental Outcomes are presented in Chapter 2 of this planning scheme for the City-wide issues of:

(a) economic development;

(b) liveability;

(c) infrastructure provision;

(d) natural environment;

(e) leisure; and

(f) cultural heritage.

(2) The planning scheme includes performance indicators to assist assessment of the planning scheme's effectiveness in achieving the Desired Environmental Outcomes.

1.3.3 Strategies and Measures

(1) The achievement of the Desired Environmental Outcomes is through:

(a) strategies which set the broader framework for land use and development; and

(b) measures which:

i) describe the intent for, and desired character of, each of the Zones and precincts into which the City is divided for the purposes of this planning scheme;

ii) establish the level of assessment required for different forms of development in the different Zones and precincts;

iii) apply codes to the development of premises;

iv) include provisions for obtaining fair and equitable infrastructure contributions and charges; and

v) allow for the designation of community infrastructure.

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2. CHAPTER 2 – STRATEGIC PROVISIONS

2.1 Introduction

(1) This chapter sets out the 6 Desired Environmental Outcomes of the planning scheme and the supporting strategies to achieve those Desired Environmental Outcomes.

(2) In association with other means, the planning scheme aims to achieve Council's vision for Toowoomba as expressed in the Corporate Plan.

Note:

The vision contained in the Corporate Plan is:

'Toowoomba will be one of Australia's premier cities, enhancing its natural and garden environment and creating social and economic opportunities, community harmony and excellence in lifestyle'.

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2.2 Desired Environmental Outcome 1 - Economic Development

Toowoomba is a regional centre with a diverse economic base that builds upon the City's strengths in manufacturing, education, community and health services, retailing and commercial activity, and provides a wide range of regional and local employment opportunities.

2.2.1 Centres Strategy

(1) Facilitate and strengthen a hierarchy of Centres (based on function and catchment) that:

(a) enhances Toowoomba's role as the principal regional service centre for South West Queensland and northern inland New South Wales, and as an employment centre for retail, commercial, industrial, entertainment, cultural, tourism, education and community and health service activities;

(b) enhances the City centre as a Principal Activity Centre in South East Queensland and as a local and regional centre for retail, commerce, government, entertainment and cultural facilities[1];

(c) best caters for the retail, commercial and community service needs of the existing and future population; and

(d) ensures the viability of existing Centres.

(2) The hierarchy consists of existing Centres (expanded in some cases), as well as locations for new Centres in established and developing parts of the City to serve future population increases. The Centres hierarchy comprises:

(a) the regional centre, which corresponds with the Principal Activity Centre in the South East Queensland Regional Plan 2005-2026 – precincts within the zone indicate the preferred location of activities with the highest intensity preferred in the City Core Precinct[2];

(b) the sub-regional Centres at Kearneys Spring and Wilsonton and the Clifford Gardens Shopping Centre; and

(c) suburban Centres that cater for the retail and related needs of the community at the neighbourhood and local levels. Neighbourhood and Local Centre Precincts indicate whether the centre is meeting a local or neighbourhood need.

(3) Other Centres in the hierarchy are not to compromise the role of the regional centre. Large offices and other regionally significant businesses are encouraged to locate in the regional centre rather than in other Centres.

(4) In relation to any proposal for additional floor space outside a zoned centre:

(a) it must be demonstrated that:

i) there is a need for additional floor space to serve the community. This will be considered in the context of such factors as additional population arising from in-fill residential development and the need for more modern floor space than may exist in older local or neighbourhood centre buildings;

ii) the existing Centres do not, and cannot, satisfy that need; and

iii) the economic viability of any existing centre will not be adversely affected; and

(b) where the additional floor space is justified by (a) above, it is provided as an extension of an existing centre, rather than as a new centre.

(5) No existing centre is to expand to the next level in the Centres hierarchy by virtue of size or function.

(6) The upgrading and refurbishing of existing Local Centres is supported (including small expansions in some cases), so that local communities have up-to-date and modern local centres and an expanded range of local services.

(7) Allow for adaptation to economic and retail trends and cycles by allowing a reasonable range of uses in Centres.

(8) Cluster non-Residential Uses (retail, commercial, community, recreational), apart from those that may require large areas of land such as churches, into 'community nodes' to encourage community identity and develop economic synergies rather than disperse them throughout Residential Areas. The community nodes consist of the Centres identified in the Suburban Centres Zone along with the adjacent Suburban Centre Support Precincts.

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(9) Ensure that the design and development of the Centres and community nodes is good quality, legible and coordinated and satifies the needs of customers and businesses.

2.2.2 Industry Strategy

(1) Support industrial activities that can demonstrate that any potentially adverse impacts can be contained and managed so as not to cause Environmental Nuisance or Harm or compromise the amenity or use of other land.

(2) Identify and allocate sufficient suitable areas to accommodate a range of Industrial Uses (the Industry Zone) with precincts for preferred Industrial Uses based on the potential environmental impact of the industries, proximity to other industry and the potential to be buffered from incompatible uses. Industrial development that is unable to meet the design and operational standards required for the Light Industry Precincts in the Industry Zone are to locate in the General Industry Precincts.[3]

(3) Encourage new industries that require significant separation distances for environmental impact reasons to locate west of Toowoomba if they cannot be adequately accommodated within the General Industry Precinct of the Industry Zone.[4]

Note:

Jondaryan Shire Council has allocated approximately 1400 hectares of industrial land in the Charlton/Wellcamp Integrated Employment Area. Transport and warehousing is preferred at Charlton. General, rural and major industry is preferred at Wellcamp.

(4) Protect the viability of existing industries, particularly those sensitive to impacts from adjoining industry, for example, food processing.

(5) Support non-industrial activities within the Industry Zone only where:

(a) the main purpose of the activity is to support the industrial activities or workers in the locality and such activity:

i) will not introduce significant domestic traffic or pedestrian activities to the industrial locality; and

ii) will not be adversely affected by the industrial activities existing or likely to exist in the area; or

(b) the activity has a 'high-tech' industry/office character, such as a laboratory, research facility or communications centre; or

(c) the activity is a large Indoor Recreation and/or entertainment Facility which, by its form and nature, is not an appropriate use elsewhere in the City; or

(d) the activity is required to be located in an industrial area by superior legislation.

2.2.3 Community Services, Tourism, Home-based Business and City Amenity Strategy

(1) Encourage appropriately located, well designed and good quality tourist, recreation and Community Facilities that meet resident, visitor and commercial needs by:

(a) identifying preferred areas for such facilities; and

(b) establishing appropriate design standards in codes.

(2) The preferred areas recognise existing concentrations of tourist, recreation and community activities, the consolidation of which is appropriate provided the amenity, and in some instances the heritage character, of the locality is not compromised.

(3) In addition to the Centres, various precincts are identified in the Residential Zones as the preferred locations for Motels, tourist facilities and road user facilities. Bed and Breakfast Establishments of an appropriate scale are supported in most Residential and Rural Zones.

(4) The Special Uses Zone identifies major existing education, health and government facilities.

(5) The Open Space Zone and Structure Plans identify the preferred location for public open space. Private recreation facilities are generally preferred in the Centres, the Private Recreation Precinct of the Open Space Zone and, where

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potential external impacts so justify, in the Industry Zone.[5]

(6) Encourage health facilities to locate:

(a) in the Centres;

(b) in the Suburban Centre Support Precinct adjacent to several Centres to assist in creating community nodes; and

(c) in identified precincts around the major Hospitals in order to develop business synergies between them for the convenience of the community and visitors.

(7) Increase the wealth of the community by:

(a) attracting visitors and employment (through tourism and influencing business relocation decisions);

(b) reducing the servicing costs of the City (for example, by reducing drainage infrastructure costs, providing for non-motorised transport and influencing the micro-climate); and

(c) enhancing the quality of life through desirable environmental conditions and a comprehensive open space network.

(8) Maintain and enhance the image and reality of Toowoomba as the 'Garden City' through attractive public parkland, by requiring high quality landscaping of development and by conserving areas of scenic and environmental value, in order to maintain the City's ability to attract tourists, businesses and residents.

(9) Encourage business activities by residents in their own homes provided that such activity does not adversely affect residential amenity or undermine the viability of the City's Centres. Industrial-type activities and high-traffic-generating uses are discouraged from establishing as Home-based Businesses.

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 24/02/06 – Amendment No.6
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 24/02/06 – Amendment No.6

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2.3 Desired Environmental Outcome 2 – Liveability

Toowoomba has safe, distinctive and attractive urban areas in which residents have good access to open space, services and facilities and employment, a range of housing options and opportunities for social interaction.

2.3.1 Strategy

(1) Allocate sufficient land and establish reasonable development standards and densities to allow housing and lifestyle choice and enable the provision of affordable housing. This is reflected in the provisions for the different Residential Zones, the Regional Centre Zone and the Sub-Regional Centres Zone as follows:

(a) the Neighbourhood Residential and Residential Conservation Zones identify areas preferred for predominantly low density housing. The Residential Conservation Zone also identifies areas where heritage character is to be conserved. These areas also support the City centre by their close proximity;

(b) the Mixed Housing Zone identifies areas preferred for a mixture of low and medium density housing. A mix of low and medium density housing is also possible in the Heritage Character and Office Residential Precincts of the Residential Conservation Zone, provided it does not have an adverse impact on, and is compatible with, the scale and character of existing development and the intent of these Precincts;

(c) the Park Residential and Rural Zones identify areas where, mainly due to environmental and servicing constraints, very low densities are more suitable. These areas provide for an alternative style of living characterised by large-lots set sensitively into the natural landscape;

(d) Residential Uses are encouraged in the Centres. High density housing is preferred in the Regional Centre Zone and along Kitchener Street in the Office Residential Area. It may be considered in other locations where the proposal meets the Performance Criteria of the Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care Code[1].

(2) Establish appropriate criteria for the design and location of housing and intended non-Residential Uses in Residential Areas to ensure that the type, location and design of development in Residential Areas reflects the:

(a) environmental capability of the land;

(b) availability of urban services;

(c) proximity of recreation, commercial and activity centres; and

(d) character of the area.

(3) Ensure that development optimises energy efficiency and natural lighting.

(4) Improve the amenity of the residential and other areas of the City by:

(a) ensuring that high standards of urban design are achieved throughout the City;

(b) directing non-Residential Uses to the Centres, industrial areas and specific residential precincts where location aspects are either most suitable for such uses, for example the Tourist Residential Precinct, or where the locations are undesirable for residential activities because of amenity issues. The Kearneys Spring and Wilsonton Sub-Regional Centres and some Suburban Centres are expanded to cater for additional non-Residential Uses;

(c) establishing a Road Hierarchy to minimise the intrusion of through-traffic into Residential Areas and to improve the accessibility and public safety of activity nodes;

(d) increasing road widths, particularly for estate entry roads and trunk collectors and above in the Road Hierarchy, to allow better street tree planting and continue the avenue planting theme of the older Residential Areas;

(e) requiring street tree planting in all new subdivisions and good quality landscaping for all non-House development;

(f) requiring higher design and operational standards for industrial development:

i) adjacent to Residential Areas;

ii) within highly visible or sensitive locations such as, in and surrounding the inner city;

iii) within or adjoining environmentally sensitive areas; and

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iv) along the major access roads into the City (such as the Gore and Warrego Highways) and arterial roads; and

(g) requiring Buffers between potentially incompatible land uses.

(5) Encourage and provide for good urban design of both neighbourhoods and individual developments that improves personal and community safety within the City. The Community Safety Code seeks to ensure that the design of buildings and public spaces minimises risks to people and property.

(6) Protect property and people from significant environment risks such as bushfire, land instability and flooding. Land that is potentially unstable, flood prone or bushfire prone has been identified and much of it zoned open space. In other cases, the extent and type of development is to be limited depending on the level of risk and mitigation measures.

(7) Encourage the development of a sense of place at the City and neighbourhood level through:

(a) good urban design and the provision of community foci. Community foci are identified by the Suburban Centres Zone with supporting precincts provided for other local non-Residential Uses adjacent to selected Suburban Centres. Structure Plans for new urban areas incorporate current best-practice design to ensure neighbourhood permeability, legibility and cohesiveness;[2]

(b) a city-wide open space network linking to Residential Areas, Centres and sports facilities (refer also to Desired Environmental Outcome 5); and

(c) the maintenance and enhancement of the 'Garden City' character and image of the City.

(8) Conserve and enhance areas of Cultural Heritage Significance, environmental significance or other special character (refer also to the strategies for Desired Environmental Outcomes 4 and 6).

(9) Protect significant views from areas of high public useage to dominant landscape elements.

(10) Ensure that residents and visitors have adequate and convenient access to Centres, other employment areas, major facilities and open space (refer also to Desired Environmental Outcomes 1, 3 and 5).

(11) Ensure that the design of residential subdivisions provides for safe, direct (rather than meandering) and convenient pedestrian and cycle routes to local parks and other facilities and contributes to a city-wide network.

(12) Require the provision of convenient, safe, useable and attractive public places in the Centres.

[1] Amended 27/02/04 – Amendment No.1
[2] Amended 24/02/06 – Amendment No.6

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2.4 Desired Environmental Outcome 3 - Infrastructure Provision

A city in which the efficient, timely and environmentally acceptable provision and maintenance of engineering, community and transport infrastructure occurs in ways that meet community needs and ensure the sustainable use of resources.

2.4.1 Strategy

(1) Protect and maximise the use of public infrastructure by:

(a) identifying State Government Community Infrastructure Designations;

(b) identifying other existing and future public facilities and infrastructure by specific Zones or precincts;

(c) requiring development in the urban area to be on fully serviced Sites; and

(d) specifying standards that must be achieved by development to ensure that the operation of Council infrastructure is not compromised and that maintenance costs are minimised.

(2) Ensure that residents have good access to community infrastructure.

(3) Ensure the coordinated provision of infrastructure and encourage efficient land development by:

(a) identifying the preferred sequence of development. The preferred sequence is reflected in the land zoned for urban purposes and is based on the need for the progressive planning and development of infrastructure on a catchment basis. Urban development that is not in accordance with the preferred sequence will only be approved where the full cost of providing the required infrastructure (not just for the proposed development but also for the ultimate development of the area) is met by the applicant. Sufficient area is zoned for urban purposes to cater for approximately 10 years of growth; and

(b) developing Structures Plans for the larger areas of undeveloped urban land and requiring future development to occur generally in accordance with those Structure Plans. The Structure Plans will integrate infrastructure provision with the provision of community nodes, cyclist and pedestrian needs and recreation opportunities. The Structure Plans take account of local features including topography, creeks, drainage lines, vegetation, views, local history and character.[1]

(4) Require development contributions or payment of infrastructure charges toward the provision of water supply, sewerage, stormwater drainage and other infrastructure in a fair and equitable manner.

(5) Recognise the total extent of development in the City in the longer term and protect such areas from undesirable or inappropriate land uses that may compromise future urban development options. The Future Urban Land Precinct in the Rural Zone indicates land suitable for urban development beyond the life of this planning scheme. Development that would prejudice the future development of this land for urban purposes will not be supported. The development of Non-Urban Land for urban purposes is out of sequence for the provision of infrastructure and proponents may therefore be required to enter into Infrastructure Agreements.

(6) Ensure that the transport network is safe, accessible and convenient to use and achieves:

(a) minimal conflict, congestion and community severance;

(b) pedestrian, cycle and vehicle connectivity;

(c) high-capacity, secure freight movement; and

(d) maximum public transport opportunities.

Note:

In April 2002 Council adopted the Toowoomba Cycle and Pedestrian Strategy to improve the accessibility of residential and other areas of the City. Detailed action plans will support the development of a future Transport Infrastructure Charges Plan which will be read in conjunction with the planning scheme in assessing development applications.

SUPERSEDED

(7) Protect the existing and future capacity, function, safety and efficiency of the main thoroughfares within the City and minimise non-residential traffic intrusion into Residential Areas. The City Road Hierarchy, including the long term network, is identified.

(8) Protect the route for the Toowoomba Bypass (Second Range Crossing) and support the opportunity for a new rail crossing of the range. The proposed alignment and corridor of interest for the Toowoomba Bypass (Second Range Crossing) is shown as a Future Infrastructure Corridor on the Regulatory Map (The indicative route has been identified as part of a planning study and as such, variations may occur during the detailed design stage).

(9) Protect the existing and future operational and service requirements of the Toowoomba Airport by ensuring that the development of land around the airport is compatible with the needs of the airport.

(10) Protect the existing and future operational and service requirements of the railway system from incompatible development in the vicinity.

(11) Require best-practice provision of bus, pedestrian and cycle routes in new subdivisions.

(12) Require development that generates high visitor numbers to make provision for bus and taxi pick-up and set-down areas and end-of-trip facilities for cyclists.

(13) Require Site or use-specific waste management measures to be provided based on the hierarchy of:

(a) waste prevention/avoidance;

(b) waste recycling/reuse;

(c) waste to energy;

(d) waste treatment; and

(e) waste disposal.

(14) Support the provision of Telecommunication Facilities that seek to optimise sustainable environmental performance and achieve better energy efficiency.

(15) Encourage the co-location of services to achieve increased efficiencies and reduce environmental impacts.

(16) Encourage new development to be water efficient in order to achieve a more sustainable use of water supply sources and treatment facilities and to otherwise ameliorate adverse impacts on the natural environment.[2]

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 30/09/05 – Amendment No.4

SUPERSEDED

2.5 Desired Environmental Outcome 4 - Natural Environment

A city where:

- **ecologically or visually important areas and remnant bushland are conserved or rehabilitated;**
- **the creeks and their ecological processes are conserved or restored;**
- **the impacts of land uses and development on water catchments are minimised;**
- **development is sensitive to the physical attributes and environmental capacity of the land; and**
- **high standards of water, acoustic and air quality are maintained.**

2.5.1 Strategy

(1) Conserve and enhance ecological and natural values and processes, including remnant vegetation, wildlife habitat, scenic landscapes, aquatic ecosystems and drainage lines, whether in public or private ownership, for the benefit of the existing and future population. Areas of particularly significant environmental value are to be brought into public ownership or, in some circumstances, allowed to remain in private ownership provided appropriate controls are applied to ensure those environmental values are protected.

(2) Maintain the regional wildlife corridor role of the escarpment.

(3) Protect the scenic integrity of the escarpment and the tree canopy by requiring development along the escarpment:

(a) to minimise any intrusion of built elements into the natural landscape, particularly when viewed from tourist view points and routes; and

(b) to be at low densities and for uses that result in minimal intrusion.

(4) Protect and enhance the role of the main creek systems to:

(a) carry stormwater and prevent risk to life and property from inundation;

(b) maintain downstream water quality;

(c) provide habitat and bushland corridors; and

(d) provide visual relief to the urban area and passive recreation opportunities.

(5) Minimise levels of air and water pollution, soil erosion and soil contamination by requiring best-practice environmental standards to be implemented by development.

(6) Encourage a reduction in private motor vehicle use and an increase in public transport use, walking and cycling to conserve energy and reduce environmental impacts by:

(a) clustering non-residential activities;

(b) ensuring that subdivisions facilitate safe and convenient walking and cycling routes;

(c) ensuring that employment, recreation and Community Facilities are located in close proximity to residents' homes; and

(d) facilitating increased residential densities near public transport routes, public open space and Centres.

SUPERSEDED

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2.6 Desired Environmental Outcome 5 - Leisure

A city where a network of high quality and useable open space and other facilities offers a variety of recreational, sporting, cultural and social opportunities.

2.6.1 Strategy

(1) Ensure that the provision of open space and recreation facilities is sufficient, in terms of range, quantity, quality and accessibility, to meet the needs of the community and the demand for regional facilities. The existing level of public parkland provision is to be used as a minimum criterion for the provision of future public parkland to service population growth.

(2) Provide a public open space network based on the major creeks and the escarpment, with linkages to the surrounding Residential Areas, activity centres and sports facilities.

(3) Protect and enhance the functions of the main creek systems to:

(a) link the City's open spaces and main activity nodes;

(b) provide visual relief to urban development; and

(c) provide linear and local recreation opportunities.

(4) Provide a public open space system that is equally accessible to all groups and sectors of the community and equitably share the cost of its provision, maintenance and management.

(5) Integrate the public open space system with those of the adjoining local governments and with state government-controlled parks.

(6) Provide local public parks that:

(a) are located so that 90% of residences within Urban Residential Areas are within 400 m of a local park;

(b) where feasible, are co-located with other local community or commercial facilities to assist in creating neighbourhood activity centres; and

(c) are of a size that allows:

i) sufficient area for informal ball games;

ii) separation of potentially noise-generating activities from adjoining residences;

iii) flexibility to cater for a range of age groups, activities and population change over time;

iv) efficient and effective provision of embellishments such as play equipment and amenities; and

v) maintenance costs to be minimised.

(7) Where practicable, co-locate public sports fields and facilities in multi-purpose parks to:

(a) achieve efficiencies in the provision of embellishments and facilities such as amenities, parking and watering systems;

(b) achieve maintenance efficiencies;

(c) allow flexibility to respond to recreational trends and changes in population structure; and

(d) achieve operational efficiencies in the organisation and conduct of sports.

(8) Multi-purpose parks are to be located:

(a) on land that is physically suited for the intended use to minimise improvement and development costs;

(b) on a trunk collector road or above in the Road Hierarchy and on a public transport route to provide convenient access by the community; and

(c) to minimise impacts on surrounding uses and avoid limitations on the use of the Park.

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(9) Provide for the establishment of private recreation facilities except for those that are land-consumptive (for example, golf courses) or that generate significant noise levels (for example, car racing tracks). Recreation facilities that are land-consumptive or generate significant noise levels are encouraged to establish outside the City boundaries to protect the limited land supply for the expansion of the City and to protect the liveability and amenity of the City.

(10) Encourage the continuing development of a regional open space network, particularly where opportunities arise for linkages to open space and recreation facilities in adjoining local government areas.

(11) Ensure that sports that can be conducted on a viable commercial basis have a range of location options that are suitable for the activity and limit the potential for impacts on surrounding sensitive uses.

(12) Ensure that development adjacent to the public open space network:

(a) respects, and does not compromise, the useability, attractiveness, value and function of the open space;

(b) where appropriate, integrates with the open space; and

(c) allows safe and adequate public access to the open space.

(13) Provide for the establishment of entertainment and cultural facilities, such as cinemas and art galleries, in locations that are accessible to the community and assist in creating community foci and commercial synergies. Certain precincts in the Regional Centre Zone and the Sub-Regional Centres Zone are the preferred locations for commercial entertainment facilities.

SUPERSEDED

2.7 Desired Environmental Outcome 6 - Cultural Heritage

A city that conserves places having cultural heritage or important townscape significance.

2.7.1 Strategy

(1) Conserve and enhance places of Cultural Heritage Significance by requiring development to meet specific heritage conservation criteria.[1]

(2) In particular, restrict the Demolition and/or Removal of those Places of Potential Cultural Heritage Significance where they are located in the Regional Centre Zone or in the Residential Conservation Zone.[2]

(3) Conserve and enhance areas of heritage character or townscape significance identified in the planning scheme by requiring development to meet specified heritage and character conservation criteria. The areas identified are contained in the Residential Conservation Zone which is comprised of precincts that reflect different levels of Cultural Heritage Significance and, consequently, different preferred uses and degrees of conservation required.

(4) In respect to the Residential Conservation Zone and Regional Centre Zone, require development proponents to address the likely effects of their development proposals on the character of the place and area. New construction that would adversely affect the Cultural Heritage Significance of a place, its visual setting and the appreciation of that setting is not supported.

(5) Encourage and assist the community to enhance Places of Potential Cultural Heritage Significance.

(6) [3]

[1] Amended 27/02/04 – Amendment No.1
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 23/03/07– Amendment No.5

SUPERSEDED

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Notes to Chapter 2

Background Information and Key Issues

DEO 1 – ECONOMIC DEVELOPMENT

(1) Toowoomba is a regional service centre for a large economic region that extends beyond the Darling Downs and the Gatton Shire to South West Queensland, the Shires of Kingaroy and Nanango and northern inland New South Wales. Toowoomba is also the commercial centre of the Eastern Darling Downs Region.

(2) Toowoomba is likely to increase its relative size, scale and competitive strengths over the next 15 years, making it the premier inland rural city for its part of Australia. This situation is strengthened by the fact that the only major city north of Sydney with the potential to provide higher order goods and services to northern inland New South Wales is Newcastle, but that city lacks Toowoomba's surrounding rural focus.

(3) In Toowoomba, a hierarchy of Centres has developed consisting of:

(a) the City centre as a regional centre;

(b) three sub-regional Centres to the north-west, west and south of the City centre; and

(c) a network of suburban Centres serving neighbourhood and convenience shopping needs.

(4) The hierarchy of Centres needs to be consolidated to respond to key trends in retailing, reduce the spread of non-Residential Uses into Residential Areas, provide community focal points and reduce traffic and other impacts through co-location of similar activities. The clustering of retail/commercial activities also limits the under utilisation of Site and use-specific buildings and avoids pressure being placed on Council to approve subsequent inappropriate Commercial Uses.

(5) The hierarchy of Centres is based on the total trading catchment of a centre and on a range of retail, commercial and community activities. The number, size and scale of the activities change depending on whether the centre is meeting a local, neighbourhood, sub-regional or regional need.

(6) At present, the City is sufficiently serviced by retail floor space and is experiencing an oversupply. It is not envisaged that additional commercial centres at regional and sub-regional levels will be necessary before the year 2011. Despite the general oversupply of retail floor space some areas are not well serviced by suburban shopping facilities and additional Centres at the local and neighbourhood levels are anticipated in new Residential Areas.

(7) Toowoomba's regional centre - the City centre - is distinguished from other Centres in the commercial hierarchy as it fulfils a broader role as the City's heart and contains opportunities for leisure, entertainment and cultural activities, tourist accommodation, and a range of Residential Uses. The City centre is also a Principal Activity Centre under the SEQRP and is the prime location of major current and forecast employment to the year 2011.

(8) To maintain and strengthen the role of the regional centre, the City centre must continue to be the dominant focus for employment, entertainment, retailing, community and government services, and business offices, within the City and its economic region.

(9) Toowoomba's industrial base is characterised by a relatively strong manufacturing sector with an agricultural bias. This sector is of regional significance and has the largest share of manufacturing establishments in the Eastern Darling Downs Region.

(10) Light and commercial industry activities tend to be oriented toward the Toowoomba market and so require easy access to the internal major road systems. These industry types are able to locate closer to Residential Areas, and in some cases will prefer good urban amenity, than heavier Industrial Uses.

SUPERSEDED

(11) The availability of land that satisfies the range of industry location needs is becoming a limitation within the City, apart from those industries requiring small Sites (i.e. with areas of less than about 2000 m^2). It is expected that land will be available west of Toowoomba at Charlton/Wellcamp for industries that require large flat Sites or require significant separation distances for environmental reasons in accordance with the Eastern Downs Regional Organisation of Councils (EDROC) Regional Land Use Strategy and Jondaryan Shire Council's Planning Scheme. Any relocation of such industries that are currently in the City may provide opportunities for siting new low and medium impact and smaller-scale activities.

(12) The Department of State Development has coordinated a database of regional industrial land in South East Queensland as an outcome of the SEQRP. The Charlton/Wellcamp Integrated Employment Area is identified in this database as a regional resource along with some land in Toowoomba.[2]

(13) The investment and employment opportunities provided by Aged Persons Housing/Care, Hospitals, Child Care Centres, sports and cultural facilities, tourist attractions, accommodation and support activities, and other similar facilities are increasingly important to the economic well-being and growth of Toowoomba.

(14) Features and attractions of importance to the tourism potential of Toowoomba include the Escarpment Parks, Cobb and Co Museum, Toowoomba Regional Art Gallery, Railway Station, Empire Theatre, Toowoomba Carnival of Flowers, race days, heritage festivals, antique shops and other regional attractions. Of particular importance is the City's image which is a result of the historical development of the City's parks and gardens, landscape, streetscape, and its amenity and lifestyle. The City's architecture also contributes to its attractiveness.

(15) As tourism has proven to have significant benefits for the local economy, there is a need to ensure that visitors are properly accommodated and that there is adequate provision of services. The industries associated with providing the needs of visitors to the City include transport, accommodation, food services, retailing, entertainment and other attractions.

(16) Home-based Businesses are becoming increasingly important in local job creation and as an initial step for new small business development.

(17) Toowoomba's Airport is recognised as important to the City's role as a regional service centre. In recognition of this role and as a result of the City Airport Management Study 1999, the runway has been widened to increase the capacity and safety of the airport and improve its ability to cater for the new generation of aircraft. A new terminal is being considered by Council along with arrangements to enable compatible industries to locate on airport land.

(18) With regard to Toowoomba's Principal Activity Centre designation in the SEQRP[3]:

- **(a) The Council has an ongoing program of streetscape works in the City centre to assist in making it more attractive to residents and visitors and to increase retailing, Commercial and Residential Uses.**
- **(b) A car parking strategy for the provision of public and private parking in the City centre is to be prepared.**
- **(c) Council's plans for an outer-circulating road will relieve congestion in the City centre and make it more attractive as a place to shop, do business and recreate.**
- **(d) Section 8 of the SEQRP, Priority Action 8.3 provides for the establishment and funding of a Centre Management Office in each Principal Activity Centre in South East Queensland. This will assist in coordinating and promoting the future development of Toowoomba's Principal Activity Centre.[4]**

(19) Council supports the Carnival of Flowers, Gospel Music Festival, Festival of the Horse and a range of other festivals that are significant events that attract tourists to the City. Council also has initiatives to promote the 'Garden City' image that include enhancing entrances to the City.

SUPERSEDED

DEO 2 – LIVEABILITY

(1) The SEQRP promotes residential development that offers appropriate housing choice, achieves an overall increase in average residential densities, incorporates more environmentally responsive lot arrangements and housing forms, and facilitates the development of a sense of local community.[5]

(2) The way in which the City's remaining land is developed and redeveloped will be critical to its efficient use, the quality of its Residential Areas, the protection of natural resources, the affordability of housing, and the accessibility of services, employment and recreation.

(3) Changing demographics, with trends towards smaller Households (2.5 people per Dwelling at 1996), lower percentages of families with children Households and higher percentages in 1 and 2 person Households, mean there is likely to be a need for more diversity in housing stock. Residential Areas need to offer a variety of housing sizes and types to meet the needs of a range of Households and respond to the changing demographic and social trends.

(4) Good urban design and best-practice should guide the development of the movement systems in Residential Areas. Cycleways and footpaths must be legible, comfortable, safe and, where possible, provide direct access to services such as schools, parks, shops, public transport stops and other community facilities. A cyclable and walkable environment will improve the quality of life of residents, enable public transport use to be more attractive, provide alternatives to car dependency and improve opportunities for social interaction.

(5) Daily shopping and local commercial, medical and community facilities and services should be provided and developed in such a way that they form part of the residential community they serve and accommodate the needs of the community. The concentration of such activities in appropriately located Centres can provide opportunities for community interaction whilst minimising the impact on residential amenity. Non-Residential Uses in Residential Areas should not introduce significant amounts of external pedestrian or vehicular traffic into the neighbourhood.

(6) The City should continue to build on its comprehensive and high quality open space system to meet the needs of residents and visitors, provide relief from continuous urban development, conserve environmental values and enhance Toowoomba's 'Garden City' image.

(7) Council provides financial and other support to Toowoomba Crime Prevention Partnerships, which is a voluntary organisation concerned with reducing crime levels and social problems. Council also substantially funds the City Safe Cameras in the City centre area to assist in reducing crime and making the area a safer place for the community.

DEO 3 – INFRASTRUCTURE PROVISION

(1) The SEQRP requires that sufficient, suitable land be identified to accommodate projected population growth, with new development planned to occur in an orderly and efficient sequence. There is sufficient urban land for the timeframe of this planning scheme. However, land is a finite resource and options need to be available for increasing/ensuring the supply of land beyond 2021. This is particularly important if Toowoomba is to remain a compact city surrounded by a 'green belt'. The EDROC Regional Land Use Strategy will assist this aim by seeking an adequate supply of residential land in existing towns surrounding the City.[6]

(2) Development needs to be coordinated to allow efficient, equitable and timely provision of services. It is important that the development of urban land does not occur ahead of the planned provision of infrastructure and services. The orderly development, or sequencing, of urban residential land will generally ensure more economical use of a limited land supply and reduce the demand on Council to provide substantial funds for infrastructure when it is not of maximum benefit to the community.

(3) Existing and future water, oil and gas pipelines that cross the City need to be protected from encroachment by incompatible uses to ensure their operational requirements are not compromised.

SUPERSEDED

(4) Water availability is a critical issue for the region's growth and prosperity. Perserverance, Cooby and Cressbrook dams, while situated in Crows Nest Shire, are operated by Toowoomba City Council. The catchments of these dams need to be protected from development which is incompatible with maintaining acceptable levels of water quality. To assist in achieving this, a Catchment Management Strategy is being developed in collaboration with representatives of Toowoomba City Council, Crows Nest and Esk Shire Councils, EDROC, the state government, agriculture industry and South East Queensland water organisations.

(5) Toowoomba has the largest concentration of Residential and Industrial Uses in the region and urban stormwater needs to be responsibly and effectively managed, particularly having regard to the outcomes of relevant Stormwater Catchment Management Strategies. This is an issue raised in the SEQRP.[7]

(6) The capacity of sewerage treatment plants and on-site effluent disposal systems (mainly from rural Residential Areas) to meet the demands of future growth and *Environment Protection Act 1994* requirements also needs to be carefully considered.

(7) Traditionally, waste disposal has not been addressed on a regional basis. To accommodate current and future demands for the disposal and treatment of Household, Hospital, industry, and toxic wastes, consideration may be given to a Regional Waste Management Strategy, in compliance with the principles and provisions of the *Waste Management Strategy for Queensland 1996* and any *Environmental Protection (Waste) Policy 1997*. This would also accord with the relevant requirements of the SEQRP.[8]

(8) Other development and community infrastructure is provided by Council, various government agencies and private interests. The protection of these uses from incompatible and encroaching uses is important if they are to be sustained for the long term benefit and well-being of the community. Protection of some of these uses may also be obtained through community infrastructure designation.

(9) The Eastern Downs Region is a hub for major interstate and regional freight transport movement, and plays a significant role in linking South East Queensland and areas to the west and south. The region also has an increasing population that needs to be serviced by road, rail and public transport. The Eastern Downs Integrated Transport Plan (EDITP) will encourage:

- **(a) the identification and protection of high capacity, safe and secure freight routes;**
- **(b) the development of a more sustainable transport system in South East Queensland by increasing the proportion of trips made by public transport, bicycle and on foot, and by reducing growth in peak period commuter car travel;**
- **(c) the determination of a clearly defined Road Hierarchy to guide the planning, development and management of the road network;**
- **(d) greater integration of land use and transport planning;**
- **(e) the planning and development of comprehensive pedestrian and cycling networks;**
- **(f) development provisions which support and favour Centres served by public transport; and**
- **(g) development provisions that recognise the land use management needs of major road and rail corridors.**

The EDITP will propose modal split targets for Toowoomba.

(10) Toowoomba is well served by an established road network. The remaining capacity of the existing road network is high, although there are isolated areas where congestion is occurring in peak periods. The Toowoomba Bypass (Second Range Crossing) will provide local users as well as regional traffic with an alternative to the existing route. This may result in reductions in the volume of traffic passing through other parts of the City, particularly heavy vehicle traffic, as well as a reduction in conflicts with heavy vehicles in Residential Areas. The Toowoomba Bypass (Second Range Crossing) will extend the functionality and effectiveness of the road network at a local, state and inter-state level. In terms of hierarchy, the Toowoomba Bypass (Second Range Crossing) would be a national highway and, being a fully limited access road, would operate at the highest level of the hierarchy.

(11) The Queensland Department of Main Roads (QDMR) is the main transport infrastructure provider within the state and is also the main proponent of the proposed Toowoomba Bypass (Second Range Crossing). For further information about the Toowoomba Bypass (Second Range Crossing) contact the QDMR, Toowoomba Office (Southern District).

SUPERSEDED

(12) An effective public transport system, as well as bicycle and pedestrian paths, will provide social justice and a valuable service to all residents, reduce traffic volumes and congestion on the road network, reduce 'greenhouse' gases, other air emissions and noise pollution, and potentially reduce travel times and the need for parking facilities. In April 2002 Council adopted the Toowoomba Cycle and Pedestrian Strategy. Detailed action plans will form one of the bases of a future Transport Infrastructure Charges Plan.

(13) The railway line and station provides a regional transport service for freight and passengers. The protection of the existing rail corridor, including from incompatible adjacent land uses is important for future transport initiatives, as is the protection of any identified corridor for a new rail crossing of the range.

(14) The Toowoomba Airport is a significant asset for the City and the region. Its operational requirements need to be protected in accordance with the relevant State Planning Policy, currently *State Planning Policy No. 2/92 – Planning for Aerodromes and Other Aeronautical Facilities*. Council has an Airport Management Plan for future development on the airport Site.

(15) Council's Toowoomba Community Information Directory and Toowoomba Needs Assessment and Consultation Program will provide information to Council about a wide range of services and whether the community does, and can, access the services.

(16) Council has prepared the Toowoomba Cycle and Pedestrian Strategy to improve the accessibility of residential and other areas of the City. Council's Access Consultative Committee assists in facilitating equitable access and movement strategies across the City and in particular, the Central Business District.

(17) Council intends to provide an outer-circulating road to relieve traffic congestion in the regional centre.

(18) The City's heavy vehicle routes have been allocated and mapped by Council to reduce the maintenance costs of the transport network and the impacts of heavy vehicles and to increase the ease-of-use of the network for all vehicles.

DEO 4 – NATURAL ENVIRONMENT

(1) The SEQRP requires critical nature conservation areas and regionally significant areas of open space, to be identified, protected and managed in a sustainable manner. The SEQRP also supports the preparation of Stormwater Catchment Management Strategies and their implementation.[9]

(2) Stormwater Catchment Management Strategies and guidelines have been prepared for the Condamine River Catchment Area, (which is part of the Murray-Darling Basin), and the Lockyer Catchment Area and for the various City catchments including Spring Creek, Gowrie Creek and Westbrook Creek catchments.

(3) Toowoomba's natural environment provides the setting for the City's built form and urban functions. Its protection or enhancement, is important for:

- **the maintenance of ecological processes which are required for the functioning of air, soil and water environmental services;**
- **the maintenance of a healthy and comfortable living environment;**
- **the enhancement of the appearance of the City;**
- **the provision of recreational and tourism opportunities;**
- **attracting business to locate in the City; and**
- **visual relief to the built environment.**

(4) Many of the environmental issues are inter-related and require the adoption of an integrated management approach.

(5) It is important to protect, manage and enhance the City's remnant vegetation in order to retain the environmental integrity and biological diversity of these areas. These areas, which are primarily located on the eastern boundaries of the City along the range escarpment and in the vicinity of Drayton, Cranley and Mt Peel, also significantly contribute to the quality of life of residents and some need to be integrated into urban areas.

SUPERSEDED

(6) Major watercourses and their catchments within the City are of significant environmental importance and form part of the upper catchment for the Murray Darling River system. Apart from forming visually appealing Buffers, drainage and habitat corridors, these natural waterways and catchments support ecological processes, which are important to maintaining water quality.

(7) At present there appear to be few problems associated with levels of air pollution in Toowoomba. To ensure this continues, relevant measures need to be taken to mitigate future adverse impacts. The establishment of responsible, environmentally sensitive and clean industries in Toowoomba will provide sustainable growth and employment opportunities.

(8) Council has a number of initiatives that assist in conserving and improving ecological values. These include:

- **(a) supporting the Waterways Officer, World Environment Day activities and community organisations such as the Toowoomba and Region Environment Council;**
- **(b) the Privet Eradication Program;**
- **(c) the Bushcapades School Holiday Program;**
- **(d) implementing stormwater catchment management strategies, in particular, the Gowrie Creek Catchment Management Strategy; and**
- **(e) the Environment Advisory Committee which provides advice to Council on a range of environmental issues.**

(9) Council will be implementing a system of effluent reuse for irrigation from the Wetalla Water and Waste Operations (rather than discharging that will improve water quality and waterway ecosystems).

(10) Council uses water sensitive design principles in its management of watercourses in the City.

DEO 5 - LEISURE

(1) There are significant resources in Toowoomba invested in the provision of public and private open space, recreation and sporting facilities. These are provided to a much wider area than just the City. Regional sports facilities include the Athletics Oval, University of Southern Queensland, Clifford Park Race Course and regional passive recreation Sites include Queens Park and the escarpment parks such as Jubilee Park.

(2) Opportunities for outdoor sporting activities and active or passive recreation, indoor sports and conservation should continue to be provided through a range of ownerships and settings. These include natural bushland areas, waterways, formal and informal parklands, playgrounds, swimming pools, indoor and outdoor sporting fields, and a wide range of cultural and social venues and clubs.

(3) Earlier subdivision has resulted in some local parks that do not always best serve the local recreation needs of the surrounding community or have restricted useability.

(4) Local Area Park Plans that indicate preferred locations for future local parks were previously developed by Council and have been used in the formulation of the Structure Plans in the planning scheme.[10]

(5) Future demand for passive and active open space from within Toowoomba and the region would need to be catered for, to avoid degradation of existing facilities, particularly sports fields that are already under pressure due to the closure of several private and public fields. In the long term it will be necessary to look beyond the City boundaries for land for active recreation/sporting fields. Council will cooperate with other local governments to provide for regional facilities at Charlton.

(6) Land acquired from developer contributions for public open space should not be allocated for the exclusive use of one group.

(7) Council operates a number of important entertainment and cultural facilities in the regional centre including the Empire Theatre, City Library, Toowoomba Regional Art Gallery and the Milne Bay Aquatic Centre. Council's program of streetscape works that include installation of public art, complement these facilities.

SUPERSEDED

DEO 6 – CULTURAL HERITAGE

(1) Toowoomba's cultural heritage is a result of a rich social and economic history that has left a legacy of places that possess state and/or local Cultural Heritage Significance. The identification and maintenance of Places of Cultural Heritage Significance, valued by the Aboriginal and non-Aboriginal communities, contributes to the cultural richness and vitality of the City.

(2) Further heritage studies may be undertaken to identify areas and Places of Cultural Heritage Significance along with measures to ensure they are conserved.

(3) The effect of incompatible development and land use activities on heritage places is a concern to many in the community who recognise the importance of maintaining the fabric, character and setting of heritage places.

(4) The Heritage Advisory Service will continue to be provided to developers and the broader community to assist in the renovation, restoration or redevelopment of Places of Potential Cultural Heritage Significance. Council will also use this advice when considering any development applications that may affect a Place of Potential Cultural Heritage Significance.

(5) The Heritage Advisory Group will continue to advise Council about matters that may affect the conservation of the City's built environment.

(6) Educational and promotional material, such as the brochures of A Walk Through History 2000 and the Toowoomba House 1999, will continue to be provided.

(7) The *Queensland Heritage Act 1992* operates to protect places of state significance. The Queensland Heritage Register contains the list and citations of places of state significance.

(8) Little work has been carried out to-date to identify indigenous cultural heritage in the City. The *Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987* provides for the preservation and management of features within the state that are of significance for anthropological, cultural, prehistoric, historic or societal reasons including Sites, items and places with cultural significance to Aboriginal Australians. An indigenous cultural heritage survey of Gowrie Creek is being undertaken as part of the Gowrie Creek Stormwater Catchment Management Strategy.

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 24/02/06 – Amendment No.6
[3] Amended 24/02/06 – Amendment No.6
[4] Amended 24/02/06 – Amendment No.6
[5] Amended 24/02/06 – Amendment No.6
[6] Amended 24/02/06 – Amendment No.6
[7] Amended 24/02/06 – Amendment No.6
[8] Amended 24/02/06 – Amendment No.6
[9] Amended 24/02/06 – Amendment No.6
[10] Amended 24/02/06 – Amendment No.6

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Chapter 3 - Definitions

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3. CHAPTER 3 – DEFINITIONS

3.1 Introduction

(1) The following table lists the terms that are defined in the following sections, for the purposes of the planning scheme.

List of Definitions

USE DEFINITIONS			
RESIDENTIAL USES	COMMERCIAL USES	INDUSTRIAL USES	RECREATION USES
Accommodation Building Aged Persons Housing/Care Bed and Breakfast Establishment Boarding House[1] Caravan Park Dual Occupancy House Multiple Dwelling Units	Adult Entertainment Automotive/Equipment Showroom Automotive Parts and Accessories Brothel Car Park Car Washing Station[2] Display Home/Office Entertainment/Function Centre Food Outlet (Café/Restaurant) Food Outlet (Convenience Restaurant) Funeral Parlour Garden Centre Home-based Business Hotel Market Medical Centre Motel Office (General) Office (Service) Retail Showroom Service Station Shop Supermarket Veterinary Clinic	Extractive Industry Freight Terminal Fuel Depot Industrial Premises Storage and Supplies Yard Vehicle Depot Vehicle Workshop Warehouse Waste Facility	Indoor Recreation Facility Major Recreation Facility Outdoor Recreation Area Park **RURAL USES** Animal Keeping Farming Forestry Intensive Animal Husbandry
		COMMUNITY USES	**SPECIAL USES**
		Child Care Centre Community Club Community Facility Educational Establishment Hospital Institution Licensed Club Place of Public Worship Cemetery/Crematorium	Air Terminal Bus/Rail Passenger Terminal Local Utility Major Utility Miscellaneous Use Telecommunications Facility Temporary Use[3]
OTHER DEFINITIONS			
Advertising Signs Demolition and/or Removal	Excavation and/or Filling	Minor Building Works Outbuilding[4]	Outdoor Lighting Private Sporting Court

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ADMINISTRATIVE DEFINITIONS			
the Act	Flood Prone Land	Plot ratio	State-controlled Road
AMCORD	Gross Floor Area	Preschool[6]	Storey
Acceptable Measure	Ground Level	Primary Water Meter	Structure Plan[10]
Articulate	Ground Floor	QRDG	Urban Residential Area
Assessment Tables	Habitable Room	Regional Landscape and Rural Production Area[7]	Zones
Commencement Day	Height	SEQRP[8]	Zone Assessment Tables
BCA	Household	Regulatory Map	Zone Map
Buffer	IRTP	Relocatable Home	
Building Setback	Kingergarten[5]	Residential Area	
Centres	Local Centre	Road Hierarchy	
the Council	Local Government Purposes	Rooming Unit	
Cultural Heritage Significance	Local Streetscape	Secondary Water Meter	
Dwelling	Neighbourhood Centre	Significant Vegetation	
Environmental Harm, Environmental Nuisance and Environmental Value	Non-Urban Land	Site	
	Performance Criteria	Site Area[9]	
	Place of Potential Cultural Heritage Significance	State and Commonwealth Purposes	

[1] Amended 03/12/04 – Amendment No.3
[2] Amended 18/12/09 – Amendment No.11
[3] Amended 23/03/07– Amendment No.5
[4] Amended 18/12/09 – Amendment No.11
[5] Amended 18/12/09 – Amendment No.11
[6] Amended 18/12/09 – Amendment No.11
[7] Amended 24/02/06 – Amendment No.6
[8] Amended 24/02/06 – Amendment No.6
[9] Amended 25/07/08 – Amendment No.9
[10] Amended 24/02/06 – Amendment No.6

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3.2 Use Definitions

(1) The use definitions are mutually exclusive unless otherwise indicated in the definition.

(2) Where there is any question about which use definition a development proposal falls within, the use definition shall be as determined by Council in its role as 'assessment manager', having regard to the nature of the proposal.

(3) The use definitions are set out under several broad categories. Where a use category term is used elsewhere in the scheme, it means all those uses listed under it unless the context otherwise indicates or requires. For example, the term 'Residential Uses' means all those uses listed under it in the following table.

3.2.1 Residential Uses

TERM	MEANING
Accommodation Building[1]	means premises not otherwise defined in this planning scheme providing accommodation in Rooming Units. To remove any doubt, it does not include Aged Persons Housing/Care, a Boarding House or a Motel.'
Aged Persons Housing/Care	Means premises specifically designed, managed and used to provide accommodation for elderly or retired persons. It may include any combination of self-contained, serviced, hostel and nursing accommodation. It may also include aged care and nursing home facilities and communal recreation, social and service facilities.
Bed and Breakfast Establishment	means a House used for the commercial provision of accommodation for travelers where the operator of the establishment lives on the premises. It does not include a Motel.
Boarding House[2]	means premises used for residential services accommodation where the term 'residential services' has the meaning defined in section 4 of the Residential Services (Accreditation) Act 2002.
Caravan Park	means premises used commercially for the parking and/or siting of 2 or more caravans (with or without fixed annexes) or other moveable Dwellings (including mobile homes, relocatable homes, cabins and tents) for the purpose of providing accommodation, whether short or long term. The term includes any ancillary administration, management, amenity or recreation facilities.
Dual Occupancy	means premises used for 2 Dwellings. The term includes what are commonly referred to as duplexes.
House	means premises used for: a) 1 Dwelling; or b) 1 Dwelling and an auxiliary Dwelling where: ▪ the auxiliary Dwelling has a Gross Floor Area of not greater than 80 m^2 (where it exceeds 80 m^2 it is classified as a Dual Occupancy) and is structurally integrated with the primary Dwelling; and ▪ neither Dwelling has exclusive use of any outdoor area and no fencing or other means is used to divide the common outdoor area to enable separate private useage. Despite the definition of 'Dwelling', it includes the use of a House for the care and accommodation of 6 or less aged persons, youths or persons with disabilities and the accommodation of 2 or less carers. For the purposes of this definition, the meaning of 'structurally integrated' includes sharing a common wall and/or roof and connection by a covered pathway/area that is attached to the two dwellings and separates the walls of the dwellings by a distance not less than 1.8 metres and not more than 3.0 metres. It does not include a sub-surface connection between the two dwellings, an uncovered pathway or a covered pathway/area separating the walls of the two dwellings by more than three metres.[3]
Multiple Dwelling Units	means premises used for an integrated development of more than 2 Dwellings.

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3.2.2 Commercial Uses

TERM	MEANING
Adult Entertainment	means premises used for the live performance of acts of a sexual nature to an audience on licensed premises such as Hotels, Licensed Clubs and Entertainment/Function Centres. The phrase 'acts of a sexual nature' has the meaning defined in the *Liquor Act 1992*.
Automotive/Equipment Showroom	means premises used for the display, and sale, hire or leasing, of any construction or industrial plant and equipment, motor vehicles, motor cycles, boats, mowers, agricultural machinery, trailers, caravans, demountable and transportable structures, and the like. It includes any ancillary use of the premises for routine servicing of any of the items sold, hired or leased. To remove any doubt, it does not include the separately defined term Vehicle Workshop.
Automotive Parts and Accessories	means premises used for the sale, or sale and fitting, of motor vehicle equipment and accessories such as sound systems, batteries, mufflers, tyres, windscreens and the like but excluding the replacement or repair of any component of the drive-train. To remove any doubt, it does not include the separately defined term Vehicle Workshop.
Brothel	has the meaning given in the *Prostitution Act 1999*. Note: In the *Prostitution Act 1999*, Brothel means 'premises made available for prostitution by 2 or more prostitutes at the premises'.
Car Park	means premises used for the parking of motor vehicles where such parking is not an ancillary activity on the Site.
Car Washing Station[4]	means premises used commercially for washing or cleaning motor vehicles principally by the owner of the motor vehicle or by an automated process where the vehicle owner remains within the vehicle. To remove any doubt, it does not include car detailing.
Display Home/Office	means: ▪ a Dwelling used temporarily for display purposes to encourage people to buy or construct similar ones; or ▪ premises used temporarily to promote and sell land or Dwellings within the residential estate or building in which the office is located.
Entertainment/ Function Centre[5]	means premises used: ▪ for any non-sporting leisure activity which is conducted wholly or mainly indoors such as a cinema, theatre, amusement centre or the like (including other premises having more than 4 pinball or electronic game machines); or ▪ to primarily cater for private functions or conventions and may include the provision of food and drink, entertainment and dancing. It includes such premises as wedding receptions, function or convention centres, and the like. To remove any doubt, it does not include roadside dining, Hotel, Licensed Club, Community Club or Adult Entertainment.
Food Outlet (Café/Restaurant)[6]	means premises used for preparing and selling food and drink to the public for immediate consumption on or off the premises. It includes the commonly used terms restaurant, café, coffee shop, bistro, tea room, milk bar, snack bar and kiosk. To remove any doubt, it does not include roadside dining or the separately defined term Food Outlet (Convenience Restaurant).

SUPERSEDED

TERM	MEANING
Food Outlet (Convenience Restaurant)[7]	means premises used for preparing and selling food and drink to the public for immediate consumption on or off the premises where: ▪ the operation is geared for high product and customer turn-over; and ▪ customers predominantly arrive on-site by vehicle. Phone ordering and pick-up/delivery, or a drive-through facility, is commonly provided. It includes the commonly used terms fast food outlet and family restaurant. It does not include roadside dining.
Funeral Parlour	means premises used to arrange and conduct funerals, memorial services and the like including the storage and preparation of bodies for burial or cremation.
Garden Centre	means premises used for the display and retail sale of gardening and landscape supplies including plants (whether or not such plants are grown on the Site), seeds, pots, packaged fertilisers and potting mixes, gardening tools, garden ornaments and furniture, and landscaping materials in quantities of less than 1 m^3.
Home-based Business	means premises, being a Dwelling and its curtilage, used for a business, occupation or profession by 1 or more residents of the Dwelling whether or not non-residents are also involved in the carrying out of the business, occupation or profession. To remove any doubt, it does not include a Medical Centre.[8]
Hotel[9]	means premises used primarily for: ▪ the retail sale of liquor which is the subject of a general or tavern licence under the *Liquor Act 1992* and may include ancillary activities such as dining facilities, Rooming Units, game machines, a mini-brewery and betting agency; or ▪ listening and/or dancing to recorded or live music by the public, mainly during night hours, with such premises generally being licensed under the *Liquor Act 1992* and commonly known as nightclubs, cabarets, discotheques and the like. It does not include an associated bottle shop on the Site. It does not include roadside dining.[10]
Market[11]	means premises used regularly but infrequently, and in any case not more than 1 day per week, for the sale of goods from temporary structures such as stalls or trestle tables. It generally includes activities commonly described as flea Markets, trash and treasure Markets, farmers Markets, arts and crafts Markets and the like.
Medical Centre	means premises used to provide medical or paramedical care to outpatients only. It includes medical and dental surgeries or clinics, podiatrists, physiotherapists, chiropractors, pathology labs, naturopath clinics, counselling rooms, psychiatric and psychological consulting rooms, and premises providing nursing services. To remove any doubt, it does not include a Home-based Business.
Motel	means premises used for the overnight or short term accommodation in Rooming Units of primarily vehicle-based travelers with on-site provision for the vehicles used by them. It includes ancillary food preparation and dining facilities (whether for travelers or the general public), recreation, administration and manager's facilities.
Office (General)	means premises used for any of the following: ▪ administration, clerical, technical, training or other business activity where no goods or materials are made, sold or hired on the premises; ▪ the provision of professional services or the giving of professional advice by persons qualified or registered to practice or carry out the profession or occupation. It includes accountants, solicitors, financial advisers, architects and engineers. To remove any doubt, it does not include an Office (Service), Home-based Business or Medical Centre.
Office (Service)	means premises used for an office that is oriented towards the provision of counter services for customers who predominantly visit the premises on a non-appointment basis. It includes banks, building societies, credit unions, and employment, real estate, travel and betting

SUPERSEDED

TERM	MEANING
	agencies. To remove any doubt, it does not include a Home-based Business.[12]
Retail Showroom	means premises used for displaying and/or selling any of the following wholly or mainly indoors: ▪ Household or office goods such as electrical equipment, furniture, furnishings, tiles, computer hardware and software; ▪ hardware and building supplies; ▪ recreation goods and supplies including sporting equipment, pools, spas and camping equipment. It does not include the sale of foodstuffs or clothing other than as a minor and ancillary component.
Service Station	means premises used for the fuelling of motor vehicles involving the sale by retail of petrol, oil and other petroleum products and includes any of the following purposes: ▪ the sale of spare parts and accessories for motor vehicles; ▪ the washing and cleaning of motor vehicles; ▪ trailer hire; and ▪ a Supermarket of not more than 200 m^2 Gross Floor Area.
Shop	means premises used for: ▪ displaying, selling, auctioning or hiring goods or materials to the public; or ▪ providing personal services including by a hairdresser, beautician, retail drycleaner, and shoe or watch repairer. It includes: ▪ department stores, discount department stores and discount variety stores (being a shop of greater than 500 m^2 Gross Floor Area that sells general and variety merchandise at substantially discounted prices); ▪ a bakery associated with a shop; and ▪ a bottle shop, whether or not associated with a Hotel on the same site.' To remove any doubt, it does not include a Supermarket, Retail Showroom or any other separately defined term.[13]
Supermarket[14]	means premises used to sell grocery items and other Household and personal convenience goods, and may also include the additional ancillary functions of hiring goods such as videos or providing a take away food service. It includes the commonly used terms Supermarket, convenience store, general store, corner store and mini-market.
Veterinary Clinic	means premises used for treating sick or injured animals, including their overnight accommodation.

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3.2.3 Industrial Uses

USE	MEANING
15	
Extractive Industry	means premises used commercially for the winning on or from the land, or treatment on the land or on adjacent land, of gravel, rock, sand, soil, stone, or other similar materials: ▪ including works undertaken to avoid or mitigate significant environmental impacts during operations and approved rehabilitation works; and ▪ excluding the removal of materials authorised by the *Local Government Act 1993*, or mining within the meaning of the *Mineral Resources Act 1989.*
Freight Terminal	means premises used to assemble and distribute goods by road or rail including ancillary facilities to: ▪ park, maneuver, clean, repair and service the transport vehicles; ▪ store the containers used; or ▪ temporarily store the goods being assembled and distributed.
Fuel Depot	means premises used for the storage and wholesale distribution of flammable or combustible fuel (solid, liquid or gaseous).
Industrial Premises[16]	means premises used for: the manufacture, production, processing, altering, cleaning or repair of any article, material or thing whether solid, liquid or gaseous; or scientific, biomedical or technological research, investigation or testing other than for educational purposes or as an ancillary activity to a non-Industrial Use. It does not include the term Extractive Industry. It includes the following uses: a) Heavy Industry being industrial Premises that: by reason of the processes involved or the method of manufacture or the nature of the materials used, produced or stored, requires isolation or significant Buffering from other buildings or uses; or involves the use, storage, handling or disposal of radioactive material; or involves the use or storage of dangerous goods or combustible liquids in quantities that are not minor (but not including a Service Station or Fuel Depot). Heavy Industry is likely to include the following Industrial Premises: Abattoirs Animal by-products manufacturing Asphalt/bitumen works Bacon manufacturing Battery manufacturing Boiling down works Brick works Canneries Celluloid products manufacturing Cement and lime works Chemical works Concrete batching plants

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USE	MEANING

Crushing mills
Disinfectant, pest destroyers and germicide manufacturing
Distilleries
Explosives works
Fertilizer works
Fibrous cement works
Flammable liquid manufacturing
Flour mills
Foundries (ferrous and non-ferrous)
Gas works
Gases and products works
Glue manufacturing
Grinding mills (cereal)
Heavy engineering works
Hide-skin and tallow stores
Iron and steel works
Manufacturing chemists
Match manufacturing
Oil refining
Oxygen works
Petroleum and petroleum products refining
Poison manufacturing
Paint and varnish factories
Pulp or paper manufacturing
Rubber mills
Sawmill
Smelting works
Soap works
Stone crushers and screens
Sugar refineries
Tanneries
Tyre making and/or retreading
Woollen mills
Wool scourers
Yeast manufacturing
Zinc oxide works

b) **Medium Industry** being Industrial Premises that are not Light Industry or Heavy Industry.

c) **Light Industry** being Industrial Premises that:

do not cause interference with the amenity of the adjacent areas by reason of traffic generation, hours of operation, noise, vibration, light, odour, air pollutants, waster water, waste products, electrical or electro-magnetic interference or otherwise; and

do not impose a load on any public utility greater than that which is required for the normal development of the area in which the Light Industry is located; and

involve the storage of no, or only minor amounts of, dangerous goods.

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USE	MEANING
	Light Industry is likely to include the following Industrial Premises: Artificial flower manufacturing Assayers Blind manufacturing Boot and/or shoe manufacturing Broom, brush and/or bristle manufacturing Bicycle and similar non-motorised equipment repairing Book binding Bread, biscuit and/or pastry making Cardboard box and articles manufacturing Car detailing[17] Chemical analysts Chemists – industrial, analytical and/or agricultural Cleaning contractors' establishments Clock and/or watch manufacturing and/or repairing Clothing manufacturing Cooperages Courier, taxi, parcel delivery and/or security service establishments Driving instructor establishments Dry cleaning, drying and/or laundering Electrical appliances, materials and signs manufacturing Furniture assembly, repair and/or restoration Glass cutting works and/or silvering works Glazing Implement and machinery assembly Instrument manufacturing Electrical and gas goods repairing and maintenance Engraving works Leadlight works Leather goods manufacturing Locksmiths Lawn mower and garden equipment repairs Mattress manufacturing Medical (non-chemical) goods manufacturing Metal working (but not including smelting, or processing of ores or ore concentrates to produce metals, metal foundries, abrasive blasting, metal surface coating, metal recovery or motor vehicle panel beating) Millinery repairs and/or manufacturing Musical instrument manufacturing and/or repairing Paper products manufacturing Pest exterminator establishments Plaster modeling and/or molding Printing, publishing and/or copying - commercial Prostheses manufacturing and/or repairing Shopfitting

SUPERSEDED

USE	MEANING
	Signwriters' establishments Sports goods manufacturing and/or repairing Tailors' workshops Tent and/or travel goods manufacturing Textile goods manufacturing Upholstering
Storage and Supplies Yard	means premises used for any of the following: ▪ a tradesman's yard or construction or earthmoving contractor's yard; ▪ a timber yard; ▪ the storage and/or sale of bulk landscape or construction supplies; or ▪ the storage of goods, wholly or primarily in the open, which may be sold by wholesale but not retail. It includes: ▪ ancillary administration and amenity facilities associated with the use; ▪ facilities for the garaging, cleaning and routine servicing of vehicles involved in the use; ▪ storage of goods in covered stacks or in enclosed structures not being a building but being in the nature of silos, bins, tanks (whether or not underground) or transport containers.
Vehicle Depot	means premises used for the parking or storage of vehicles in connection with a goods or passenger transport business including: ▪ the servicing of any such vehicles or their wholesale; or ▪ use as the operational base or depot for the business.
Vehicle Workshop	means premises used for the commercial servicing, repairing or maintaining of motor vehicles, agricultural machinery and the like, including engine tuning, servicing and overhaul, drive-train and associated systems repairs, brake and radiator repairs and panel beating.
Warehouse	means premises used for the storage (wholly or mainly indoors) of goods, merchandise or materials, whether or not pending their distribution or sale by wholesale including the minor incidental retailing of goods, merchandise or materials stored. It does not include storage that is an ancillary activity for another use on the same Site.
Waste Facility	means premises used for any of the following: ▪ the collection, dismantling, storing or recycling of scrap materials or goods (or any combination of those activities), whether for sale or not; ▪ the processing or storage of waste material for disposal elsewhere; or ▪ the disposal of waste material on-site by land fill, incineration or other means. It includes junk, scrap, salvage and wrecker's yards, and waste transfer stations but not second-hand clothes or second-hand furniture shops.

SUPERSEDED

3.2.4 Community Uses

USE	MEANING
Child Care Centre[18]	means premises used for the minding or care, but not residence, of more than 5 children under 6 years of age. It includes the commonly used terms crèche, preschool, day care centre, nursery school and kindergarten. It does not include a preschool or kindergarten where those activities are undertaken on the same site as a primary or secondary school or tertiary education institution.
Community Club	means premises used by persons associated, or by a body incorporated, for social, literary, political, sporting, athletic or other similar lawful purposes to which the general public does not normally resort and which does not hold or intend to hold a club licence under the *Liquor Act 1992*.
Community Facility	means premises used for any of the following, or similar, public purposes: ▪ emergency services such as an ambulance, police or fire station; ▪ a library, museum or public art gallery; ▪ a community hall, neighbourhood centre, senior citizens centre or youth centre; ▪ a tourist information or cultural centre; and ▪ a scout or guide hut.
Educational Establishment[19]	means premises used for a primary or secondary school or a tertiary education institution (being a university, college of advanced education, teachers' college, technical college or other specialist college constituted by or under an Act). It includes: ▪ ancillary residential accommodation and facilities for staff or students; ▪ the use of the establishment and its facilities by community groups or the general public; and ▪ a kindergarten or preschool where located on the same site as a primary or secondary school or a tertiary education institution.
Hospital	means premises used for providing professional health care services (such as preventative or convalescent care, diagnosis, medical or surgical treatment, care for people with developmental disabilities, psychiatric care or counseling, and related paramedical services) to people admitted as in-patients (whether or not out-patients are also cared for or treated there). It includes: ▪ ancillary facilities for the accommodation of nurses, other health care workers or patient visitors, and ancillary shops and eating places; and ▪ facilities for medical education or research purposes.
Institution	means premises used for any of the following purposes: ▪ a home for poor or disadvantaged people; ▪ an orphanage or home for people with physical or mental disabilities; and ▪ a penal or reformative institution.
Licensed Club	means premises used by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the *Liquor Act 1992*.
Place of Public Worship[20]	means premises used for a church, chapel, mosque, temple, synagogue or similar Place of Public Worship or religious instruction or for religious training, and includes associated social and recreation facilities and incidental accommodation for the activities of the religious organisation, and welfare activities for the religious or other community based organisation.
Cemetery/Crematorium	has the common useage meaning.

SUPERSEDED

3.2.5 Recreational Uses

USE	MEANING
Indoor Recreation Facility	means premises used for sport or active recreation conducted wholly or mainly indoors (such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like) which does not involve substantial spectator seating.
Major Recreation Facility	means premises used for sport, recreation or leisure where: ▪ there is substantial provision made for spectators, such as a grandstand or tiered seating, and to which spectators are usually charged admission; or ▪ a large area of land is required to carry out the activity or to separate it from other uses because of potential impacts. It includes a race track (motor, horse or dog), golf course, showground and sports stadium. To remove any doubt, it does not include a Community Club, Licensed Club or Entertainment/Function Centre.
Outdoor Recreation Area	means premises used for outdoor sport or active recreation that does not involve substantial provision for spectators, such as tiered seating, and which is usually open to non-paying spectators. It includes most publicly-provided playing fields and courts and the commercial use of Private Sporting Courts.
Park	means premises used for free outdoor public recreation and enjoyment that is predominantly informal, as well as for any of the following: ▪ the provision of a visually pleasant landscape; ▪ the enhancement, conservation or protection of natural processes, environmentally sensitive areas or culturally significant places; and ▪ educational opportunities associated with the recreation or conservation values of the Park. It includes the provision of informal sporting facilities, playground equipment, shelters, car parking areas, kiosks, barbecue and picnic facilities, seating, toilets and lighting.

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3.2.6 Rural Uses

USE	MEANING
Animal Keeping	means premises used for any of the following: ▪ the commercial keeping, breeding, training or boarding of companion animals (such as cats, dogs, guinea pigs and rabbits) excluding the ancillary and occasional breeding and sale of animals (of less than 3 months of age) produced by the personal pet of the resident of a Dwelling on the same Site; ▪ the keeping, breeding, training or boarding of more than 2 racing dogs of more than 3 months of age; and ▪ the commercial keeping, breeding, training or boarding of more than 1 horse. It includes kennels, catteries and stables.
Farming	means premises used commercially for any of the following: ▪ the growing of crops, pastures, turf, flowers, fruit, vegetables and the like; ▪ the breeding, keeping, depasturing or stabling of any animal, including birds and aquatic animals, on an extensive rather than intensive basis; ▪ the display, retail sale or both of any rural produce grown only on contiguous land in the same ownership provided the area so used does not exceed 30 m^2; and ▪ the storage or packing, but not the processing, of produce grown on the premises.
Forestry	means premises used for any of the following: ▪ the managing, felling and removal of standing timber in a native forest for a business (i.e. natural timber harvesting); and ▪ the planting of trees or managing, felling and removal of standing timber in a plantation for a business, but not including the use of land for state forest purposes.
Intensive Animal Husbandry	means premises used for the commercial breeding or keeping of animals, excluding domestic pets, on an intensive basis where most food is imported from outside the enclosures in which they are kept. It includes aquaculture, feedlots, piggeries, and poultry, emu and ostrich farming.

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3.2.7 Special Uses

USE	MEANING
Air Terminal	means premises used for an airport, heliport or helipad including any associated facilities for: ▪ freight storage or distribution; ▪ the safety, transfer or convenience of air travelers; or ▪ aircraft storage, repair, maintenance or servicing.
Bus/Rail Passenger Terminal	means premises used for assembling and distributing passengers by road or rail including bus terminals and railway stations.
Local Utility	means premises, reserves and easements used, other than for a Major Utility, for any of the public utility undertakings of the Council, a government entity or other agency or organisation providing community infrastructure including: ▪ the conveyance of water, sewerage and stormwater drainage; ▪ the reticulation of electricity or gas; ▪ the collection of garbage; ▪ the provision and maintenance of roads, directional signs and traffic control devices and activities ancillary to and associated with the provision of transport infrastructure; ▪ public transport facilities (including railways) other than depots, workshops, offices or Passenger or Freight Terminals; and ▪ the provision and maintenance of premises and facilities for public spaces and for conservation purposes.
Major Utility	means premises used for any public utility installation or undertaking of the Council, government entity or other agency or organisation providing community infrastructure: ▪ for the generation, bulk distribution and/or bulk storage of electricity or gas; ▪ for the storage and/or treatment of water, sewage or municipal waste including stormwater detention and retention basins and artificial wetlands; ▪ for any State or Commonwealth Purpose not within any other separately defined term; or ▪ for which an environmental licence is required, or which is a Notifiable Activity, under the *Environmental Protection Act 1994*.
Miscellaneous Use[21]	means premises used for a purpose that does not fall within any other use separately defined in this chapter. It does not include roadside dining.
Telecommunications Facility	means any line, equipment, apparatus, tower, mast, antenna, tunnel, duct, hole, pit, pole or other structure or thing used by a holder of a carrier's licence under the *Telecommunications Act 1997*, or for use in, or in connection with, a system or series of systems that carries or is capable of carrying communications by means of guided or unguided electromagnetic energy whether such facility is staffed or remotely controlled, excluding: ▪ a separately defined Local Utility or Major Utility; and ▪ infrastructure ancillary to other approved development for the Site (e.g. for subdivisional development). Such a facility may be: a) Low Impact A Telecommunications Facility as defined by the *Telecommunications (Low Impact Facilities) Determination 1997*.

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USE	MEANING
	b) Minor Impact Any of the following: ▪ the installation of 1800 mm or less communication dishes in commercial, industrial and rural areas; ▪ pits and manholes provided the streetscape is not unduly varied; ▪ the provision of groups of up to 4 pay phone cabinets; ▪ temporary buildings, containers, towers, poles and antennas for the purpose of providing additional network capacity or facilities during special events (e.g. festivals) or at times of excessive temporary customer demand (the maximum allowable duration for such an installation is 3 months); and ▪ the addition of antenna to an existing tower where the antenna mounts against the face of the tower and its outer dimensions do not protrude beyond the edge of the tower when viewed against the face and where the proposed antenna is of similar style and colour to an antenna or antennas already attached to the tower. c) Medium Impact Any Telecommunications Facility, which is not, defined as low, minor or major impact. d) Major Impact Any Telecommunications Facility which is of a scale, extent or nature that has a high potential for significant adverse impacts on the natural or built environments and includes: ▪ towers or other structures of more than 5 m above tree canopy Height or above prevalent roof lines in a residential or other sensitive area or adjacent to an existing residence, Residential Zone or other sensitive area; ▪ towers or other structure of more than 10 m above tree canopy Height or above prevalent roof lines except in an Industry or Rural Zone and not adjacent to an existing residence or residential zone; ▪ any development other than a minor impact development within the view shed of a Site of noteable cultural, historical or natural value or of declared conservation significance in respect of cultural, heritage, historic architectural, biological or scenic values; and ▪ aerial cabling in a residential locality or adjacent to an existing residence or residential zone.
Temporary Use[22]	means the irregular or infrequent use of premises that does not require the construction of a permanent building or the installation of permanent infrastructure or services and which do not exceed a total duration of 10 days in any 12 month period, with no one single period exceeding 5 days duration. To remove any doubt it does not include any separately defined commercial use, including a Market.

[1] Amended 03/12/04 – Amendment No.3
[2] Amended 03/12/04 – Amendment No.3
[3] Amended 27/02/04 – Amendment No.1
[4] Amended 18/12/09 – Amendment No.11
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 30/09/05 – Amendment No.4
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 23/03/07 – Amendment No.7
[9] Amended 30/09/05 – Amendment No.4
[10] Amended 23/03/07 – Amendment No.5
[11] Amended 30/09/05 – Amendment No.4
[12] Amended 23/03/07 – Amendment No.7
[13] Amended 23/03/07 – Amendment No.5
[14] Amended 27/02/09 – Amendment No.14
[15] Amended 18/12/09 – Amendment No.11
[16] Amended 30/09/05 – Amendment No.4
[17] Amended 18/12/09 – Amendment No.11
[18] Amended 18/12/09 – Amendment No.11
[19] Amended 18/12/09 – Amendment No.11
[20] Amended 18/12/09 – Amendment No.11
[21] Amended 30/09/05 – Amendment No.4

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[22] Amended 23/03/07 – Amendment No.5

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3.3 Other Definitions

TERM	MEANING
Advertising Sign	means a display by the use of symbols, messages or other devices for: ▪ promotional purposes; or ▪ conveying information, instructions, directions or the like; that is visible from a public place, whether or not the display includes the erection of a structure or the carrying out of a work. It does not include an official traffic sign or other sign placed by the Council or the provision of a sign authorised under the *Transport Infrastructure Act 1994*. For the purposes of this definition, 'public place' includes a public park or reserve, road or railway corridor but excludes a railway station, Hospital, Educational Establishment, airport, police station or similar public building.
Demolition and/or Removal	means development that results in a building, structure or part thereof: ▪ no longer existing on a lot; or ▪ being moved to another part of the same lot.[1]
Excavation and/or Filling	means the deposition and/or removal of any solid material on or from land, or any other work that alters the Ground Level but does not include normal gardening work, digging fence post holes and the like.
Minor Building Works[2]	means building work that results in an increase of not more than 55m^2 in the Gross Floor Area of the premises. For the purposes of calculating whether a proposal meets the 55m^2 Gross Floor Area limitation, previous increases in the Gross Floor Area that utilised the planning scheme provisions applying to Minor Building Works are to be included if: ▪ they were constructed within the previous 2 years; or ▪ they have not yet been constructed but for which there is a current development or building permit.
Outbuilding[3]	means a non habitable building or structure such as a private garage, carport, shed or the like.
Outdoor Lighting	means any form of permanently installed exterior or interior lighting, established to enable the use or surveillance of tennis courts, playing fields, car parking areas, and the outdoor elements of Commercial and Industrial Uses. It does not include street lighting or normal residential or low level security lighting.
Private Sporting Court	means a tennis or similar outdoor court for the use of the residents, and their guests, of a Dwelling or Rooming Unit on the same premises. Note: It does not include the use of the court for commercial or competition purposes (refer to Outdoor Recreation Area in this instance).

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[1] Amended 27/02/04 – Amendment No.1
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 18/12/09 – Amendment No.11

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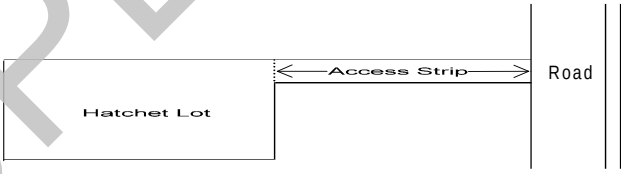
3.4 Administrative Definitions

TERM	MEANING
the Act	means the *Integrated Planning Act 1997*.
AMCORD	means the *Australian Model Code for Residential Development 1995.*[1]
Acceptable Measure	means, in a planning scheme code, the prescribed standard that: ▪ self-assessable development must meet; and ▪ is one means by which assessable development is deemed to meet the corresponding Performance Criteria in the code.
Articulate	means to compose in segments, particularly in relation to building facades or elevations, to relieve long, unbroken planes.[2]
Assessment Tables	means the various Zone Assessment Tables, the Building and Operational Works Assessment Table and the Lot Reconfiguration Assessment Table in Chapter 4, and the Advertising Signs Assessment Table in Chapter 10.
Commencement Day	means the day upon which the Council adopted this planning scheme.
BCA	means the *Building Code of Australia*.
Buffer	means an area, structure or physical feature designed or provided to separate a source of environmental impact from an area or use, sensitive to such impact.
Building Setback	means the closest distance to a lot boundary that a building can be built.
Centres	means: ▪ the Regional Centre Zone; ▪ the 3 business Centres in the Sub-Regional Centres Zone; ▪ the various business Centres in the Suburban Centres Zone; and ▪ Neighbourhood and Local Centres identified in a Structure Plan[3].
the Council	means Toowoomba City Council.
Cultural Heritage Significance	means the aesthetic, architectural, historic, scientific, natural or technological significance to the present generation or past and future generations. Significance may be attached to: ▪ a building (and may include its surroundings and/or its fittings and furniture); ▪ a monument, fence, wall or other structure; ▪ a tree, garden or other landscape element; or ▪ the whole or part of a Site or place.
Dwelling	means Habitable Rooms and other spaces used or intended for use as a self-contained unit to accommodate 1 Household as a principal place of residence.
Environmental Harm, Environmental Nuisance and Environmental Value	as defined in the *Environmental Protection Act 1994*.
Flood Prone Land	means land which is below the Q100 flood level.
Gross Floor Area[4]	means the total floor area of a building measured from the outside of external walls or the centre of a common wall and includes areas under a roof where there are no external walls or only some external walls. It includes uncovered decks, balconies and pergolas.[5] It does not include temporary structures such as tents, stalls or umbrellas. For the purposes only of calculating car parking rates, Gross Floor Area excludes: ▪ areas used for building services (such as air-conditioning, lifts, power supply, etc.), stairs, public

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TERM	MEANING
	conveniences, public malls and arcades; ▪ areas used for the parking, loading or maneuvering of vehicles; and ▪ balconies, pergolas and uncovered decks that are not used for business activities such as a dining area.
Ground Level	means the level of the ground on a lot at the date of registration of the lot's title deed or, where the Ground Level at that date is not known, then the Ground Level at the commencement of this planning scheme.
Ground Floor	means the floor closest to the level of the street.
Habitable Room	has the meaning in the BCA.
Height	in relation to: ▪ a building, means the greatest vertical distance measured from any point on the roof or parapet of the building to the Ground Level below that point; or ▪ any structure other than a building, means the vertical distance between the highest point of the structure and the Ground Level below that point.
Household	means a person living alone, a family, or 2 or more persons who personally choose to live together.
IRTP	means the *Integrated Regional Transport Plan for South East Queensland 1996*.[6]
Kindergarten[7]	means a class or school for children between the ages of three and six providing an educational experience in preparation for their commencement of formal education. It includes a preparatory school.
Local Centre	means a centre which is: ▪ within the Local Precinct of the Suburban Centres Zone; or ▪ indentified on a Structure Plan as being suitable for a Local Centre[8].
Local Government Purposes	means any purpose that Council is required to or has jurisdiction to conduct.
Local Streetscape	means all of the features, qualities and adjacent buildings that create the overall appearance of that part of the street in which the building is situated.
Neighbourhood Centre	means a centre which is: ▪ within the Neighbourhood Precinct of the Suburban Centres Zone; or ▪ indentified on a Structure Plan as being suitable for a Neighbourhood Centre[9].
Non-Urban Land	means land within the Rural Zone and the Environmental Precinct of the Open Space Zone.
Performance Criteria	means, in a planning scheme code, the prescribed standards against which code and impact assessable development is assessed.
Place of Potential Cultural Heritage Significance	means a place listed in Appendix 1 – Places of Potential Cultural Heritage Significance, as being of potential Cultural Heritage Significance.
Plot ratio	means the Gross Floor Area of all buildings on a Site divided by the area of the Site.
Preschool[10]	means a class or school for children between the ages of three and six providing an educational experience in preparation for their commencement of formal education. It includes a preparatory school.
Primary Water Meter	means the main water meter for a property or a collection of lots or tenancies.
QRDG	means the *Queensland Residential Design Guidelines 1997*.
Regional Landscape and Rural Production Area[11]	means land included within the Regional Landscape and Rural Production Area as designated by the *South East Queensland Regional Plan 2005-2026*.
SEQRP[12]	means the *South East Queensland Regional Plan 2005-2026* (as amended).

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TERM	MEANING
Regulatory Map	means the series of 21 maps marked 'Toowoomba Planning Scheme Regulatory Map' that forms part of this planning scheme.
Relocatable home	means a structure: ▪ that complies in all respects with the BCA for a Class 1(a) Building; and ▪ that is factory-assembled or built in components and assembled on-site; and ▪ is capable of being transported by trailer or other vehicle, for which building approval has been granted on an approved Site. Such a building may be fitted with wheels at the point of manufacture but only for the purpose of transport to the Site on which it is to be located. The wheels may be retained on the structure after location on-site.
Residential Area	means land within the Neighbourhood Residential, Mixed Housing, Residential Conservation and Park Residential Zones.
Road Hierarchy	means the hierarchy of roads shown on the Regulatory Map.
Rooming Unit	means any part of a building used or intended for use to accommodate 1 Household but which is not self-contained.
Secondary Water Meter	means any subsequent meter situated after a Primary Water Meter, with the purpose of determining the volume of water consumed by an individual lot or tenancy in comparison to, or separated from, a group of inter-related lots or tenancies.
Significant Vegetation	means vegetation which: ▪ contains, or is likely to contain, rare and endangered species listed under the *Nature Conservation (Wildlife) Regulation 1994*; or ▪ is in a protected area, or area classified under the *Nature Conservation Act 1992*; or ▪ comprises an ecosystem classified as 'endangered' or 'of concern' in the *Conservation Status of Queensland's Regional Ecosystems 1998* (Department of Environment and Heritage).
Site	means any land on which development is carried out, or is proposed to be carried out, whether such land comprises the whole or part of 1 or more lots.
Site Area[13]	means the total area of a Site. Where the Site is or includes a Hatchet Lot the area of the access easement or strip is not included for the purpose of determining Site Area. 
State and Commonwealth Purposes	means purposes that the State Government of Queensland and the Commonwealth Government of Australia are required to or have the jurisdiction to conduct.
State-controlled Road	Has the meaning defined in the *Transport Infrastructure Act 1994*.
Storey	means the space within a building which is: ▪ between a floor and the floor above; or ▪ where there is no floor above, between a floor and any ceiling or roof above it. For the purpose of counting the number of Storeys in a building, the number is the maximum number of Storeys of the building that may be intersected by the same vertical line, not being a line that passes through any wall.
Structure Plan[14]	means a schematic plan and principles to provide the framework for future development in a locality. It is the preferred form of future development.

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TERM	MEANING
Urban Residential Area	means land within the Neighbourhood Residential, Mixed Housing and Residential Conservation Zones.
Zones	means the divisions of the planning scheme area specified in the Introduction to Chapter 4.
Zone Assessment Tables	means the tables in Chapter 4 which set out the assessment status for development involving a material change of use in each of the Zones.
Zone Map	means the series of 21 maps marked 'Toowoomba Planning Scheme Zone Map' that forms part of this planning scheme.

[1] Amended 27/02/04 – Amendment No.1
[2] Amended 27/02/04 – Amendment No.1
[3] Amended 24/02/06 – Amendment No.6
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 27/02/04 – Amendment No.1
[6] Amended 27/02/04 – Amendment No.1
[7] Amended 18/12/09 – Amendment No.11
[8] Amended 24/02/06 – Amendment No.6
[9] Amended 24/02/06 – Amendment No.6
[10] Amended 18/12/09 – Amendment No.11
[11] Amended 24/02/06 – Amendment No.6
[12] Amended 24/02/06 – Amendment No.6
[13] Amended 25/07/08 – Amendment No.9
[14] Amended 24/02/06 – Amendment No.6

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Chapter 4 – Interpretation and Assessment Tables

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[1] Amended 30/09/05 – Amendment No.4
[2] Amended 30/09/05 – Amendment No.4

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4. CHAPTER 4 – INTERPRETATION AND ASSESSMENT TABLES

PART 1 - INTERPRETATION

4.1 General Provisions

(1) Land within the planning scheme area is included in a zone.

(2) Land is within 1 of the following Zones as shown on the Zone Map:

(a) Neighbourhood Residential Zone;

(b) Mixed Housing Zone;

(c) Residential Conservation Zone;

(d) Park Residential Zone;

(e) Regional Centre Zone;

(f) Sub-Regional Centres Zone;

(g) Suburban Centres Zone;

(h) Industry Zone;

(i) Open Space Zone;

(j) Rural Zone; and

(k) Special Uses Zone.

(3) Land not shown as being in a zone on the Zone Map is:

(a) where the adjoining land is in a single zone – in that single adjoining zone; or

(b) where the adjoining land is in more than 1 zone – partly in each of the adjoining Zones with the adjoining Zones extending to the centre line of the land.

(4) A reference to land or premises used for a purpose includes a reference to that land or those premises intended or proposed to be used for a purpose.

(5) A footnote, endnote or any other matter headed 'Note' or 'Notes' is not a part of the planning scheme and provides explanatory information only.

(6) A Schedule or Appendix of the planning scheme is part of the planning scheme.

(7) A code that is applicable to a material change of use is also applicable to the ongoing use that results from that change.

(8) In the interpretation of a provision of the planning scheme, the interpretation to be preferred is that which will best achieve:

(a) the desired environmental outcomes and strategies set out in Chapter 2 of the planning scheme; and

(b) the statement of intent for the zone in which the land is located.

(9) In the interpretation of a provision of the planning scheme, consideration may be given to the documents listed in Planning Scheme Policy No. 10 – Referenced Documents.

(10) Where reference is made to another document, the reference is to the version of that other document stated in Planning Scheme Policy No. 10 – Referenced Documents.

(11) Terms defined in this planning scheme are indicated in the text by initial capital letters for the convenience of users.

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(12) Where an undefined term is used in this planning scheme but is used in the *Intergrated Planning Act 1997*, the term has the meaning given to it in the *Integrated Planning Act 1997* unless the adoption of that meaning leads to a result that is manifestly absurd or is unreasonable.

(13) Planning scheme policies may be made which support, or provide greater guidance on, the provisions of this planning scheme.

(14) Development approvals considered by Council to be inconsistent with the planning scheme are noted in Appendix 2.

(15) This planning scheme does not regulate roadside dining or temporary Advertising Signs.[1]

Notes:

1. **How to use and interpret the codes is described in Chapter 5.**
2. **Roadside dining is regulated by Local Law No. 7A – Commercial Use of Roads. Temporary Advertising Signs are regulated by Local Law No. 8 – Control of Advertising.[2]**

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 30/09/05 – Amendment No.4

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4.2 Assessment Status of Development

(1) For the purposes of the planning scheme:

(a) Self-assessable development is development that is identified as self-assessable in the Assessment Tables and complies with the Acceptable Measures of all applicable codes.

(b) Code assessable development is development that is either:

i) identified as code assessable in the Assessment Tables; or

ii) identified as self-assessable in the Assessment Tables but which does not comply with the Acceptable Measures of all applicable codes.

(c) Impact assessable development is development identified as impact assessable in the Assessment Tables.

Note:

A development approval may still be required under the *Integrated Planning Act 1997* for development that is identified as exempt or self-assessable in this planning scheme. For example, certain building work may not require an application or approval under this planning scheme but may need approval under the *Standard Building Regulation 1993* before it can occur.

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4.3 Material Change of Use

(1) A material change of use may include:

(a) a change from 1 use definition to another use definition; and

(b) a change from 1 use to another use within the same use definition.

Note:

For example, changing from a shoe shop to a clothes shop (both Shops) would not be considered a material change of use as the likely type and scale of impacts of each type of Shop would generally be similar. However, a change from an ambulance station (Community Facility) to a museum (Community Facility) would be considered to be a material change of use as there would be a significant difference in parking and traffic generation, periods of useage, noise generation and the like.

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4.4 Zone Statements of Intent

(1) Each zone has a Statement of Intent which sets out such matters as the purpose of the zone and the predominant uses and character intended for the zone.

(2) Where there are precincts within a zone, more specific intents are provided for each precinct.

(3) The intents of the Zones and precincts are considered when assessing:

(a) impact assessable applications; and

(b) code assessable applications where the intents are referenced in an applicable code.

Note:

The intent of each zone, and any precinct, within it are located in this Chapter at the beginning of their respective Zone Assessment Table.

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4.5 Using the Assessment Tables

4.5.1 Which Assessment Table to Use

(1) The Assessment Tables establish the level of assessment (self-assessment, code assessment or impact assessment) required for different types of development.

Note:

Development that is exempt or self-assessable under this planning scheme must not be carried out so as to be contrary to a continuing development approval applying to the premises. Owners, proponents and private building certifiers should check with Council in this regard before certifying or carrying out the development to ensure that they will not be in breach of a continuing development approval.

(2) The following table specifies which Assessment Table should be used for which type of development proposal.

TYPE OF DEVELOPMENT	ASSESSMENT TABLE TO USE	LOCATION IN THE PLANNING SCHEME
Development, other than reconfiguring of a lot, involving a material change of use.	The Zone Assessment Table for the particular zone in which the Site is located.	In Part 2 of this Chapter.
Building and operational work (other than for an Advertising Sign) in any zone that does not involve a material change of use or lot reconfiguration.	The Building and Operational Works Assessment Table.	In Part 3 of this Chapter.
Reconfiguration of a lot, including any associated operational work, in any zone.	The Lot Reconfiguration Assessment Table.	In Part 4 of this Chapter.
The placement of Advertising Signs in any zone.	The Advertising Signs Assessment Table.	In Chapter 10.

4.5.2 Zone Assessment Tables

(1) Where development is specified in a Zone Assessment Table as being self-assessable, code assessable or impact assessable, any building work and operational work associated with the material change of use is assessed against the planning scheme. The building work is not assessed against the *Standard Building Regulation 1993*.

(2) In the Zone Assessment Tables, impact assessable uses that are generally considered inappropriate and 'not preferred' in the zone are indicated by an asterix.

(3) Uses designated as being 'not preferred' are not prohibited in the zone.

(4) The 'not preferred' designation indicates Council's general policy position that the nature and normal operational characteristics of the use and its potential impacts are highly likely to be inappropriate and inconsistent with the intent of the zone, the planning scheme strategies and the Desired Environmental Outcomes.[1]

(5) It is not to be assumed that impact assessable development is appropriate and consistent with the planning scheme if it does not have a 'not preferred' designation. As with all impact assessable development, it will be assessed on its merits in accordance with the Act.[2]

(6) Despite section 4.5.2(2), in relation to development of an existing lawful use that is indicated in the relevant Zone Assessment Table as being 'not preferred':

(a) if the development is an expansion and/or material increase in intensity of an existing lawful use, the expanded and/or more intense use may be appropriate provided:

i) it does not have a significantly greater impact than the existing lawful use on the amenity of the surrounding or nearby Residential Area or on the local transport system; and

ii) it is of a bulk, scale and character that is compatible with surrounding development and the type of development intended in the relevant zone and precinct; and

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iii) it is not of such a scale that re-location to a Site in a more appropriate zone or precinct is economically feasible; and

iv) it is consistent with the Centres Strategy in Chapter 2; and

(b) if the development is a change to another use that is also indicated as being 'not preferred', the new use may be appropriate provided:

i) it is has no greater impact on the amenity of the surrounding area, particularly any Residential Area, than the existing lawful use; and

ii) it is equally or more compatible than the existing lawful use, in terms of pollutant, traffic and parking generation, with the intended uses in the relevant zone and precinct; and

iii) it is consistent with the Centres Strategy in Chapter 2.[3]

4.5.3 Building and Operational Works Assessment Table

(1) Where the Building and Operational Works Assessment Table identifies certain building work as self-assessable, code assessable or impact assessable, the building work is assessed against the planning scheme. The building work is not assessed against the *Standard Building Regulation 1993*.

Note:

An approval may also be required for the building works under Schedule 8 of the Act.

4.5.4 Lot Reconfiguration Assessment Table

(1) Where the Lot Reconfiguration Assessment Table identifies that a lot reconfiguration is self-assessable, code assessable or impact assessable, the associated operational works are also assessed.

(2) In the Lot Reconfiguration Assessment Table, impact assessable lot reconfigurations that are generally considered inappropriate and not preferred in the Zone are indicated by an asterix.[4]

(3) The 'not preferred' designation indicates Council's general policy position that the lot reconfiguration and its potential impacts are likely to be inappropriate and inconsistent with the intent of the Zone, the scheme strategies and the DEOs.[5]

Note:

Detailed engineering aspects will be subject to either a condition of approval or the requirement for a further operational works permit depending on the level of detail included with the application.

4.5.5 Advertising Signs Assessment Table

(1) The Advertising Signs Assessment Table identifies the level of assessment for all Advertising Signs.

Note:

This planning scheme does not regulate temporary Advertising Signs. Temporary Advertising Signs are regulated by Local Law No. 8 – Control of Advertising.[6]

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[1] Amended 30/09/05 – Amendment No.4
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 27/02/04 – Amendment No.1
[5] Amended 27/02/04 – Amendment No.1
[6] Amended 30/09/05 – Amendment No.4

PART 2 - ZONE ASSESSMENT TABLES AND INTENTS

4.6 Neighbourhood Residential Zone

4.6.1 Statement of Intent

GENERAL

(1) The intent is:

(a) development primarily of detached housing with the predominant uses being:

i) Houses on lots of greater than 500 m² (except in the precincts outlined below or where otherwise indicated in a Structure Plan)[1]; and

ii) to a lesser degree, Dual Occupancies in a scattered, rather than concentrated, distribution at densities and scales that are less than in the Mixed Housing Zone and not significantly different from the low-rise and low-density character prevailing for traditional Houses in the vicinity. [2]

(b) the provision of housing choice in terms of location, price and physical attributes, except that Multiple Dwelling Units are established only where indicated as preferred in a Structure Plan applying to the land[3];

(c) the accommodation of Bed and Breakfast Establishments;

(d) Boarding Houses are low scale and are not concentrated in particular areas or streets;[4]

(e) the establishment of Industrial, Commercial and Rural Uses only where:

i) a Home-based Business or Display Home/Office;

ii) a change from a general store (Supermarket) to a Shop and no increase in Gross Floor Area is involved;

iii) a Motel in the Motel Area shown on the Regulatory Map; or

iv) indicated in the following precinct intents or in a Structure Plan[5, 6]; and

(f) the establishment of Community Uses only where indicated:

i) in the following precinct intents; or

ii) as a preferred use in a Structure Plan[7].

(2) The Zone contains the following precincts as shown on the Zone Map.

STABLES PRECINCT

(1) This Precinct is located close to the Clifford Park Racetrack.

(2) The intent is to provide for the establishment of commercial stables in conjunction with Houses in a manner which minimises the potential impact on the amenity of nearby residential premises.

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ESCARPMENT RESIDENTIAL PRECINCT

(1) The intent is:

(a) lower density residential development in areas of generally stable land along the Eastern Escarpment;

(b) the provision of a transition between the general neighbourhood residential zoned land and the more environmentally-sensitive land on the escarpment;

(c) Houses and other Residential Uses are designed and constructed in a manner that is sensitive to the physical constraints and landscape qualities of the location; and

(d) Dual Occupancies and small-lot housing have a lower density than in the rest of the Zone.

SUBURBAN CENTRE SUPPORT PRECINCT

(1) The intent is:

(a) Houses and lot reconfigurations for Residential Uses (other than Multiple Dwelling Units) do not occur in order to reserve the land within the Precinct for the preferred uses;

(b) Veterinary Clinics, Community Clubs, Community Facilities, Child Care Centres, Medical Centres, Places of Public Worship, Educational Establishments and Indoor Recreation Facilities are clustered around particular suburban centres in order to:

i) contribute to the creation of community nodes (with the Suburban Centres Zone as the core) with which the surrounding population can identify and which give the local community a sense of place;

ii) maintain or improve the attractiveness and viability of the suburban centres as a place to visit and do local business; and

iii) reduce potential conflicts between Residential Uses and non-Residential Uses that might otherwise occur if the non-Residential Uses were located throughout the balance of the Zone[8];

(c) development complements, not replicates, the core Suburban Centres Zone; and

(d) new buildings:

i) exhibit typical characteristics of low density residential development; and

ii) have a scale and bulk compatible with that prevailing in the surrounding Residential Area.

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4.6.2 Neighbourhood Residential Zone Assessment Table

NEIGHBOURHOOD RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	All.
Aged Persons Housing/Care	None.	None.	None.	All.
Bed and Breakfast Establishment	None.	If not more than 2 bedrooms in the House are used for the accommodation of guests.	None.	All other circumstances.
Boarding House[9]	None.	None.	None.	All.
Caravan Park	None.	None.	None.	All.
Dual Occupancy[10]	None.	None.	If: a) there is not more than 1 Dwelling per: ▪ 650 m² of Site area if it is in the Escarpment Residential Precinct; or ▪ 350 m² of Site area if it is elsewhere in the Neighbourhood Residential Zone (excluding the Stables Precinct); or ▪ 350m² of Site area and the Site area is less than 1,200m², if it is in the Stables Precinct; and b) it is not greater than 8.5 m in Height.	All other circumstances*.

SUPERSEDED

NEIGHBOURHOOD RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
House[11, 12, 13]	None.	If it is: ▪ not on a Site for Small-Lot Housing (as defined by the Lot Reconfiguration Code); ▪ not more than 8.5 m in Height; ▪ not on land to which the Steep and/or Potentially Unstable Land Code applies, or on land in Slope Stability Area F or G shown on the Regulatory Map and all of the development is to be carried out on that part of the site where survey levels demonstrate that the slope is less than 10%; ▪ within an approved building envelope where on land to which the Potential Bushfire Areas Code applies, and ▪ not in a Suburban Centre Support Precinct.	All other circumstances.	If it is: ▪ greater than 8.5 m in Height*; or ▪ in a Suburban Centre Support Precinct *.
Multiple Dwelling Units	None.	None.	If it is in an area indicated in a Structure Plan as being suitable[14].	All other circumstances*.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom	None.	None.	None.	All*.
Automotive Parts and Accessories	None.	None.	None.	All*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All.
Car Washing Station[15]	None.	None.	None.	▪ If it is the Suburban Centre Support Precinct. ▪ All other circumstances*.
Display Home/Office[16]	None.	All.	None.	None.
Entertainment/ Function Centre	None.	None.	None.	All*.
Food Outlet (Café/Restaurant)	None.	None.	None.	All*.

SUPERSEDED

NEIGHBOURHOOD RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Food Outlet (Convenience Restaurant)	None.	None.	None.	All*.
Funeral Parlour	None.	None.	None.	All*.
Garden Centre	None.	None.	None.	All*.
Home-based Business	None.	If: ▪ it is carried out only by 1 or more residents of the Dwelling; and ▪ not more than 20 m^2 of Gross Floor Area is used.	If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 1 employee works at or from the premises; and ▪ not more than 30 m^2 of Gross Floor Area is used.	a) If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 2 employees work at or from the premises; and ▪ not more than 50 m^2 of Gross Floor Area is used. b) All other circumstances*.
Hotel	None.	None.	None.	All*.
Market	None.	None.	None.	All.
Medical Centre	None.	None.	If it is in the Suburban Centre Support Precinct or indicated in a Structure Plan as being suitable.[17]	All other circumstances*.
Motel	None.	None.	If in a Motels Area shown on the Regulatory Map.	All other circumstances*.
Office (General)	None.	None.	None.	All*.
Office (Service)	None.	None.	None.	All*.
Retail Showroom	None.	None.	None.	All*.
Service Station	None.	None.	None.	▪ If it is in the Suburban Centre Support Precinct. ▪ All other circumstances*
Shop[18]	If: ▪ the existing use is a Supermarket; and ▪ there is no increase in the Gross Floor Area of the premises involved; and ▪ the new use does not involve a change to existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	If it meets the first 2 dot points in the exempt column but not the third dot point.	All other circumstances*.

SUPERSEDED

NEIGHBOURHOOD RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Supermarket	None.	None.	None.	All*.
Veterinary Clinic	None.	None.	None.	▪ If it is in the Suburban Centre Support Precinct. ▪ All other circumstances*.
INDUSTRIAL USES				
[19]				
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	All*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	None.	None.	None.	All*.
Storage or Supplies Yard	None.	None.	None.	All*.
Vehicle Depot	None.	None.	None.	All*
Vehicle Workshop	None.	None.	None.	All*.
Warehouse	None.	None.	None.	All*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All*.
Child Care Centre[20, 21]	None.	None.	If it is in the Suburban Centre Support Precinct (unless it fronts a State-controlled Road) or indicated in a Structure Plan as being suitable.[22]	All other circumstances.
Community Club[23]	None.	None.	If it is in the Suburban Centre Support Precinct (unless it fronts a State-controlled Road) or indicated in a Structure Plan as being suitable.[24]	All other circumstances.
Community Facility[25]	None.	None.	If it is in the Suburban Centre Support Precinct (unless it fronts a State-controlled Road) or indicated in a Structure Plan as being suitable.[26]	All other circumstances.
Educational Establishment	None.	None.	None.	a) If it is: ▪ in a Suburban Centre Support Precinct; or ▪ indicated in a Structure Plan as being suitable[27]. b) All other circumstances*.
Hospital	None.	None.	None.	All*.

SUPERSEDED

NEIGHBOURHOOD RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Institution	None.	None.	None.	All*.
Licensed Club	None.	None.	None.	All*.
Place of Public Worship	None.	None.	None.	a) If it is: ▪ in a Suburban Centre Support Precinct; or ▪ indicated in a Structure Plan as being suitable[28]. b) All other circumstances*.
RECREATION USES				
Indoor Recreation Facility	None.	None.	None.	a) If it is: ▪ in a Suburban Centre Support Precinct; or ▪ indicated in a Structure Plan as being suitable[29]. b) All other circumstances*.
Major Recreation Facility	None.	None.	None.	All*.
Outdoor Recreation Area	None.	None.	None.	All.
Park	All.	None.	None.	None.
RURAL USES				
Animal Keeping	None.	None.	If it is a stable in the Stables Precinct.	All other circumstances*.
Farming	None.	None.	None.	All*.
Forestry	None.	None.	None.	All*.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	All*.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	None.	All.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility.	If it is a Major Impact Facility*.
Temporary Use[30]	All.	None.	None.	None.

SUPERSEDED

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 24/02/06 – Amendment No.6
[4] Amended 3/12/04 – Amendment No.3

[5] Amended 30/09/05 – Amendment No.4
[6] Amended 24/02/06 – Amendment No.6
[7] Amended 24/02/06 – Amendment No.6
[8] Amended 30/09/05 – Amendment No.4
[9] Amended 3/12/04 – Amendment No.3
[10] Amended 27/02/09 – Amendment No.14
[11] Amended 27/02/09 – Amendment No.14
[12] Amended 23/03/07 – Amendment No.5
[13] Amended 18/12/09 – Amendment No.11
[14] Amended 24/02/06 – Amendment No.6
[15] Amended 18/12/09 – Amendment No.11
[16] Amended 27/02/04 – Amendment No.1
[17] Amended 24/02/06 – Amendment No.6
[18] Amended 30/09/05 – Amendment No.4
[19] Amended 18/12/09 – Amendment No.11
[20] Amended 30/09/05 – Amendment No.4
[21] Amended 27/02/04 – Amendment No.1
[22] Amended 24/02/06 – Amendment No.6
[23] Amended 30/09/05 – Amendment No.4
[24] Amended 24/02/06 – Amendment No.6
[25] Amended 30/09/05 – Amendment No.4
[26] Amended 24/02/06 – Amendment No.6
[27] Amended 24/02/06 – Amendment No.6
[28] Amended 24/02/06 – Amendment No.6
[29] Amended 24/02/06 – Amendment No.6
[30] Amended 23/03/07 – Amendment No.5

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4.7 Mixed Housing Zone

4.7.1 Statement of Intent

GENERAL

(1) The intent is:

(a) the provision of a choice of housing types, locations and densities to ensure that residential options meet the lifestyle, lifecycle and economic needs of residents;

(b) provision for higher density residential development than traditional housing:

i) to optimise the residential capacity of the City and its infrastructure; and

ii) in locations with good access to schools, shops, transport, recreation and employment opportunities;

(c) the accommodation of a mix of housing types and densities. Small-lot housing, Dual Occupancies, Boarding Houses and Multiple Dwelling Units are scattered throughout the Zone and not clustered, unless specifically indicated otherwise in a Structure Plan, in particular streets - the Mixed Housing Zone is extensive in area for this reason;[1, 2]

(d) a predominant housing type of single and 2 Storey detached Houses. Buildings of greater than 2 Storeys are preferred only in the Kitchener Street part of the Office Residential Area;

(e) Dual Occupancies, Multiple Dwelling Units, Aged Persons Housing/Care and small-lot housing are developed at densities and scales that are generally not more than double that for traditional housing in order to maintain a low-to-medium density and low-rise character in the zone[3]. Densities are intended to be slightly lower for hatchet lots.[4];

(f) the accommodation of Bed and Breakfast Establishments;

(g) the establishment of Industrial, Commercial and Rural Uses only where:

i) a Home-based Business or Display Home/Office;

ii) a Motel in the Motels Area shown on the Regulatory Map;

iii) an Office (General), Medical Centre or Veterinary Clinic in the Office Residential Area shown on the Regulatory Map and either:

A. in an existing House, or

B. in a new building (that may be of greater scale and bulk than those in the surrounding Residential Area) which exhibits characteristics typical of, and is compatible with, low density residential development; or

iv) indicated in the following precinct intents or in a Structure Plan[5]; and

(h) the establishment of Community Uses, only where indicated:

i) in the following precinct intents; or

ii) a change from a general store (Supermarket) to a Shop and no increase in Gross Floor Area is involved;

iii) as a preferred use in a Structure Plan[6, 7]; and

(i) in the Office Residential Area in Kitchener Street, the premises are developed for a mix of Residential, Office (General), Medical Centre and Veterinary Clinic Uses. Buildings up to 8 Storeys high with non-Residential Uses occupying the Ground Floor and Residential Uses above are preferred.

(2) The Zone contains the following precincts as shown on the Zone Map.

MAJOR ROAD RESIDENTIAL PRECINCT

(1) The intent is:

(a) the accommodation of certain Commercial Uses, being Food Outlets, Automotive Parts and Accessories, Funeral Parlours, Service Stations, Motels and Veterinary Clinics, that predominantly service road users and their vehicles in recognition of:

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i) the high accessibility of the location;

ii) the existing low level of residential amenity in the Precinct caused by its location on a major road;

iii) the existing non-Residential Uses in the Precinct; and

iv) its proximity to existing large-scale commercial activities

(b) the Commercial Uses (which do not necessarily have to be of residential scale and character) are nevertheless compatible with and buffered from surrounding residences not in the Precinct;

(c) Industrial, Community, Recreation, Rural and Commercial Uses (other than those above) are not located in the Precinct; and

(d) vehicular access that maintains or improves the function, efficiency and safety of the road system.

HOSPITAL SUPPORT PRECINCT

(1) This Precinct is close to the 2 major private Hospitals in the City.

(2) The intent is:

(a) the establishment of medical services, primarily Hospitals, Medical Centres and accommodation for people needing to stay near the Hospital, that support and relate to the existing Hospitals;

(b) while the predominant uses in the Precinct will be increasingly non-residential, development is of a character and scale that is compatible with residential development surrounding the Precinct;

(c) Community and Recreation Uses do not locate in the Precinct unless such uses are allied to the existing Hospitals;

(d) Industrial, Rural and other Commercial Uses do not locate in the Precinct; and

(e) in respect to lots fronting Prosser Street between Herman and Holberton Streets, development for non-residential purposes is only carried out if the lot is amalgamated with land fronting Pioneer or Holberton Street and all access to the development is provided via Pioneer or Holberton Street.[8]

SUBURBAN CENTRE SUPPORT PRECINCT

The intent is:

(1) Houses and lot reconfigurations for Residential Uses (other than Multiple Dwelling Units) do not occur in order to reserve the land within the Precinct for the preferred uses;

(2) Veterinary Clinics, Community Clubs, Community Facilities, Child Care Centres, Medical Centres, Places of Public Worship, Educational Establishments and Indoor Recreation Facilities are clustered around particular suburban centres in order to:

(a) contribute to the creation of community nodes (with the Suburban Centres Zone as the core) with which the surrounding population can identify and which gives the local community a sense of place;

(b) maintain or improve the attractiveness and viability of the suburban centres as a place to visit and do local business; and

(c) reduce potential conflicts between Residential Uses and non-Residential Uses that might otherwise occur if the non-Residential Uses were located throughout the balance of the Zone[9];

(3) in respect to that part of the Suburban Centre Support Precinct fronting the New England Highway at Harlaxton:

(a) Child Care Centres and Educational Establishments are not favoured for child safety, peak traffic generation and noise sensitivity reasons; and

(b) the existing lots are consolidated or other coordination arrangements made such that there is only 1 access point to the New England Highway;

(4) development complements, not replicates, the core Suburban Centres Zone; and

(5) new buildings:

(a) exhibit typical characteristics of low density residential development; and

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(b) may have a scale and bulk greater than, but must still be compatible with, that prevailing in the surrounding Residential Area.

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4.7.2 Mixed Housing Zone Assessment Table

MIXED HOUSING ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	If it is: ▪ in the Hospital Support Precinct; and ▪ for the accommodation of relatives/visitors to Hospital patients.	All other circumstances.
Aged Persons Housing/Care	None.	None.	None.	All.
Bed and Breakfast Establishment	None.	If not more than 2 bedrooms in the House are used for the accommodation of guests.	If it is in the Hospital Support Precinct and it contains more than 2 guest bedrooms.	All other circumstances.
Boarding House[10]	None.	None	If it is: ▪ in the Hospital Support Precinct; and ▪ for the accommodation of relatives/visitors to Hospital patients.	All other circumstances.
Caravan Park	None.	None.	None.	All.
Dual Occupancy	None.	None.	If: ▪ there is not more than 1 Dwelling per 250 m^2 of Site area; and ▪ it is not greater than 8.5 m in Height.	All other circumstances.
House[11, 12, 13]	None.	If it is: ▪ not on a Site for Small-Lot Housing (as defined by the Lot Reconfiguration Code); ▪ not on land to which the Steep and/or Potentially Unstable Land Code applies, or on land in Slope Stability Area F or G shown on the Regulatory Map and all of the development is to be carried out on that part of the site where survey levels demonstrate that the slope is less than 10%; ▪ not in the Suburban Centre Support Precinct; and ▪ not greater than 8.5 m in Height.	All other circumstances.	If it is: ▪ in the Suburban Centre Support Precinct*; or ▪ greater than 8.5 m in Height*.

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MIXED HOUSING ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Multiple Dwelling Units	None.	None.	If it is not greater than 8.5 m in Height and the density does not exceed the following: ▪ for 1 bedroom Dwellings – 1 Dwelling per 200 m^2 of Site area; ▪ for 2 bedroom Dwellings – 1 Dwelling per 250 m^2 of Site area; and ▪ for 3 or more bedroom Dwellings – 1 Dwelling per 300 m^2 of Site area.	All other circumstances.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom	None.	None.	None.	All*.
Automotive Parts and Accessories	None.	None.	None.	▪ If it is in the Major Road Residential Precinct. ▪ All other circumstances*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All*.
Car Washing Station[14]	None.	None.	None.	▪ If it is in the Suburban Centre Support Precinct or Major Road Residential Precinct. ▪ All other circumstances*.
Display Home/Office[15]	None.	All.	None.	None.
Entertainment/ Function Centre	None.	None.	None.	All*
Food Outlet (Café/Restaurant)	None.	None.	None.	▪ If it is in the Major Road Residential Precinct. ▪ All other circumstances*.
Food Outlet (Convenience Restaurant)	None.	None.	None.	▪ If it is in the Major Road Residential Precinct. ▪ All other circumstances*.
Funeral Parlour	None.	None.	None.	▪ If it is in the Major Road Residential Precinct. ▪ All other circumstances*.
Garden Centre	None.	None.	None.	All*.

SUPERSEDED

MIXED HOUSING ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Home-based Business	None.	If: ▪ it is carried out only by 1 or more residents of the Dwelling; and ▪ not more than 20 m^2 of Gross Floor Area is used.	If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 1 employee works at or from the premises; and ▪ not more than 30 m^2 of Gross Floor Area is used.	a) If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 2 employees work at or from the premises; and ▪ not more than 50 m^2 of Gross Floor Area is used. b) All other circumstances*.
Hotel	None.	None.	None.	All*.
Market	None.	None.	None.	All.
Medical Centre	None.	None.	If it is: ▪ in the Hospital Support Precinct; or ▪ on the Ground Floor in the Office Residential Area; or ▪ in the Suburban Centre Support Precinct, or indicated in a Structure Plan as being suitable[16].	All other circumstances*.
Motel	None.	None.	If it is: ▪ in the Motels Area, Hospital Support Precinct or the Major Road Residential Precinct; and ▪ not greater than 8.5 m in Height.	▪ If it is in the Motel Area, Hospital Support Precinct or the Major Road Residential Precinct and is greater than 8.5 m in Height ▪ All other circumstances*.
Office (General)	None.	None.	If it is in the Office Residential Area and: ▪ it is on the Ground Floor or first floor where the Site adjoins Kitchener Street; or ▪ it is on the Ground Floor otherwise.	All other circumstances*.
Office (Service)	None.	None.	None.	All*.
Retail Showroom	None.	None.	None.	All*.
Service Station	None.	None.	None.	▪ If it is in the Major Road Residential Precinct or the Suburban Centre Support Precinct. ▪ All other circumstances*.
Shop[17]	If: ▪ the existing use is a	None.	If it meets the first 2 dot points in the exempt column but not	All other circumstances*.

SUPERSEDED

MIXED HOUSING ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
	Supermarket; and ▪ there is no increase in the Gross Floor Area of the premises involved; and ▪ the new use does not involve a change to existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.		the third dot point.	
Supermarket	None.	None.	None.	All*.
Veterinary Clinic	None.	None.	None.	▪ If it is in the Office Residential Area, Major Road Residential Precinct or the Suburban Centre Support Precinct. ▪ All other circumstances*.
INDUSTRIAL USES				
[18]				
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	All*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	None.	None.	None.	All*.
Storage or Supplies Yard	None.	None.	None.	All*.
Vehicle Depot	None.	None.	None.	All*.
Vehicle Workshop	None.	None.	None.	All*.
Warehouse	None.	None.	None.	All*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All*.
Child Care Centre[19]	None.	None.	If it is in the Suburban Centre Support Precinct (unless it fronts a State-controlled Road), Hospital Support Precinct or indicated in a Structure Plan as being suitable.[20]	All other circumstances.

SUPERSEDED

MIXED HOUSING ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Community Club[21]	None.	None.	If it is in the Suburban Centre Support Precinct (unless it fronts a State-controlled Road) or indicated in a Structure Plan as being suitable.[22]	All other circumstances.
Community Facility[23]	None.	None.	If it is in the Suburban Centre Support Precinct (unless it fronts a State-controlled Road) or indicated in a Structure Plan as being suitable.[24]	All other circumstances.
Educational Establishment	None.	None.	None.	a) If it is: ▪ in the Suburban Centre Support Precinct and does not front a State-controlled Road; or ▪ indicated in a Structure Plan as being suitable[25]. b) All other circumstances*.
Hospital	None.	None.	If it is in a Hospital Support Precinct.	All other circumstances*.
Institution	None.	None.	None.	All.
Licensed Club	None.	None.	None.	All*.
Place of Public Worship	None.	None.	None.	a) If it is: ▪ in the Suburban Centre Support Precinct; or ▪ indicated in a Structure Plan as being suitable[26]. b) All other circumstances*.
RECREATION USES				
Indoor Recreation Facility	None.	None.	None.	a) If it is: ▪ in a Suburban Centre Support Precinct; or ▪ indicated in a Structure Plan as being suitable[27]. b) All other circumstances*.
Major Recreation Facility	None.	None.	None.	All*.
Outdoor Recreation Area	None.	None.	None.	All*.
Park	All.	None.	None.	None.

SUPERSEDED

MIXED HOUSING ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
RURAL USES				
Animal Keeping	None.	None.	None.	All*.
Farming	None.	None.	None.	All*.
Forestry	None.	None.	None.	All*
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	All*.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	None.	All.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility.	If it is a Major Impact Facility*.
Temporary Use[28]	All.	None.	None.	None.

[1] Amended 3/12/04 – Amendment No.3
[2] Amended 24/02/06 – Amendment No.6
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 25/07/08 – Amendment No.9
[5] Amended 24/02/06 – Amendment No.6
[6] Amended 30/09/05 – Amendment No.4
[7] Amended 24/02/06 – Amendment No.6
[8] Amended 30/09/05 – Amendment No.4
[9] Amended 30/09/05 – Amendment No.4
[10] Amended 3/12/04 – Amendment No.3
[11] Amended 27/02/09 – Amendment No.14
[12] Amended 27/02/04 – Amendment No.1
[13] Amended 18/12/09 – Amendment No.11
[14] Amended 18/12/09 – Amendment No.11
[15] Amended 27/02/04 – Amendment No.1
[16] Amended 24/02/06 – Amendment No.6
[17] Amended 30/09/05 – Amendment No.4
[18] Amended 18/12/09 – Amendment No.11
[19] Amended 30/09/05 – Amendment No.4
[20] Amended 24/02/06 – Amendment No.6
[21] Amended 30/09/05 – Amendment No.4
[22] Amended 24/02/06 – Amendment No.6
[23] Amended 30/09/05 – Amendment No.4
[24] Amended 24/02/06 – Amendment No.6
[25] Amended 24/02/06 – Amendment No.6
[26] Amended 24/02/06 – Amendment No.6
[27] Amended 24/02/06 – Amendment No.6
[28] Amended 23/03/07 – Amendment No.5

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4.8 Residential Conservation Zone

4.8.1 Statement of Intent

GENERAL

(1) The Residential Conservation Zone identifies Residential Areas of predominantly low-set, pre-World War II, detached timber housing stock that have heritage values, streetscapes and residential character that are important elements of Toowoomba's identity. A strong feature of the housing is the way in which conventional Queensland timber House styles were modified by particular building details to give a distinctive local character.

(2) The housing is often set in a street environment that reinforces both the aesthetic value of the Houses and their distinctive local character. These street features include locally quarried bluestone kerbing and channelling and mature trees.

(3) The variety of lot sizes and frontages produces a diverse built form, which is a result of the large number of small private estate developments.

(4) The intent is:

(a) the conservation and enhancement of Places of Cultural Heritage Significance to Toowoomba;

(b) the retention of existing housing stock close to the City centre;

(c) new development, including additions to existing buildings, contributes in a positive way to the streetscape and heritage character of the Zone, precinct and local area;

(d) development respects the existing urban form and character, and changes build on existing characteristics rather than alter them. Substantial changes to important elements of the streetscape are not intended;

(e) the predominant use and character is residential;

(f) the accommodation of Bed and Breakfast Establishments; and

(g) the establishment of Industrial, Commercial and Rural Uses only where:

i) a Home-based Business or Display Home/Office;

ii) a change from a general store (Supermarket) to a Shop and no increase in Gross Floor Area is involved;

iii) a Motel in the Motels Area shown on the Regulatory Map;

iv) a Office (General), Medical Centre or Veterinary Clinic in the Office Residential Area shown on the Regulatory Map and is either:

A. in an existing House; or

B. in a new building (that may be of greater scale and bulk than those in the surrounding Residential Area) which exhibits characteristics typical of, and is compatible with, low density residential development; or

v) indicated in the following precinct intents or in a Structure Plan[1, 2]; and

(h) the establishment of Community Uses only where indicated:

i) in the following precinct intents; or

ii) as a preferred use in a Structure Plan[3].

(5) The Zone contains the following precincts as shown on the Zone Map.

HERITAGE CONSERVATION PRECINCT

(1) The Heritage Conservation Precinct has a high level of heritage character due to the concentrated occurrence of valued attributes, including building stock, street features such as bluestone kerbing, and landscape attributes such as significant street trees.

SUPERSEDED

(2) The intent is:

(a) low density residential neighbourhoods consisting largely of single Storey Houses with some intermingling of new Houses and Dual Occupancies that complement and respect the historic character of the local area and the Precinct;

(b) the conservation of existing housing stock, and places[4] of Cultural Heritage Significance, that have created the character of the Precinct. The Removal and/or Demolition of buildings of Cultural Heritage Significance is not intended; and

(c) Boarding Houses are low scale and are not concentrated in particular areas or streets; and[5]

(d) the conservation of valued streetscape attributes.

HERITAGE CHARACTER PRECINCT

(1) This Precinct is of lesser heritage significance than the Heritage Conservation Precinct but has distinctive residential character that needs to be recognised in the planning and design of new development.

(2) The intent is:

(a) low density residential neighbourhoods consisting predominantly of single Storey Houses;

(b) the provision of additional inner city housing choice in the form of Dual Occupancies, Small-lot housing, Boarding Houses and Multiple Dwelling Units where consistent with the heritage values and character of the area;[6]

(c) Boarding Houses are low scale and are not concentrated in particular areas or streets; and[7]

(d) the conservation of existing housing stock, and Places of Cultural Heritage Significance, that have created the character of the Precinct. The Demolition and/or Removal of Places of Cultural Heritage Significance is not intended.

NEWTOWN CHARACTER PRECINCT[8]

(1) The Newtown Character Precinct has a high level of heritage character and has distinctive residential character which varies from other precincts in the zone. This distinctive character is derived from a large stock of pre- and post-World War II (up to circa 1965) low set, detached houses set in a grid pattern of open suburban streets and wide lot frontages.

(2) The intent is:

(a) low density residential neighbourhoods consisting predominantly of single storey houses;

(b) the provision of inner city housing choice in the form of Dual Occupancies and Multiple Dwelling Units where consistent with the heritage value and character of the area; and

(c) the conservation of existing housing stock, and Places of Potential Cultural Heritage Significance, that have created the character of the precinct. The removal or demolition of Places of Cultural Heritage Significance is not intended.

(d) the retention of Places of Potential Cultural Heritage Significance at the front of their sites on wide frontages.

NEWTOWN PRECINCT[9]

(1) Similar to the Newtown Character Precinct, the Newtown Precinct has a high level of heritage character and has distinctive residential character. This distinctive character is derived from a large stock of pre- and post-World War II (up to circa 1965) low set, detached houses set in a grid pattern of open suburban streets and wide lot frontages.

(2) The intent is:

(a) low density residential neighbourhoods consisting predominantly of single storey houses;

(b) the provision of housing choice in the form of Houses and Dual Occupancies where consistent with the heritage value and character of the area; and

(c) the conservation of existing housing stock, and Places of Potential Cultural Heritage Significance, that have created the character of the precinct. The removal or demolition of Places of Potential Cultural Heritage

SUPERSEDED

Significance is not intended

(d) the retention of Places of Potential Cultural Heritage Significance at the front of their sites on wide frontages.'

TOURIST RESIDENTIAL PRECINCT

(1) The Tourist Residential Precinct has a high level of heritage character but is also recognised as being an area of prime importance for tourism activities, due largely to the existence of a distinctive heritage character and its location on a major entry route to the City.

(2) The intent is:

(a) the accommodation of uses, including Bed and Breakfast Establishments, Community Facilities (particularly public art galleries and cultural centres), Food Outlets (Restaurants/Cafés) and Shops (private art galleries and antique stores) that have a tourism focus;

(b) Boarding Houses are low scale and are not concentrated in particular areas or streets;[10]

(c) no new Motels are established but existing Motels may expand; and

(d) development complements existing uses as well as the building stock in the area. The Demolition and/or Removal of Places of Cultural Heritage Significance is not intended.

SUBURBAN CENTRE SUPPORT PRECINCT

(1) The intent is:

(a) Houses and lot reconfigurations for Residential Uses (other than Multiple Dwelling Units) do not occur in order to reserve the land within the Precinct for the preferred uses;

(b) Veterinary Clinics, Community Clubs, Child Care Centres, Medical Centres, Places of Public Worship, Educational Establishments and Indoor Recreation Facilities are clustered around particular suburban centres in order to:

i) contribute to the creation of community nodes (with the Suburban Centres Zone as the core) with which the surrounding population can identify and which gives the local community a sense of place;

ii) maintain or improve the attractiveness and viability of the suburban centres as a place to visit and do local business; and

iii) reduce potential conflicts between Residential Uses and non-Residential Uses that might otherwise occur if the non-Residential Uses were located throughout the balance of the Zone.

(c) development complements, not replicates, the core Suburban Centres Zone.

(d) existing Houses are retained and adapted rather than replaced.

(e) New buildings are of a residential scale and character compatible with that prevailing in the surrounding Residential Area and respect the streetscape and cultural heritage values of the area.

SUPERSEDED

4.8.2 Residential Conservation Zone Assessment Table

RESIDENTIAL CONSERVATION ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	All.
Aged Persons Housing/Care[11]	None.	None.	None.	▪ If it is in the Heritage Character, Newtown Character or Newtown Precincts. ▪ All other circumstances*.
Bed and Breakfast Establishment	None.	If no more than 2 bedrooms in the House are used for the accommodation of guests.	None.	All other circumstances.
Boarding House[12]	None.	None.	None.	All.
Caravan Park	None.	None.	None.	All*.
Dual Occupancy[13, 14, 15]	None.	None.	If: a) it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1[16]; and b) the density of the development is not more than: ▪ 1 Dwelling per 450 m^2 of Site area if it is in the Heritage Conservation, Tourist Residential or Suburban Centre Support or Newtown Precincts; or ▪ 1 Dwelling per 350 m^2 of Site area if it is in the Heritage Character or Newtown Character Precincts; and c) it is not greater than 8.5 m in Height.	All other circumstances.*

SUPERSEDED

RESIDENTIAL CONSERVATION ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
HOUSE[17, 18, 19, 20]	If: ▪ it does not involve the Demolition and/or Removal of more than 25 m² of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1; ▪ it does not increase the Gross Floor Area of the premises involved; and ▪ the building is existing and has previously been used as a House.	None.	If: ▪ it does not involve the Demolition and/or Removal of more than 25 m² and less than 50% of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1; and ▪ it is on a lot of greater than 500 m².	a) If: ▪ it involves the Demolition and/or Removal of more than 50% of the Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1; and ▪ it is on a lot of greater than 500 m² in area. b) If it is: ▪ in the Heritage Conservation or Tourist Residential, or Newtown Precincts and is on a lot of 450 m² to 500 m²; or ▪ in the Heritage Character or Newtown Character Precincts and is on a lot of 350 m² to 500 m². c) All other circumstances*.
Multiple Dwelling Units[21, 22]	None.	None.	None.	a) If it is in the Heritage Character or Newtown Character Precincts, not more than 8.5 m in Height and the density does not exceed the following: ▪ for 1 bedroom Dwellings – 1 Dwelling per 300 m² of Site area; ▪ for 2 bedroom Dwellings – 1 Dwelling per 350 m² of Site area; and ▪ for 3 or more bedroom Dwellings – 1 Dwelling per 400 m² of Site area. b) All other circumstances*.
COMMERCIAL USES				
Adult	None.	None.	None.	All*.

SUPERSEDED

RESIDENTIAL CONSERVATION ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Entertainment				
Automotive/ Equipment Showroom	None.	None.	None.	All*.
Automotive Parts and Accessories	None.	None.	None.	All*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All*.
Car Washing Station[23]	None.	None.	None.	All*.
Display Home/Office	None.	None.	None.	All*.
Entertainment/ Function Centre	None.	None.	None.	All*.
Food Outlet (Café/Restaurant)	None.	None.	None.	▪ If it is in the Tourist Residential Precinct. ▪ All other circumstances*.
Food Outlet (Convenience Restaurant)	None.	None.	None.	All*.
Funeral Parlour	None.	None.	None.	All*.
Garden Centre	None.	None.	None.	All*.
Home-based Business	None.	If: ▪ it is carried out only by 1 or more residents of the Dwelling; and ▪ not more than 20 m^2 of Gross Floor Area is used.	If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 1 employee works at or from the premises; and ▪ not more than 30 m^2 of Gross Floor Area is used.	a) If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 2 employees work at or from the premises; and ▪ not more than 50 m^2 of Gross Floor Area is used. b) All other circumstances*.
Hotel	None.	None.	None.	All*.
Market	None.	None.	None.	All*.
Medical Centre	None.	None.	If it is in the Suburban Centre Support Precinct.	▪ If it is in the Office Residential Area. ▪ All other circumstances*.
Motel	None.	None.	If it is in the Motels Area.	All other circumstances.
Office (General)	None.	None.	None.	▪ If it is in the Office Residential Area. ▪ All other circumstances*.
Office (Service)	None.	None.	None.	All*.
Retail Showroom	None.	None.	None.	All*.

SUPERSEDED

RESIDENTIAL CONSERVATION ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Service Station	None.	None.	None.	All*.
Shop[24]	If: ▪ the existing use is a Supermarket; and ▪ there is no increase in the Gross Floor Area of the premises involved; and ▪ the new use does not involve a change to existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	If it meets the first 2 dot points in the exempt column but not the third dot point.	▪ If it is in the Tourist Residential Precinct and it is a private art gallery, craft Shop or antique Shop. ▪ All other circumstances*.
Supermarket	None.	None.	None.	All*.
Veterinary Clinic	None.	None.	If it is in the Suburban Centre Support Precinct.	▪ If it is in the Office Residential Area. ▪ All other circumstances*.
INDUSTRIAL USES				
[25]				
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	All*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	None.	None.	None.	All*.
Storage or Supplies Yard	None.	None.	None.	All*.
Vehicle Depot	None.	None.	None.	All*.
Vehicle Workshop	None.	None.	None.	All*.
Warehouse	None.	None.	None.	All*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All*.
Child Care Centre[26]	None.	None.	None.	▪ If it is in the Suburban Centre Support Precinct (unless it fronts a State-controlled Road) or indicated in a Structure Plan as being suitable.[27] ▪ All other circumstances*.
Community Club	None.	None.	If it is in the Suburban Centre Support Precinct.	All other circumstances*.
Community Facility	None.	None.	None.	▪ If it is in the Tourist

SUPERSEDED

RESIDENTIAL CONSERVATION ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
				Residential Precinct or Suburban Centre Support Precinct and is not an emergency service. ▪ All other circumstances*.
Educational Establishment	None.	None.	None.	All*.
Hospital	None.	None.	None.	All*.
Institution	None.	None.	None.	All*.
Licensed Club	None.	None.	None.	All*.
Place of Public Worship	None.	None.	None.	▪ If it is in the Suburban Centre Support Precinct. ▪ All other circumstances*.
RECREATION USES				
Indoor Recreation Facility	None.	None.	None.	▪ If it is in the Suburban Centre Support Precinct. ▪ All other circumstances*.
Major Recreation Facility	None.	None.	None.	All.
Outdoor Recreation Area	None.	None.	None.	All.
Park	All.	None.	None.	None.
RURAL USES				
Animal Keeping	None.	None.	None.	All*.
Farming	None.	None.	None.	All*.
Forestry	None.	None.	None.	All*.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	All*.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	None.	All.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	None.	▪ If it is a Medium Impact Facility. ▪ If it is a Major Impact Facility*.
Temporary Use[28]	All.	None.	None.	None.

[1] Amended 30/09/05 – Amendment No.4

SUPERSEDED

[2] Amended 24/02/06 – Amendment No.6
[3] Amended 24/02/06 – Amendment No.6
[4] Amended 27/02/04 – Amendment No.1
[5] Amended 3/12/04 – Amendment No.3
[6] Amended 3/12/04 – Amendment No.3
[7] Amended 3/12/04 – Amendment No.3
[8] Amended 22/05/09 – Amendment No.12
[9] Amended 22/05/09 – Amendment No.12
[10] Amended 3/12/04 – Amendment No.3
[11] Amended 22/05/09 – Amendment No.12
[12] Amended 3/12/04 – Amendment No.3
[13] Amended 27/02/04 – Amendment No.1
[14] Amended 30/09/05 – Amendment No.4
[15] Amended 22/05/09 – Amendment No.12
[16] Amended 18/12/09 – Amendment No.11
[17] Amended 27/02/04 – Amendment No.1
[18] Amended 30/09/05 – Amendment No.4
[19] Amended 22/05/09 – Amendment No.12
[20] Amended 18/12/09 – Amendment No.11
[21] Amended 27/02/04 – Amendment No.1
[22] Amended 22/05/09 – Amendment No.12
[23] Amended 18/12/09 – Amendment No.11
[24] Amended 30/09/05 – Amendment No.4
[25] Amended 18/12/09 – Amendment No.11
[26] Amended 27/02/04 – Amendment No.1
[27] Amended 24/02/06 – Amendment No.6
[28] Amended 23/03/07 – Amendment No.5

SUPERSEDED

SUPERSEDED

4.9 Park Residential Zone

4.9.1 Statement of Intent

GENERAL

(1) Land in this Zone has:

(a) slope and stability constraints;

(b) limited access to urban services, especially sewerage;

(c) natural drainage patterns; and

(d) existing vegetation that would be compromised by closer settlement.

(2) The intent is:

(a) the accommodation of Houses as the predominant use provided they are:

i) on large-lots; or

ii) 'cluster' type subdivisions where smaller private allotments are clustered on the least environmentally sensitive land with the remainder held in common ownership or transferred to Council as parkland; and

(b) development that:

i) minimises risk to human life and property;

ii) minimises earthworks;

iii) protects natural stormwater flow patterns;

iv) is subservient to and integrates with the natural landscape; and

v) conserves or enhances areas of landscape or habitat value.

(3) The Zone consists of the following precincts as shown on the Zone Map.

BUSHLAND RESIDENTIAL PRECINCT

(1) The intent is:

(a) the protection of:

i) natural drainage patterns; and

ii) human life and property from natural processes;

(b) the conservation of scenic, landscape and habitat values;

(c) a natural environment dominating man-made elements with impacts on remnant vegetation minimised;

(d) Houses are the predominant use, to the exclusion of virtually all other uses, at an overall density not exceeding 1 lot per hectare;

(e) Commercial (other than Home-based Businesses), Industrial, Recreation and Rural Uses, particularly large-scale uses, are not located in the Precinct:

i) due to servicing constraints, potential conflicts with Residential Uses and isolation from their catchments and the major activity centres; and

ii) to minimise impacts on the natural environment; and

(f) Community Uses, other than those that do not involve large-scale earthworks or clearing or that relate to the natural environment, are not located in the Precinct.

SUPERSEDED

RURAL RESIDENTIAL PRECINCT

(1) The intent is:

(a) a very low density residential character with Houses as the predominant use;

(b) Houses on individual freehold parcels, generally with a minimum area of 4000 m², depending on:

i) adequate on-site waste disposal;

ii) the ability to maintain the very low density residential character; and

iii) natural Site constraints;

(c) some low intensity rural activities and Garden Centres on appropriate Sites; and

(d) Industrial, Commercial (other than home businesses and Garden Centres), Recreation and most Community Uses are not located in the Precinct due to servicing constraints, potential impacts on the predominant Residential Uses and isolation from their catchments and the major activity centres.

SUPERSEDED

4.9.2 Park Residential Zone Assessment Table

PARK RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	All*.
Aged Persons Housing/Care	None.	None.	None.	All*.
Bed and Breakfast Establishment	None.	None.	All.	None.
Boarding House[1]	None.	None.	None.	All*.
Caravan Park	None.	None.	None.	▪ If it is in the Rural Residential Precinct. ▪ All other circumstances*.
Dual Occupancy	None.	None.	None.	All*.
House[2, 3]	None.	If it is: ▪ not more than 8.5 m in Height; and ▪ not on land to which the Steep and/or Potentially Unstable Land Code applies, or on land in Slope Stability Area F or G shown on the Regulatory Map and all of the development is to be carried out on that part of the site where survey levels demonstrate that the slope is less than 10%.	All other circumstances.	None.
Multiple Dwelling Units	None.	None.	None.	All*.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom	None.	None.	None.	All*.
Automotive Parts and Accessories	None.	None.	None.	All*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All*.
Car Washing Station[4]	None.	None.	None.	All*.
Display Home/Office[5]	None.	All.	None.	None.
Entertainment/	None.	None.	None.	All*.

SUPERSEDED

PARK RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Function Centre				
Food Outlet (Café/Restaurant)	None.	None.	None.	All*.
Food Outlet (Convenience Restaurant)	None.	None.	None.	All*.
Funeral Parlour	None.	None.	None.	All*.
Garden Centre	None.	None.	None.	▪ If it is in the Rural Residential Precinct. ▪ All other circumstances*.
Home-based Business	None.	If: ▪ it is carried out only by 1 or more residents of the Dwelling; and ▪ not more than 20 m^2 of Gross Floor Area is used.	If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 1 employee works at or from the premises; and ▪ not more than 30 m^2 of Gross Floor Area is used.	a) If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 2 employees work at or from the premises; and ▪ not more than 50 m^2 of Gross Floor Area is used. b) All other circumstances*.
Hotel	None.	None.	None.	All*.
Market	None.	None.	None.	All*.
Medical Centre	None.	None.	None.	All*.
Motel	None.	None.	None.	All*.
Office (General)	None.	None.	None.	All*.
Office (Service)	None.	None.	None.	All*.
Retail Showroom	None.	None.	None.	All*.
Service Station	None.	None.	None.	All*.
Shop	None.	None.	None.	All*.
Supermarket	None.	None.	None.	All*.
Veterinary Clinic	None.	None.	None.	All.
INDUSTRIAL USES				
6				
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	All*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	None.	None.	None.	All*.
Storage or Supplies Yard	None.	None.	None.	All*.
Vehicle Depot	None.	None.	None.	All*.

SUPERSEDED

PARK RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Vehicle Workshop	None.	None.	None.	All*.
Warehouse	None.	None.	None.	All*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All.
Child Care Centre	None.	None.	None.	All*.
Community Club	None.	None.	None.	All.
Community Facility	None.	None.	None.	All.
Educational Establishment	None.	None.	None.	All.
Hospital	None.	None.	None.	All*.
Institution	None.	None.	None.	All*.
Licensed Club	None.	None.	None.	All*.
Place of Public Worship	None.	None.	None.	▪ If it is in the Rural Residential Precinct. ▪ All other circumstances*.
RECREATION USES				
Indoor Recreation Facility	None.	None.	None.	All*.
Major Recreation Facility	None.	None.	None.	All*.
Outdoor Recreation Area	None.	None.	None.	All*.
Park	All.	None.	None.	None.
RURAL USES				
Animal Keeping	None.	None.	None.	▪ If it is a dog kennel or dog breeding establishment*. ▪ All other circumstances.
Farming	All other circumstances.	None.	None.	If it is in the Bushland Residential Precinct*.
Forestry	None.	None.	If in the Rural Residential Precinct.	All other circumstances*.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	All*.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	None.	All.
Miscellaneous Use	None.	None.	None.	All.

SUPERSEDED

PARK RESIDENTIAL ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility in the Rural Residential Precinct.	If it is: ▪ a Major Impact Facility*; or ▪ a Medium Impact Facility in the Bushland Residential Precinct.
Temporary Use[7]	All.	None.	None.	None.

[1] Amended 3/12/04 – Amendment No.3
[2] Amended 23/03/07 – Amendment No.5
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 18/12/09 – Amendment No.11
[5] Amended 27/02/04 – Amendment No.1
[6] Amended 18/12/09 – Amendment No.11
[7] Amended 23/03/07 – Amendment No.5

SUPERSEDED

4.10 Regional Centre Zone

4.10.1 Statements of Intent

GENERAL

(1) The Regional Centre Zone:

(a) includes the principal retailing, business, community service and entertainment area of the City;

(b) is recognised as a Principal Activity Centre by the SEQRP[1]; and

(c) is the economic heart of Toowoomba and its region.

(2) The Regional Centre Zone is distinguished from other business Centres in the City by providing a wider variety and depth of retail, commerce, recreation and entertainment, cultural, community and governance facilities.

(3) The intent is:

(a) a regional centre that:

i) provides the highest order and intensity of retail, commercial, community and government services, leisure and cultural services in Toowoomba and its economic region;

ii) is a vibrant place where people live, shop, recreate and come to do business in a pleasant and attractive environment;

iii) is the predominant non-industrial employment centre in the region;

iv) respects and retains important heritage and character buildings, places and streetscapes; and

v) is safe, convenient and accessible for pedestrians, cyclists and public and private transport;

(b) the highest order and most intense Commercial Uses are located in the City Core Precinct;

(c) the Commercial Frame Precinct supports the role of the City Core Precinct while providing for non-retail development that is regionally significant and most appropriately located in the Regional Centre Zone;

(d) buildings of Cultural Heritage Significance are retained and conserved and development adjoining these buildings is sympathetic and complementary to the special characteristics of the buildings; and

(e) development is sympathetic to, and minimises potential adverse impact on, any adjacent uses and development in a residential zone, the Open Space Zone or the Particular Use Precinct of this Zone.

(4) The Zone includes the following precincts as shown on the Zone Map.

CITY CORE PRECINCT

(1) The intent is:

(a) the accommodation of the City's highest order Commercial Uses including regional headquarter offices[2];

(b) the consolidation and protection of the Precinct as the City's most vibrant and diverse retail, commercial, entertainment, leisure and cultural area;

(c) the accommodation of inner city housing above Ground Floor;

(d) priority for pedestrian movement in preference to vehicle movements;

(e) development for a range of specialty retail and office uses, uses that generate significant numbers of pedestrian movements and other activities including conference and training facilities, regionally significant office development, financial institutions, restaurants, entertainment uses and residential accommodation;

(f) entertainment uses and other activities that do not require a shop front are located above Ground Floor;

(g) strong pedestrian linkages from building to building are facilitated by the provision of continuous active frontages along pedestrian routes; and

(h) buildings which contribute to the visual continuity or cohesiveness of the streetscape are not removed or demolished.

SUPERSEDED

(2) The City Core Precinct is divided into 4 areas to provide more guidance on the preferred development of those areas of the Precinct. These areas are shown on the following diagram. The following indicates the preferred types of activities within these areas.

Eat Street Area

The `Eat Street' area already supports a number of dining, entertainment and cultural activities and the intent is to consolidate it as the City's main dining and entertainment area. Retail, entertainment and cultural activities that generate significant numbers of pedestrians or have extended trading hours are preferred in this area.

Style Street Area

The predominant uses are intended to be specialty retail activities, conference and training facilities, significant office development, financial institutions and residential accommodation above Ground Floor level.

It is intended that Ground Floor shopfronts in Margaret, Dent and Victoria Streets are continuous without blank walls. Pedestrian-oriented activities east of Dent Street and vehicle-oriented activities west of Dent Street are preferred while maintaining strong pedestrian links across the railway line and Dent Street. Any increase in floor space west of Dent Street for retailing, including Supermarkets and Retail Showrooms, is only appropriate if it will not impact adversely on the viability of retailing in the City Core Precinct to the east of Dent Street.[3]

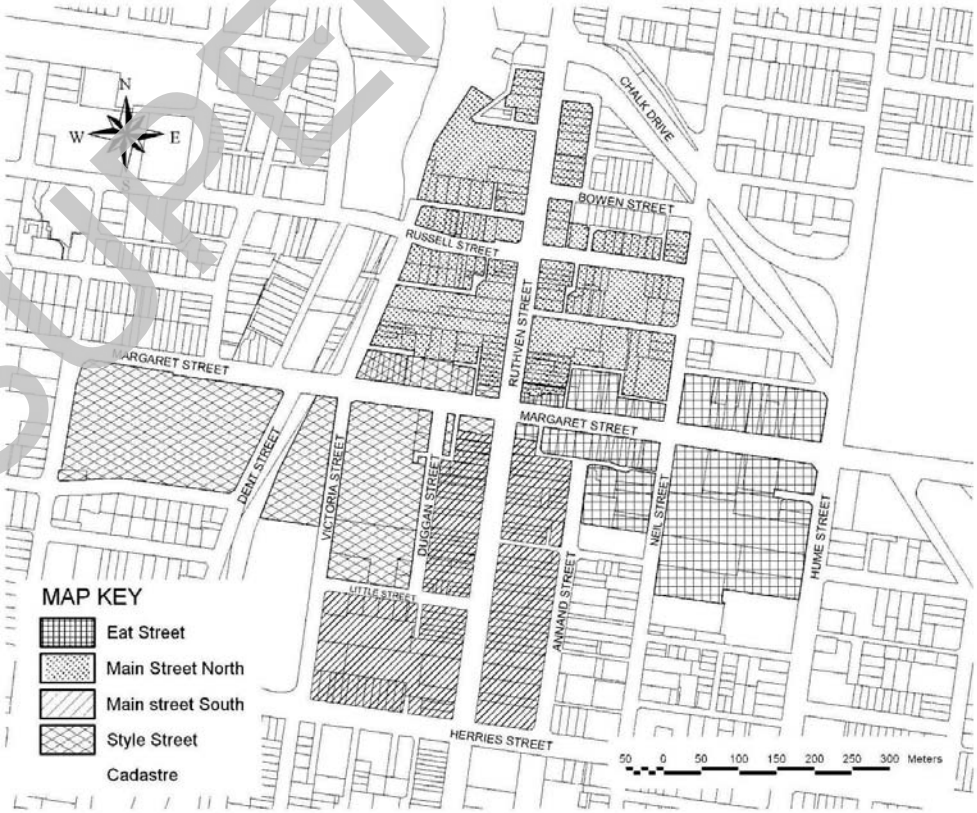
Main Street South

This area provides a hub of civic services.

The predominant uses are intended to be retail and office uses, residential accommodation above Ground Floor, conference and training facilities, expansion of the Toowoomba Art Gallery, commercial art galleries, integrated car parking, expanded civic facilities focused on the Village Green, and shopfronts for financial institutions.

Main Street North

Predominant uses are intended to be specialist entertainment, retail, office uses and other activities including conference and training facilities, a link to future railway station redevelopment, and financial institutions.



SUPERSEDED

COMMERCIAL FRAME PRECINCT

(1) The intent is:

(a) the accommodation of:

i) a range of business and service functions that require lower rentals per square metre than those prevailing in the City Core; and

ii) uses that require high levels of exposure to vehicular traffic and easily accessible and highly visible on-site parking areas;

(b) department stores, discount department stores and discount variety stores do not locate in the Precinct. Other retail uses are intended;

(c) Office tenancies do not generally exceed 500 m² in Gross Floor Area - the City Core Precinct is the appropriate location for regional headquarter Offices[4];

(d) new buildings are designed to allow easy adaptation for a wide range of uses; and

(e) Residential Uses (other than Multiple Dwelling Units, Boarding Houses and Accommodation Buildings) do not locate in the Precinct.[5]

COMMERCIAL FRAME (OFFICE) PRECINCT

(1) The intent is:

(a) the accommodation of small-scale offices as the predominant use and Multiple Dwelling Units as a secondary use, particularly in the area adjoining Neil Street. However, in respect to the land on the corner of Margaret and Kitchener Streets, development for offices, Residential Uses, tourist related uses or a mix of any of these would be appropriate in view of the Site's location opposite Queens Park and on a major entrance to the City centre and its proximity to `Eat Street';

(b) retail uses are not located in the Precinct; and

(c) development in Neil Street respects and complements the setting and architecture of the Empire Theatre. Development adjacent to the technical college building on the corner of Hume and Margaret Streets respects and complements that building in scale and bulk.

BUSINESS TO BUSINESS PRECINCT

(1) The Business to Business Precinct generally surrounds the City Core and Commercial Frame Precincts.

(2) The intent is:

(a) support the role of the regional centre as a regional employment centre by providing for a range of industrial and commercial functions to service other businesses;

(b) the accommodation of business uses, including small Offices (General), that deal primarily with other businesses or do not need high levels of customer visitation and consequently do not require a high level of customer exposure. The uses are generally of a low impact industrial nature, with small industries co-existing and supporting each other, although some specific areas are presently more commercial than industrial in nature, such as the areas immediately surrounding the City Core;

(c) the provision for local businesses to start and expand in a low-cost environment;

(d) Industrial Uses are predominantly small-scale and low impact;

(e) new buildings are designed to allow easy adaptation for a wide range of uses;

(f) Retail Uses (other than Retail Showrooms, Automotive Parts and Accessories, and auction/tender centres) and Residential Uses (other than Accommodation Buildings, Boarding Houses and Multiple Dwelling Units) do not locate in the Precinct[6, 7]; and

(g) lots are consolidated rather than subdivided since existing lots are generally smaller than many Business to Business uses require.

SUPERSEDED

PARTICULAR USE PRECINCT

(1) This Precinct contains community activities and infrastructure provided by various government agencies and private interests that act as key landmarks and/or key community services and therefore need to be sustained for the long term benefit and growth of the City. This Precinct is intended to continue to contribute to the vitality of the regional centre by retaining the existing dominant function of the uses.

(2) The intent is:

(a) the protection of the particular uses and places[8] of Cultural Heritage Significance from incompatible uses and development within or adjoining the Precinct. Because of the importance of the historical character and visual values of certain Particular Use Precincts to the identity of the regional centre, the continued use of the existing buildings on the Sites is preferred; and

(b) the provision of appropriate ancillary and associated activities that are functionally linked to the existing dominant use.

(3) Should Sites in the Education or Places of Public Worship Precincts become available for reuse or redevelopment, planning incentives (such as a reduction in car parking requirements) may be offered to encourage the conservation and reuse of the existing buildings on the Site.

(4) The Particular Use Precincts shown on the Zone Map are:

(a) Education

The intent is the retention of the existing major education uses. However, should this not be possible, then any redevelopment for alternative uses adapts and respects the existing buildings.

(b) Places of Public Worship

The intent is the retention of the existing Places of Public Worship. However, should this not be possible, then any redevelopment for alternative uses adapts and respects the existing buildings.

(c) Hospital and Support

The intent is the provision for a range of medical and paramedical services and residential accommodation mainly related to the Toowoomba Base Hospital.

SPECIAL DEVELOPMENT PRECINCT

(1) This Precinct consists of large Sites that:

(a) are mostly under single ownership or are currently in productive use, yet have potential for redevelopment; and

(b) offer opportunities for innovative urban development.

(2) The intent is that any retail use, other than a Retail Showroom, hardware store or auction/tender centre:

(a) predominantly serves the needs of other development on the Site; and

(b) is not for a regionally significant retail use such as a department store, discount department store, full range Supermarket or discount variety store.[9]

(3) The following are the Special Development Precinct Sites as shown on the Zone Map.

(a) The Foundry/Mill/Southern Cross

i) Opportunities exist for these Sites to be developed jointly or individually in whole or in part. All of the Sites are identified as Places of Potential Cultural Heritage Significance.

ii) The intent is:

A. redevelopment of the southern part of these Sites accommodates planned east-west road connections;

B. development respects and is compatible with the Cultural Heritage Significance of the Sites. Opportunities exist for the adaptive reuse of many of the existing buildings with minimal impact on the fabric of the places. Any new structures proposed must complement, and not detract from, the existing significant buildings and their significance; and

SUPERSEDED

C. development is less than 4 Storeys except where it is redevelopment of the mill Site in which case the removal of the bulk silos and their replacement with a tall building of a similar scale may be acceptable.

(b) Railway Land

i) Land no longer required by Queensland Rail presents an opportunity for activities that complement the railway station facilities.

ii) The intent is:

A. development:

- incorporates and is compatible with Council's major new road link through the land and the future upgrading of Gowrie Creek;
- has regard to the heritage assessment of the Site and new buildings integrate with and conserve the setting of the heritage buildings retained on the Site; and
- does not exceed 3 Storeys in Height; and

B. uses and designs realise and promote the opportunities for an open space network along Gowrie Creek.

C. community and tourism related uses are preferred.

SUPERSEDED

4.10.2 Regional Centre Zone Assessment Table

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
RESIDENTIAL USES				
Accommodation Building[10, 11]	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is[12]: ▪ in the Particular Use (Hospital and Support) Precinct; or ▪ in the City Core Precinct and Rooming Units are above Ground Floor; or ▪ in the Business to Business Precinct and Rooming Units are above Ground Floor; or ▪ in the Commercial Frame Precinct or Commercial Frame (Office) Precinct and Rooming Units are above Ground Floor.	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the circumstances listed in the code assessable column apply.[13] ▪ All other circumstances*.
Aged Persons Housing/Care	None.	None.	None.	All*.
Bed and Breakfast Establishment	None.	If: ▪ it is in the Particular Use (Hospital and Support) Precinct; ▪ not more than 2 bedrooms of the House are used for the accommodation of guests; and ▪ it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[14]	None.	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and the first 2 circumstances listed in the self-assessable column apply.[15] ▪ All other circumstances*.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Boarding House[16],	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and is[17]: ▪ in the Particular Use (Hospital and Support) Precinct and not more than 2 Storeys or 8.5 m in Height; or ▪ in the City Core Precinct, above Ground Floor and not more than 6 Storeys; or ▪ in the Business to Business Precinct, above Ground Floor level and not more than 2 Storeys or 8.5 m in Height; or ▪ in the Commercial Frame Precinct or Commercial Frame (Office) Precinct, above Ground Floor level and not more than 3 Storeys in Height.	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the circumstances listed in the code assessable column apply.[18] ▪ All other circumstances*.
Caravan Park	None.	None.	None.	All*.
Dual Occupancy[19]	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and[20]: ▪ it is in the Particular Use (Hospital and Support) Precinct; and ▪ there is not more than 1 Dwelling per 250 m^2 of Site area.	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and the 2 circumstances listed in the code assessable column apply.[21] ▪ All other circumstances*.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
House[22]	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is[23]: ▪ on the same premises as a non-Residential Use; or ▪ an extension to an existing House; or ▪ an associated building to an existing House.	All other circumstances*.
Multiple Dwelling Units[24,25]	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is[26]: ▪ in the City Core Precinct and the Dwellings are above Ground Floor; or ▪ in the Particular Use (Hospital and Support) Precinct; or ▪ in the Business to Business Precinct and the Dwellings are above Ground Floor; or ▪ in the Commercial Frame Precinct or Commercial Frame (Office) Precinct and the Dwellings are above Ground Floor.	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the circumstances listed in the code assessable column apply.[27] ▪ All other circumstances*.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	▪ If it is in the City Core Precinct. ▪ All other circumstances*.
Automotive/ Equipment Showroom	None.	None.	If it is in the Commercial Frame Precinct or Business to Business Precinct and does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1. [28]	▪ If it is in the Commercial Frame Precinct or Business to Business Precinct and involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1. [29] ▪ All other circumstances*

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Automotive Parts and Accessories[30]	None.	None.	If it is in the Commercial Frame Precinct or Business to Business Precinct and does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[31]	▪ If it is in the Commercial Frame Precinct or Business to Business Precinct and involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[32] ▪ All other circumstances*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	All other circumstances.	If: ▪ it is in the City Core Precinct and fronts Ruthven, Margaret or Russell Street; or ▪ it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[33]
Car Washing Station[34]	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the Business to Business or Commercial Frame Precinct.	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the Business to Business or Commercial Frame Precinct. ▪ All other circumstances*.
Display Home/Office	None.	None.	None.	All*.
Entertainment/ Function Centre	None.	None.	If it is in the City Core Precinct and does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[35]	a) If it is: ▪ a cinema and it is not in the City Core Precinct*; or ▪ a convention centre and it is in the Commercial Frame (Office), Business to Business or Particular Use Precinct*. b) All other circumstances.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Food Outlet (Café/Restaurant)[36], [37]	If there is no increase in the Gross Floor Area of the premises involved and: a) the existing use is a Commercial Use; b) the new use does not involve outdoor dining; c) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises; and d) it is in the City Core Precinct.	None.	a) If it meets the requirements specified in the exempt column except for criteria a), b) and/or c). b) If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the City Core, Commercial Frame or Special Development Precinct. [38]	a) If it is in: ▪ the Business to Business Precinct; or ▪ the City Core, Commercial Frame or Special Development Precinct and it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[39] b) All other circumstances*.
Food Outlet (Convenience Restaurant)	None.	None.	If it is in the City Core or Commercial Frame Precinct and does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1. [40]	a) If it is in: ▪ the Special Development Precinct; or ▪ the City Core or Commercial Frame Precinct and involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[41] b) All other circumstances*.
Funeral Parlour	None.	None.	If it is in the Commercial Frame or Business to Business Precinct and does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1. [42]	▪ If it is in the Commercial Frame or Business to Business Precinct and involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[43] ▪ All other circumstances*.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Garden Centre	None.	None.	If it is in the City Core or Commercial Frame Precinct and does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[44]	▪ If it is in the City Core or Commercial Frame Precinct and involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[45] ▪ All other circumstances*.
Home-based Business	None.	All.	None.	None.
Hotel	None.	None.	If it is in the City Core Precinct and does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[46]	▪ If it is in the Particular Use (Hospital and Support) or Business to Business Precinct*. ▪ All other circumstances.
Market	None.	None.	None.	All.
Motel	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and is[47]: ▪ in the City Core Precinct and above Ground Floor level; or ▪ in the Commercial Frame Precinct or Particular Use (Hospital and Support) Precinct.	▪ If it is in the City Core, Commercial Frame or Particular Use (Hospital and Support) Precinct and it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1.[48] ▪ All other circumstances*.
Medical Centre	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and is in the City Core, Commercial Frame or Particular Use (Hospital and Support) Precinct.[49]	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and is in the City Core, Commercial Frame or Particular Use (Hospital and Support) Precinct.[50] ▪ All other circumstances*.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Office (General)[51]	If there is no increase in the Gross Floor Area of the premises involved and: a) the existing use is a Commercial Use; and b) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises; and c) it is in: ▪ the City Core Precinct and not at Ground Floor level; or ▪ the Commercial Frame Precinct and the tenancy occupied by the use does not exceed 500 m² in Gross Floor Area; or ▪ the Business to Business Precinct and the tenancy occupied by the use does not exceed 500 m² in Gross Floor Area; or ▪ the Commercial Frame (Office) Precinct.	None.	a) If it meets the requirements specified in the exempt column except for criteria (a) and/or (b). b) If it does not involve the Demolition and/or Removal of more than 25 m² of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in:[52, 53] ▪ the Commercial Frame (Office) Precinct; or ▪ the Business to Business Precinct and any tenancy for the use does not exceed 500 m² in Gross Floor Area; or ▪ the Commercial Frame Precinct and any tenancy for the use does not exceed 500 m² in Gross Floor Area.	▪ If it is in the Particular Use (Hospital and Support) Precinct*. ▪ All other circumstances.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Office (Service)[54]	If: a) there is no increase in the Gross Floor Area of the premises involved; and b) it is in the City Core Precinct or it occupies a tenancy of Gross Floor Area not exceeding 200 m^2 in the Commercial Frame Precinct; and c) the existing use is a Commercial Use; and d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	a) If it meets the requirements specified in the exempt column except for criteria (c) and/or (d). b) If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in:[55, 56] ▪ the City Core Precinct; or c) the Commercial Frame Precinct and any tenancy for the use does not occupy exceed 200 m^2 in Gross Floor Area.	▪ If it is in the Business to Business or Particular Use (Hospital and Support) Precinct*. ▪ All other circumstances.
Retail Showroom[57]	If: a) there is no increase in the Gross Floor Area of the premises involved; and b) it is in the City Core Precinct; and c) the existing use is a Commercial Use; and d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	a) If it meets the requirements in the exempt column except for criteria (c) and/or (d). b) If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the following circumstances apply[58]: ▪ it is in the City Core Precinct, east of Dent Street and there is an increase in the Gross Floor Area of the premises involved. ▪ it is in the Commercial Frame Precinct. ▪ it is a hardware store in either the Business to Business Precinct or the Special Development (Foundry/Mill/Southern Cross) Precinct.	a) If it is in the Special Development (Foundry/Mill/Southern Cross) Precinct or the Business to Business Precinct and is not a hardware store. b) If it is in the City Core Precinct, west of Dent Street and involves an increase in the Gross Floor Area of the premises. c) If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the circumstances listed under (b) in the code assessable column apply.[59] d) All other circumstances*.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Service Station	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and the following circumstances apply[60]: ▪ it is in the Commercial Frame Precinct; and ▪ it fronts James, Ruthven, Herries or Hume Streets.	a) If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and the circumstances listed in the code assessable column apply.[61] b) All other circumstances*.
Shop[62],	If: a) there is no increase in the Gross Floor Area of the premises involved; and b) it is in the City Core Precinct; and c) the existing use is a Commercial Use; and d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	a) If it meets the requirements in the exempt column except for criteria (c) and/or (d). b) If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the following circumstances apply[63]: ▪ it is in the City Core Precinct, there is an increase in the Gross Floor Area of the premises and it is east of Dent Street. ▪ it is in the Commercial Frame Precinct and it is not a department store, discount department store or a discount variety store. ▪ it is an auction/tender centre in either the Business to Business Precinct or the Special Development Precinct.	a) If it is in the Special Development Precinct and is not a department store, discount department store, discount variety store or auction/tender centre. b) If it is in the City Core Precinct, west of Dent Street and involves an increase in the Gross Floor Area of the premises. c) If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the circumstances listed under (b) in the code assessable column apply.[64] d) All other circumstances*.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Supermarket[65,]	If: a) there is no increase in the Gross Floor Area of the premises involved; b) the existing use is a Commercial Use; c) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises; and d) it is in: ▪ the City Core Precinct and the use occupies not more than 400 m^2 of Gross Floor Area; or ▪ the Commercial Frame Precinct or Special Development Precinct and the use occupies not more than 200 m^2 of Gross Floor Area.	None.	a) If it meets the requirements in the exempt column except for criteria (b) and/or (c). b) If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the following circumstances apply[66]: ▪ there is an increase in the Gross Floor Area of the premises involved and it is: ▪ in the City Core Precinct and it is east of Dent Street; or ▪ in the Commercial Frame Precinct or the Special Development Precinct and the use occupies not more than 200 m^2 of Gross Floor Area. ▪ there is no increase in the Gross Floor Area of the premises involved, it is in the City Core Precinct and the use occupies more than 400 m^2 of Gross Floor Area. ▪ it is in the Particular Use (Hospital and Support) Precinct and the use occupies not more than 400 m^2 of Gross Floor Area.	▪ If it is in the City Core Precinct, west of Dent Street and involves an increase in the Gross Floor Area of the premises. ▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and any of the circumstances listed in the code assessable column apply.[67] ▪ All other circumstances*.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Veterinary Clinic	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the Commercial Frame Precinct. [68]	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the Commercial Frame Precinct. [69] ▪ All other circumstances*.
INDUSTRIAL USES				
[70]				
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	▪ If it is in the Business to Business Precinct. ▪ All other circumstances*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	If: a) there is no increase in the Gross Floor Area of the premises involved; b) the new use is a Light Industry in the Business to Business or Special Development (Foundry/Mill/Southern Cross) Precinct; c) the existing use is an industrial use; d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises; e) it would not trigger referral to the Department of Main Roads under the *Integrated Planning Regulation 1998* if it were assessable; and f) no outdoor storage is involved.	None.	a) If it meets the requirements in the exempt column except for criteria (c), (d), (e) and/or (f); b) If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1[71]; and: ▪ it involves an increase in the Gross Floor Area of the premises; and ▪ it is a Light Industry in the Business to Business or Special Development (Foundry/Mill/Southern Cross) Precinct.	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and both circumstances listed under (b) in the code assessable column apply.[72] ▪ If it is Medium Industry in the Business to Business or Special Development (Foundry/Mill/Southern Cross) Precinct. ▪ All other circumstances*.
Storage or Supplies Yard	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross	▪ If it involves the Demolition and/or Removal of more than 25

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
			Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the Business to Business Precinct. [73]	m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the Business to Business Precinct.[74] ▪ All other circumstances*.
Vehicle Depot	None.	None.	None.	All*.
Vehicle Workshop	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the Business to Business Precinct. [75]	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is in the Business to Business Precinct.[76] ▪ All other circumstances*.
Warehouse	If: a) it is in the Business to Business Precinct; b) there is no increase in the Gross Floor Area of the premises involved; c) the existing use is an industrial use; d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises; and e) no outdoor storage is involved.	None.	a) If it meets the requirements in the exempt column except for criteria (c), (d) and/or (e). b) If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and: [77] ▪ it is in the Business to Business Precinct; and ▪ it involves an increase in the Gross Floor Area of the premises.	▪ If it involves the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and both circumstances listed under (b) in the code assessable column apply.[78] ▪ All other circumstances*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All*.
Child Care Centre	None.	None.	None.	All.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Community Club	If: a) there is no increase in the Gross Floor Area of the premises involved; b) it is in: ▪ the City Core Precinct, does not front Ruthven or Margaret Street and is above Ground Floor level; or ▪ the Commercial Frame Precinct; and c) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	None.	All other circumstances.
Community Facility[79]	If: a) it is in the City Core or Commercial Frame Precinct; b) there is no increase in the Gross Floor Area of the premises involved; c) the existing use is a Community Facility of the same type; and d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	a) If it meets the requirements in the exempt column except for criteria (c) and/or (d). b) If it does not involve the Demolition and/or Removal of more than 25m² of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and: ▪ it is in the City Core Precinct or Commercial Frame Precinct and there is an increase in the Gross Floor Area of the premises involved; or ▪ it is in the Special Development Precinct.	All other circumstances.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
Educational Establishment	If: a) it is in the Particular Use (Education) Precinct; b) there is no increase in the Gross Floor Area of the premises involved; c) the existing use is an Educational Establishment of the same type; and d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	a) If it meets the requirements in the exempt column except for criteria (c) and/or (d). b) If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and[80]: ▪ it is in the Particular Use (Education) Precinct; and ▪ there is an increase in the Gross Floor Area of the premises involved.	▪ If it involves the Demolition or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and both circumstances listed under (b) in the code assessable column apply.[81] ▪ All other circumstances.
Hospital	None.	None.	If it is in the Particular Use (Hospital and Support) Precinct.	All other circumstances*.
Institution	None.	None.	None.	All*.
Licensed Club	None.	None.	If it is in the City Core Precinct.	▪ If it is in the Particular Use (Hospital and Support) or Business to Business Precinct*. ▪ All other circumstances.
Place of Public Worship	None.	None.	None.	All.
RECREATION USES				
Indoor Recreation Facility	If: a) there is no increase in the Gross Floor Area of the premises involved; b) the existing use is an Indoor Recreation Facility of a different type; c) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises; and d) it is in: ▪ the City Core Precinct and above Ground	None.	a) If it meets the requirements in the exempt column except that it is at Ground Level in the City Core Precinct or does not meet criteria (b) and/or (c). b) If: ▪ it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1[82]; ▪ there is an increase in the Gross Floor Area of the premises involved; and	▪ If it is in the Business to Business, Particular Use (Hospital and Support) or Special Development Precincts. ▪ All other circumstances*.

SUPERSEDED

REGIONAL CENTRE ZONE				
PURPOSE	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')
	Floor level; or ▪ the Commercial Frame Precinct.		▪ it is: ▪ in the City Core Precinct and above Ground Floor level; or ▪ in the Commercial Frame Precinct.	
Major Recreation Facility	None.	None.	None.	All*.
Outdoor Recreation Area	None.	None.	None.	All*.
Park	All.	None.	None.	None.
RURAL USES				
Animal Keeping	None.	None.	None.	All*.
Farming	None.	None.	None.	All*.
Forestry	None.	None.	None.	All*.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	▪ If it is in the Business to Business Precinct. ▪ All other circumstances*.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	None.	All.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility.	If it is a Major Impact Facility.
Temporary Use[83]	All.	None.	None.	None.

SUPERSEDED

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 3/12/04 – Amendment No.3
[6] Amended 3/12/04 – Amendment No.3
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 27/02/04 – Amendment No.1
[9] Amended 30/09/05 – Amendment No.4
[10] Amended 27/02/04 – Amendment No.1
[11] Amended 30/09/05 – Amendment No.4
[12] Amended 18/12/09 – Amendment No.11
[13] Amended 18/12/09 – Amendment No.11
[14] Amended 18/12/09 – Amendment No.11
[15] Amended 18/12/09 – Amendment No.11
[16] Amended 3/12/04 – Amendment No.3

[17] Amended 18/12/09 – Amendment No.11
[18] Amended 18/12/09 – Amendment No.11
[19] Amended 30/09/05 – Amendment No.4
[20] Amended 18/12/09 – Amendment No.11
[21] Amended 18/12/09 – Amendment No.11
[22] Amended 30/09/05 – Amendment No.4
[23] Amended 18/12/09 – Amendment No.11
[24] Amended 27/02/04 – Amendment No.1
[25] Amended 30/09/05 – Amendment No.4
[26] Amended 18/12/09 – Amendment No.11
[27] Amended 18/12/09 – Amendment No.11
[28] Amended 18/12/09 – Amendment No.11
[29] Amended 18/12/09 – Amendment No.11
[30] Amended 30/09/05 – Amendment No.4
[31] Amended 18/12/09 – Amendment No.11
[32] Amended 18/12/09 – Amendment No.11
[33] Amended 18/12/09 – Amendment No.11
[34] Amended 18/12/09 – Amendment No.11
[35] Amended 18/12/09 – Amendment No.11
[36] Amended 27/02/04 – Amendment No.1
[37] Amended 30/09/05 – Amendment No.4
[38] Amended 18/12/09 – Amendment No.11
[39] Amended 18/12/09 – Amendment No.11
[40] Amended 18/12/09 – Amendment No.11
[41] Amended 18/12/09 – Amendment No.11
[42] Amended 18/12/09 – Amendment No.11
[43] Amended 18/12/09 – Amendment No.11
[44] Amended 18/12/09 – Amendment No.11
[45] Amended 18/12/09 – Amendment No.11
[46] Amended 18/12/09 – Amendment No.11
[47] Amended 18/12/09 – Amendment No.11
[48] Amended 18/12/09 – Amendment No.11
[49] Amended 18/12/09 – Amendment No.11
[50] Amended 18/12/09 – Amendment No.11
[51] Amended 30/09/05 – Amendment No.4
[52] Amended 18/12/09 – Amendment No.11
[53] Amended 25/07/08 – Amendment No.9
[54] Amended 30/09/05 – Amendment No.4
[55] Amended 18/12/09 – Amendment No.11
[56] Amended 25/07/08 – Amendment No.9
[57] Amended 30/09/05 – Amendment No.4
[58] Amended 18/12/09 – Amendment No.11
[59] Amended 18/12/09 – Amendment No.11
[60] Amended 18/12/09 – Amendment No.11
[61] Amended 18/12/09 – Amendment No.11
[62] Amended 30/09/05 – Amendment No.4
[63] Amended 18/12/09 – Amendment No.11
[64] Amended 18/12/09 – Amendment No.11
[65] Amended 30/09/05 – Amendment No.4
[66] Amended 18/12/09 – Amendment No.11
[67] Amended 18/12/09 – Amendment No.11
[68] Amended 18/12/09 – Amendment No.11
[69] Amended 18/12/09 – Amendment No.11
[70] Amended 18/12/09 – Amendment No.11
[71] Amended 18/12/09 – Amendment No.11
[72] Amended 18/12/09 – Amendment No.11
[73] Amended 18/12/09 – Amendment No.11

SUPERSEDED

[74] Amended 18/12/09 – Amendment No.11
[75] Amended 18/12/09 – Amendment No.11
[76] Amended 18/12/09 – Amendment No.11
[77] Amended 18/12/09 – Amendment No.11
[78] Amended 18/12/09 – Amendment No.11
[79] Amended 18/12/09 – Amendment No.11
[80] Amended 18/12/09 – Amendment No.11
[81] Amended 18/12/09 – Amendment No.11
[82] Amended 18/12/09 – Amendment No.11
[83] Amended 23/03/07 – Amendment No.5

SUPERSEDED

4.11 Sub-Regional Centres Zone

4.11.1 Statement of Intent

GENERAL

(1) The Sub-Regional Centres Zone includes the 3 Centres of Wilsonton, Clifford Gardens and Kearneys Spring.

(2) The intent is:

(a) the accommodation of many of the higher order Commercial Uses to serve the City but not to the extent that they, individually or cumulatively, would have a deleterious impact on the viability, vibrancy or role of the City centre as the dominant regional business centre of the Darling Downs. In relation to the higher order uses:

i) department stores are located in the Regional Centre Zone and not the Sub-Regional Centres Zone;

ii) Retail Showrooms of greater than 500 m² Gross Floor Area (other than hardware stores) are located only in the Kearneys Spring Centre;

iii) discount variety stores of greater than 500 m² Gross Floor Area are not located in the Zone;

iv) any further discount department stores are located in the Wilsonton or Kearneys Spring Centre or in the Regional Centre Zone; and

v) large offices, such as regional headquarters, are located in the Regional Centre Zone and not the Sub-Regional Centres Zone;

(b) the provision for Commercial Uses that serve the weekly and convenience shopping needs of the surrounding neighbourhoods;

(c) the accommodation of a variety of Community and Recreation Uses that serve the surrounding neighbourhoods;

(d) there is no significant expansion of the Clifford Gardens centre due to the limited population growth potential of its catchment and its proximity to the City centre. The Clifford Gardens centre is considered to have reached its ultimate size and position in the hierarchy of Centres;

(e) further expansion of food and speciality shop retailing in the Kearneys Spring centre to serve the population growth in the southern part of the City. The Kearneys Spring centre is the alternative main location to the Regional Centre Zone for Retail Showrooms, particularly superstores, to serve the City and the region;

(f) a smaller expansion of food and speciality shop retailing in the Wilsonton centre to cater for the lower population growth potential in its northern catchment. The Wilsonton centre is also expected to increasingly serve as a location for the provision of professional services to the Wilsonton industrial area and the future Charlton industrial area;

(g) any lot reconfiguration in the Kearneys Spring centre does not compromise future development in the centre by unnecessary land fragmentation or restriction on legal access, and any new lots are of sufficient area and dimensions to allow for large-scale Commercial Uses; and

(h) where a Structure Plan indicates the provision of a vehicular route through the centre, the affected lots are consolidated, or easements or other formal rights-of-way created, to guarantee reciprocal rights-of-access along the route.

(3) The Zone contains the following precincts as shown on the Zone Map:

CORE PRECINCT

(1) This is the retail and commercial core of the sub-regional Centres.

(2) Subject to the limitations of the general Statement of Intent for the Zone, the intent is:

(a) the predominant uses are Shops, Food Outlets, Offices (Service) and Retail Showrooms;

(b) large Business to Business and regional scale offices are not located in the Precinct; and

(c) other Commercial, Community and Indoor Recreation Uses would generally be acceptable.

SUPERSEDED

SUPPORT PRECINCT

(1) The intent is:

(a) the provision for non-retail uses that are needed to serve the health, community and recreation needs of the surrounding community or the needs of businesses in the Core Precinct; and

(b) the predominant uses are Medical Centres, Recreation and Community Uses and, in the case of the Wilsonton centre, small Offices (General).

Note:

There is no Support Precinct at the Clifford Gardens centre.

SUPERSEDED

4.11.2 Sub-Regional Centres Zone Assessment Table

SUB-REGIONAL CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	▪ If it is at Ground Floor level in the Core Precinct*. ▪ All other circumstances.
Aged Persons Housing/Care	None.	None.	None.	▪ If it is in the Support Precinct. ▪ All other circumstances*.
Bed and Breakfast Establishment	None.	None.	None.	All*
Boarding House[2]	None.	None.	None.	▪ If it is at Ground Floor level in the Core Precinct*. ▪ All other circumstances.
Caravan Park	None.	None.	None.	All*.
Dual Occupancy	None.	None.	None.	All*.
House[3]	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is[4]: ▪ on the same premises as a non-Residential Use; or ▪ an extension to an existing House; or ▪ an associated building to an existing House.	All other circumstances*.
Multiple Dwelling Units	None.	None.	All other circumstances.	If they are at Ground Floor level*.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom	None.	None.	None.	All.
Automotive Parts and Accessories	None.	None.	If it is in the Core Precinct.	All other circumstances*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All.
Car Washing Station[5]	None.	None.	If it is in the Core Precinct.	All other circumstances*.
Display Home/Office	None.	None.	None.	All*.

SUPERSEDED

SUB-REGIONAL CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Entertainment/ Function Centre	None.	None.	If it is in the Core Precinct and is not a cinema or convention centre.	▪ If it is in the Core Precinct and it is a cinema or a convention centre. ▪ All other circumstances*.
Food Outlet (Café/Restaurant)	None.	None.	If it is in the Core Precinct.	All other circumstances*.
Food Outlet (Convenience Restaurant)	None.	None.	If it is in the Core Precinct.	All other circumstances*.
Funeral Parlour	None.	None.	All.	None.
Garden Centre	None.	None.	If it is in the Core Precinct.	All other circumstances*.
Home-based Business	None.	All.	None.	None.
Hotel	None.	None.	If it is in the Core Precinct.	All other circumstances*.
Market	None.	None.	If it is in the Core Precinct.	All other circumstances.
Motel	None.	None.	If it is in the Support Precinct.	All other circumstances.
Medical Centre	If no extension of the Gross Floor Area of a building is involved.	None.	All other circumstances.	None.
Office (General)	If: a) it is in the Core Precinct; b) there is no increase in the Gross Floor Area of the premises involved; c) the Gross Floor Area of the tenancy involved is less than 200 m^2; d) the existing use is a commercial use; and e) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	If: ▪ the Gross Floor Area of any tenancy involved is more than 300 $m^{2*;6}$ or ▪ it is in the Support Precinct in the Kearneys Spring centre.*
Office (Service)	If: a) it is in the Core Precinct; b) there is no increase in the Gross Floor Area of the premises involved; c) the Gross Floor Area of the tenancy involved is less than 200 m^2; d) the existing use is a commercial use; and	None.	All other circumstances.	If it is in the Support Precinct*.

SUPERSEDED

SUB-REGIONAL CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
	e) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.			
Retail Showroom	If: a) the existing use is a Retail Showroom of a different type; b) it is in the Core Precinct of the Kearneys Spring centre; c) there is no increase in the Gross Floor Area of the premises; d) the Gross Floor Area of the tenancy involved is less than 500 m^2; and e) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	If it is: ▪ in the Support Precinct*; or ▪ in the Core Precinct in the Wilsonton or Clifford Gardens Centres and the Gross Floor Area of any tenancy involved is 500 m^2 or more*.
Service Station	None.	None.	If it is in the Core Precinct.	All other circumstances*.

SUPERSEDED

SUB-REGIONAL CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Shop	If: a) it is in the Core Precinct; b) it is not a discount variety store of greater than 500 m^2 Gross Floor Area, a department store or a discount department store; c) the existing use is an office, Supermarket or a Shop of another type; d) there is no increase in the Gross Floor Area of the premises involved; and e) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	If it is: ▪ in the Support Precinct*; or ▪ in the Core Precinct and it is: ▪ a discount variety store of greater than 500 m^2 Gross Floor Area*; or ▪ a department store*; or ▪ a discount department store in the Clifford Gardens centre*; or ▪ in the Core Precinct of the Wilsonton or Kearneys Spring centre and it is a discount department store.
Supermarket	None.	None.	If it is in the Core Precinct.	All other circumstances*.
Veterinary Clinic	None.	None.	All.	None.
INDUSTRIAL USES				
[7]				
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	All*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	None.	None.	None.	All.
Storage or Supplies Yard	None.	None.	None.	All*.
Vehicle Depot	None.	None.	None.	All*.
Vehicle Workshop	None.	None.	None.	All*.
Warehouse	None.	None.	None.	All*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All*.
Child Care Centre	None.	None.	All.	None.
Community Club	None.	None.	All.	None.
Community Facility	None.	None.	All.	None.
Educational Establishment	None.	None.	None.	All.
Hospital	None.	None.	None.	All.

SUPERSEDED

SUB-REGIONAL CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Institution	None.	None.	None.	All*.
Licensed Club	None.	None.	If it is in the Core Precinct.	▪ If it is in the Support Precinct in the Kearneys Spring centre. ▪ All other circumstances*.
Place of Public Worship	None.	None.	If it is in the Support Precinct.	All other circumstances*.
RECREATION USES				
Indoor Recreation Facility	None.	None.	All.	None.
Major Recreation Facility	None.	None.	None.	All*.
Outdoor Recreation Area	None.	None.	None.	All*.
Park	All.	None.	None.	None.
RURAL USES				
Animal Keeping	None.	None.	None.	All*.
Farming	None.	None.	None.	All*.
Forestry	None.	None.	None.	All*.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	All.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	If it is an installation or undertaking identified in a Stormwater Catchment Management Strategy applying to the land.	All other circumstances.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility.	If it is a Major Impact Facility.
Temporary Use[8]	All.	None.	None.	None.

SUPERSEDED

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 3/12/04 – Amendment No.3
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 18/12/09 – Amendment No.11
[5] Amended 18/12/09 – Amendment No.11
[6] Amended 25/07/08 – Amendment No.9
[7] Amended 18/12/09 – Amendment No.11
[8] Amended 23/03/07 – Amendment No.5

SUPERSEDED

4.12 Suburban Centres Zone

4.12.1 Statement of Intent

GENERAL

(1) The intent is:

(a) the allocation of land for the provision of facilities and services to serve the convenience and weekly retail, community and commercial needs of the existing and future community, that:

i) in conjunction with other Centres is sufficient in area;

ii) is well located and accessible to the local or neighbourhood catchment they serve; and

iii) provides a single community focus and identity for the surrounding community;

(b) the uses serve the regular needs of the surrounding population, rather than the needs of other businesses. Retail, community and commercial services that locate in the Centres should be focussed on local and neighbourhood needs;

(c) buildings do not exceed 2 Storeys because of the extent of floor space envisaged and the relationship to surrounding residences; and

(d) any development for residential purposes is provided above retail or commercial development.

(2) The Suburban Centres Zone is divided into 2 Precincts (Neighbourhood and Local) based on the size of the existing or expected catchment of the individual Centres. The 2 Precincts are shown on the Zone Map.

NEIGHBOURHOOD PRECINCT

(1) The intent is:

(a) Neighbourhood Precincts that:

i) generally range in size from 1500 m² to 6000 m² of Gross Floor Area;

ii) include a medium to large Supermarket of 500 m² to 3000 m² Gross Floor Area; and

iii) accommodate a variety of specialty Shops, restaurants/cafés, small-scale medical and health services and Commercial Uses;

(b) any offices service the local area only. Large Offices (General or Service) are not intended and are to be located in the Sub-Regional Centres Zone or Regional Centre Zone; and

(c) a range of neighbourhood retail uses is not excluded from establishing in any particular Neighbourhood Precincts. The Gross Floor Area of:

i) any individual use, other than a Supermarket, does not exceed 50% of the Gross Floor Area of the centre; and

ii) all non-retail uses do not exceed 50% of the Gross Floor Area of the centre.

LOCAL PRECINCT

(1) The intent is:

(a) the provision of a smaller range and size of retail and non-retail activities than in the Neighbourhood Precinct as the Local Precincts serve a smaller catchment;

(b) Local precincts that generally range from 500 m² to 1500 m² in Gross Floor Area;

(c) retail and non-retail services that focus on meeting the regular local needs of the surrounding population, rather than the needs of other businesses. Non-retail activities are intended to be limited to uses such as Food Outlets (Restaurants/cafés), personal services and small offices; and

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(d) A range of local retail uses is not excluded from establishing in any particular Local Precinct. The Gross Floor Area of:

i) any individual use, other than a Supermarket, does not exceed 50% of the Gross Floor Area of the centre; and

ii) all non-retail uses do not exceed 50% of the Gross Floor Area of the centre.

SUPERSEDED

4.12.2 Suburban Centres Zone Assessment Table

SUBURBAN CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	▪ If it is at Ground Floor level*. ▪ All other circumstances.
Aged Persons Housing/Care	None.	None.	None.	All*.
Bed and Breakfast Establishment	None.	None.	None.	All*.
Boarding House[1]	None.	None.	None.	▪ If it is at Ground Floor level*. ▪ All other circumstances.
Caravan Park	None.	None.	None.	All*.
Dual Occupancy	None.	None.	None.	All*.
House[2]	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m^2 of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is[3]: ▪ on the same premises as a non- Residential Use; or ▪ an extension to an existing House; or ▪ an associated building to an existing House.	All other circumstances*.
Multiple Dwelling Units	None.	None.	All other circumstances.	If they are at Ground Floor level*.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom	None.	None.	None.	All*.
Automotive Parts and Accessories	None.	None.	None.	All*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All*.
Car Washing Station[4]	None.	None.	None.	▪ If it is in a Neighbourhood Precinct. ▪ All other circumstances*.
Display Home/Office	None.	None.	None.	All*.

SUPERSEDED

SUBURBAN CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Entertainment/ Function Centre	None.	None.	None.	All*.
Food Outlet (Café/Restaurant)	None.	None.	All.	None.
Food Outlet (Convenience Restaurant)	None.	None.	If it is in a Neighbourhood Precinct.	All other circumstances*.
Funeral Parlour	None.	None.	None.	All*.
Garden Centre	None.	None.	If it involves a Gross Floor Area of less than 300 m^2 and is in a Neighbourhood Precinct.	All other circumstances*.
Home-based Business	None.	All.	None.	None.
Hotel	None.	None.	None.	All*.
Market	None.	None.	None.	All*.
Medical Centre	If: a) there is no increase in the Gross Floor Area of the premises involved; b) the Gross Floor Area of the use is not more than 100 m^2 if in a Local Precinct or 200 m^2 if in a Neighbourhood Precinct; and c) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	None.
Motel	None.	None.	None.	All*.
Office (General)	If: a) it is in a Neighbourhood Precinct; b) it is a change from another type of Office (General) or from an Office (Service); c) there is no increase in the Gross Floor Area of the premises involved; d) the use occupies a Gross Floor Area of not more than 200 m^2; and	None.	All other circumstances.	If the Gross Floor Area involved is greater than: a) 100 m^2 if in a Local Precinct; or b) 200 m^2 if in a Neighbourhood Precinct.

SUPERSEDED

SUBURBAN CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
	e) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.			
Office (Service)	If: a) it is a change from another type of Office (Service) or from an Office (General); b) there is no increase in the Gross Floor Area of the premises involved; c) the use occupies a Gross Floor Area of not more than 100 m^2 if in a Local Precinct or 200 m^2 if in a Neighbourhood Precinct; and d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	If the Gross Floor Area involved is greater than: a) 100 m^2 if in a Local Precinct; or b) 200 m^2 if in a Neighbourhood Precinct.
Retail Showroom	None.	None.	None.	All*.
Service Station	None.	None.	None.	All*.

SUPERSEDED

SUBURBAN CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Shop[5]	If: a) the existing use is an office or a Shop of a different type, other than a discount variety store, discount department store or department store; b) there is no increase in the Gross Floor Area of the premises involved; c) the Gross Floor Area of the proposed tenanacy does not exceed 50% of the Gross Floor Area of the centre; and d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	If: a) it is not a discount variety store, discount department store or department store and the Gross Floor Area of a proposed Shop tenancy is greater than 50% of the Gross Floor Area of the centre; or b) it is a discount variety store, discount department store or department store*.
Supermarket	If: a) the existing use is a Shop or an office; b) there is no increase in the Gross Floor Area of the premises involved; c) the use occupies a Gross Floor Area of not more than 500 m^2 if in a Local Precinct or 1000 m^2 if in a Neighbourhood Precinct; and d) the new use does not involve a change to the existing and/or approved vehicular access, parking, outdoor storage or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	None.
Veterinary Clinic	None.	None.	All.	None.

SUPERSEDED

SUBURBAN CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
INDUSTRIAL USES				
[6]				▪
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	All*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	None.	None.	None.	All*.
Storage or Supplies Yard	None.	None.	None.	All*.
Vehicle Depot	None.	None.	None.	All*.
Vehicle Workshop	None.	None.	None.	All*.
Warehouse	None.	None.	None.	All*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All*.
Child Care Centre	None.	None.	None.	All*.
Community Club	None.	None.	None.	▪ If it is in a Neighbourhood Precinct. ▪ All other circumstances*.
Community Facility	None.	None.	None.	▪ If it is in a Neighbourhood Precinct. ▪ All other circumstances*.
Educational Establishment	None.	None.	None.	All*.
Hospital	None.	None.	None.	All*.
Institution	None.	None.	None.	All*.
Licensed Club	None.	None.	None.	All*.
Place of Public Worship	None.	None.	None.	All*.
RECREATION USES				
Indoor Recreation Facility	None.	None.	None.	▪ If it is in a Neighbourhood Precinct. ▪ All other circumstances*.
Major Recreation Facility	None.	None.	None.	All*.
Outdoor Recreation Area	None.	None.	None.	All*.
Park	None	None.	None.	All*.

SUPERSEDED

SUBURBAN CENTRES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RURAL USES				
Animal Keeping	None.	None.	None.	All*.
Farming	None.	None.	None.	All*.
Forestry	None.	None.	None.	All*.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	All*.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	None.	All.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	None.	If it is a Medium or Major Impact Facility.
Temporary Use[7]	All.	None.	None.	None.

[1] Amended 3/12/04 – Amendment No.3
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 18/12/09 – Amendment No.11
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 18/12/09 – Amendment No.11
[7] Amended 23/03/07 – Amendment No.5

SUPERSEDED

4.13 Industry Zone

4.13.1 Statement of Intent

GENERAL

(1) The intent is:

(a) the accommodation of a range of industry and supporting activities, which provides a diverse industrial base and promotes employment and economic growth;

(b) Industrial Uses are located to:

i) avoid or minimise Environmental Harm or Nuisance;

ii) avoid unacceptable environmental, health or safety risks; and

iii) facilitate the efficient and safe movement of people and goods;

(c) adequate separation of Industrial Uses from Residential and other sensitive Uses;

(d) land containing valuable natural resources is not alienated by inappropriate development;

(e) the accommodation of:

i) specific non-Industrial Uses or uses that are desirable for the effective operation of the industrial area including food outlets and limited commercial activities catering to persons employed in the area on a regular basis; and

ii) uses which may not be suitable or allowed in other Zones but which may be acceptable in the Industry Zone (e.g. Indoor Recreation Centres and Brothels); and

(f) development does not adversely affect the visual amenity of adjacent public places and visually sensitive areas.

(2) The zone contains the following precincts as shown on the Zone Map:

GENERAL INDUSTRY PRECINCT[1]

(1) The intent is:

(a) the accommodation of a wide range of manufacturing, storage, distribution and related activities; and

(b) in order to cater for and conserve land for Industrial Uses with large land requirements, land shown on the map titled 'Restricted Industrial Subdivision Area' in Schedule 4 of the Lot Reconfiguration Code is not fragmented into small lots; and

(c) uses generating high volumes of traffic, particularly heavy vehicles, locate in areas having access to the major road network without having to travel through Residential Areas or other sensitive areas.

LIGHT INDUSTRY PRECINCT[2]

(1) The intent is:

(a) the accommodation of smaller and lower impact industrial businesses;

(b) the provision of a transition or Buffer area to land in the General Industry Precinct; and

(c) uses which are characteristically noisy, generate unpleasant odours, usually involve out-of-hours operations, have a high risk of fire, explosion or toxic release, or generate more than occasional flows of heavy traffic do not locate in the precinct.

SUPERSEDED

INDUSTRIAL INVESTIGATION PRECINCT

(1) This precinct applies to the former 7SD Site adjoining the railway line between Alderley and Stenner Streets and several other smaller Sites.

(2) The intent is:

(a) the identification of land that may be suitable for industrial development; and

(b) in the case of the former 7SD Site, extensive development does not occur until detailed investigations and the preparation of a Structure Plan to guide future development is carried out[3]; and

(c) industrial development undertaken prior to redesignation to another industrial precinct is compatible with adjoining Zones and sensitive uses.

SUPERSEDED

4.13.2 Industry Zone Assessment Table

INDUSTRY ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	All*.
Aged Persons Housing/Care	None.	None.	None.	All*.
Bed and Breakfast Establishment	None.	None.	None.	All*.
Boarding House[4]	None.	None.	None.	All*.
Caravan Park	None.	None.	None.	All*.
Dual Occupancy	None.	None.	None.	All*.
House[5]	None.	None.	If it does not involve the Demolition and/or Removal of more than 25 m² of Gross Floor Area of a Place of Potential Cultural Heritage Significance listed in Appendix 1 and it is[6]: ▪ on the same premises as a non- Residential Use; or ▪ an extension to an existing House; or ▪ an associated building to an existing House.	All other circumstances*.
Multiple Dwelling Units	None.	None.	None.	All*.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom[7]	None.	None.	If it is in the Light Industry or General Industry Precinct.	All other circumstances.
Automotive Parts and Accessories	None.	None.	All.	None.
Brothel	None.	None.	If it is in accordance with the *Prostitution Act 1999*.	All other circumstances*.
Car Park	None.	None.	All.	None.
Car Washing Station[8]	None.	None.	If it is in the Light Industry or General Industry Precinct.	If it is in the Industrial Investigation Precinct.
Display Home/Office	None.	None.	None.	All*.
Entertainment/ Function Centre	None.	None.	None.	All*.
Food Outlet	None.	None.	None.	▪ If it serves the needs of

SUPERSEDED

INDUSTRY ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
(Café/Restaurant)				workers in the industrial area. ▪ All other circumstances*.
Food Outlet (Convenience Restaurant)	None.	None.	None.	All*.
Funeral Parlour[9]	None.	None.	If it is in the Light Industry or General Industry Precinct.	All other circumstances.
Garden Centre[10]	None.	None.	If it is in the Light Industry or General Industry Precinct.	All other circumstances.
Home-based Business	None.	If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 2 employees work at or from the premises; and ▪ not more than 50 m^2 of Gross Floor Area is used.	All other circumstances.	None.
Hotel	None.	None.	None.	All*.
Motel	None.	None.	None.	All*.
Market	None.	None.	None.	All*.
Medical Centre	None.	None.	None.	All*.
Office (General)	None.	None.	None.	All*.
Office (Service)	None.	None.	None.	All*.
Retail Showroom[11]	None.	None.	If it is a hardware store in the Light Industry or General Industry Precinct.	If it is a hardware store in the Industrial Investigation Precinct. All other circumstances*.[12]
Service Station[13]	None.	None.	If it is in the Light Industry or General Industry Precinct.	If it is in the Industrial Investigation Precinct.
Shop[14]	None.	None.	If it is an auction/tender centre in the Light Industry or General Industry Precinct.	a) If it is an auction/tender centre in the Industrial Investigation Precinct. b) If it is not an auction/tender centre: ▪ the tenancy occupies a Gross Floor Area of not more than 100 m^2 ; and ▪ it serves the needs of workers in the industrial area. c) All other circumstances*.

SUPERSEDED

INDUSTRY ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Supermarket[15]	None.	None.	None.	▪ If the tenancy occupies a Gross Floor Area of not more than 200 m^2 and it serves the needs of workers in the industrial area. ▪ All other circumstances*.
Veterinary Clinic[16]	None.	None.	None.	All.
INDUSTRIAL USES				
[17,18]				
Extractive Industry[19]	None.	None.	None.	▪ If it is in the General Industry Precinct and is an extension of an existing lawful Extractive Industry. ▪ All other circumstances*.
Freight Terminal[20]	None.	None.	If it is in the General Industry Precinct.	All other circumstances.
Fuel Depot[21]	None.	None.	If it is in the General Industry Precinct.	All other circumstances.
Industrial Premises[22] being: ▪ Heavy Industry ▪ Light Industry	None. If: ▪ it is in the Light Industry or General Industry Precinct; and ▪ the existing use is an Industrial Use; and ▪ there is no increase in the Gross Floor Area of the premises involved; and ▪ no outdoor storage is visible from an adjacent public place or non-Industrial Use; and ▪ it would not trigger referral to the Department of Main Roads under the *Integrated Planning Regulation 1998* if it were assessable; and	None. None.	None. All other circumstances.	All. If it is in the Industrial Investigation Precinct.

SUPERSEDED

INDUSTRY ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
▪ Medium Industry	▪ the new use does not involve a change to the existing and/or approved vehicular access, parking or servicing arrangements or landscaping required by a development approval applying to the premises. If: ▪ it is in the General Industry Precinct; and ▪ the existing use is an Industrial Use; and ▪ there is no increase in the Gross Floor Area of the premises involved; and ▪ no outdoor storage is visible from an adjacent public place or non-Industrial Use; and ▪ it would not trigger referral to the Department of Main Roads under the *Integrated Planning Regulation 1998* if it were assessable; and ▪ the new use does not involve a change to the existing and/or approved vehicular access, parking or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	If it is in the Industrial Investigation Precinct.
Storage or Supplies Yard[23]	None.	None.	If it is in the Light Industry or General Industry Precinct.	All other circumstances.
Vehicle Depot[24]	None.	None.	If it is in the General Industry Precinct.	All other circumstances.
Vehicle Workshop[25]	None.	None.	If it is in the Light Industry or General Industry Precinct.	All other circumstances.

SUPERSEDED

INDUSTRY ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Warehouse[26]	If: ▪ it is in the Light Industry or General Industry Precinct; and ▪ the existing use is an Industrial Use; and ▪ there is no increase in the Gross Floor Area of the premises involved; and ▪ no outdoor storage is visible from an adjacent public place or non-Industrial Use; and ▪ it would not trigger referral to the Department of Main Roads under the *Integrated Planning Regulation 1998* if it were assessable; and ▪ the new use does not involve a change to the existing and/or approved vehicular access, parking or servicing arrangements or landscaping required by a development approval applying to the premises.	None.	All other circumstances.	If it is in the Industrial Investigation Precinct.
Waste Facility	None.	None.	None.	▪ If it is in the Visually Sensitive rea*. ▪ All other circumstances.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All.
Child Care Centre	None.	None.	None.	All.
Community Club	None.	None.	None.	All.
Community Facility	None.	None.	None.	All.
Educational Establishment	None.	None.	None.	All.
Hospital[27]	None.	None.	None.	All.
Institution	None.	None.	None.	All.
Licensed Club	None.	None.	None.	All.
Place of Public Worship	None.	None.	None.	All.

SUPERSEDED

INDUSTRY ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RECREATION USES				
Indoor Recreation Facility	None.	None.	None.	All.
Major Recreation Facility	None.	None.	None.	All.
Outdoor Recreation Area	None.	None.	None.	All.
Park	All.	None.	None.	None.
RURAL USES				
Animal Keeping[28]	None.	None.	All other circumstances.	If it is in the Light Industry Precinct.
Farming	None.	All.	None.	None.
Forestry	None.	All.	None.	None.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All.
Bus/Rail Passenger Terminal	None.	None.	None.	All.
Local Utility	All.	None.	None.	None.
Major Utility[29]	None.	None.	If it is: ▪ in the General Industry Precinct; or ▪ an installation or undertaking identified in a Stormwater Catchment Management Strategy applying to the land.	All other circumstances.
Miscellaneous Use[30]	None.	None.	Cattle sale yards if they are within the Cattle Yard Area shown on the Regulatory Map.	All other circumstances.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility.	If it is a Major Impact Facility.
Temporary Use[31]	All.	None.	None.	None.

SUPERSEDED

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 24/02/06 – Amendment No.6
[4] Amended 25/07/08 – Amendment No.9
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 18/12/09 – Amendment No.11
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 18/12/09 – Amendment No.11
[9] Amended 30/09/05 – Amendment No.4

[10] Amended 30/09/05 – Amendment No.4
[11] Amended 30/09/05 – Amendment No.4
[12] Amended 9/03/07 – Amendment No.8
[13] Amended 30/09/05 – Amendment No.4
[14] Amended 30/09/05 – Amendment No.4
[15] Amended 30/09/05 – Amendment No.4
[16] Amended 30/09/05 – Amendment No.4
[17] Amended 30/09/05 – Amendment No.4
[18] Amended 18/12/09 – Amendment No.11
[19] Amended 30/09/05 – Amendment No.4
[20] Amended 30/09/05 – Amendment No.4
[21] Amended 30/09/05 – Amendment No.4
[22] Amended 30/09/05 – Amendment No.4
[23] Amended 30/09/05 – Amendment No.4
[24] Amended 30/09/05 – Amendment No.4
[25] Amended 30/09/05 – Amendment No.4
[26] Amended 30/09/05 – Amendment No.4
[27] Amended 30/09/05 – Amendment No.4
[28] Amended 30/09/05 – Amendment No.4
[29] Amended 30/09/05 – Amendment No.4
[30] Amended 30/09/05 – Amendment No.4
[31] Amended 23/03/07 – Amendment No.5

SUPERSEDED

SUPERSEDED

4.14 Open Space Zone

4.14.1 Statement of Intent

GENERAL

(1) The Open Space Zone covers:

(a) the existing and proposed public open space network (but not all future local parks in the developing urban area); and

(b) major existing outdoor private recreation facilities.

(2) The intent is:

(a) a connected, comprehensive open space network that:

i) meets many of the leisure, recreation and environmental education needs of the community;

ii) protects and conserves significant natural values and ecological processes; and

iii) provides visual relief to urban development, protects scenic values and enhances Toowoomba's 'Garden City' image; and

(b) land in the Environmental Precinct, City Parks Precinct or Local Parks Precinct is for the provision of public (not private), recreation facilities. Land not currently in public ownership in these Precincts is to be progressively acquired for open space purposes.

(3) The Open Space Zone contains the following precincts as shown on the Zone Map.

ENVIRONMENTAL PRECINCT

(1) This Precinct primarily includes bushland areas along the Eastern and Cranley Escarpments and around Mt Peel.

(2) The intent is:

(a) the protection and enhancement of significant remnant bushland, fauna and flora communities and wildlife corridors;

(b) the protection of locally and regionally significant natural landscapes and prominent landforms, particularly the escarpments, that contribute to the visual amenity and image of the City;

(c) the provision of controlled public access consistent with the protection of the ecological values of the Precinct;

(d) the character of the Precinct remains overwhelmingly dominated by the natural landscape. The vast majority of the Precinct remains undeveloped and managed to conserve the ecological and landscape values of the land; and

(e) the provision of low-impact, environmentally-sensitive development such as passive recreation, environmental education and eco-tourism facilities provided:

i) the landscape and ecological values of the land are not compromised;

ii) any education or tourist facilities must be related to the enjoyment or appreciation of the natural landscape of the Precinct; and

iii) recreation facilities are for nature-based activities, such as walking and interpretive trails, or Parks at peripheral locations to cater for the recreation needs of visitors to the Precinct. Formal sporting facilities are not located in the Precinct.

SUPERSEDED

CITY PARKS PRECINCT

(1) The intent is:

(a) the protection and enhancement of the hydrological and ecological processes, values and function of the creek system in accordance with adopted Stormwater Catchment Management Strategies;

(b) the provision of visual relief to the urban area;

(c) the provision of public facilities, at a city and regional level, to meet the outdoor recreation needs of the community. Most of the City's public sporting fields and facilities are to be located in this Precinct but not to the detriment of the creek system or the established informal recreation parks;

(d) the provision of a safe, pleasant and accessible pedestrian and cycling network throughout the City;

(e) the provision of public spaces to showcase a range of garden styles and horticultural displays;

(f) the provision of public spaces suitable for community gatherings, display of public art works and commemoration of people and events of City and regional significance; and

(g) ancillary provision of areas and facilities to meet the recreation needs of the surrounding local community.

LOCAL PARKS PRECINCT

(1) The intent is:

(a) the provision of informal active and passive recreation areas and facilities to serve the local recreation needs of the surrounding community;

(b) the protection of locally significant remnant bushland;

(c) the provision of community foci for the local population;

(d) the provision for local pedestrian and cycle linkages to Local Parks Precincts and the city-wide open space network; and

(e) the provision of Buffer areas between non-Residential Uses and Residential Areas.

PRIVATE RECREATION PRECINCT

(1) The intent is:

(a) the accommodation of certain major existing private recreation facilities that:

i) do not readily fall within the intent of the surrounding Zone(s);

ii) make a significant contribution to the economic and recreation base of the City;

iii) are predominantly outdoors and contribute to the City's greenspace; and

iv) do not prejudice the future development of land in the surrounding zoning; and

(b) the accommodation of development for non-Recreation Uses that are associated with the recreation use of the premises provided any adverse impacts on surrounding development is minimised.

SUPERSEDED

4.14.2 Open Space Zone Assessment Table

OPEN SPACE ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	▪ If it is in the Private Recreation Precinct and is associated with the recreational use of the premises. ▪ All other circumstances*.
Aged Persons Housing/Care	None.	None.	None.	All*.
Bed and Breakfast Establishment	None.	None.	None.	All*.
Boarding House[1]	None.	None.	None.	All*.
Caravan Park	None.	None.	None.	All*.
Dual Occupancy	None.	None.	None.	All*.
House	None.	If it is: ▪ in the Private Recreation Precinct or on publicly owned land; and ▪ associated with the recreational use of the premises.[2]	None.	All other circumstances*.
Multiple Dwelling Units	None.	None.	None.	All*.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom	None.	None.	None.	All*.
Automotive Parts and Accessories	None.	None.	None.	All*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All*.
Car Washing Station[3]	None.	None.	None.	All*.
Display Home/Office	None.	None.	None.	All*.

SUPERSEDED

OPEN SPACE ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Entertainment/ Function Centre	None.	None.	If it is: ▪ in the Private Recreation Precinct; ▪ associated with the recreational use of the premises; and ▪ not a cinema.	All other circumstances*.
Food Outlet (Café/Restaurant)	None.	None.	If it is in the Private Recreation Precinct and associated with the recreational use of the premises.	▪ If it is on publicly owned land, is a kiosk and caters only to the users of the open space. ▪ All other circumstances*.
Food Outlet (Convenience Restaurant)	None.	None.	None.	All*.
Funeral Parlour	None.	None.	None.	All*.
Garden Centre	None.	None.	None.	All*.
Home-based Business	None.	If: ▪ it is carried out only by 1 or more residents of the Dwelling; and ▪ not more than 20 m^2 of Gross Floor Area is used.	If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 1 employee works at or from the premises; and ▪ not more than 30 m^2 of Gross Floor Area is used.	a) If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 2 employees work at or from the premises; and ▪ not more than 50 m^2 of Gross Floor Area is used. b) All other circumstances*.
Hotel	None.	None.	None.	All*.
Market	None.	None.	None.	▪ If it is in the Private Recreation, City Parks or Local Parks Precinct. ▪ All other circumstances*.
Medical Centre	None.	None.	None.	All*
Motel	None.	None.	None.	▪ If it is in the Private Recreation Precinct and is associated with the recreational use of the premises. ▪ All other circumstances*.
Office (General)	None.	None.	None.	All*.
Office (Service)	None.	None.	None.	All*.
Retail Showroom	None.	None.	None.	All*.
Service Station	None.	None.	None.	All*.
Shop	None.	None.	None.	All*.

SUPERSEDED

OPEN SPACE ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Supermarket	None.	None.	None.	All*.
Veterinary Clinic	None.	None.	None.	All*.
INDUSTRIAL USES				
[4]				
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	All*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	None.	None.	None.	All*.
Storage or Supplies Yard	None.	None.	None.	All*.
Vehicle Depot	None.	None.	None.	All*.
Vehicle Workshop	None.	None.	None.	All*.
Warehouse	None.	None.	None.	All*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All*.
Child Care Centre	None.	None.	None.	All*.
Community Club[5]	None.	None.	If: ▪ it is in the Private Recreation Precinct; or ▪ there is no increase in the Gross Floor Area of the premises involved.	All other circumstances*.
Community Facility	None.	None.	If it is: ▪ in the Private Recreation Precinct; or ▪ in the City Parks or Environmental Precinct and is a tourist information or environmental education centre, a bushfire brigade facility, or a scout/guide hut.	All other circumstances*.
Educational Establishment	None.	None.	None.	All*.
Hospital	None.	None.	None.	All*.
Institution	None.	None.	None.	All*.
Licensed Club	None.	None.	If it is in the Private Recreation Precinct.	All other circumstances*.
Place of Public Worship	None.	None.	None.	All*.

SUPERSEDED

OPEN SPACE ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RECREATION USES				
Indoor Recreation Facility	None.	None.	If it is in the Private Recreation Precinct.	All other circumstances.
Major Recreation Facility	None.	None.	None.	▪ If it is in the Environmental Precinct*. ▪ All other circumstances.
Outdoor Recreation Area	None.	If it is: ▪ in the City Parks Precinct; and ▪ on publicly owned land.	If it is in the Private Recreation Precinct.	▪ If it is in the Local Parks Precinct. ▪ All other circumstances*.
Park	All.	None.	None.	None.
RURAL USES				
Animal Keeping	None.	None.	If it is in the Private Recreation Precinct and associated with the recreational use of the premises.	All other circumstances*.
Farming	None.	None.	None.	All*.
Forestry	None.	None.	None.	All*.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	All*.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	If it is an installation or undertaking identified in a Stormwater Catchment Management Strategy applying to the land.	All other circumstances.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility in the City Parks, Local Parks or Private Recreation Precinct.	If it is: ▪ A Major Impact Facility; or ▪ A Medium Impact Facility in the Environmental Precinct.
Temporary Use[6]	All.	None.	None.	None.

[1] Amended 3/12/04 – Amendment No.3
[2] Amended 23/03/07 – Amendment No.5
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 18/12/09 – Amendment No.11

SUPERSEDED

[5] Amended 18/12/09 – Amendment No.11
[6] Amended 23/03/07 – Amendment No.5

SUPERSEDED

SUPERSEDED

4.15 Rural Zone

4.15.1 Statement of Intent

GENERAL

(1) The intent is:

(a) the retention of the rural or natural environment character of the land;

(b) in the Future Urban Land Precinct, the provision of a land bank for medium to long term future urban expansion; and

(c) the provision for limited Rural Uses depending on:

i) the physical constraints of the land;

ii) the vegetation cover;

iii) the proximity of urban development and potential conflicts between such development and the proposed rural use; and

iv) infrastructure required to support the rural use.

(2) The Zone contains the following precincts as shown on the Zone Map:

Note:

Not all land in the Zone is located in one of the following precincts.

FUTURE URBAN LAND PRECINCT

(1) The intent is:

(a) the recognition of areas of the City likely to be needed in the medium to long term for urban development; and

(b) the coordinated, orderly and efficient development for future urban purposes and infrastructure is not hindered by:

i) fragmented land ownership; or

ii) inappropriate development.

SPECIAL ESCARPMENT PRECINCT

(1) The intent is:

(a) the identification of areas on the Eastern Escarpment that are unsuitable for any significant development due to high ecological and landscape values and/or the steepness and potential instability of the land;

(b) the protection of the landscape and ecological values of the land;

(c) the minimisation of risk to property and human life from natural hazards; and

(d) the natural environment, with minimal human intervention evident, overwhelmingly dominates the character of the Precinct.

SUPERSEDED

4.15.2 Rural Zone Assessment Table

RURAL ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	All*.
Aged Persons Housing/Care	None.	None.	None.	All*.
Bed and Breakfast Establishment	None.	None.	None.	All.
Boarding House[1]	None.	None.	None.	All*.
Caravan Park	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Dual Occupancy	None.	None.	None.	All*.
House[2, 3]	None.	If: ▪ it is not more than 8.5 m in Height; ▪ where it is in the Special Escarpment Precinct, it is within an approved building envelope; ▪ it is not on land to which the Steep and/or Potentially Unstable Land Code applies, or on land in Slope Stability Area F or G shown on the Regulatory Map and all of the development is to be carried out on that part of the site where survey levels demonstrate that the slope is less than 10%; and ▪ it is not located in a Key Resource Area shown on the Regulatory Map or within 100 m of Euston Road.	All other circumstances.	If it is located in a Key Resource Area shown on the Regulatory Map or within 100 m of Euston Road.
Multiple Dwelling Units	None.	None.	None.	All*.

SUPERSEDED

RURAL ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it doesn't meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom	None.	None.	None.	All*.
Automotive Parts and Accessories	None.	None.	None.	All*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All*.
Car Washing Station[4]	None.	None.	None.	All*.
Display Home/Office	None.	None.	None.	All*.
Entertainment/ Function Centre	None.	None.	None.	All*.
Food Outlet (Café/Restaurant)	None.	None.	None.	All*.
Food Outlet (Convenience Restaurant)	None.	None.	None.	All*.
Funeral Parlour	None.	None.	None.	All*.
Garden Centre	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Home-based Business	None.	If: ▪ it is carried out only by 1 or more residents of the Dwelling; and ▪ not more than 20 m^2 of Gross Floor Area is used.	If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 1 employee works at or from the premises; and ▪ not more than 30 m^2 of Gross Floor Area is used.	a) If: ▪ it is carried out only by 1 or more residents of the Dwelling and not more than 2 employees work at or from the premises; and ▪ not more than 50 m^2 of Gross Floor Area is used. b) All other circumstances*.
Hotel	None.	None.	None.	All*.
Market	None.	None.	None.	All*.
Medical Centre	None.	None.	None.	All*.
Motel	None.	None.	None.	All*.
Office (General)	None.	None.	None.	All*.

SUPERSEDED

RURAL ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it doesn't meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Office (Service)	None.	None.	None.	All*.
Retail Showroom	None.	None.	None.	All*.
Service Station	None.	None.	None.	All*.
Shop	None.	None.	None.	All*.
Supermarket	None.	None.	None.	All*.
Veterinary Clinic	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
INDUSTRIAL USES				
[5]				
Extractive Industry	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Freight Terminal	None.	None.	None.	All*.
Fuel Depot	None.	None.	None.	All*.
Industrial Premises	None.	None.	None.	All*.
Storage or Supplies Yard	None.	None.	None.	All*.
Vehicle Depot	None.	None.	None.	All*.
Vehicle Workshop	None.	None.	None.	All*.
Warehouse	None.	None.	None.	All*.
Waste Facility	None.	None.	None.	All*.
COMMUNITY USES				
Cemetery/ Crematorium	None.	None.	None.	All*.
Child Care Centre	None.	None.	None.	All*.
Community Club	None.	None.	None.	All*.
Community Facility	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Educational Establishment	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Hospital	None.	None.	None.	All*.
Institution	None.	None.	None.	All*.
Licensed Club	None.	None.	None.	All*.

SUPERSEDED

RURAL ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it doesn't meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Place of Public Worship	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
RECREATION USES				
Indoor Recreation Facility	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Major Recreation Facility	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Outdoor Recreation Area	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Park	All other circumstances.	None.	If it is in the Special Escarpment Precinct.	None.
RURAL USES				
Animal Keeping	None.	None.	None.	▪ If it is in the Special Escarpment Precinct*. ▪ All other circumstances.
Farming	All other circumstances.	If it is fruit or turf farming within the 8 km Airport Wildlife Buffer.[6]	None.	If it is in the Special Escarpment Precinct*.
Forestry	If it is: ▪ not in the Special Escarpment Precinct; ▪ on land over 4 ha in area; and ▪ on land of less than 16% slope.	None.	All other circumstances.	If it is in the Special Escarpment Precinct*.
Intensive Animal Husbandry	None.	None.	None.	▪ If it is in the Special Escarpment Precinct or Future Urban Land Precinct*. ▪ All other circumstances.
SPECIAL USES				
Air Terminal	None.	None.	None.	All*.
Bus/Rail Passenger Terminal	None.	None.	None.	All*.

SUPERSEDED

RURAL ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it doesn't meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	None.	All.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility.	If it is a High Impact Facility.
Temporary Use[7]	All.	None.	None.	None.

[1] Amended 3/12/04 – Amendment No.3
[2] Amended 23/03/07 – Amendment No.5
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 18/12/09 – Amendment No.11
[5] Amended 18/12/09 – Amendment No.11
[6] Amended 23/03/07 – Amendment No.5
[7] Amended 23/03/07 – Amendment No.5

SUPERSEDED

4.16 Special Uses Zone

4.16.1 Statement of Intent

(1) The intent is:

(a) the accommodation of specific uses that do not readily fall within the intent of the adjoining Zone(s);

(b) that any alternative development is compatible and consistent with the intent and predominant uses in the surrounding Zone(s); and

(c) that development adjacent to land in the Residential Conservation Zone respects the Cultural Heritage Significance of that adjacent land and the streetscape.

(2) The Zone contains the following precincts as shown on the Zone Map:

HEALTH PRECINCT

Intended for private and public Hospitals.

EDUCATION PRECINCT

Intended for Educational Establishments.

LOCAL GOVERNMENT PRECINCT

Intended for Local Government Purposes including joint ventures with the local government.

OTHER GOVERNMENT PRECINCT

Intended for State and Commonwealth Purposes including joint ventures with the state or commonwealth government.

ENTERPRISE PRECINCT

Because of the environmental and economic constraints of the land, allow a wide range of use options and design solutions to encourage development that:

(1) reflects the environmental and economic constraints of the Precinct;

(2) is compatible with surrounding uses;

(3) exhibits good urban design and landscaping in recognition of the visual prominence of the Precinct; and

(4) is consistent with the strategic provisions of the planning scheme and, in particular, does not compromise the Centres hierarchy.

MISCELLANEOUS PRECINCT

It is intended for uses that do not fall within the intent of any of the other precincts. The particular intended use is indicated on the Zone Map for each property.

SUPERSEDED

4.16.2 Special Uses Zone Assessment Table

SPECIAL USES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
RESIDENTIAL USES				
Accommodation Building	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Aged Persons Housing/Care	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Bed and Breakfast Establishment	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Boarding House[1]	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Caravan Park	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Dual Occupancy	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
House	None.	None.	None.	All.
Multiple Dwelling Units	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
COMMERCIAL USES				
Adult Entertainment	None.	None.	None.	All*.
Automotive/ Equipment Showroom	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Automotive Parts and Accessories	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Brothel	None.	None.	None.	All*.
Car Park	None.	None.	None.	All*.
Car Washing Station[2]	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Display Home/Office	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Entertainment/	None.	None.	None.	All*.

SUPERSEDED

SPECIAL USES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
Function Centre				
Food Outlet (Café/Restaurant)	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Food Outlet (Convenience Restaurant)	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Funeral Parlour	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Garden Centre	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Home-based Business	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Hotel	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Market	None.	None.	None.	All.
Medical Centre	None.	None.	If it is in the Health Precinct.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Motel	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*
Office (General)	None.	None.	If it is in the Local Government or the Other Government Precinct.	All other circumstances*.
Office (Service)	None.	None.	If it is in the Local Government or the Other Government Precinct.	All other circumstances*.
Retail Showroom	None.	None.	None.	All*.
Service Station	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Shop	None.	None.	None.	All*.
Supermarket	None.	None.	None.	All*.
Veterinary Clinic	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.

SUPERSEDED

SPECIAL USES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
INDUSTRIAL USES				
[3]				▪
Extractive Industry	None.	None.	None.	All*.
Freight Terminal	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Fuel Depot	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Industrial Premises	None.	None.	If it is scientific, biomedical or technological research in the Other Government Precinct.	▪ If it is Light or Medium Industry in the Enterprise Precinct. ▪ All other circumstances*.
Storage or Supplies Yard	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Vehicle Depot	None.	None.	None.	All.
Vehicle Workshop	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Warehouse	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Waste Facility	None.	None.	If it is in the Local Government Precinct.	All other circumstances*.
COMMUNITY USES				
Cemetery/ crematorium	None.	None.	None.	▪ If it is in the Local Government Precinct or the Miscellaneous Precinct. ▪ All other circumstances*.
Child Care Centre	None.	None.	All.	None.
Community Club	None.	None.	All.	None.
Community Facility	None.	None.	All.	None.
Educational Establishment	None.	None.	If it is in the Education Precinct.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Hospital	None.	None.	If it is in the Health Precinct.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Institution	None.	None.	If it is in the Health Precinct and is not a penal or reformative Institution.	All other circumstances.
Licensed Club	None.	None.	None.	▪ If it is in the Enterprise

SUPERSEDED

SPECIAL USES ZONE				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS WHERE A MATERIAL CHANGE OF USE IS THE TRIGGER			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (* means 'not preferred')
				Precinct. ▪ All other circumstances*.
Place of Public Worship	None.	None.	None.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
RECREATION USES				
Indoor Recreation Facility	None.	None.	None.	All.
Major Recreation Facility	None.	None.	None.	All.
Outdoor Recreation Area	None.	None.	None.	All.
Park	None.	All.	None.	None.
RURAL USES				
Animal Keeping	None.	None.	None.	All*.
Farming	None.	None.	None.	All*.
Forestry	None.	None.	None.	All*.
Intensive Animal Husbandry	None.	None.	None.	All*.
SPECIAL USES				
Air Terminal	None.	None.	If it is in the Local Government Precinct.	All other circumstances*.
Bus/Rail Passenger Terminal	None.	None.	If it is in the Local Government or the Other Government Precinct.	All other circumstances*.
Local Utility	All.	None.	None.	None.
Major Utility	None.	None.	If it is in the Local Government or the Other Government Precinct.	▪ If it is in the Enterprise Precinct. ▪ All other circumstances*.
Miscellaneous Use	None.	None.	None.	All.
Telecommunications Facility	If it is a Low Impact Facility.	If it is a Minor Impact Facility.	If it is a Medium Impact Facility.	If it is a Major Impact Facility.
Temporary Use[4]	All.	None.	None.	None.

SUPERSEDED

[1] Amended 3/12/04 – Amendment No.3
[2] Amended 18/12/09 – Amendment No.11
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 23/03/07 – Amendment No.5

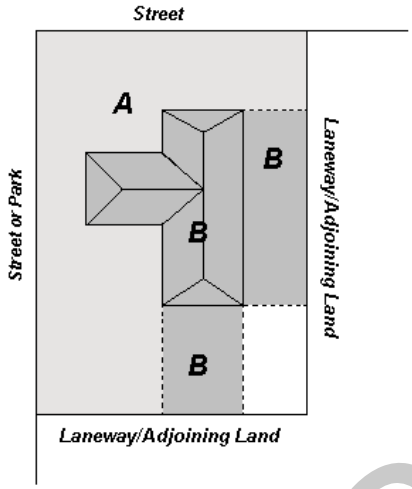
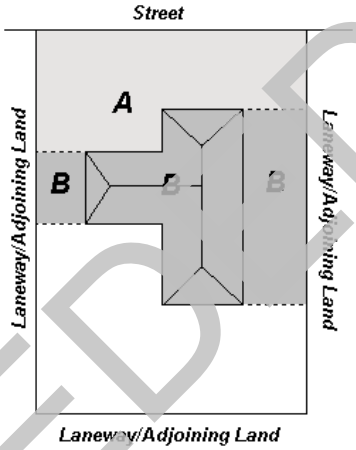
SUPERSEDED

PART 3 - BUILDING AND OPERATIONAL WORKS ASSESSMENT TABLE

4.17 Building and Operational Works Assessment Table[1]

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS OF BUILDING AND OPERATIONAL WORK, OTHER THAN THE PLACEMENT OF AN ADVERTISING SIGN, THAT DOES NOT INVOLVE A MATERIAL CHANGE OF USE OR LOT RECONFIGURATION			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE
BUILDING WORK				
Minor Building Works (where NOT in the Residential Conservation Zone (Newtown Character) or (Newtown) Precincts)[2]	If it is an elevated swimming pool deck (more than 0.5m above ground level) located 3.5m or more from the nearest property boundary. [3] Note: Some minor additions, sheds etc. may be exempt under Schedule 8 of the Integrated Planning Act 1997.	a) If it is an open carport in the Residential Conservation Zone and the carport is located wholly or partly in Area B, but not in Area A, shown on the following diagram and: ▪ is a maximum of 3.5 m wide; ▪ has a roof pitch that matches the main building's predominant roof pitch; ▪ has a gable or hip roof form; and ▪ contains corrugated iron roofing material or matches the roofing material of the main building. b) All other circumstances.	If any of the following circumstances apply: a) it is in the Residential Conservation Zone, is an open carport and is: ▪ wholly or partly in Area A shown on the following diagram; or ▪ is located wholly or partly in Area B, but not in Area A, shown on the following diagram but does not meet the applicable requirements in the self-assessable column. b) it is in the Residential Conservation Zone, is not an open carport and is either: ▪ located wholly or partly in Area A as shown in the following diagrams; or ▪ located wholly or partly in Area B, but not in Area A, as shown in the following diagrams and is more than 10 m^2 in Gross Floor Area.	None.

SUPERSEDED

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS OF BUILDING AND OPERATIONAL WORK, OTHER THAN THE PLACEMENT OF AN ADVERTISING SIGN, THAT DOES NOT INVOLVE A MATERIAL CHANGE OF USE OR LOT RECONFIGURATION			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE
	  For the purpose of the above diagrams, a laneway is a road that has a reserve width of 12m or less.			
			c) it is in the Regional Centre Zone and relates to a Place of Potential Cultural Heritage Significance listed in Appendix 1. d) it is for an existing Commercial, Industrial, Residential (other than a House and associated Class 10 buildings), Community, Recreation, Rural or Special Use (other than a low or minor impact Tele-communications Facility or a Local Utility) and: ▪ it would result in a change to the existing or approved vehicular access, a reduction in car parking or servicing arrangements on the premises, or a reduction in the area of landscaping required by a continuing development approval applying to the premises; and ▪ it is located within the following distances or	

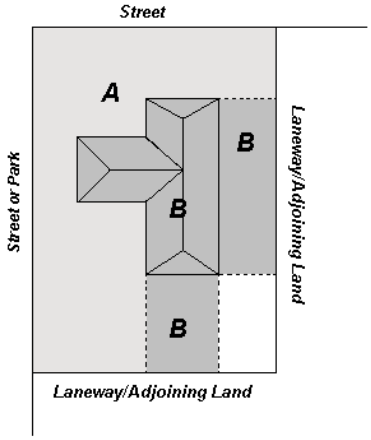
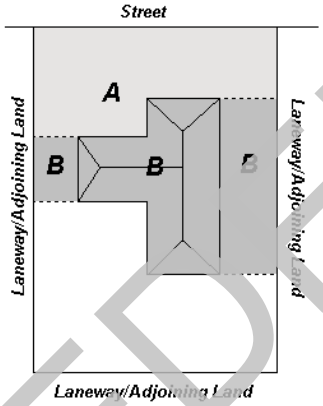
SUPERSEDED

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS OF BUILDING AND OPERATIONAL WORK, OTHER THAN THE PLACEMENT OF AN ADVERTISING SIGN, THAT DOES NOT INVOLVE A MATERIAL CHANGE OF USE OR LOT RECONFIGURATION			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE
			areas: ▪ Residential Zones - the area between the existing main building and a road of greater than 12 m width or a public Park. ▪ Centres Zones - the area between the existing main building and a road or public Park. ▪ Industry Zone – 7.5 m of an Arterial or Sub-arterial Road or 6m of any other road or a public Park. ▪ Open Space Zone – 7.5 m of an Arterial or Sub-Arterial Road or 6m of any other road. ▪ Rural Zone – 20 m of a road or public Park. ▪ Special Uses Zone – the area between the existing main building and a road of greater than 12 m width or a public Park.	

SUPERSEDED

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS OF BUILDING AND OPERATIONAL WORK, OTHER THAN THE PLACEMENT OF AN ADVERTISING SIGN, THAT DOES NOT INVOLVE A MATERIAL CHANGE OF USE OR LOT RECONFIGURATION			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE
Minor Building Works (where in the Residential Conservation Zone (Newtown Character) or (Newtown) Precincts)[4]	If it is an elevated swimming pool deck (more than 0.5m above ground level) located 3.5m or more from the nearest property boundary.[5] Note: Some minor additions, sheds etc. may be exempt under Schedule 8 of the Integrated Planning Act 1997.	If it is an open carport and the carport is located wholly or partly in Area B, but not in Area A, shown on the following diagram and: ▪ is a maximum of 6.2m wide; ▪ has a roof pitch that matches the main building's predominant roof pitch; ▪ has a gable or hip roof form; and ▪ contains corrugated iron roofing material or matches the roofing material of the main building. All other circumstances.	If any of the following circumstances apply: a) it is an open carport and is: ▪ wholly or partly in Area A shown on the following diagram; or ▪ on a site identified as a Place of Potential Cultural Heritage Significance listed in Appendix 1 and is located wholly or partly in Area B, but not in Area A, shown on the following diagram, but does not meet the applicable requirements in the self-assessable column. b) it is not an open carport and is either: ▪ located wholly or partly in Area A as shown in the following diagrams; or ▪ on a site identified as a Place of Potential Cultural Heritage Significance listed in Appendix 1 and is located wholly or partly in Area B, but not in Area A, as shown in the following diagrams and is more than 25m^2 in Gross Floor Area.	None.

SUPERSEDED

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS OF BUILDING AND OPERATIONAL WORK, OTHER THAN THE PLACEMENT OF AN ADVERTISING SIGN, THAT DOES NOT INVOLVE A MATERIAL CHANGE OF USE OR LOT RECONFIGURATION			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE
	  For the purpose of the above diagrams, a laneway is a road that has a reserve width of 12m or less.			
Building work not mentioned elsewhere in this table that results in an increase in the Gross Floor Area of the premises	All other circumstances.	If the existing use for which the building work is being carried out is indicated in the relevant Zone Assessment Table as being self-assessable. Note: Refer to the relevant Zone Assessment Table.	If the existing use for which the building work is being carried out is indicated in the relevant Zone Assessment Table as being code assessable. Note: Refer to the relevant Zone Assessment Table.	If the existing use for which the building work is being carried out is indicated in the relevant Zone Assessment Table as being impact assessable. Note: Refer to the relevant Zone Assessment Table. If the existing use has a 'not preferred' notation in the relevant Zone Assessment Table, see also section 4.5.2.

SUPERSEDED

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS OF BUILDING AND OPERATIONAL WORK, OTHER THAN THE PLACEMENT OF AN ADVERTISING SIGN, THAT DOES NOT INVOLVE A MATERIAL CHANGE OF USE OR LOT RECONFIGURATION			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE
Demolition and/or Removal[6,7]	All other circumstances.	None.	If it is in the Residential Conservation Zone and: ▪ the building or structure is a Place of Potential Cultural Heritage Significance listed in Appendix 1; ▪ the structure to be demolished and/or removed is not a freestanding outbuilding; and ▪ more than 25 m² and less than 50% of the Gross Floor Area is proposed to be Demolished and/or Removed.	If any of the following circumstances apply: a) It is in the Residential Conservation Zone and: ▪ the building or structure is a Place of Potential Cultural Heritage Significance listed in Appendix 1; ▪ the structure to be demolished and/or removed is not a freestanding outbuilding; and ▪ 50% or more of the Gross Floor Area of the building or structure is proposed to be Demolished and/or Removed; b) It is in the Regional Centre Zone and: ▪ the building or structure is a Place of Potential Cultural Heritage Significance listed in Appendix 1; and ▪ more than 25 m² of Gross Floor Area is proposed to be Demolished and/or Removed.
The provision of: ▪ an in-ground pool; or ▪ an above-ground swimming pool that involves more than 1m of Excavation and/or Filling[8]	▪ if it: a) is located on Steep and/or Potentially Unstable Land and is in Slope Stability Area F or G shown on the Regulatory Map; and b) all of the development is carried out on that part of the Site where survey levels demonstrate that the slope of the land is less than 10%. ▪ All other circumstances.	None.	If it is located on Steep and/or Potentially Unstable Land shown on the Regulatory Map and does not meet the requirements of criteria (a) and (b) in the exempt column.	None.

SUPERSEDED

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS OF BUILDING AND OPERATIONAL WORK, OTHER THAN THE PLACEMENT OF AN ADVERTISING SIGN, THAT DOES NOT INVOLVE A MATERIAL CHANGE OF USE OR LOT RECONFIGURATION			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE
Elevated Swimming Pool Deck (more than 1.0m above ground level)[9]	If it is located 3.5m or more from the nearest property boundary.	All other circumstances.	None.	None.
The raising or lowering of a building	None.	All other circumstances.	If the building is in the Residential Conservation Zone and the work involves the raising or lowering of the building by more than 750 mm or would result in the creation of, or ability to create due to the increased Height, an additional Storey.	None.
The erection of shade structures over parking areas, storage areas or other areas, used for non-residential or non-public recreation purposes	None.	All other circumstances.	If the shade structure: ▪ covers an area of greater than 55 m^2; and ▪ the Site adjoins land within a Residential Area or the Open Space Zone.	None.
The erection of a building or structure that would penetrate the Obstacle Limitation Surface of the Toowoomba Airport	None.	None.	All circumstances.	None.
The erection of a fence	All other circumstances.	None.	If it is: ▪ in the Residential Conservation Zone; and ▪ more than 2 m in Height; and ▪ located between the main building on the premises and a road, of greater than 12 m reserve width, or a public Park.	None.
The provision of Outdoor Lighting	None.	All.	None.	None.
Telecommunications Facility	If it is a Low Impact Facility.	All other circumstances.	If it is for the purpose of a Major Impact Facility.	None.
Design and construction works for non-residential car parking areas	None.	All.	None.	None.

SUPERSEDED

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS OF BUILDING AND OPERATIONAL WORK, OTHER THAN THE PLACEMENT OF AN ADVERTISING SIGN, THAT DOES NOT INVOLVE A MATERIAL CHANGE OF USE OR LOT RECONFIGURATION			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE
Private Sporting Courts	None.	All other circumstances.	If it is in the Escarpment Precinct of the Neighbourhood Residential Zone, the Special Escarpment Precinct of the Rural Zone or the Bushland Residential Precinct of the Park Residential Zone.	None.
Driveway cross-overs	None.	If it is for a House, Dual Occupancy, Bed and Breakfast Establishment or Home-based Business.	All other circumstances.	None.
Excavation and/or Filling other than for building support purposes, utility infrastructure or public recreation purposes	If it is exempt or self-assessable development under the Act.	All other circumstances.	If it is not exempt or self-assessable development under the Act and any of the following circumstances apply: ▪ the land has a slope of more than 16%. ▪ the land is below the Q100 flood level or within the area to which the Minor Waterways Code applies. ▪ there would be a change of more than 1 m in the level of any part of the land. ▪ more than 20 m^3 of material is imported to or removed from the Site. ▪ the land is subject to the provisions of the Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987.	None.

SUPERSEDED

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 22/05/09 – Amendment No.12
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 22/05/09 – Amendment No.12
[5] Amended 18/12/09 – Amendment No.11
[6] Amended 27/02/04 – Amendment No.1
[7] Amended 18/12/09 – Amendment No.11
[8] Amended 18/12/09 – Amendment No.11
[9] Amended 18/12/09 – Amendment No.11

PART 4 - LOT RECONFIGURATION ASSESSMENT TABLE

4.18 Lot Reconfiguration Assessment Table[1]

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS FOR LOT RECONFIGURATIONS INCLUDING ASSOCIATED OPERATIONAL WORKS			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')[2]
Reconfiguring a lot[3, 4]	None.	If all of the following circumstances apply: a) the lot reconfiguration does not create a lot by subdividing another lot; and b) it is not a Community Title Scheme under the *Body Corporate and Community Management Act 1997*; and c) it is not an access easement; and d) no adjustment to services or infrastructure is necessary; and e) the boundary setbacks of existing buildings comply with the *Standard Building Regulation 1993*; and f) where a boundary adjustment: ▪ the shape and orientation of the lots is substantially the same; and ▪ the area of all lots meet the minimum lot area for the relevant zone and precinct specified in Schedule 2 of the Lot Reconfiguration Code or the boundary is being adjusted to eliminate a building encroachment and no vacant lot is created; and ▪ the lot reconfiguration does not create a lot that is within both an Urban Residential Area and a non Urban Residential Area; and g) there are no arrears of rates or charges applying to the premises.	a) If it is a Community Title subdivision of an existing building(s). b) All other circumstances.	Where condition (a) in the code assessable column does not apply and the lot reconfiguration creates a lot by subdividing another lot or by boundary adjustment: a) the lot reconfiguration does not conform to the road layout of any relevant Structure Plan and the proposed layout would necessitate an alteration to the Structure Plan road layout in respect to any adjacent land not in the same ownership; or b) the lot reconfiguration is in an Urban Residential Zone, other than in the Escarpment Residential Precinct or the Stables Precinct, and any proposed lot, other than for a public purpose: ▪ is for a Residential Use, other than Multiple Dwelling Units, in the Suburban Centre Support Precinct of the zone*; or ▪ does not meet the relevant lot sizes prescribed in the Acceptable Measures for small-lot housing in Element 12 of the Lot Reconfiguration Code*; or

SUPERSEDED

ALL ZONES				
TYPE OF DEVELOPMENT	ASSESSMENT STATUS FOR LOT RECONFIGURATIONS INCLUDING ASSOCIATED OPERATIONAL WORKS			
	EXEMPT	SELF-ASSESSABLE (Code assessable if it does not meet the Acceptable Measures of applicable codes)	CODE ASSESSABLE	IMPACT ASSESSABLE (*means 'not preferred')[2]
				▪ meets the relevant lot sizes prescribed in the Acceptable Measures for small-lot housing in Element 12 of the Lot Reconfiguration Code but does not meet the minimum lot area for the relevant zone and precinct specified in Schedule 2 of the Lot Reconfiguration Code; or c) the lot reconfiguration is in the Rural Zone, the Park Residential Zone, the Industry Zone or the Escarpment Residential Precinct or Stables Precinct of the Neighbourhood Residential Zone and any proposed lot, other than for a public purpose, does not meet the minimum lot area for the relevant zone and precinct specified in Schedule 2 of the Lot Reconfiguration Code*; or d) the lot reconfiguration is in the Special Escarpment Precinct of the Rural Zone and any proposed lot, other than for a public purpose, meets the minimum lot area for the zone and precinct specified in Schedule 2 of the Lot Reconfiguration Code; or e) the lot reconfiguration creates a lot that is within both an Urban Residential Area and a non Urban Residential Area; or f) any part of the lot reconfiguration that is in the Environmental Precinct, City Parks Precinct or the Local Parks Precinct of the Open Space Zone is not included in a lot for public purposes.

SUPERSEDED

'Note:

Under Schedule 8 of the Integrated Planning Act 1997, some lot reconfigurations are exampt from the requirements of the planning scheme. For example, lot amalgamations, certain subdivisions in relation to acquisition under the *Acquisition of Land Act 1967* and certain Building Unit Plans.'

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 27/02/04 – Amendment No.1
[3] Amended 27/02/09 – Amendment No.14
[4] Amended 24/02/06 – Amendment No.6

SUPERSEDED

SUPERSEDED

Chapter 5 – Codes Introduction

CONTENTS

5.1 Applying the Codes
5.2 Presentation
5.3 Guide to Code Applicability

SUPERSEDED

SUPERSEDED

5. CHAPTER 5 – CODES INTRODUCTION

5.1 Applying the Codes

(1) The planning scheme codes applicable to self-assessable, code assessable and impact assessable development are included in chapters 6 to 9 except for the Advertising Signs Code which is included in chapter 10.

(2) Where there is any inconsistency between the provisions of codes applying to a development, to the extent of such inconsistency the following order of precedence applies:

(a) first - the code identified by state government regulation;

(b) second - the relevant zone and precinct code;

(c) third – any relevant issue or area code;

(d) fourth – any relevant use code; and

(e) fifth – any other relevant codes.

(3) In determining the applicability of a code to a development proposal, consideration is to be given to whether or not a component of the development has been previously assessed against that code, and whether the outcomes of that assessment are relevant to the proposal.

Note:

For example, if the reconfiguration of a lot in a Bushfire Prone Area was assessed against the Potential Bushfire Areas Code and building/works envelopes were identified for each lot, subsequent development within those approved building/works envelopes would not have to be reassessed against that code.

(4) Where the Performance Criteria and Acceptable Measures section of a code is divided into elements, the objective of the element, if provided, forms part of the code's purpose.

(5) Only those Performance Criteria, or those Acceptable Measures in the case of self-assessable development, that are relevant to the proposal need to be considered when designing or assessing the development.

Note:

For example, if the development proposal does not involve any Excavation and/or Filling, then the Excavation and/or Filling provisions of the Development Works Code are not relevant and the proposal does not need to be assessed against them.

Where an applicant for code or impact assessable development intends to meet a Performance Criteria by relying on meeting an Acceptable Measure that is very technical in nature (some Australian Standards or ANZECC guidelines), the submission of full engineering details will generally not be necessary with the material change of use application. In these cases, it will be generally sufficient to demonstrate that the proposal is capable of meeting the standard and that it is intended to do so. The approval will be conditioned accordingly.

SUPERSEDED

SUPERSEDED

5.2 Code Presentation and Interpretation

Generally, the codes have a consistent format and include the following components:

<table>
<tr><td>Title</td><td colspan="2">The name of the code.</td></tr>
<tr><td>Introduction</td><td colspan="2">Background or explanatory material to the code. Not all codes have an introduction.</td></tr>
<tr><td>Purpose</td><td colspan="2">The planning intent to be achieved through application of the code.</td></tr>
<tr><td>Applicability</td><td colspan="2">A description of what development the code applies to and in what circumstances.</td></tr>
<tr><td rowspan="2">Performance Criteria and Acceptable Measures</td><td colspan="2">These are the specific requirements or provisions that the development proposal will be assessed against.
In some codes this section has been sub-categorised into ‘elements’. The elements may deal with a particular aspect of the development or only some types of development.</td></tr>
<tr><td>Performance Criteria</td><td>Acceptable Measures</td></tr>
<tr><td></td><td>▪ The prescribed standards against which code and impact assessable development is assessed.
▪ Where a code or impact assessable development satisfies all the Performance Criteria, then it is deemed to satisfy the purpose of the code.
▪ Where a code or impact assessable development does not meet the prescribed Acceptable Measure, if any, the onus is on the applicant to demonstrate that the development satisfies the Performance Criterion.</td><td>▪ Acceptable Measures are the prescribed standards that:
▪ self-assessable development must meet; and
▪ are 1 means by which code and impact assessable development is deemed to meet the corresponding Performance Criterion in the code.
▪ Where partial Acceptable Measures are provided:
▪ self-assessable development must meet them; and
▪ code and impact assessable development that meets the partial Acceptable Measure is deemed to have only partially satisfied the Performance Criterion and the applicant must demonstrate that additional measures incorporated in the development result in full satisfaction of the Performance Criterion.
▪ Where a Structure Plan is specified as an Acceptable Measure, the Structure Plan is Council’s preferred form of development.[1]</td></tr>
</table>

[1] Amended 24/02/06 – Amendment No.6

SUPERSEDED

SUPERSEDED

5.3 Guide to Code Applicability

(1) The codes applicable to a particular development will vary depending on the type of application, the assessment status of the proposal, the nature of the proposal and its location.

(2) The following table provides a guide to the applicability of the various codes in this chapter.

(3) Where there is a conflict of interpretation between this table and the applicability section of any code, the applicability section of the code prevails.

Note:

Applicants are advised to check the applicability section of each code to determine if it would apply to their proposal. Where in doubt, consult with Council's Development Assessment Section.

CODE	DEVELOPMENT TO WHICH THE CODE APPLIES
ZONE AND PRECINCT CODES	
6.1 Residential Conservation Zone Code	a) This code applies to development in the Residential Conservation Zone that is: ▪ identified as code assessable or impact assessable in the Residential Conservation Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table. b) This code does not apply to works directed to be carried out under a notice, order or direction made under a commonwealth or state law.
6.2 Hospital Support Precinct Code	This code applies to non-residential development in the Hospital Support Precinct of the Mixed Housing Zone that is: ▪ identified as code assessable or impact assessable in the Mixed Housing Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
6.3 Major Road Residential Precinct Code	This code applies to development for Commercial Uses in the Major Road Residential Precinct of the Mixed Housing Zone that is: ▪ identified as code assessable or impact assessable in the Mixed Housing Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
6.4 Suburban Centre Support Precinct Code	This code applies to development for non-Residential Uses in the Suburban Centre Support Precinct that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
6.5 Industry Zone Code	This code applies to development in the Industry Zone that is: ▪ identified as code or impact assessable in the Industry Zone Assessment Table; or ▪ building work identified as code or impact assessable in the Building and Operational Works Assessment Table.
6.6 Regional Centre Zone Code	This code applies to development in the Regional Centre Zone that is: ▪ identified as code assessable or impact assessable in the Regional Centre Zone Assessment Table; or ▪ building work identified as being code assessable or impact assessable in the Building and Operational Works Assessment Table.
6.7 Sub-Regional Centres Zone Code	This code applies to development in the Sub-Regional Centres Zone that is: ▪ identified as code assessable or impact assessable in the Sub-Regional Centres Zone Assessment Table; or ▪ building work identified as being code assessable or impact assessable in the Building and Operational Works Assessment Table.

SUPERSEDED

CODE	DEVELOPMENT TO WHICH THE CODE APPLIES
6.8 Suburban Centres Zone Code	This code applies to development in the Suburban Centres Zone, and in Local and Neighbourhood Centres indicated in a Structure Plan, that is:[1] ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as being code assessable or impact assessable in the Building and Operational Works Assessment Table.
USE CODES	
7.1 General Development Code[2]	This code applies to: a) development identified as impact assessable; and b) development for the following uses identified as code assessable in the Zone Assessment Tables: ▪ Forestry in the Rural Zone and the Rural Residential Precinct of the Park Residential Zone; ▪ Parks in the Special Escarpment Precinct of the Rural Zone; ▪ Entertainment/Function Centres, Food Outlets (Café/Restaurant), Community Clubs, Community Facilities, Licensed Clubs, Indoor Recreation Facilities, Outdoor Recreation Areas, Animal Keeping and Major Utilities in the Open Space Zone; ▪ Medical Centres, Hospitals and Institutions in the Health Precinct of the Special Uses Zone; ▪ Educational Establishments in the Education Precinct of the Special Uses Zone; ▪ Air Teminals and Waste Facilities in the Local Government Precinct of the Special Uses Zone; and ▪ Offices (General), Offices (Service), Bus and Rail Passenger Terminals, and Major Utilities in the Local Government and the Other Government Precincts of the Special Uses Zone.
7.2 House Code	a) This code applies to development for: ▪ a House that: ◆ is identified as self–assessable, code assessable or impact assessable in a Zone Assessment Table ; or ◆ is building work identified as self–assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table; or ▪ reconfiguring a lot for residential purposes where any lot created has an area of less than 500 m^2. Self-assessable development for a House does not need to satisfy the Acceptable Measures of any other code in this planning scheme unless specifically directed to by this code.
7.3 Home-based Business Code	This code applies to development for a Home-based Business identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table.
7.4 Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care Code[3]	a) This code applies to development for a Dual Occupancy, Multiple Dwelling Units or Aged Persons Housing/Care that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table. b) Unless stated otherwise, the Performance Criteria and Acceptable Measures of this code apply to Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care. c) This Code also applies in part, to a House on a lot less than 400m^2.
7.5 Motels, Boarding Houses and Accommodation Buildings Code	This code applies to development for a Motel, a Boarding House or an Accommodation Building(s) that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.[4]
7.6 Bed and Breakfast Establishment Code	This code applies to development for a Bed and Breakfast Establishment that is: ▪ identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table ; or ▪ building work identified as self–assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.

SUPERSEDED

CODE	DEVELOPMENT TO WHICH THE CODE APPLIES
7.7 Caravan Park Code[5]	This code applies to development for a Caravan Park that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table ; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
7.8 Child Care Centres Code	This code applies to development for a Child Care Centre that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
7.9 Service Station and Car Washing Station Code	This code applies to development for a Service Station and/or Car Washing Station that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
7.10 Extractive Industry Code	This code applies to development for an Extractive Industry that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
7.11 Telecommunication Facilities Code	This code applies to development for Telecommunication Facilities that is: ▪ identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as self–assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.
7.12 Animal Keeping and Intensive Animal Husbandry Code	This code applies to development for Animal Keeping and/or Intensive Animal Husbandry that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
7.13 Display Home/Office Code	This code applies to development for Display Home/Office that is: ▪ identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as self assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.
AREA CODES	
8.1 Office Residential Area Code	This code applies to development for non-Residential Uses in the Office Residential Area shown on the Regulatory Map that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

SUPERSEDED

CODE	DEVELOPMENT TO WHICH THE CODE APPLIES
8.2 Airport Affected Land Code [6, 7]	This code applies to the following development: a) development identified as self-assessable (other than for a House as specific provisions exist in the House Code), code assessable or impact assessable in a Zone Assessment Table that is on land: ▪ covered by the Airport Obstacle Limitation Surface and having a Height of more than 4.5 m; or ▪ within the 20 ANEF contour (or 20 ANEC); or ▪ within the Airport Public Safety Area; or ▪ within the 8km Airport Wildlife Buffer. b) building work identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table that results in a building or structure having a Height of more than 4.5 m on land: ▪ covered by the Airport Obstacle Limitation Surface; or ▪ within the Airport Public Safety Area. c) the provision of Outdoor Lighting on land: ▪ within the Airport Dangerous Light Area; or ▪ within the Airport Public Safety Area. d) lot reconfigurations that create any additional residential lots within: ▪ the 20 ANEF contour; or ▪ the Airport Public Safety Area. e) Lot reconfigurations that create a new road within the Toowoomba Airport Dangerous Light Area.
8.3 Future Infrastructure Corridors Code	a) This code applies to development on land shown on the Regulatory Map as Future Infrastructure Corridors, that is: ▪ identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table; or ▪ a lot reconfiguration identified as self-assessable, code assessable or impact assessable in the Lot Reconfiguration Assessment Table. b) Code and impact assessable development within the Toowoomba Bypass (Second Range Crossing) corridor or that part of the corridor adjoining Tor Street will be referred to the Department of Main Roads for comment.
8.4 Minor Waterways Code	This code applies to development, on land shown on the Regulatory Map as Minor Waterways, that is identified as self-assessable, code assessable or impact assessable in: ▪ a Zone Assessment Table; or ▪ the Building and Operational Works Assessment Table.
8.5 Steep and/or Potentially Unstable Land Code[8]	a) This Code applies to development, on land shown on the Regulatory Map as Steep and/or Potentially Unstable Land, that is: ▪ identified as code or impact assessable in a Zone Assessment Table; ▪ Building work that is identified as being self, code or impact assessable in the Building and Operational Works Assessment Table; ▪ Excavation and/or Filling or a Private Sporting Court identified as being code or impact assessable in the Building and Operational Works Assessment Table; or ▪ a lot reconfiguration that creates 1 or more additional lots. b) To remove any doubt, this code does not apply: ▪ where all of the development is to be carried out on that part of the Site that is not within the Steep and/or Potentially Unstable Land shown on the Regulatory Map; or ▪ to a site shown as being within Slope Stability Area F or G of the Steep and/or Potentially Unstable Land on the Regulatory Map if survey levels demonstrate that the slope of the site is less than 10%.

SUPERSEDED

CODE	DEVELOPMENT TO WHICH THE CODE APPLIES
8.6 Potential Bushfire Areas Code[9, 10]	a) This code applies to development on land within, or within 20m of, a Potential Bushfire Area shown on the Regulatory Map that is: ▪ identified as code or impact assessable in a Zone Assessment Table; or ▪ a lot reconfiguration, that creates 1 or more additional lots, identified as code or impact assessable in the Lot Reconfiguration Assessment Table. b) The BCA contains requirements for residential buildings in Bushfire Prone Areas. For the purposes of the BCA, the Potential Bushfire Areas shown on the Regulatory Map are 'Designated Bushfire Prone Areas'. c) To remove any doubt, this code does not apply: ▪ where all of the development is to be carried out on that part of the Site that is not within, or within 20m of, a Potential Bushfire Area shown on the Regulatory Map; or ▪ to sites shown as being either Bushfire Hazard or Bushfire Prone on the Regulatory Map if it is demonstrated through a Site specific assessment carried out in accordance with the procedures described in State Planning Policy 1/03 Guideline Mitigating the Adverse Impact of Flood, Bushfire and Landslide that the Site is in an area of low bushfire hazard (as defined in that document).

SUPERSEDED

<table>
<tr><th>CODE</th><th>DEVELOPMENT TO WHICH THE CODE APPLIES</th></tr>
<tr><td colspan="2">ISSUE CODES</td></tr>
<tr><td>9.1 Development Works Code[11]</td><td>
a) This code applies to development, other than for a House, that:

is identified as code assessable or impact assessable in a Zone Assessment Table; or
is identified as self–assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table and is:

building work (other than Demolition and/or Removal); or
operational work being a non-residential car parking area, Private Sporting Court or Excavation and/or Filling.

b) The following table sets out which Performance Criteria of this code are applicable to the different types of development.
<table>
<tr><th>TYPE OF DEVELOPMENT</th><th>APPLICABLE PERFORMANCE CRITERIA</th></tr>
<tr><td>Development, other than for a House, identified as code or impact assessable in a Zone Assessment Table.</td><td>All.</td></tr>
<tr><td>Building work (other than Minor Building Work and Demolition and/or Removal) identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.</td><td>All except P28.</td></tr>
<tr><td>Minor Building Work identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.</td><td>P7 to P11, P29[12].</td></tr>
<tr><td>Excavation and/or Filling identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.</td><td>P8 to P19, P24 to P27.</td></tr>
<tr><td>Private Sporting Courts identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.</td><td>P8 to P19, P24 to P27.</td></tr>
<tr><td>Operational work for a non-residential car parking area identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.</td><td>P8 to P19, P22, P24 to P27.</td></tr>
</table>
c) Where the provisions of this code are inconsistent with the provisions of any document referenced by the code, the provisions of this code prevail to the extent of the inconsistency.
</td></tr>
<tr><td>9.2 Parking, Transport and Servicing Code</td><td>
a) This code applies to:

development identified as code assessable or impact assessable in a Zone Assessment Table;
building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table; and
operational work, being a driveway crossover or a non-residential car parking area, indicated as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.

b) Development for a Dual Occupancy or Bed and Breakfast Establishment need comply only with Performance Criteria P1, P3 and P5.
c) Operational works, not involving a material change of use, for a non-residential car parking area need comply only with Performance Criteria P5 and P7.
d) Operational works, not involving a material change of use, for driveway crossovers need comply only with Performance Criterion P1.
</td></tr>
</table>

SUPERSEDED

CODE	DEVELOPMENT TO WHICH THE CODE APPLIES
9.3 Landscaping Code	This code applies to: ▪ development that is identified as code assessable or impact assessable in a Zone Assessment Table; and ▪ Excavation and/or Filling identified as code assessable or impact assessable in the Building and Operational Works Assessment Table; and ▪ development where another code applicable to the development requires that landscaping be provided.
9.4 Community Safety Code	This code applies to development, other than for a House, that is: ▪ identified as code assessable or impact assessable in a Zone Assessment Table; or ▪ building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.
9.5 Development Coordination Code [13,14]	This code applies to development that is identified as code assessable or impact assessable in a Zone Assessment Table.
9.6 Visual Impact Code	This code applies to code and impact assessable development on land in: ▪ the Escarpment Residential Precinct of the Neighbourhood Residential Zone; ▪ the Bushland Residential Precinct of the Park Residential Zone; or ▪ the Special Escarpment Precinct of the Rural Zone.
9.7 Noise Code	The code applies to: ▪ Residential Uses (other than a House), Motels and Community Uses (other than a Licensed Club and a Cemetery/Crematorium) that are specified as code assessable or impact assessable in a Zone Assessment Table and which adjoin an Arterial Road shown on the Regulatory Map or the railway; and ▪ lot reconfigurations for residential purposes adjoining an Arterial Road shown on the Regulatory Map or the railway.
9.8 Trade Waste and Refuse Code[15]	a) This code applies to code assessable and impact assessable development that: ▪ requires the provision of more than six (6) Household sized refuse collection bins; or ▪ generates or is likely to generate trade waste. b) For the purposes of this code 'trade waste' is defined as: 'water-borne waste from business, trade or manufacturing premises, other than human waste or stormwater'.
9.9 Outdoor Lighting Code	a) This code applies to the installation of Outdoor Lighting for Commercial, Industrial, Recreation and Community Uses (including sports fields and courts and car parking areas) and for Private Sporting Courts where the Outdoor Lighting is: ▪ to enable the outdoor areas to be used at night; or ▪ to enable security surveillance of the outdoor areas, and the lighting is high intensity and more than 4 m above Ground Level. b) This code does not apply to street lighting or to normal residential or low level security lighting.
9.10 Private Sporting Courts Code	This code applies to development for Private Sporting Courts.
9.11 Lot Reconfiguration Code	This code applies to lot reconfigurations including: ▪ boundary realignments; ▪ access easements; and ▪ the creation of lots by subdividing another lot including by Community Title Scheme under the *Body Corporate and Community Management Act 1997.*
9.12 Subdivisional Works Code	This code applies to: ▪ operational works associated with a lot reconfiguration; and ▪ development where another code applicable to the development refers to this code.

SUPERSEDED

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 27/02/09 – Amendment No.14
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 3/12/04 – Amendment No.3

[5] Amended 27/02/04 – Amendment No.1
[6] Amended 27/02/09 – Amendment No.14
[7] Amended 25/07/08 – Amendment No.9
[8] Amended 27/02/09 – Amendment No.14
[9] Amended 30/09/05 – Amendment No.4
[10] Amended 27/02/09 – Amendment No.14
[11] Amended 30/09/05 – Amendment No.4
[12] Amended 18/12/09 – Amendment No.11
[13] Amended 23/03/07 – Amendment No.5
[14] Amended 18/12/09 – Amendment No.11
[15] Amended 25/07/08 – Amendment No.9

SUPERSEDED

Chapter 6 - Zone and Precinct Codes

CONTENTS

6.1 Residential Conservation Zone Code
6.2 Hospital Support Precinct Code
6.3 Major Road Residential Precinct Code
6.4 Suburban Centre Support Precinct Code
6.5 Industry Zone Code
6.6 Regional Centre Zone Code
6.7 Sub-Regional Centres Zone Code
6.8 Suburban Centres Zone Code

SUPERSEDED

SUPERSEDED

6. CHAPTER 6 – ZONE AND PRECINCT CODES

6.1 RESIDENTIAL CONSERVATION ZONE CODE

6.1.1 Purpose

(1) The purpose of this code is to:

(a) ensure that development is consistent with the intent of the Zone and Precinct;

(b) retain and enhance Places of Cultural Heritage Significance in the Residential Conservation Zone;

(c) conserve and enhance the heritage and streetscape values of the Residential Conservation Zone;

(d) ensure that development is sympathetic and complementary to the character of the Residential Conservation Zone and the particular precinct in which the Site is located; and

(e) ensure that development does not adversely affect the amenity of the locality, particularly that of residential premises.

6.1.2 Applicability

(1) This code applies to development in the Residential Conservation Zone that is:

(a) identified as code assessable or impact assessable in the Residential Conservation Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

(2) This Code does not apply to works directed to be carried out under a notice, order or direction made under a commonwealth or state law.

(3) When assessing or considering the Cultural Heritage Significance of a place, Council will have regard to *The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) 1999* and its accompanying guidelines.

6.1.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
DEMOLITION AND/OR REMOVAL (APPLICABLE ONLY TO CODE AND IMPACT ASSESSABLE DEVELOPMENT INVOLVING DEMOLITION AND/OR REMOVAL)			
P1[1]	A Place of Potential Cultural Heritage Significance (listed in Appendix 1 – Places of Potential Cultural Heritage Significance) is not to be demolished and/or removed unless it: ▪ is of no Cultural Heritage Significance to the City and does not make a positive contribution to the appearance and character of the Local Streetscape; or ▪ is structurally unsound and is not economically repairable. Note: If the Acceptable Measure is not met, demonstration of compliance with this Performance Criterion is likely to require the submission of reports prepared by suitably qualified person/s detailing:	A1	The Place of Potential Cultural Heritage Significance is retained.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
▪ a streetscape elevation plan of the relevant Site and adjoining properties that clearly indicates the impact the Demolition and/or Removal will have; ▪ reasons for the Demolition and/or Removal of the building; ▪ the historical, economic, and social themes that are of importance to the City that the building may display; ▪ whether the building represents customs or ways of life that are characteristic of the City; ▪ whether the building has played an important part in the lives of the City's residents; ▪ whether the building displays aesthetic merit, design characteristics or construction techniques of significance to the City; ▪ whether the building is associated with a noteable City personality or event; ▪ the extent to which the proposed Demolition and/or Removal will have an adverse impact on the heritage significance or appearance and character of the Local Streetscape, with consideration given to the extent of redevelopment in the street and whether the character and amenity of the Local Streetscape have remained largely unaffected over time; and ▪ the structural soundness of the building and its ability to be economically repaired.	
CHARACTER AND STREETSCAPE (APPLICABLE TO ALL CODE AND IMPACT ASSESSABLE DEVELOPMENT)	
P2 The form, bulk, scale, roof lines, setbacks, Height, orientation, materials, articulation, fenestration, finishes and detailing of the development: a) where they relate to the development of premises containing or adjacent to a Place of Potential Cultural Heritage Significance listed in Appendix 1, are sympathetic to and respectful of: ▪ the significance of the place; and ▪ the contribution of the place to the Local Streetscape and heritage of the surrounding area. b) where the circumstances in (a) do not apply: ▪ are sympathetic to and respectful of the Local Streetscape; and ▪ do not detract from the appearance of retained existing buildings on the premises when viewed from a public place. Particular consideration must be given to:[2] ▪ the compatibility of the character, appearance, location, height and bulk of the development with those aspects of existing premises on the site and/or in the Local Streetscape; ▪ preventing irreversible damage to the significance, including character, of the place and the Local Streetscape; ▪ the incorporation of materials and features, such as windows and doors, that are compatible with the style of the majority of buildings in the Local Streetscape;	A2 No Acceptable Measure is prescribed.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	and ▪ the retention of special features of the place. Note: Schedule A to this code includes examples of how this may be achieved. In order to demonstrate that the development satisfies Performance Criteria P2 the application must be accompanied by a Neighbourhood and Site Description and a Design Response. The Neighbourhood and Site Description and Design Response must meet the requirements of Planning Scheme Policy No.1 – Development Application Requirements.[3]		
P3	Development, including extensions and ancillary buildings such as garages and carports, when viewed from a public place; ▪ is subservient to existing buildings both on the site and adjacent sites; ▪ does not detract from the character or appearance of existing buildings; ▪ is not obtrusive in the Local Streetscape; ▪ is consistent with the overall character of existing buildings in the Local Streetscape; and ▪ maintains streetscape pattern in terms of building siting. Particular consideration must be given to siting the new development so that side boundary setbacks and distances between buildings are consistent with those on adjacent properties.[4]	A3	As a partial Acceptable Measure new buildings and extensions are: a) set-back from any adjoining public place: ▪ more than the existing buildings on the premises; or ▪ an equal or greater distance than the buildings on adjoining properties; and b) of a lower or equal height to buildings on adjoining properties. Note: Schedules A and B of this code include examples of how this may be achieved.
NON-RESIDENTIAL DEVELOPMENT IN THE TOURIST RESIDENTIAL PRECINCT			
P4[5]	Elements within the road reserve adjoining the premises that make a positive contribution to the Local Streetscape are retained.	A4[6]	As a partial Acceptable Measure, any existing bluestone kerbing and channelling is retained and not replaced with alternative materials.
P5	Development for non-Residential Uses is of a scale and bulk that does not dominate the Local Streetscape.	A5	The total Site coverage of all existing and new buildings and structures on the Site is less than 50%.
P6	Development for non-Residential Uses provides adequate separation, buffering or screening from adjoining residential premises so that the privacy and amenity of such premises are protected.	A6.1	New buildings and extensions are set-back at least the following distances from any common boundary with residential premises: a) where there is no existing main building on the Site: ▪ not less than 3 m for a single Storey building or 6 m for a 2 Storey or more building where the adjoining residential premises are not in the Tourist Residential Precinct; and ▪ not less than 2 m where the adjoining residential premises are in the Tourist Residential Precinct. b) where any existing main building is to be retained, any extension or new building may encroach on the setbacks specified in (a) above but are not to be closer to the common boundary than the existing main building.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A6.2	New buildings and other structures do not result in: ▪ the overshadowing for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing; or ▪ the overlooking, of the living areas of residential premises adjoining the Precinct.
		A6.3	A minimum 2 m wide landscape strip is provided: ▪ between any car parking area/driveway and any side boundary; and ▪ along the common boundary with any residential premises. Note: See also the Landscaping Code.
		A6.4	A minimum 1.8 m high solid timber, brick or masonry fence is provided along the common boundary with any residential premises, except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m.
P7	On-site parking and vehicular access is located to minimise the impact on the streetscape.	A7.1[7]	As a partial Acceptable Measure, car parking areas are located behind or at the side of the building.
		A7.2[8]	As a partial Acceptable Measure, no access point is closer than 3 m to the boundary with residential premises. Note: See also the Parking, Transport and Servicing Code.
P8	The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitve areas.	A8	Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997*, and under that policy are not unreasonable.
P9	Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.	A9.1	Loading/unloading areas are located in a building or enclosure or otherwise screened from public view.
		A9.2	Outdoor storage areas are located or screened so as not to be visible from any public place or adjacent premises used for residential purposes.

SUPERSEDED

SCHEDULE A

EXAMPLES OF DEVELOPMENT THAT DOES AND DOES NOT RESPECT THE SIGNIFICANCE OF THE PLACE AND AREA

SYMPATHETIC INFILL – DETACHED HOUSE

- **Carport not dominant.**
- **Roof Height and pitch compatible with neighbours.**
- **No use of replicated details.**
- **Front of House addresses the street.**
- **Traditional elements such as window hoods, verandahs and roof overhangs reinterpreted on contemporary idiom.**



SYMPATHETIC INFILL – 1 TO 2 STOREY APARTMENTS

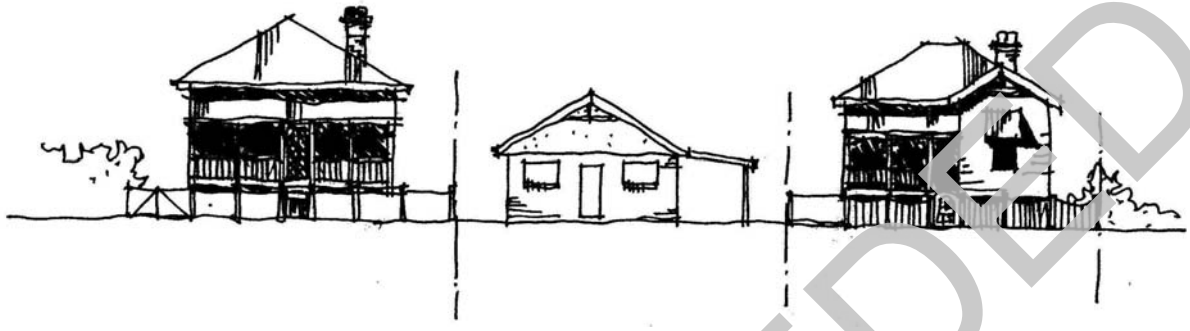
- **Roof pitch and material compatible with neighbours.**
- **Contemporary use of materials:**
  - **flat roof to 'verandah'.**
  - **no face brick.**
  - **range of cladding textures and patterns.**
- **Car parking not prominent.**
- **Basic scale and massing compatible with the streetscape.**



SUPERSEDED

UNSYMPATHETIC INFILL – 1 STOREY DETACHED HOUSE

- **Roof and wall Height not compatible with neighbours.**
- **Window proportions not compatible with neighbours.**
- **Traditional elements such as verandahs and window hoods not incorporated.**
- **Carport roof form not sympathetic to neighbours.**



UNSYMPATHETIC INFILL – 2 STOREY DETACHED HOUSE

- **Replicated ornamentation not recommended.**
- **Non-traditional use of traditional elements for example 2 Storey verandahs not common, identical upper and lower verandah treatment not common, elaborateness of decoration not common.**
- **Lack of overhangs to roof.**

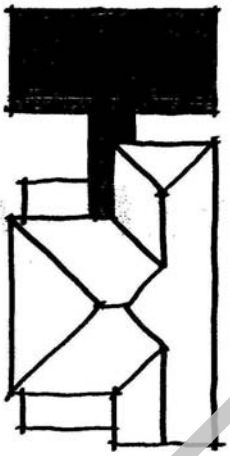


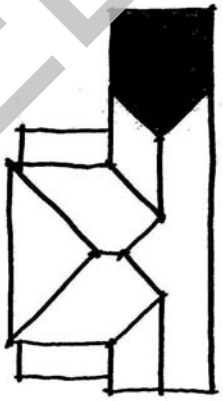
SUPERSEDED

DWELLING ADDITIONS









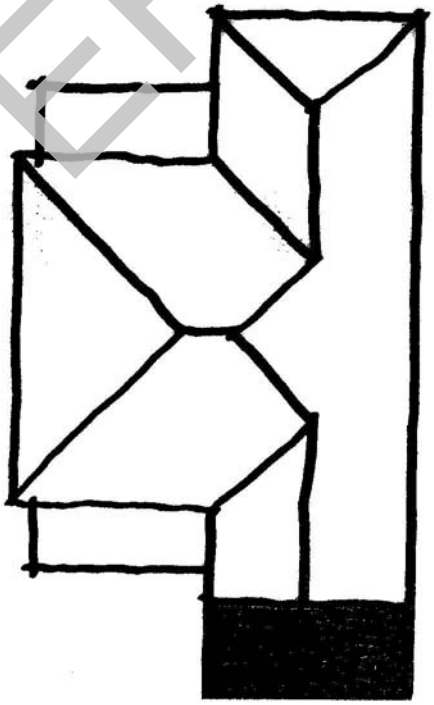
RECOMMENDED
Rear Pavilion Addition

RECOMMENDED
Rear Wing Addition

SUPERSEDED

DWELLING ADDITIONS





NOT RECOMMENDED

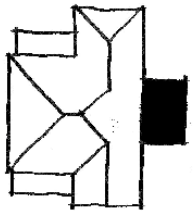
Front Wing Addition

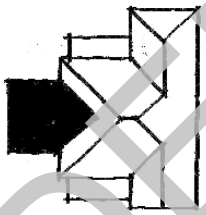
SUPERSEDED

DWELLING ADDITIONS









NOT RECOMMENDED
Lean-To Addition

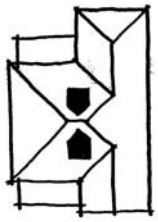
RECOMMENDED
Side Wing Addition

DWELLING ADDITIONS









NOT RECOMMENDED
'Cape Cod' Roof Addition

NOT RECOMMENDED
Front Dormer

ACCEPTABLE
Rear Dormer

SUPERSEDED

SCHEDULE B

EXAMPLES OF APPROPRIATE LOCATIONS FOR ANCILLARY BUILDINGS

GARAGES / CARPORTS



NOT RECOMMENDED

Attached Lean-To



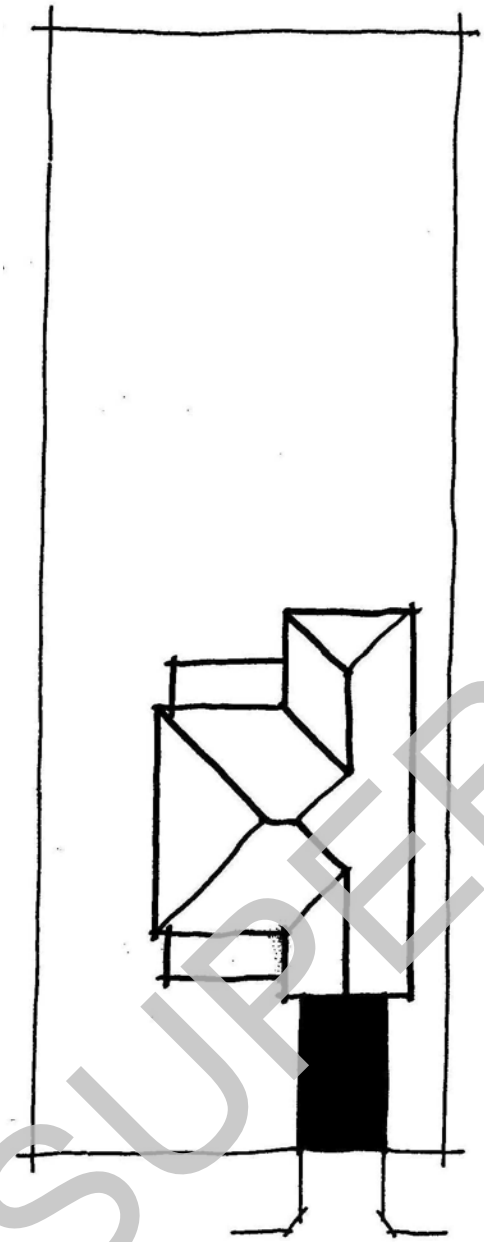
RECOMMENDED

Detached Gable Roof

Car accommodation behind building line

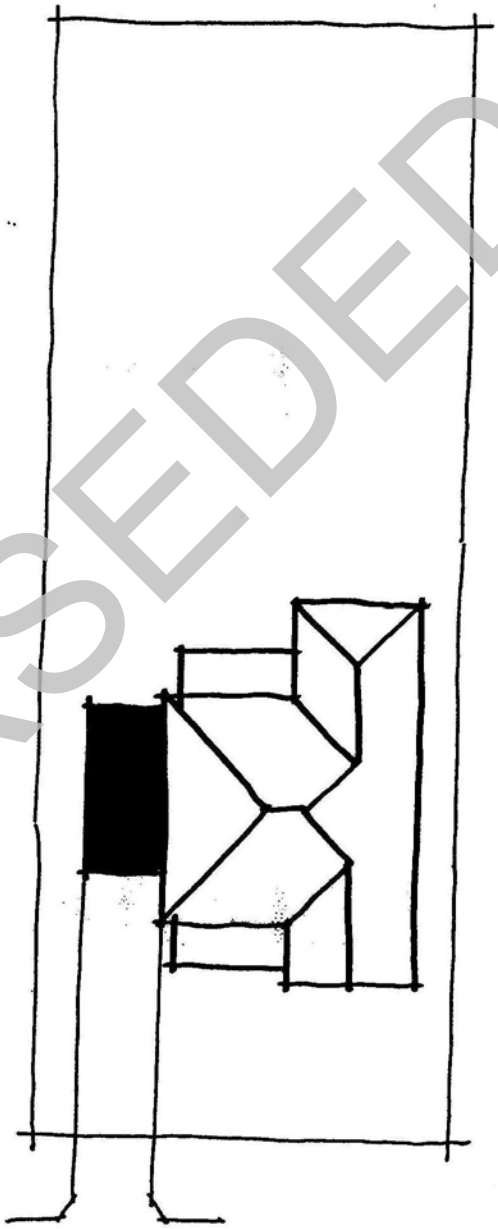
SUPERSEDED

GARAGES / CARPORTS LOCATIONS



NOT RECOMMENDED

Car accommodation in front of building line

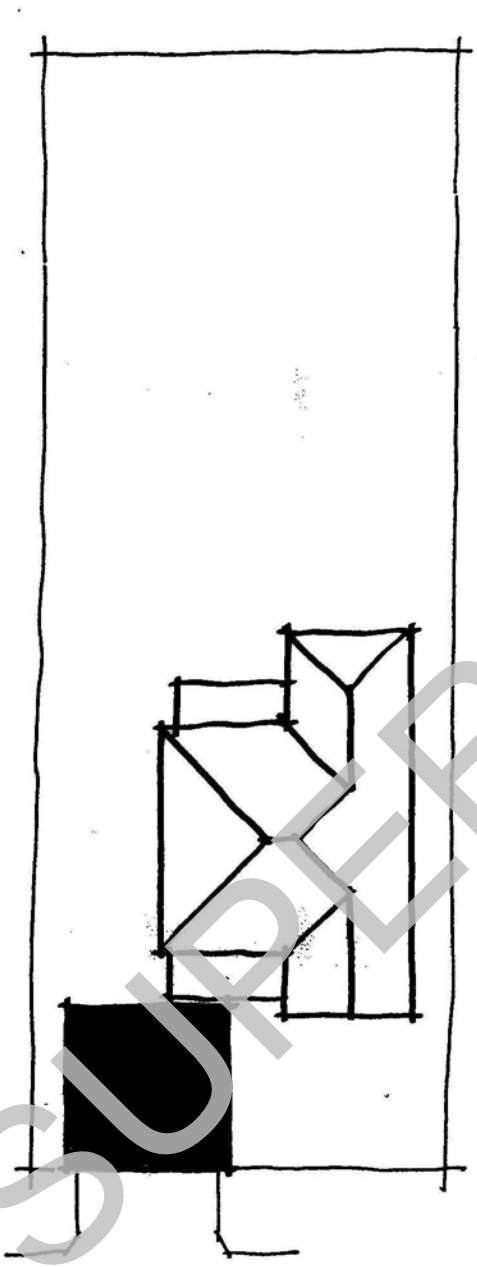


RECOMMENDED

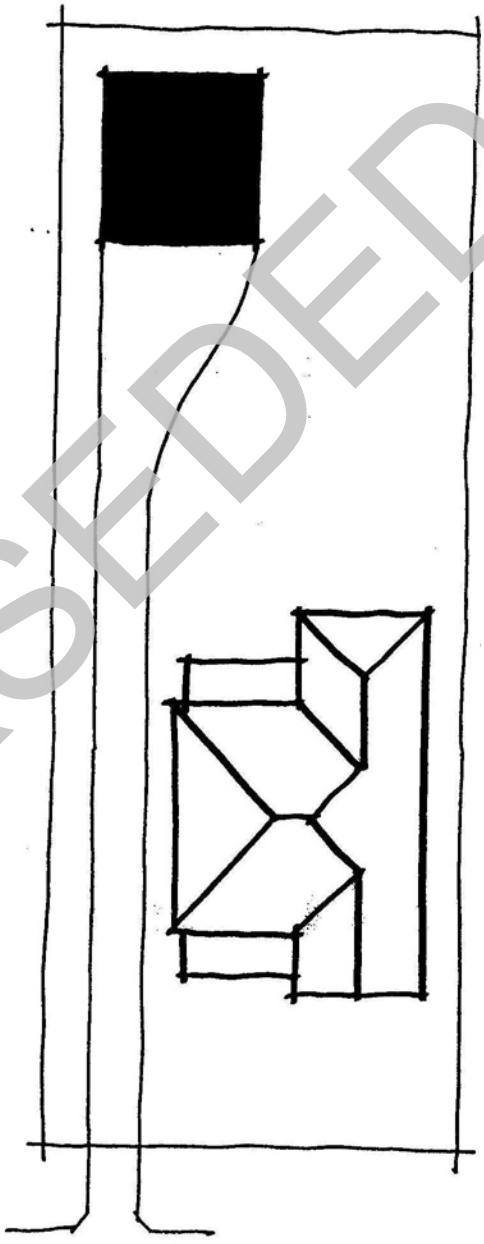
Car accommodation behind building line

SUPERSEDED

GARAGES / CARPORTS LOCATIONS



NOT RECOMMENDED
Car accommodation in front of building line



RECOMMENDED
Car accommodation not prominent from street

SUPERSEDED

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 27/02/04 – Amendment No.1
[3] Amended 23/03/07 – Amendment No.5
[4] Amended 27/02/04 – Amendment No.1
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 30/09/05 – Amendment No.4
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 30/09/05 – Amendment No.4

SUPERSEDED

SUPERSEDED

6.2 Hospital Support Precinct Code

6.2.1 Purpose

(1) The purpose of this Code is to facilitate the development of Medical Centres in the Hospital Support Precinct of the Mixed Housing Zone and to ensure that:

(a) development is consistent with the intent of the Zone and Precinct;

(b) development makes a positive contribution to the streetscape; and

(c) development does not adversely affect the amenity of the locality, particularly that of residential premises adjoining the Precinct.

6.2.2 Applicability

(1) This Code applies to non-residential development in the Hospital Support Precinct of the Mixed Housing Zone that is:

(a) identified as code assessable or impact assessable in the Mixed Housing Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

6.2.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The scale and bulk of the development: ▪ is compatible with nearby residential premises; and ▪ does not dominate the streetscape.	A1.1	a) The use is located in an existing building and no extension is involved. OR b) Buildings on the Site: ▪ are not more than 2 Storeys or 8.5 m in Height; ▪ have a maximum Site cover of 50%; and ▪ are setback at least 6 m from the street frontage.
		A1.2	Landscaping of the development includes a minimum 3 m wide landscaped strip along all street frontages. Note: See also the Landscaping Code.
P2	The development exhibits design elements that are characteristic of, or compatible with, Houses in the surrounding area.	A2	As a partial Acceptable Measure to fulfill the Performance Criterion: ▪ windows and/or doors are provided in any building facade facing any public or communal space; ▪ awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design; and ▪ walls of more than 6 m in length, particularly the façade, are broken up by articulation, fenestration, recesses or landscape elements to avoid large expanses of blank wall.
P3	The development addresses, and provides for surveillance of the street.	A3[1]	The building: ▪ is oriented to the street except in relation to premises fronting Prosser Street in which case the building is oriented to the alternative street frontage with Hoberton or Pioneer Street; and has the main entry, and windows at Ground Level, to the principal street (not being Prosser Street).

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PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P4	The development provides adequate separation, buffering or screening from residential premises so that the privacy and amenity of such premises are not adversely affected.	A4.1	New buildings and extensions are set-back at least the following distances from any common boundary with residential premises: a) where there is no existing main building on the Site: ▪ not less than 3 m for a single Storey building or 6 m for a 2 Storey or more building where the adjoining residential premises are not in the Precinct; and ▪ not less than 2 m where the adjoining residential premises are in the Precinct. b) where any existing main building is to be retained, any extension or new building may encroach on the setbacks specified in (a) above but are not to be closer to the common boundary than the existing main building.
		A4.2	A minimum 1.8 m high solid timber, brick or masonry fence is provided along the common boundary with any residential premises, except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m.
		A4.3	New buildings or other structures do not result in: ▪ the overshadowing for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing; or ▪ the overlooking, of the living areas of residential premises adjoining the Precinct.
		A4.4	Landscaping of the development includes a minimum: ▪ 3 m wide densely planted landscape strip along the common boundary with any residential premises not in the Precinct; and ▪ 2 m wide landscape strip between car parking areas/driveways and any adjoining side boundary.
P5	The layout of the Site and the design of buildings, particularly the facade, provides for future signage that: ▪ complements the architecture of the building; ▪ is consistent with the scale and character of the centre; and ▪ is consistent with the likely types of Advertising Signs that would be allowed under the Advertising Signs Code.	A5	No Acceptable Measure is prescribed. Note: ▪ the articulation of building facades should allow for future signage in locations indicated as acceptable in Schedule B of the Advertising Signs Code; ▪ the location and design of any anticipated Freestanding Signs, such as Pole Signs, should be included with the application for the development of the Site to ensure their integration with landscaped areas and building design. Retro-fitting the development with such signs can result in less effective advertising and reduced likelihood of approval; and ▪ the location and planting of landscaped areas should take account of future Stand-Alone Signs.
P6	Parking and vehicular access is located to minimise the impact on any adjoining residential premises not in the Precinct.	A6.1	Car parking areas are located away from any adjoining residential premises not in the Precinct.
		A6.2	No vehicular access point is closer than 3 m to the boundary with residential premises not in the Precinct.
		A6.3[2]	In respect to lots fronting Prosser Street between Herman and Holberton Streets, development for non-residential purposes is only carried out if the lot is amalgamated with land fronting Pioneer or Holberton Street and all access, including pedestrian access, to the development is provided via Pioneer or Holberton Street. Note: See also the Parking, Transport and Servicing Code.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P7	The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitve areas.	A7	Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997*, and under that policy are not `unreasonable'.
P8	Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.	A8.1	Loading/unloading areas are located in a building or enclosure or otherwise screened from public view and satisfy the access and dimension requirements of the Parking, Transport and Servicing Code for service vehicles.
		A8.2	Outdoor storage areas are sited or screened so as not to be visible from any public place or adjacent premises used for residential purposes.

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 30/09/05 – Amendment No.4

SUPERSEDED

SUPERSEDED

6.3 Major Road Residential Precinct Code

6.3.1 Purpose

(1) The purpose of this Code is to:

(a) facilitate the development of a limited range of Commercial Uses in the Major Road Residential Precinct of the Mixed Housing Zone; and

(b) to ensure that such development:

i) is consistent with the intent of the Zone and Precinct;

ii) makes a positive contribution to the Local Streetscape;

iii) does not adversely affect the amenity of the locality, particularly that of residential premises adjoining the Precinct; and

iv) minimises any potential adverse affect on the efficiency and safety of the road system.

6.3.2 Applicability

(1) This code applies to development for Commercial Uses in the Major Road Residential Precinct of the Mixed Housing Zone that is:

(a) identified as code assessable or impact assessable in the Mixed Housing Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

6.3.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The scale and bulk of buildings: ▪ is compatible with nearby residential premises; and ▪ does not dominate the streetscape.	A1.1	Buildings on the Site: ▪ are not more than 2 Storeys or 8.5 m in Height; ▪ have a maximum Site cover of 50%; and ▪ are set- back at least 6 m from the street frontage.
		A1.2	Landscaping of the development includes a minimum 3 m wide landscaped strip along all street frontages. Note: See also the Landscaping Code.
P2	The development, which may be of a commercial character and appearance, presents an attractive appearance to the street and to any adjoining residential premises.	A2	No Acceptable Measure is prescribed.
P3	The development addresses, and provides for surveillance of, the street.	A3	The building: ▪ is oriented to the street frontage rather than a side or rear boundary; and ▪ has the main entry, and windows at Ground Level, on the principal street or street corner façade.

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PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P4	The development provides adequate separation, buffering or screening from residential premises so that the privacy and amenity of such premises are not adversely affected.	A4.1	New buildings and extensions are setback at least the following distances from any common boundary with residential premises: a) where there is no existing main building on the Site: ▪ not less than 3 m for a single Storey building or 6 m for a 2 Storey or more building where the adjoining residential premises are not in the Precinct; and ▪ not less than 2 m where the adjoining residential premises are in the Precinct. b) where any existing main building is to be retained, any extension or new building may encroach on the setbacks specified in (a) above but are not to be closer to the common boundary than the existing main building.
		A4.2	A minimum 1.8 m high solid timber, brick or masonry fence is provided along the common boundary with any residential premises, except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m.
		A4.3	New buildings or other structures do not result in: ▪ the overshadowing for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing; or ▪ the overlooking, of the living areas of residential premises adjoining the Precinct.
		A4.4	Landscaping of the development includes a minimum: ▪ 3 m wide densely planted landscape strip of along the common boundary with any residential premises not in the Precinct; and ▪ 2 m wide landscape strip between car parking areas/driveways and any adjoining side boundary. Note: See also the Landscaping Code.
P5	The layout of the Site and the design of buildings, particularly the facade, provides for future signage that: ▪ complements the architecture of the building; ▪ is consistent with the scale and character of the centre; and ▪ is consistent with the likely types of Advertising Signs that would be allowed under the Advertising Signs Code.	A5	No Acceptable Measure is prescribed. Note: ▪ the articulation of building facades should allow for future signage in locations indicated as acceptable in Schedule B of the Advertising Signs Code; ▪ the location and design of any anticipated Freestanding Signs, such as Pole Signs, should be included with the application for the development of the Site to ensure their integration with landscaped areas and building design. Retro-fitting the development with such signs can result in less effective advertising and reduced likelihood of approval; and ▪ the location and planting of landscaped areas should take account of future Stand-Alone Signs.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P6	On-site parking and vehicle access: ▪ encourages users of the development to park on-site and not on the major road or side streets; ▪ minimises any potential adverse impact on the safety and efficiency of State-controlled Roads; and ▪ is located to minimise any potential impact on any adjoining residential premises not in the Precinct.	A6.1	Car parking areas are located: ▪ at the front, or on the approach side, of the Site; and ▪ away from any adjoining residential premises not in the Precinct.
		A6.2	Where the premises fronts a State-controlled Road, access is restricted to left-in/left-out to the State-controlled Road except that where the premises is located on the corner with another road, access is restricted to the other road.
		A6.3	No access point is closer than 3 m to the boundary of residential premises not within the Precinct. Note: See also the Parking, Transport and Servicing Code.
P7	The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitve areas.	A7	Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997*, and under that policy are not `unreasonable'.
P8	Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises not in the Precinct and from public places.	A8.1	Loading/unloading areas are located in a building or enclosure or otherwise screened from public view and satisfy the access and dimension requirements of the Parking, Transport and Servicing Code for service vehicles.
		A8.2	Outdoor storage areas are sited or screened so as not to be visible from any public place or adjacent premises not in the Precinct used for residential purposes.

SUPERSEDED

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6.4 Suburban Centre Support Precinct Code

6.4.1 Purpose

(1) The purpose of this code is to ensure that development for non-Residential Uses in the Suburban Centre Support Precinct:

(a) is consistent with the intent of the Zone and Precinct;

(b) makes a positive contribution to the Local Streetscape;

(c) does not adversely affect the amenity of the locality, particularly that of residential premises adjoining the Precinct; and

(d) minimises any potential adverse affect on the safety and efficiency of the road system.

6.4.2 Applicability

(1) This code applies to development for non-Residential Uses in the Suburban Centre Support Precinct that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

Note:

The Suburban Centre Support Precinct (as shown on the Zone Map) is located within the Neighbourhood Residential Zone, Mixed Housing Zone and Residential Conservation Zone adjacent to the several suburban Centres.

6.4.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The scale and bulk of buildings is: ▪ compatible with nearby residential premises; and ▪ does not dominate the streetscape.	A1.1	The use is located in an existing building and no extension is involved. OR
		A1.2	Buildings: ▪ are not more than 2 Storeys or 8.5 m in Height; ▪ have a maximum Site cover of 50%; and ▪ are set-back at least 6 m from the street frontage.
		A1.3	Landscaping of the development includes a minimum 3 m wide landscaped strip along all street frontages. Note: See also the Landscaping Code.

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PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P2	The development exhibits design elements that are characteristic of, or compatible with, Houses in the surrounding area.	A2	As a partial Acceptable Measure to fulfill the Performance Criterion: ▪ windows and/or doors are provided in any building facade facing any public or communal space; ▪ awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design; and ▪ walls of more than 6 m in length, particularly the façade, are broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank wall. Note: Where the premises are located in the Residential Conservation Zone, see also the Residential Conservation Zone Code.
P3	The development addresses, and provides for surveillance of the street.	A3	The building: ▪ is oriented to the street frontage rather than a side or rear boundary; and ▪ has the main entry, and windows at Ground Level, on the principal street or street corner façade.
P4	The development provides adequate separation, buffering or screening from residential premises so that the privacy and amenity of such premises are not adversely affected.	A4.1	New buildings and extensions are set-back at least the following distances from any common boundary with residential premises: a) where there is no existing main building on the Site: ▪ not less than 3 m for a single Storey building or 6 m for a 2 Storey or more building where the adjoining residential premises are not in the Precinct; and ▪ not less than 2 m where the adjoining residential premises are in the Precinct. b) where any existing main building is to be retained, any extension or new building may encroach on the setbacks specified in (a) above but are not to be closer to the common boundary than the existing main building.
		A4.2	A minimum 1.8 m high solid timber, brick or masonry fence is provided along the common boundary with any residential premises, except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m.
		A4.3	New buildings or other structures do not result in: ▪ the overshadowing for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing; or ▪ the overlooking, of the living areas of residential premises adjoining the Precinct.
		A4.4	Landscaping of the development includes a minimum: ▪ 3 m wide densely planted landscape strip along the common boundary with any residential premises not in the Precinct; and ▪ 2 m wide landscape strip between car parking areas/driveways and any adjoining side boundary. Note: See also the Landscaping Code.

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PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P5	The layout of the Site and the design of buildings, particularly the facade, provides for future signage that: ▪ complements the architecture of the building; ▪ is consistent with the scale and character of the development; and ▪ is consistent with the likely types of Advertising Signs that would be allowed under the Advertising Signs Code.	A5	No Acceptable Measure is prescribed. Note: ▪ the articulation of building facades should allow for future signage in locations indicated as acceptable in Schedule B of the Advertising Signs Code; ▪ the location and design of any anticipated Freestanding Signs, such as Pole Signs, should be included with the application for the development of the Site to ensure their integration with landscaped areas and building design. Retro-fitting the development with such signs can result in less effective advertising and reduced likelihood of approval; and ▪ the location and planting of landscaped areas should take account of future Stand-Alone Signs.
P6	On-site parking and vehicular access minimises any potentially adverse impact on: ▪ any adjoining residential premises not in the Precinct; and ▪ a State-controlled Road.	A6.1	Car parking areas are located away from any adjoining residential premises not in the Precinct.
		A6.2	Only 1 left-in/left-out access point is provided to the New England Highway from that part of the Precinct at Harlaxton that fronts the New England Highway. Note: Approval from the Department of Main Roads will be needed. The consolidation of lots, or other coordination arrangements, will be needed in this location to enable its development for non-Residential Uses.
		A6.3	No access point is closer than 3 m to the boundary with residential premises not within the Precinct. Note: Refer also to the Parking, Transport and Servicing Code.
P7	The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive areas.	A7	Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997*, and under that policy are not `unreasonable'.
P8	Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.	A8.1	Loading/unloading areas are located in a building or enclosure or otherwise screened from public view and satisfy the access and dimension requirements of the Parking, Transport and Servicing Code for service vehicles.
		A8.2	Outdoor storage areas are sited or screened so as not to be visible from any public place or adjacent premises used for residential purposes.

SUPERSEDED

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6.5 Industry Zone Code

6.5.1 Purpose

(1) The purpose of this Code is to ensure that development in the Industry Zone:

(a) is consistent with the intent of the Zone and Precinct;

(b) creates an efficient and safe work environment;

(c) is compatible with nearby sensitive uses and areas;

(d) adequately mitigates any potentially adverse off-site environmental impacts;

(e) provides the necessary service infrastructure and adequately protects that infrastructure;

(f) does not adversely affect the safety and efficiency of the road system;

(g) protects the viability of industries that are sensitive to the off-site impacts of other industries; and

(h) achieves a visually attractive environment while recognising the industrial nature of the Zone.

6.5.2 Applicability

(1) This code applies to development in the Industry Zone that is:

(a) identified as code or impact assessable in the Industry Zone Assessment Table; or

(b) building work identified as code or impact assessable in the Building and Operational Works Assessment Table.

6.5.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	Buildings are set-back from the road frontage in such a way that: ▪ significant landscaping is able to be provided at the front of the Site; ▪ visitor car parking is able to be provided in an easily visible location at or near the front of the Site; and ▪ the building contributes to an attractive and consistent streetscape.	A1[1]	The buildings are set-back not less than: ▪ 15 m from any road frontage where the Site is located in the General Industry Precinct; and ▪ 7.5 m from any arterial or sub-arterial road frontage and 6 m from any other road frontage otherwise.
P2	The siting of buildings in relation to side and rear boundaries ensures that: ▪ the existing or likely future use of adjoining land is not significantly adversely affected; ▪ there is practical access to the rear of the Site for emergency service vehicles; ▪ where applicable, later development can be carried out in a safe, efficient and orderly manner; and ▪ landscaping requirements can be accommodated within the Site.	A2.1	The buildings are set-back more than 4 m or less than 0.5 m to any side or rear boundary except that: ▪ where adjoining urban residential land, public open space or other sensitive uses, the setback along the common boundary is not less than 7 m; and ▪ where the rear boundary setback is more than 4 m and there is no other legal and practical access to the rear area, the setback to one of the side boundaries is more than 4 m.
		A2.2	New buildings or other structures do not result in: ▪ the overshadowing for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing; or ▪ the overlooking, of the living areas of residential premises adjoining the Zone.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P3	Where the Site is not being fully developed at one time, the layout allows for later development to be carried out in an orderly and efficient manner.	A3	No Acceptable Measure is prescribed. Note: ▪ where buildings are to be located near the front of the Site, sufficient side boundary setbacks should be provided to allow 2-way vehicular access to the rear of the lot and to allow possible future extensions of water, sewer and drainage lines (see also Acceptable Measure A3). ▪ buildings should be located so that unuseable pockets of land are not created e.g. setbacks to boundaries are a multiple of the width needed to provide a row of parking spaces and access to them.
P4	The building is designed and orientated to be identifiable from the street.	A4.1	The main entry to the building is at the front of the building, or otherwise easily identifiable from the street, and is directly accessible from the car parking area or street.
		A4.2	The office space of each building is sited and oriented towards the principal road frontage of the Site.
P5	The development: ▪ is generally consistent with, and makes a positive contribution to, the character and appearance of the street; and ▪ ensures that the visual amenity of the street (particularly of arterial and sub-arterial roads), adjacent Residential Areas, public open space and other sensitive uses is not compromised.	A5.1[2]	A landscape strip with the following minimum width is provided along the street frontage: Precinct / Road Frontage: Arterial or Sub-Arterial / Any other General Industry: 10 m / 5 m Any other precinct: 5 m / 3 m
		A5.2	Open storage areas and their contents, and other unsightly areas, are screened from view from public places (including the street) and from land not within the Industry Zone: a) in accordance with any setback and screening requirements indicated in any Structure Plan applying to the land[3]; and b) by either: ▪ buildings; or ▪ a minimum 3 m wide densely planted landscape strip and a fence of minimum 1.8 m Height. The fence is to be erected behind the landscape strip where it is the view from the street that is to be screened. Note: Refer also to the Landscaping Code.
P6	Buildings are: a) of a bulk and Height that are not visually intrusive where adjacent to Residential Areas, public places or sensitive uses; b) designed and finished to a good standard; and c) of a high quality appearance where: ▪ fronting or visible from an arterial road; or ▪ adjacent to or visible from Residential Areas or public open space.	A6	No Acceptable Measure is prescribed. Note: ▪ large areas of blank wall visible from a public place or Residential Area should be screened or broken up by landscaping, building articulation and use of different materials, textures and colours. ▪ external walls should be of high quality and low-maintenance materials and finish, particularly where adjacent to Residential Areas, public open space and arterial roads. ▪ office components should be located toward the front of the Site.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P7	Potentially detrimental impacts on the acoustic environment of adjoining Residential Areas, public places and sensitive uses are prevented or mitigated to acceptable levels.	A7	No Acceptable Measure is prescribed. Note: Acoustic screens (such as earth mounding, fences and walls) and/or Buffers: ▪ may be necessary on boundaries adjacent to Residential Areas, public open space and noise-sensitive uses; ▪ will be required where indicated in a Structure Plan applying to the land[4]; ▪ where required, will need to achieve the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997* and under that policy are not `unreasonable'.
P8	Boundary fences adjoining Residential Areas, public places and other sensitive uses are constructed and maintained to be attractive and compatible with the adjoining development.	A8	Unless otherwise necessary for acoustic attenuation purposes, boundary fences adjoining Residential Areas, public places and other sensitive uses are: ▪ a minimum Height of 2 m; ▪ constructed of solid timber, masonry, brick or colourbond; ▪ non-reflective and of a colour that is compatible with the use and character of the adjoining development; and ▪ maintained in good repair and condition at all times.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P9[5]	The release of any contaminant (including noise, vibration, radiation, air pollution, emissions, waste or wastewater) which may cause Environmental Harm or Nuisance or otherwise adversely affect the use or amenity of the surrounding area, is prevented or mitigated to an acceptable level.	A9	No Acceptable Measure is prescribed. Note 1: Examples of noise mitigation methods are: ▪ all or most building openings face away from residential or other noise-sensitive premises; ▪ buildings, particularly those adjacent to noise-sensitive areas, are constructed with materials of high acoustic absorption properties (e.g. block as compared to sheet metal); ▪ machinery (e.g. generators, refrigeration equipment, air-conditioning units etc.) or activities which are potential noise-sources are located furthermost from adjacent noise-sensitive areas; ▪ machinery exhausts are baffled/muffled; and ▪ noise-sources are soundproofed where necessary. Note 2: ▪ Refer also to the Trade Waste and Refuse Code. ▪ Certain developments will also need to comply with and be licensed under Council's Trade Waste Policy. ▪ Where high-powered outdoor security or operational lighting is proposed, reference should also be made to the Outdoor Lighting Code and, where within 6 km of the Toowoomba Airport, the Airport Affected Land Code.[6] ▪ Where a development proposes emitting high velocity gaseous plumes, dust, ash or steam within the operations area of the Toowoomba Airport, reference needs to be made to the Airport Affected Land Code.[7]

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 24/02/06 – Amendment No.6
[4] Amended 24/02/06 – Amendment No.6
[5] Amended 23/03/07 – Amendment No.5
[6] Amended 23/03/07 – Amendment No.5
[7] Amended 23/03/07 – Amendment No.5

SUPERSEDED

6.6 Regional Centre Zone Code

6.6.1 Introduction

(1) As the principal retail, business, community service and entertainment area of the City and region, the regional centre makes an important contribution to the economy as well as to the image of the City. In recognition of this, the code makes provision for new development to occur in response to contemporary needs while conserving Places of Cultural Heritage Significance and preserving and enhancing the key elements essential to retaining the pedestrian scale and amenity of the Centre and its strong townscape qualities.

6.6.2 Purpose

(1) The purpose of the code is to:

(a) ensure that development is consistent with the intent of the Zone and Precinct;

(b) provide for development that fulfils the roles and functions of the regional centre;

(c) achieve an attractive, legible and cohesive centre that affords users a high level of amenity;

(d) achieve a unified townscape with a high degree of consistency between developments within each precinct;

(e) encourage pedestrian activity within the City Core Precinct, enhance public safety and enrich the visual qualities of the environment by:

i) the provision of continuous active frontages along the Principal Streets within the City Core Precinct; and

ii) ensuring a high level of visual connection between the interior of development and the street with windows and doors, not blank walls, provided to Ground Level facades. In this area a strong interaction is sought between private spaces and the public realm;

(f) retain and conserve Places of Cultural Heritage Significance, their heritage significance and their contribution to the streetscape and townscape;

(g) ensure that development adjoining Places of Cultural Heritage Significance or adjoining a site containing a Place of Cultural Heritage Significance is complementary to, and does not detract from, the heritage qualities of those places;[1]

(h) minimise adverse environmental impacts of development; and

(i) minimise potential adverse impacts on Residential Areas adjacent to the Regional Centre Zone.

6.6.3 Applicability

(1) This code applies to development in the Regional Centre Zone that is:

(a) identified as code assessable or impact assessable in the Regional Centre Zone Assessment Table; or

(b) building work identified as being code assessable or impact assessable in the Building and Operational Works Assessment Table.

Note:

Some elements of this code only apply in particular precincts.

SUPERSEDED

6.6.4 Definition of Principal Streets

(1) For the purposes of this code only, the following are Principal Streets:

(a) Russell Street between Victoria Street and Ruthven Street;

(b) Margaret Street between Hume Street and Dent Street;

(c) Ruthven Street between Bowen Street and Herries Street;

(d) Duggan Street;

(e) Victoria Street between Margaret Street and Little Street; and

(f) Dent Street between Margaret Street and Hill Street.

6.6.5 Performance Criteria and Acceptable Measures

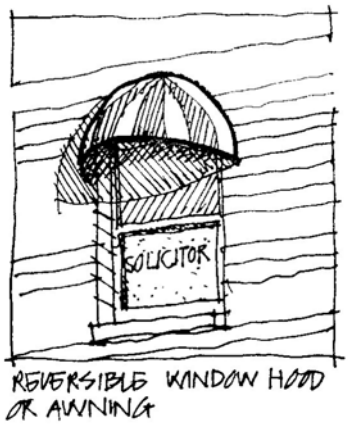
ELEMENT 1 - DEVELOPMENT IN ALL PRECINCTS.

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
STREETSCAPE AND IMAGE			
P1	Development contributes to the desired building and streetscape character of the precinct in which it is located.	A1[2]	As a partial Acceptable Measure: ▪ buildings are integrated into the streetscape setting by adopting setbacks consistent with neighbouring buildings and by incorporating major building elements such as fascias and awnings designed to provide continuity with neighbouring buildings; ▪ street furniture, including seats, bollards, grates, grills, screens and fences, bicycle racks, flagpoles, banners, litter bins and drinking fountains are coordinated with other elements of the streetscape; ▪ any existing bluestone kerbing and channelling is retained and not replaced with alternative materials; ▪ buildings address the street and have their entries visible, legible and accessible from the street; and ▪ buildings do not exceed 3 Storeys in Height unless elsewhere specified in this code.
P2	A Place of Potential Cultural Heritage Significance (listed in Appendix 1 – Places of Potential Cultural Heritage Significance) is not demolished and/or removed unless: ▪ it is of no Cultural Heritage Significance to the City; or ▪ there are no economically realistic and viable uses for the place due to the nature or condition of the building and the cost of adaptation or repair. Note: If the Acceptable Measure is not met, demonstration of compliance with this Performance Criterion is likely to require the submission of reports prepared by suitably qualified person/s detailing: ▪ a streetscape elevation plan of the relevant Site and adjoining properties that clearly indicates the impact the Demolition and/or Removal will have;	A2	The Place of Potential Cultural Heritage Significance is retained.

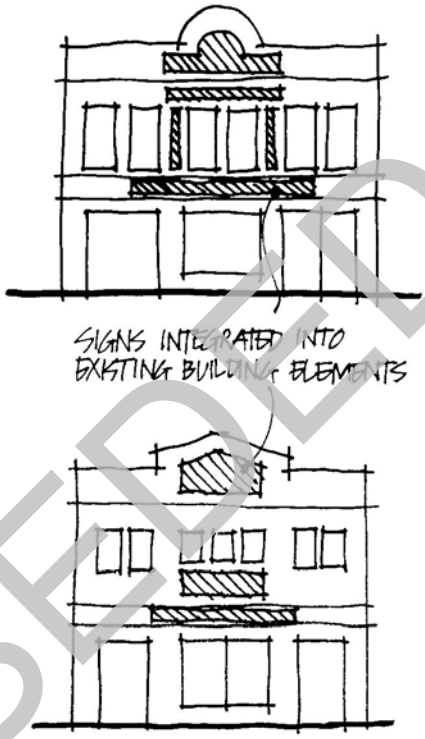
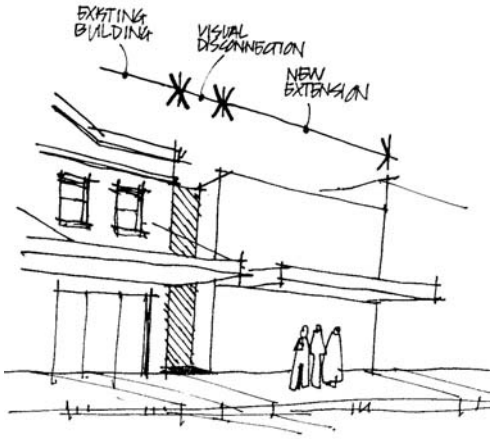
SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	

	▪ the historical, economic, and social themes that are of importance to the City that the place may display;
	▪ whether the place represents customs or ways of life that are characteristic of the City;
	▪ whether the place has played an important part in the lives of the City's residents;
	▪ whether the place displays aesthetic merit, design characteristics or construction techniques of significance to the City;
	▪ whether the place is associated with a noteable City personality or event; and
	▪ in respect to economically realistic and viable uses:
	  ▪ the condition of the building;
	  ▪ those uses that could reasonably be expected to be attracted to the place due to its location or the building on it;
	  ▪ works that would need to be carried out to adapt the place to those uses' requirements; and
	  ▪ the likely cost and feasibility of adapting or repairing the place for those uses.		

P3	Unless Demolition and/or Removal is justified under P2, the significance of places having Cultural Heritage Significance is conserved.	A3.1	Works proposed in respect of a Place of Potential Cultural Heritage Significance listed in Appendix 1: ▪ are in accordance with a Conservation Study of the Place prepared by a suitably qualified person or are in accordance with an approval issued by the Queensland Heritage Council; or ▪ are reversible and do not impact on the integrity of the fabric of the place. 

SUPERSEDED

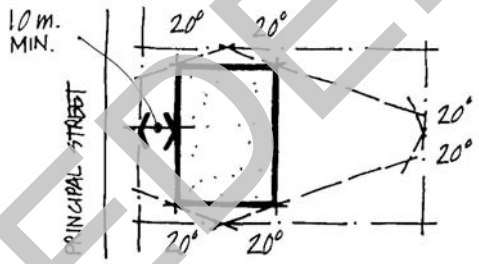
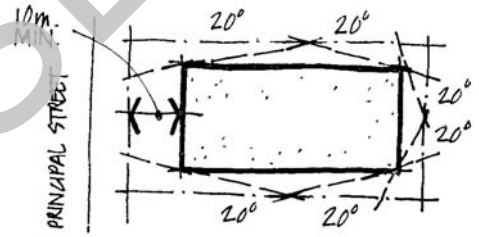
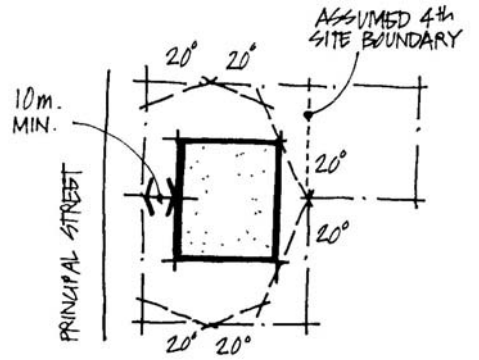
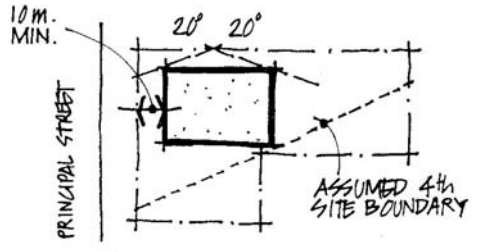
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	A3.2 Signs installed on a Place of Potential Cultural Heritage Significance listed in Appendix 1 are integrated into existing building elements.  A3.3 Proposed additions and extensions to a Place of Potential Cultural Heritage Significance listed in Appendix 1 are visually disconnected from it. 
AMENITY	
P4 The visual amenity of existing and future Residential Uses in residential zones adjoining or opposite the Site is protected by appropriate landscaping, building design and siting, and the like.	A4.1[3] As a partial Acceptable Measure: a) Development adjoining land in a residential zone is set-back 3 m from the boundary and incorporates a solid screen fence with a minimum Height of 1.8 m to the common boundary. OR

SUPERSEDED

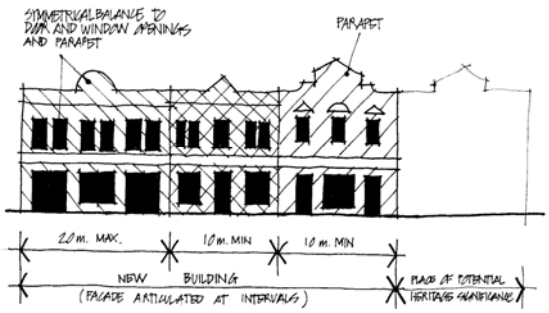
PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
			b) Any building built to a common boundary with land in a residential zone has a boundary wall constructed of brick or painted masonry and has no openings
		A4.2[4]	As a partial Acceptable Measure, development separated from land in a residential zone by a street has all on-site activity, open storage, and servicing areas and plant and equipment located at the rear of the building and any openings in the building facing the street are screened to prevent noise emissions.
P5	The amenity of the regional centre is not detrimentally affected by the operational characteristics of development.	A5.1[5]	As a partial Acceptable Measure, air-conditioning units and refrigeration units are located so as not to be visually prominent from public spaces or cause noise impacts to adjoining premises and public places.
		A5.2[6]	As a partial Acceptable Measure, refuse storage areas are located or screened so as not to be visually prominent from public spaces or to impact on amenity through noise or odours.
P6	Development involving, or adjacent to, a residential use includes design and/or construction measures to minimise potential adverse visual, acoustic, overshadowing, overlooking and light glare impacts on the amenity of the residents.	A6	As a partial Acceptable Measure: ▪ windows and outdoor areas (e.g. terraces and balconies) are located, designed or screened so that they do not allow direct views into the main living areas of the residences or adjoining residences as the case may be; and ▪ new buildings or other structures do not result in the overshadowing, for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing, of the living areas of adjoining residences.
MOVEMENT			
P7	Service vehicular access does not dominate the principal frontage of the development.	A7[7]	As a partial Acceptable Measure, the development utilises secondary frontages for servicing needs. Note: Refer also to the Parking, Transport and Servicing Code.
OUTDOOR DINING[8]			

SUPERSEDED

ELEMENT 2 - DEVELOPMENT IN THE CITY CORE PRECINCT.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
SCALE AND BUILT FORM	
P1 The townscape qualities of the regional centre are retained or enhanced.	A1.1[9] As a partial Acceptable Measure, buildings do not exceed 9 Storeys in Height. A1.2[10] As a partial Acceptable Measure, those parts of a building exceeding 3 Storeys in Height have a rectangular floor plan with sides parallel to the street grid. A1.3[11] As a partial Acceptable Measure, except for sun control devices, those parts of a building exceeding 2 Storeys in Height have a Site cover of 50% or less and are set back from the 4 encompassing property boundaries in accordance with the following diagrams.    

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A1.4[12]	As a partial Acceptable Measure, windows in those parts of buildings exceeding 3 Storeys in Height incorporate sun control devices and do not utilise glass with reflectivity exceeding 20%.
STREETSCAPE AND IMAGE			
P2	The streetscape qualities of the Precinct are retained or enhanced.	A2[13]	As a partial Acceptable Measure, building façades to a Principal Street: ▪ have a minimum Height of 6 m; ▪ extend the full length of the frontage except for vehicle access driveways; ▪ are built to the street alignment and incorporate an awning to the full length of the façade that extends over the adjacent footpath to within at least 600 mm of the kerbline; ▪ incorporate window and/or door openings to at least 50% of the Ground Floor elevation; and ▪ have window and/or door openings that express external reveals by having windows set behind the wall plane or by incorporating protruding frames.
P3	Development enhances the legibility of the Precinct by emphasising the street system.	A3[14]	As a partial Acceptable Measure, new buildings located at the intersection of Principal Streets emphasise the corner by increased façade Height or parapet feature and by the incorporation of an entry to the building on the corner.
P4[15]	Where any new building adjoins a Place of Potential Cultural Heritage Significance or adjoins a Site containing a Place of Potential Cultural Heritage Significance, elements of the new building that are visible from a Principal Street are respectful of the Local Streetscape qualities of the Place of Potential Cultural Heritage Significance.	A4[16,17]	As a partial Acceptable Measure, where a new building adjoins a Place of Potential Cultural Heritage Significance or adjoins a Site containing a Place of Potential Cultural Heritage Significance, the façade of the new building to the Principal Street: ▪ is modulated or articulated at intervals of between 10 m and 20 m; ▪ incorporates a parapet; ▪ incorporates a symmetrical arrangement of door and window openings and parapet elements; ▪ is finished with flush rendered masonry painted in subdued colours; and ▪ incorporates framed door and window elements. 
P5	Any residential accommodation is designed and constructed to afford a high level of amenity for residents.	A5.1[18]	As a partial Acceptable Measure, residential accommodation is provided above Ground Floor level and has private open space areas either communally or in the form of private open space areas such as balconies or the like, having a minimum dimension of 2.5 m.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A5.2[19]	As a partial Acceptable Measure, visual and acoustic privacy is provided to private areas by landscaping, screens or elevated or obscure glass windows.
MOVEMENT			
P6	Pedestrian movement along Principal Streets is not obstructed by Site activities.	A6.1[20]	As a partial Acceptable Measure, automatic teller machines are located in foyers.
		A6.2[21]	As a partial Acceptable Measure, provision is made for rear servicing of buildings.

ELEMENT 3 - DEVELOPMENT IN THE COMMERCIAL FRAME AND COMMERCIAL FRAME (OFFICE) PRECINCTS.

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
SCALE AND BUILT FORM			
P1	Development is of a scale and intensity appropriate to the role and function of the Precinct.	A1.1[22]	As a partial Acceptable Measure, building Height does not exceed 3 Storeys.
		A1.2[23]	As a partial Acceptable Measure, buildings are set-back at least 7.5 m from the primary road frontage and 3 m to a secondary road frontage.
		A1.3[24]	As a partial Acceptable Measure, site cover of the building does not exceed 75% of the Site area.
STREETSCAPE, IMAGE AND AMENITY			
P2	Development contributes to the desired building and streetscape character of the Precinct.	A2[25]	As a partial Acceptable Measure, car parking areas located adjacent to road frontages are screened with a wall of 600 mm to 900 mm in Height or a landscaped Buffer of 1.2 m width.
P3	Outdoor storage areas do not detract from the amenity of the area.	A3[26]	As a partial Acceptable Measure, a landscaped setback of at least 3 m is provided between the road frontage and any outdoor storage area and a 1.8 m high screen fence is provided around the storage area.
P4	Residential accommodation is designed and constructed to afford a high level of amenity for residents.	A4.1[27]	As a partial Acceptable Measure, residential accommodation has private open space areas, either communally or in the form of balconies or courtyards, having a minimum dimension of 2.5 m.
		A4.2[28]	As a partial Acceptable Measure, visual and acoustic privacy is provided to private areas by landscaping, screens or elevated or obscure glass windows.
MOVEMENT			
P5	The traffic capacity, safety and efficiency of major roads is protected.	A5[29]	As a partial Acceptable Measure, the development is served by: ▪ a single access to the road; ▪ shared access arrangements with adjoining premises; or ▪ access to a side or rear non-residential street.

ELEMENT 4 - DEVELOPMENT IN THE BUSINESS TO BUSINESS PRECINCT.

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	Development is of a scale and intensity appropriate to the role and function of the Precinct.	A1.1[30]	As a partial Acceptable Measure, building Height does not exceed 3 Storeys.
		A1.2[31]	As a partial Acceptable Measure, site cover does not exceed 75 %.
P2	Development contributes to the desired building and	A2[32]	As a partial Acceptable Measure, car parking areas located

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
streetscape character of the Precinct.	adjacent to road frontages are screened with a wall 600 mm to 900 mm in Height or a landscaped Buffer of 1.2 m width.

[1] Amended 18/12/09 – Amendment No.11
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 30/09/05 – Amendment No.4
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 30/09/05 – Amendment No.4
[9] Amended 30/09/05 – Amendment No.4
[10] Amended 30/09/05 – Amendment No.4
[11] Amended 30/09/05 – Amendment No.4
[12] Amended 30/09/05 – Amendment No.4
[13] Amended 30/09/05 – Amendment No.4
[14] Amended 30/09/05 – Amendment No.4
[15] Amended 18/12/09 – Amendment No.11
[16] Amended 30/09/05 – Amendment No.4
[17] Amended 18/12/09 – Amendment No.11
[18] Amended 30/09/05 – Amendment No.4
[19] Amended 30/09/05 – Amendment No.4
[20] Amended 30/09/05 – Amendment No.4
[21] Amended 30/09/05 – Amendment No.4
[22] Amended 30/09/05 – Amendment No.4
[23] Amended 30/09/05 – Amendment No.4
[24] Amended 30/09/05 – Amendment No.4
[25] Amended 30/09/05 – Amendment No.4
[26] Amended 30/09/05 – Amendment No.4
[27] Amended 30/09/05 – Amendment No.4
[28] Amended 30/09/05 – Amendment No.4
[29] Amended 30/09/05 – Amendment No.4
[30] Amended 30/09/05 – Amendment No.4
[31] Amended 30/09/05 – Amendment No.4
[32] Amended 30/09/05 – Amendment No.4

SUPERSEDED

SUPERSEDED

6.7 SUB-REGIONAL CENTRES ZONE CODE

6.7.1 Introduction

(1) The Clifford Gardens centre is a coordinated stand-alone development. In contrast, the Wilsonton and Kearneys Spring Centres have grown in a piecemeal and uncoodinated manner over the years (due to multiple ownership and lack of local area planning) in response to demand and changing retail trends. As a result they have not fully realised opportunities for business synergies. Nor have they resulted in Centres that are as efficient, cohesive or attractive as they could have been with greater coordination and the application of better urban design principles. Many developments operate in isolation to other businesses in the Centre, parking and access is disjointed leading to inefficiencies and inconvenience to customers, and the Centres as a whole lack legibility and internal and external connectivity.

(2) This code provides the coordination, urban design principles and an overall structure for future development and redevelopment to achieve Centres that are more efficient, legible and attractive to customers and which take advantage of opportunities for business synergies.

6.7.2 Purpose

(1) The purpose of this code is:

(a) to ensure that development is consistent with the intent of the Zone and Precinct;

(b) to ensure that development is coordinated to:

i) encourage commercial synergies and adaptability of premises;

ii) ensure legibility of the Centres;

iii) ensure visual, vehicular and pedestrian connectivity within the Centres and with surrounding development;

(c) to provide efficient, safe, functional and attractive Centres in which to conduct business;

(d) to provide public and semi-public urban spaces that are safe, attractive and useable as meeting places for the community;

(e) to ensure that development within the Sub-Regional Centres is of a design, scale and bulk that is compatible with the development of land surrounding the centre; and

(f) to promote development that takes advantage of the prevailing climate and actively minimises reliance on non-renewable energy sources for cooling.

6.7.3 Applicability

(1) This code applies to development in the Sub-Regional Centres Zone that is:

(a) identified as code assessable or impact assessable in the Sub-Regional Centres Zone Assessment Table; or

(b) building work identified as being code assessable or impact assessable in the Building and Operational Works Assessment Table.

(2) Schedules A and B of this code illustrate in plan form the Acceptable Measures that would satisfy several of the Performance Criteria in respect to the Wilsonton and Kearneys Spring Centres.

SUPERSEDED

6.7.4 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
CENTRE FUNCTION, COORDINATION AND LEGIBILITY			
P1	Development in the Wilsonton Sub-Regional Centre: ▪ provides a centrally located town-square or public plaza as the focus for the centre to create a sense of place and act as a gathering place for centre users; ▪ provides for a north/south vehicular movement route, and 2 east/west routes (based on Hooper and Kirra Streets), allowing for low speed travel within and through the centre by all users of the centre; ▪ minimises the impact on the surrounding road system; ▪ provides a legible and connected system of pedestrian and cycle routes to facilitate movement within the centre and between the centre and surrounding areas; ▪ ensures that the public can readily discern where the accesses, parking, services and facilities that serve the development are located; and ▪ allows for casual surveillance of public and semi-public spaces.	A1.1[1, 2]	As a partial Acceptable Measure, the development layout is in accordance with the Master Plan shown in Schedule A to this code. As a partial Acceptable Measure, easements or other formal public rights-of-way are placed over the principal internal vehicular routes indicated on the Master Plan in Schedule A to ensure ongoing reciprocal legal access. Note: In April 2002 Council adopted the Toowoomba Cycle and Pedestrian Strategy to improve the accessibility of residential and other areas of the City. Detailed action plans will support the development of a future Transport Infrastructure Charges Plan, which will be read in conjunction with the planning scheme in assessing development applications.
		A1.2[3, 4]	
P2	Development in the Kearneys Spring Sub-Regional Centre: a) provides a town-square or public plaza as the focus for the centre to create a sense of place and act as a gathering place for centre users; b) in respect to the Core Precinct east of Ruthven Street: ▪ provides a low speed internal vehicular circulation route that connects all commercial premises in the Precinct so that customers do not have to re-enter the surrounding road system to move from one part of the Precinct to another; ▪ connects the internal vehicular circulation route to the surrounding road system at points and in a manner that would not unduly affect the safety and function of the road system or provide a short cut between Ruthven and Hume Streets; c) provides a legible and connected system of pedestrian and cycle routes to facilitate movement within the centre and between the centre and surrounding areas; d) ensures that the public can readily discern where the accesses, parking, services and facilities that serve the development are located; and e) allows for casual surveillance of public and semi-public spaces.	A2.1[5, 6]	As a partial Acceptable Measure, the development layout is in accordance with the Master Plan in Schedule B of this code. As a partial Acceptable Measure, easements or other formal public rights-of-way are placed over the principal internal vehicular routes indicated on the Master Plan in Schedule B to ensure ongoing reciprocal legal access. Note: In April 2002 Council adopted the Toowoomba Cycle and Pedestrian Strategy to improve the accessibility of residential and other areas of the City. Detailed action plans will support the development of a future Transport Infrastructure Charges Plan, which will be read in conjunction with the scheme in assessing development applications.
		A2.2[7, 8]	

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P3	Development in the Clifford Gardens Sub-Regional Centre: ▪ provides a legible and connected internal vehicular and pedestrian circulation system for all users of the centre without the need to use the road system surrounding the centre; ▪ connects the internal vehicular circulation system to the surrounding road system at points and in a manner that would not unduly affect the safety and function of the road system; ▪ ensures that the public can readily discern where the accesses, parking, services and facilities that serve the development are located; and ▪ allows for casual surveillance of public and semi-public spaces.	A3	As a partial Acceptable Measure, development is in accordance with the existing approved Site development plan and approvals.
SENSE OF ENCLOSURE			
P4	Buildings clearly define, frame or enclose streets and other useable public and semi-public urban spaces.	A4.1	For the Wilsonton and Kearneys Spring Sub-Regional Centres, buildings are constructed using the footprints and active frontages nominated in the respective Schedules A and B to this code.
P5	Car parking areas, service areas and access driveways are located where they will not dominate the streetscape and will not unduly intrude upon pedestrian use of footpaths.	A5.1	Rear access lanes are used.
		A5.2	Parking and service areas are located behind buildings or below Ground Level.
		A5.3	Shared driveways are used.
FRONTAGES TO PUBLIC SPACES			
P6	Development enlivens and enriches the experience of people using the centre by providing vibrant and attractive spaces to facilitate social interaction.	A6	The Ground Floors of premises with frontage to a public urban space: a) incorporate activities that are likely to foster casual, social and business interaction for extended periods (such as shopfronts, indoor/outdoor cafés and restaurants); b) either: ▪ present a minimum of 65% of building frontage as windows/glazed doors and a maximum of 35% as solid façade; or ▪ where they currently include blank walls facing public spaces, are screened with landscaping or art or redeveloped to provide new entrances to mall areas or public spaces within the Centre; and c) provide clear or relatively clear windows and, where provided, grille or translucent security screens rather than solid shutters, screens or roller-doors.
CLEAR STREET ADDRESS			
P7	Buildings have clearly recognisable street addresses and shop-fronts which are safe, allow surveillance and are readily accessible to users.	A7.1	In respect to the Wilsonton and Kearneys Spring Sub-Regional Centres, buildings have active frontages as indicated in Schedules A and B respectively.
		A7.2	Buildings which face streets, public thoroughfares and public open spaces have their entries visible, clearly recognisable and accessible from the street or other public space.
		A7.3	The main entrance faces the Principal Street providing vehicular access or, where on a corner and practicable, the corner.
		A7.4	Buildings are designed to express their primary intended use (e.g. shops incorporate display windows).

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
DESIGN FOR PEDESTRIANS AND CYCLISTS			
P8	Footpaths, walkways and other spaces intended primarily for pedestrians are comfortable to use and adequately sheltered from excessive sunlight and rain.	A8.1	Buildings adjacent to public streets/thoroughfares and other public and semi-public spaces provide a verandah, colonnade, awning or covered pergola and arcade with a minimum width of 3.2 m along all vehicle and pedestrian routes.
		A8.2	Outdoor public and semi-public squares or plazas have a minimum of 50% of their area covered or shaded for summer use with consideration being given to retractable shade structures and/or appropriate deciduous trees providing summer shade and winter sun.
		A8.3	Hard landscaping and building materials are not highly reflective or likely to create glare, or likely to create slippery or otherwise hazardous conditions.
P9	End-of-trip facilities are provided for pedestrians and cyclists.	A9	No Acceptable Measure is specified. Note: The following should be considered: ▪ provision of sheltered and safe seating and drinking fountains; ▪ provision of end-of-trip facilities for bicycles in accordance with the *AUSTROAD Guide to Traffic Engineering Practice, Part 14 Bicycles 1999*; and ▪ provision of seating and shelters for public transport users at any public bus or taxi pick-up/set-down area within 100 m of the Site.
P10	Buildings of a Height of more than 2 Storeys or 8.5 m do not create unpleasant micro-climatic impacts on any nearby pedestrian spaces by: ▪ extensive overshadowing; ▪ wind tunneling; or ▪ reflective glare. Note: Evidence accompanying an application for code and impact assessable development is likely to be required that demonstrates the achievement of this Performance Criterion through: ▪ shadow analysis for the summer and winter solstice and equinox at the times of 9 a.m., noon and 3 p.m.; and/or ▪ wind affect analysis; and/or ▪ solar incidence and reflection analysis.	A10	As a partial Acceptable Measure to fulfil the Performance Criterion, direct sunlight is to reach more than 50% of the outdoor public spaces, for a minimum of 3 hours between 9 a.m. and 3 p.m. on June 21.[9]
BUILDING HEIGHT, CONTEXT AND VISUAL INTEREST			
P11	The Height of buildings is appropriate to the setting of the Site and respects the Heights of buildings in surrounding Residential Areas.	A11	Buildings have a maximum Height of 2 Storeys or 8.5 m, whichever is the lesser.
P12	Buildings and groups of buildings are sited and designed to respect or enhance the character and amenity of the frontage street and neighbouring premises.	A12.1	Buildings are sited in accordance with the building footprints and active frontages nominated in Schedules A and B respectively for the Wilsonton and Kearneys Spring Sub-Regional Centres.
		A12.2	Building façades are articulated and finished in ways that respond to noteable, attractive elements of surrounding buildings (e.g. in relation to continuity of colonnades, verandahs, balconies, eaves or parapet lines and roof forms).

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A12.3	Top levels of buildings and roof forms are shaped to: ▪ reduce their apparent bulk and provide visually attractive skyline silhouettes; and ▪ screen mechanical plant from view.
P13	Buildings are set-back an adequate distance from street frontages to provide for: ▪ effective development and streetscape enhancements; ▪ visibility of the Centre; and ▪ pedestrian traffic safety and convenience.	A13.1	In respect to the Wilsonton Sub-Regional Centre, buildings are set-back at least: ▪ 7.5 m to Bridge Street; ▪ 6 m on the east side of Erin Street; and ▪ 3 m to Kirra Street, Richmond Drive and the west side of Erin Street.
		A13.2	In respect to the Kearneys Spring Sub-Regional Centre, buildings are set-back at least 7.5 m to Ruthven, Stenner and Hume Streets and 3 m to any other street.
		A13.3	In respect to the Clifford Gardens Sub-Regional Centre, setbacks are in accordance with the existing approved Site development plan and approvals.
P14	In the Wilsonton Sub-Regional Centre, development fronting Kirra Street, Richmond Drive or the western side of Erin Street: ▪ is of a scale, bulk and character sympathetic to residential development opposite; and ▪ provides a street environment characterised by landscaping rather than vehicle parking areas or buildings.	A14	No Acceptable Measure is prescribed.
P15	In the Wilsonton Sub-Regional Centre, development along the east side of Erin Street: ▪ is of a detached housing scale and bulk; ▪ exhibits design elements that are characteristic of detached housing; ▪ allows surveillance of public and communal areas; and ▪ provides a street environment characterised by landscaping rather than vehicle parking areas or buildings.	A15	As a partial Acceptable Measure to fulfill the Performance Criterion: ▪ the building is oriented to the street frontage rather than a side or rear boundary; ▪ the main entry faces the street; ▪ windows or doors are provided in any building facade facing any public or communal space; ▪ awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design; and ▪ walls of more than 6 m in length, particularly the façade, are broken up by articulation, fenestration, recesses or landscape elements to avoid large expanses of blank wall. Note: See also the Landscaping Code and the Community Safety Code.
P16	In the Kearneys Spring Sub-Regional Centre, development fronting Hume Street or at the corner of Hume and Stenner Streets: ▪ is of a scale, bulk and character sympathetic to residential development opposite; and ▪ provides street environments characterised by landscaping rather than vehicle parking areas or buildings.	A16	No Acceptable Measure is prescribed.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P17	Buildings located in prominent positions (such as on 'gateway' and corner Sites on Principal Streets and terminating important vistas) are designed to emphasise the importance of their location through architectural expression and/or landscape treatments.	A17	No Acceptable Measure is prescribed. Note: Examples of possible measures, depending on the location, include increased Height, reduced Building Setbacks, entrance location and orientation and decorative treatments.
P18	Buildings are designed and finished to: ▪ provide visual interest in their forms and façades; ▪ provide outdoor or semi-enclosed public spaces that complement adjoining indoor spaces; and ▪ take advantage of local climatic conditions in ways that reduce demands on non-renewable energy sources, especially for cooling.	A18	No Acceptable Measure is prescribed. Note: Buildings should have articulated and textured façades that incorporate a low proportion of solid to a high proportion of void by using elements such as any or all of the following: ▪ wide colonnades, verandahs, awnings, balconies, and eaves; ▪ recesses, screens, awnings and shutters, and ▪ windows that are protected from excessive direct sunlight during the summer months.
AMENITY AND LANDSCAPING			
P19	Landscaping of public and semi-public urban spaces contributes to a distinctive character and a high level of comfort and visual attractiveness within the premises, street and locality.	A19.1	Development of premises that incorporate new streets and other public or semi-public thoroughfares provide: ▪ wide landscaped verges with full-width paved footpaths, particularly along pedestrian routes adjacent to the vehicular routes shown in Schedules A and B respectively for the Wilsonton and Kearneys Spring Sub-Regional Centres; and ▪ avenues of trees between footpaths and vehicular routes or car parking; ▪ trees that shade pedestrians and, where appropriate, parked vehicles; ▪ lighting, particularly of footpaths and public transport stops (including lamp-post lighting in locations where tree growth may prevent adequate lighting of footpaths from conventional street lights); and ▪ robust, attractive and comfortable street furniture.
		A19.2	Where new public or semi-public outdoor spaces are created, such spaces: ▪ are integrated into the Centre's pedestrian movement system; ▪ have at least 50% of their area covered or shaded for the summer months; ▪ incorporate seating and other street furniture which is robust and low maintenance; ▪ preserve existing features of landscape significance (including mature vegetation and natural water features).
		A19.3	The minimum landscaped setback provided to streets is: ▪ in the Kearneys Spring Sub-Regional Centre, 5 m to Ruthven, Stenner and Hume Streets and 3 m in any other circumstance; ▪ in the Wilsonton Sub-Regional Centre, 5 m to Bridge Street and 3 m in any other circumstance; and ▪ in the Clifford Gardens Sub-Regional Centre, 5 m.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P20	Development enhances, or does not unacceptably reduce, the amenity and environmental quality of its environs, especially of any nearby residential premises or public spaces, due to excessive noise or light spill.	A20.1 [10]	As a partial Acceptable Measure, vehicle loading/unloading and refuse storage/collection facilities are within enclosed service yards or courtyards.
		A20.2 [11]	As a partial Acceptable Measure, site service facilities are not located along any frontage to a street or other public or semi-public space.
		A20.3 [12]	As a partial Acceptable Measure, refuse collection times are limited to daylight hours where premises adjoin buildings containing residential premises; and
		A20.4 [13]	As a partial Acceptable Measure, ventilation and mechanical plant are located and acoustically enclosed to prevent Environmental Nuisance to any nearby residential premises. Note: See also the Trade Waste and Refuse Code.
		A20.5 [14]	As a partial Acceptable Measure, the alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential accommodation. Note: See also the Outdoor Lighting Code.
P21	In respect to the Kearneys Spring Sub-Regional Centre, development adjoining the Open Space Zone north of Stenner Street: ▪ provides an active and attractive frontage to the open space ▪ enables casual surveillance of the open space from the development; and ▪ does not detract from the useability and attractiveness of the open space.	A21 [15]	As a partial Acceptable Measure, vehicular and pedestrian routes, building footprints and active frontages are provided in accordance with Schedule B.
P22	In respect to the Kearneys Spring Sub-Regional Centre, views from Residential Areas to the west of West Creek are not dominated by large commercial or other buildings within the centre.	A22.1 [16]	As a partial Acceptable Measure, the Height of any building meets Acceptable Measure A11 of this code.
		A22.2 [17]	As a partial Acceptable Measure, fifty percent of the building is screened from view by landscaping when viewed from Residential Areas to the west of West Creek. Note: See also the Landscaping Code.

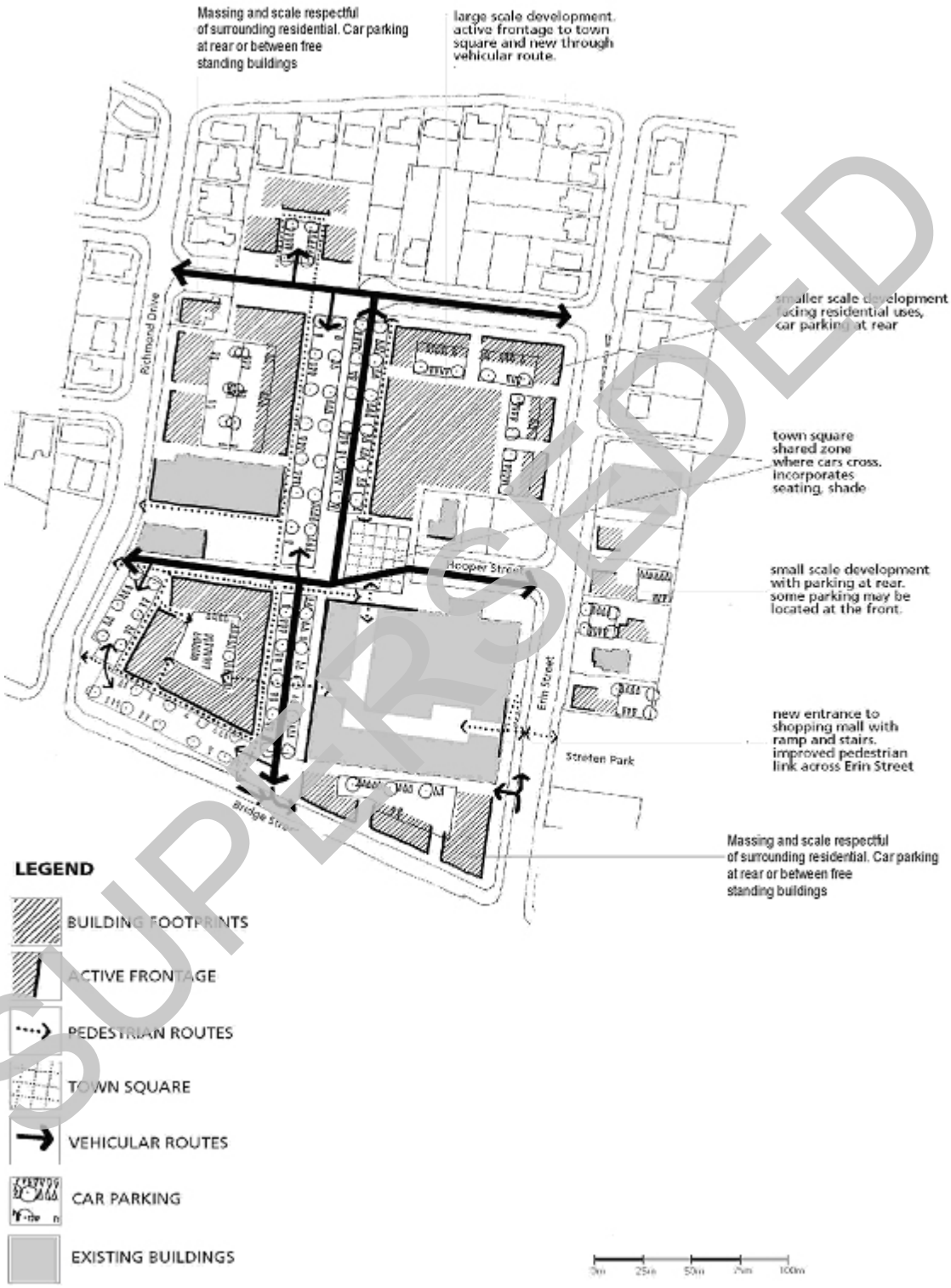
SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P23	The privacy and amenity of adjoining residential premises are maintained such that the residents' use of indoor and outdoor living areas is not unreasonably diminished.	A23.1 [18]	As a partial Acceptable Measure, for development adjoining residential premises: ▪ windows and outdoor areas (e.g. terraces and balconies) are located, designed or screened so that they do not allow direct views into the main living areas of adjoining residences; ▪ new buildings or other structures do not result in the overshadowing, for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing, of the living areas of adjoining residences; ▪ buildings are set-back from the common boundary a minimum of 3 m where the proposed building is single Storey and 6 m otherwise; ▪ a densely planted landscape setback a minimum of 3 m width is established between any building, Car Park or outdoor use area and the common boundary with residential premises not in the Zone; and ▪ a minimum 1.8 m high solid timber, brick or masonry fence is provided along the common boundary with any residential premises, except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m.
		A23.2 [19]	As a partial Acceptable Measure, in the Wilsonton Sub-Regional Centre, development for non-Residential Uses in the area north of the westerly extension of Kirra Street focuses inwardly with active frontages of premises away from surrounding residential premises.
OUTDOOR DINING[20]			

SUPERSEDED

Schedule A

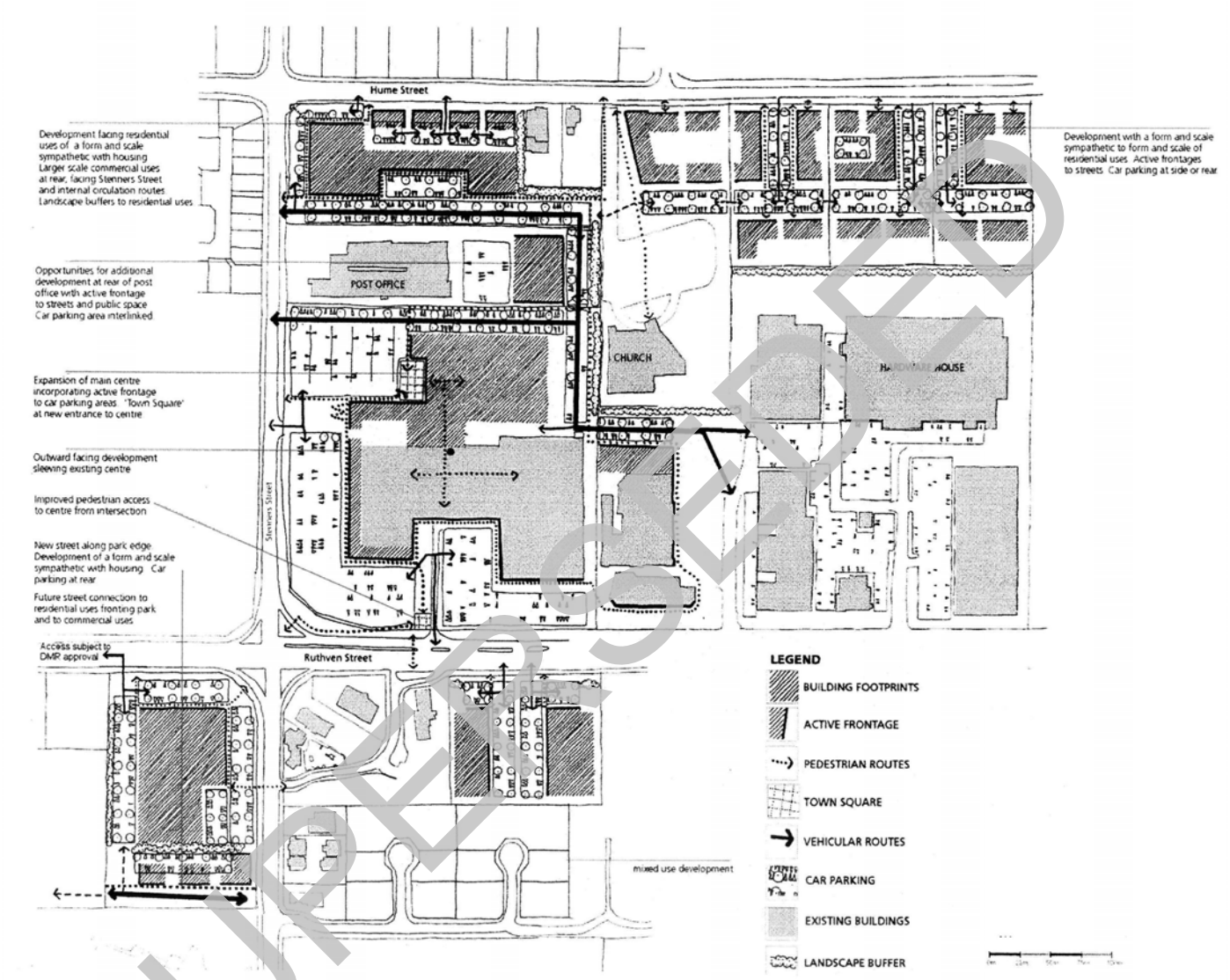
Wilsonton Sub-Regional Centre Master Plan[21]



SUPERSEDED

Schedule B

Kearneys Spring Sub-Regional Centre Master Plan[22]



SUPERSEDED

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 24/02/06 – Amendment No.6
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 24/02/06 – Amendment No.6
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 24/02/06 – Amendment No.6
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 24/02/06 – Amendment No.6
[9] Amended 27/02/04 – Amendment No.1
[10] Amended 30/09/05 – Amendment No.4
[11] Amended 30/09/05 – Amendment No.4
[12] Amended 30/09/05 – Amendment No.4
[13] Amended 30/09/05 – Amendment No.4
[14] Amended 30/09/05 – Amendment No.4
[15] Amended 30/09/05 – Amendment No.4
[16] Amended 30/09/05 – Amendment No.4
[17] Amended 30/09/05 – Amendment No.4
[18] Amended 30/09/05 – Amendment No.4
[19] Amended 30/09/05 – Amendment No.4
[20] Amended 30/09/05 – Amendment No.4
[21] Amended 24/02/06 – Amendment No.6
[22] Amended 24/02/06 – Amendment No.6

SUPERSEDED

SUPERSEDED

6.8 Suburban Centres Zone Code

6.8.1 Purpose

(1) The purpose of this code is to ensure that development in the Suburban Centres Zone, and in Neighbourhood and Local Centres indicated in a Structure Plan:[1]

(a) is consistent with the intent of the Zone and Precinct;

(b) is coordinated in design and function;

(c) is attractive, functional and contributes positively to the character of the area in which the centre is located; and

(d) does not adversely impact on the amenity of surrounding land, particularly residential premises.

6.8.2 Applicability

(1) This code applies to development in the Suburban Centres Zone and in Local and Neighbourhood Centres indicated in a Structure Plan that is:[2]

(a) identified as code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as being code assessable or impact assessable in the Building and Operational Works Assessment Table.

6.8.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The development is: ▪ integrated with the existing Local Streetscape; ▪ compatible with the character and amenity of the locality particularly where the centre is adjacent to land in the Residential Conservation Zone; ▪ designed and constructed to create an attractive, safe and legible business centre; ▪ coordinated with other development in the centre for efficiency, legibility and ease-of-use by customers; and ▪ designed to minimise vehicle conflict points on the road and street system.	A1.1	Where located in the Drayton Neighbourhood Centre: ▪ buildings are located at the front of the Site to provide a continuous active façade adjacent to the street; and ▪ parking is provided at the rear or side of the Site with safe and legible pedestrian access to the building entrance. Note: Refer also to the Parking, Transport and Servicing Code and Community Safety Code.
		A1.2	Where not located in the Drayton Neighbourhood Centre or a centre adjacent to land in the Residential Conservation Zone: ▪ buildings are located towards the middle or back of the Site to allow for parking, landscaping and pedestrian areas to be located between the street and the front of the building; ▪ car parking areas are situated at the front of, or on the approach side of, the Site; and ▪ safe and separate pedestrian access from the street to the building entrance is provided. Note: Refer also to the Parking, Transport and Servicing Code and the Community Safety Code.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	A1.3 Landscaping of the Site: ▪ has a minimum area of 10% of the Site; ▪ includes a minimum 2 m wide landscaped strip along all street frontages except in the Drayton Neighbourhood Centre where the building may abut the front boundary; and ▪ includes a densely planted 3 m wide landscape strip between any building or outdoor use area and any common boundary with residential premises. Note: Refer also to the Landscaping Code. A1.4 A minimum 1.8 m high solid timber, brick or masonry fence is provided along the common boundary with any residential premises, except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m. A1.5 Buildings are set-back at least 6 m to any side or rear boundary with premises in a residential zone. A1.6 Parking, maneuvering and pedestrian systems within the centre are integrated to allow movement between individual Sites without re-entering the street. A1.7 Reciprocal vehicular access rights across adjoining properties within the centre are secured by access easements. A1.8 No vehicular access point is located closer than 3 m to the boundary of any residential premises adjoining the centre. A1.9 No direct vehicular access is provided: ▪ between the Range Shopping centre and the Warrego Highway/Cohoe Street; or ▪ between the Local Centre at Harlaxton on the corner of Griffiths Street and the New England Highway.
P2 Building design provides an attractive and pleasant environment that complements the character of development in the vicinity.	A2 No Acceptable Measure is prescribed. Note: As a guide, the following matters should be considered: a) the use of residential building elements such as: ▪ awnings or verandahs; ▪ high pitched roofs; and ▪ rectangular building plan forms; b) the use of pergolas, terraces, balconies, ramps, screens and fences to soften building edges. c) the integration of major landscape elements to maximise aesthetic value and use.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P3	Buildings are of a scale and bulk that is compatible with surrounding residential premises.	A3.1[3]	As a partial Acceptable Measure, buildings are not more than 2 Storeys or 8.5 m in Height.
		A3.2[4]	As a partial Acceptable Measure, buildings have a maximum Site cover of 50%.
		A3.3[5]	As a partial Acceptable Measure, buildings or other structures do not result in: ▪ the overshadowing for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing; or ▪ the overlooking of the living areas of residential premises adjoining the centre.
P4	A continuous, pedestrian-friendly and attractive facade is provided along the frontage of the building.	A4.1[6]	As a partial Acceptable Measure, shopfronts are provided to at least 70% of the frontage of the building.
		A4.2[7]	As a partial Acceptable Measure, unless the building is built to the front boundary, covered pedestrian access (clear of car parking spaces) is provided within the Site along the frontage of the building. Such pedestrian access is a minimum of 3.2 m wide.
P5	The layout of the Site and the design of buildings, particularly the facade, provides for future signage that: ▪ complements the architecture of the building; ▪ is consistent with the scale and character of the centre; and ▪ is consistent with the likely types of Advertising Signs that would be allowed under the Advertising Signs Code.	A5	No Acceptable Measure is prescribed. Note: ▪ the articulation of building facades should allow for future signage in locations indicated as acceptable in Schedule B of the Advertising Signs Code; ▪ the location and design of any anticipated Freestanding Signs, such as Pole Signs, should be included with the application for the development of the Site to ensure their integration with landscaped areas and building design. Retro-fitting the development with such signs can result in less effective advertising and reduced likelihood of approval; and ▪ the location and planting of landscaped areas should take account of future Stand-Alone Signs.
P6	Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places and not detract from the Local Streetscape.	A6.1	Loading/unloading areas are located in a building or enclosure or otherwise screened from public view and satisfy the access and dimension requirements of the Parking, Transport and Servicing Code for service vehicles.
		A6.2	Outdoor storage areas are sited or screened so as not to be visible from any public place or adjacent premises used for residential purposes.
P7	The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise-sensitve areas.	A7	Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997*, and under that policy are not `unreasonable'.
P8[8]		A8[9]	

SUPERSEDED

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 24/02/06 – Amendment No.6
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 30/09/05 – Amendment No.4

[7] Amended 30/09/05 – Amendment No.4
[8] Amended 30/09/05 – Amendment No.4
[9] Amended 30/09/05 – Amendment No.4

SUPERSEDED

Chapter 7 - Use Codes

CONTENTS

7.1 General Development Code
7.2 House Code
7.3 Home-based Business Code
7.4 Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care Code[1]
7.5 Motels, Boarding Houses and Accommodation Buildings Code
7.6 Bed and Breakfast Establishment Code
7.7 Caravan and Relocatable Home Parks Code
7.8 Child Care Centres Code
7.9 Service Station and Car Washing Station Code
7.10 Extractive Industry Code
7.11 Telecommunication Facilities Code
7.12 Animal Keeping and Intensive Animal Husbandry Code
7.13 Display Home/Office Code[2]

[1] Amended 27/02/04 – Amendment No.1
[2] Amended 27/02/04 – Amendment No.1

SUPERSEDED

SUPERSEDED

7.1 GENERAL DEVELOPMENT CODE

7.1.1 Purpose

(1) The purpose of this code is to ensure that development in the City:

(a) promotes ecological sustainability;

(b) maintains a high level of public health, safety and amenity;

(c) is consistent with the intent of the Zones and the Desired Environmental Outcomes of the planning scheme; and

(d) is coordinated and based on good urban design principles and practices.

7.1.2 Applicability[1]

(1) This code applies to:

(a) development identified as impact assessable; and

(b) development for the following uses identified as code assessable in the Zone Assessment Tables:

i) Forestry in the Rural Zone and the Rural Residential Precinct of the Park Residential Zone;

ii) Parks in the Special Escarpment Precinct of the Rural Zone;

iii) Entertainment/Function Centres, Food Outlets (Cafe/Restaurant), Community Clubs, Community Facilities, Licensed Clubs, Indoor Recreation Facilities, Outdoor Recreation Areas, Animal Keeping and Major Utilities in the Open Space Zone;

iv) Medical Centres, Hospitals and Institutions in the Health Precinct of the Special Uses Zone;

v) Educational Establishments in the Education Precinct of the Special Uses Zone;

vi) Air Teminals and Waste Facilities in the Local Government Precinct of the Special Uses Zone; and

vii) Offices (General), Offices (Service), Bus and Rail Passenger Terminals, and Major Utilities in the Local Government and the Other Government Precincts of the Special Uses Zone.

(2) No Acceptable Measures are prescribed for the Performance Criteria in this code. Where another code deals specifically with the same Performance Criteria (or part of it), then satisfaction of the requirements of that code is deemed to have satisfied the relevant Performance Criteria (or part of it) in this code.

7.1.3 Performance Criteria

PERFORMANCE CRITERIA	
GENERAL	
P1	Development incorporates good urban design principles and practices, particularly for neighbourhood design, the subdivision of land, streetscape design, heritage conservation and environmental engineering.
P2	The individual and/or cumulative impact of the development does not compromise: ▪ those valuable features and areas identified on the Valuable Features Map; ▪ the 'Garden City' image of the City; and ▪ the strategic provisions of Chapter 2 of the planning scheme.
P3	The development prevents or mitigates to an acceptable level any potential risk to life or property due to: ▪ natural hazards such as bushfire, landslide and inundation; and ▪ human activities such as pollution and crime.
ECONOMIC	
P4	The development does not significantly adversely affect the economic viability of areas specifically zoned for business or industrial development.
P5	The economic dominance and viability of the Regional Centre Zone as the regional retail and business centre is maintained.
P6	The development does not significantly adversely affect the efficient, timely and coordinated development of other land in the vicinity.

SUPERSEDED

PERFORMANCE CRITERIA	
LIVEABILITY	
P7	The development does not adversely affect the provision in preferred areas of a variety of housing types to meet the community's accommodation needs, in terms of affordability, life stage and lifestyle.
P8	The development respects or enhances existing streetscape and neighbourhood character, particularly in those areas identified in the planning scheme as having heritage or environmental value.
P9	The development does not unreasonably affect the amenity of Residential Areas due to light spill, odour, noise generation, risk to community safety, loss of privacy or sunlight, and the like.
INFRASTRUCTURE	
P10	The Site is provided with water, sewerage, electricity, gas and telecommunications services, and facilities for the retention, on-site treatment and discharge of stormwater and liquid trade waste, adequate to: ▪ cater for the expected demands of the development; and ▪ protect the natural environment and the health and well-being of the community.
P11	The operational requirements of those services mentioned in P10 are not compromised.
P12	The function, accessibility, efficiency and safety of the transport network is protected or enhanced.
P13	Provision for vehicle access, parking, manoeuvering and servicing is adequate to meet the demand likely to be generated by the development.
P14	The development integrates with the pedestrian, cycle and public transport network.
NATURAL ENVIRONMENT AND LEISURE	
P15	The development prevents or adequately mitigates any potentially adverse impacts on the natural environment including surface and ground water quality, air quality, habitat corridors, remnant vegetation and ecological values.
P16	The development protects or adequately mitigates any potentially adverse impacts on the scenic and landscape qualities of the City, including the escarpment area.
P17	The development does not compromise the provision, use or quality of existing or proposed public recreation land in the vicinity of the development and the open space network in general.
CULTURAL HERITAGE	
P18	The development does not adversely affect the significance of cultural heritage items and heritage conservation areas.

[1] Amended 27/02/04 – Amendment No. 1

SUPERSEDED

7.2 House Code

7.2.1 Purpose

(1) The purpose of this code is to ensure that:

(a) the siting and design of Houses is appropriate to the residential character and environmental values of the locality in which they are situated;

(b) acceptable levels of privacy, daylight and amenity are provided for residents of the House and of adjoining premises;

(c) service infrastructure is provided and protected;

(d) adequate and safe vehicular access is provided for each House; and

(e) Houses are designed to be water efficient.[1]

7.2.2 Applicability

(1) This code applies to development for:

(a) a House that:

i) is identified as self–assessable, code assessable or impact assessable in a Zone Assessment Table ; or

ii) is building work identified as self–assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table; or

(b) reconfiguring a lot for residential purposes where any lot created has an area of less than 500 m².

(2) Self-assessable development for a House does not need to satisfy the Acceptable Measures of any other code in this planning scheme unless specifically directed to by this code.

7.2.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
SELF-ASSESSABLE, CODE ASSESSABLE AND IMPACT ASSESSABLE DEVELOPMENT			
P1	Where located in a water supply area, the development is properly connected to Council's reticulated water supply system.	A1.1	Primary Water Meters are installed for all premises that are connected to the Council's reticulated water supply system.
		A1.2	Primary Water Meters are installed so that the meter counter or remote counter is: ▪ located within the verge adjacent to the main frontage of the property; ▪ located no higher than 1.2 m vertically above finished Ground Level; ▪ located no lower than 0.3 m vertically below finished Ground Level; and ▪ capable of being easily read.
P2[2]	The provision of telecommunication services is compatible with the streetscape and does not adversely affect the operational safety of the Toowoomba Airport.	A2.1	In respect to any satellite dishes: ▪ not more than 1 satellite dish is attached to the House; and ▪ the diameter of any satellite dish does not exceed 1 m.
		A2.2	▪ No aerial intersects the Obstacle Limitation Surfaces of the Toowoomba Airport shown on the Regulatory Map or is higher than 10 m above Ground Level.
P3	Development near a sewer, stormwater drain, watermain or associated structure does not: ▪ adversely affect the function of the service; or ▪ place an additional load on the service; or ▪ unduly increase future maintenance costs.	A3.1[3]	The development meets the Acceptable Measures of the 'Development near Underground Utility Services' section of the Development Works Code. OR

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A3.2[4]	Approval pursuant to Section 823 of the Water Act 2000 has been granted for the development.
P4[5]	Adequate vehicular access is provided.	A4[6]	Driveway crossovers are provided which meet Acceptable Measure A1.2 in the Parking, Transport and Servicing Code. Note: Any new or changed access arrangements to a State-controlled Road requires the approval of the Department of Main Roads.
P5	The operation and safety of the Toowoomba Airport and the amenity of future residents of the House are protected.	A5[7, 8]	The development: a) is not located within the 20 ANEF or higher contour shown on the Regulatory Map unless the development is an extension to an existing House; b) is not within the airport's Public Safety Area shown on the Regulatory Map unless the development is an extension to an existing House; and c) is not of sufficient Height to penetrate the airport's Obstacle Limitation Surfaces shown on the Regulatory Map. d) incorporates effective noise attenuation measures where located between the 20 and 25 ANEF coutours, including: ▪ appropriate building materials; ▪ double-glazing of windows; ▪ roof and/or wall insulation; and ▪ has particular regard to *Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction.*
P6	Any Excavation and/or Filling carried out near property boundaries, for other than building support purposes: ▪ is to ensure that retaining walls and batters used are stable and durable; ▪ does not compromise the safety of people and property; and ▪ does not compromise the potential development of the adjoining premises.	A6.1	Excavation and/or Filling, for other than building support purposes, carried out within 1.5 m of any Site boundary is: a) battered at a maximum slope of 25%; or b) retained by a wall that: ▪ is constructed of durable material such as reinforced masonry or concrete or durability class 1 timber; and ▪ does not exceed 1 m in Height.
		A6.2	Where a retaining wall is used within 1.5 m of a common boundary with a public place (such as a road or pathway) with the result that the subject land would be below the level of the public place, a minimum 1 m high fence, dense vegetation or other effective barrier is provided along the boundary to prevent persons using the public place from falling over the wall.
P7	Stormwater off roofed areas is to be collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	A7	Stormwater off roofed areas of greater than 10 m^2 is discharged: ▪ to a system of inter-allotment or subdivision drainage; or ▪ where inter-allotment or subdivision drainage is not available, via an underground pipe to the street channel; or where grade, or a permanent physical obstruction, does not permit the stormwater to be piped to a system of inter-allotment or subdivision drainage or the street channel, via an underground pipe with a bubbler outlet at least 3 m from the downstream side of building foundations and no closer than 3 m to any property boundary in a manner so as to cause minimum inconvenience to adjoining property owners.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P8	Where the House is in the Escarpment Residential Precinct of the Neighbourhood Residential Zone, the Bushland Residential Precinct of the Park Residential Zone or the Special Escarpment Precinct of the Rural Zone, it is to be located and of a scale and bulk that is not visually obtrusive from a public place.	A8.1	The House is not more than 8.5 m in Height. Where a building envelope was approved as part of the lot reconfiguration that created the lot, buildings are located within that approved building envelope.
		A8.2	
P9	While undertaking development works, the Site and adjoining road are maintained in a tidy, safe and hygienic manner.	A9.1	Any waste generated whilst undertaking works on the Site is disposed of at an approved waste disposal facility either directly or via an approved waste receptacle and collection service. Under no circumstances are: a) fires lit to dispose of waste; or b) wastes used as fill or buried on-site, where waste materials include: ▪ `regulated waste' (as defined for the purposes of the *Environmental Protection Act 1994*); ▪ commercial and industrial waste; ▪ construction/demolition waste; ▪ domestic clean-up waste; ▪ domestic waste; ▪ garden waste; ▪ concrete/builders rubble; and ▪ vegetation.
		A9.2	Goods and materials are not placed or stored within the road reserve.
P10	The development does not: ▪ compromise the provision and operation of future infrastructure; ▪ adversely affect the function and environmental qualities of the City's minor waterways; or ▪ increase the risk to life or property from flood inundation.	A10	The development meets the Acceptable Measures of the Future Infrastructure Corridors Code and the Minor Waterways Code.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P11[9]	In respect to development for a House on a lot of 500m^2 or less, the development: a) is of an appearance, scale, Height and bulk in keeping with: ▪ the desired residential character where so stated in the intent of the zone and/or precinct; or ▪ the existing residential character otherwise; and b) does not adversely affect the residential amenity of adjacent residential premises having regard to: ▪ overshadowing; ▪ privacy and overlooking; and ▪ building mass and scale as seen from neighbouring premises and the street.	A11.1[10, 11]	Where the House is on a lot of 500 m^2 or less: a) the Site coverage does not exceed 50% of the allotment; b) it does not exceed: ▪ 8.5 m in Height where the lot is between 400 m^2 and 500 m^2 inclusive; or ▪ 1 Storey where the lot is less than 400 m^2; c) the Dwelling addresses the street with the Dwelling entry facing the street; d) garages and carports are integrated with the design of the Dwelling and have a maximum width of not more than 50% of the frontage; e) the setback of the building from the frontage with a road of greater than 12m width is not less than the setback of 1 of the adjoining Dwellings or, where there are no adjoining Dwellings, not less than 6 m; f) Where the building is built to the boundary with another lot or within 1m of the boundary: ▪ the relevant wall does not contain windows or openings and has an average Height of not greater than 2.4m and a maximum Height of not more than 3m; ▪ it is built to only 1 of the boundaries; and ▪ the total length of wall on or within 1m of the boundary does not exceed 12m.
		A11.2[12]	Where the House is on a lot that is less than 400 m^2, the development satisfies Acceptable Measure A11.1 above as well as the Acceptable Measures (and partial Acceptable Measures) for a Dual Occupancy specified in the following sections of the Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care Code: ▪ streetscape, building siting and design; ▪ landscaping and open space; ▪ visual and acoustic amenity and safety; and ▪ design for climate.
P12[13, 14]	Development is carried out in locations and in a manner that does not place people or property seriously at risk from bushfire.	A12[15, 16]	The development meets Acceptable Measures A5.1 and A5.2 of the Potential Bushfire Areas Code.

Note:

Rainwater tank provisions for Class 1 Buildings under the *Standard Building Regulation 1993* are contained within Appendix 3.[17]

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 27/02/04 – Amendment No.1
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 30/09/05 – Amendment No.4
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 23/03/07 – Amendment No.5
[9] Amended 30/09/05 – Amendment No.4
[10] Amended 30/09/05 – Amendment No.4
[11] Amended 25/07/08 – Amendment No.9
[12] Amended 30/09/05 – Amendment No.4
[13] Amended 23/03/07 – Amendment No.5

SUPERSEDED

[14] Amended 23/03/07 – Amendment No.7
[15] Amended 23/03/07 – Amendment No.5
[16] Amended 23/03/07 – Amendment No.7
[17] Amended 23/03/07 – Amendment No.7

SUPERSEDED

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7.3 Home-based Business Code

7.3.1 Purpose

(1) The purpose of this code is to:

(a) facilitate the establishment and operation of small-scale businesses in association with the primary use of premises as a residence provided there is no adverse impact upon the amenity of the area, particularly in Residential Areas, due to increased traffic generation and parking, obtrusive signage, noise and the like; and

(b) ensure that such Home-based Businesses do not cumulatively undermine the viability of the City's business Centres.

7.3.2 Applicability

This code applies to development for a Home-based Business identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table.

7.3.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The use is limited to a small-scale operation in recognition of: ▪ the predominantly residential nature of the use of the premises and the locality; and ▪ the preference for other than the smallest of businesses to be conducted from premises in commercial areas.	A1.1	The use does not occupy more than 20 m² of Gross Floor Area or Site area.
		A1.2	The use is conducted on the Site only by the residents of the Dwelling. Where the business has any employees, those employees (other than those living on the Site) do not work on the Site, use the Site as a base (other than electronically) or frequent the Site. The term employee includes full, part-time or casual staff, sub-contractors, and other persons actively involved in the operation of the business but not necessarily receiving remuneration from the operator of the business.
P2	The use is not visually intrusive on the amenity of neighbouring premises or public places.	A2.1	Except in the case of trade person's storage and horticultural activities, no part of the curtilage of the Dwelling is used for the purpose of the Home-based Business other than for visitor parking or access.
		A2.2	In the case of trade person's storage and horticultural activities, that part of the curtilage of the Dwelling that is used for the Home-based Business is located at the rear of the Dwelling and any vehicle, or stored equipment or materials, is screened from view from all public places and adjoining residential premises.
		A2.3	The only Advertising Sign displayed on the premises is a Business Plate Sign that meets the standards for Business Plate Signs in the Advertising Signs Code.
P3	No traffic, noise or waste is generated, or load imposed on any public utility, materially greater than that normally associated with a Dwelling.	A3.1	Any commercial vehicle parked on the Site, does not exceed 4 tonnes gross weight and is housed behind the building line.
		A3.2	Development achieves the noise generation levels set-out in the *Environmental Protection (Noise) Policy 1997* and under that policy are not `unreasonable'.
		A3.3	Any odour emissions do not cause a noticeable smell (in excess of 1 odour unit) beyond the Site boundaries.
		A3.4	In a Residential Area, no more than 12 vehicle trips per day (where arriving is 1 trip and departing is another) are generated by the business activity.
		A3.5	The business does not include any type of vehicle service or repair on the Site.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A3.6[1]	No articles are displayed on, or sold or offered for sale by retail from, the premises, except where. ▪ Articles are offered for sale electronically or by post from the premises; and ▪ No article offered for sale by retail is displayed so that it is visible from outside the Site. AND / OR ▪ They are manufactured within the Home-based Business; ▪ All materials and end product are stored within a building; and ▪ No article offered for sale by retail is displayed so that it is visible from outside the Site.
P4	The use is conducted only during times when surrounding residents are not likely to be disturbed.	A4	Work, other than office activities such as book-keeping and computer work, is not conducted outside the hours of 8.00 a.m. to 6.00 p.m., Monday to Friday; and 8.00 a.m. to 5.00 p.m. Saturday.

[1] Amended 18/12/09 – Amendment No.11

SUPERSEDED

7.4 Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care Code

7.4.1 Introduction

(1) The Planning Scheme aims to facilitate appropriate design outcomes for Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care in various locations across the City. The residential character of Toowoomba is determined by the dominance of the visual elements of landscaping and open space that provides a setting for residential buildings whether they be Houses, Dual Occupancy, Multiple Dwelling Units or Aged Persons Housing/Care. The streetscape character that results is valued highly by residents and visitors.

7.4.2 Purpose

(1) The purpose of this code is to ensure that Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care:

(a) are developed at densities and scales which complement the Residential Areas in which they are located;

(b) are responsive to and enhance the Local Streetscape and character of the areas in which they are located;

(c) are responsive to the City's climate and lifestyle;

(d) utilise standards that result in safe, pleasant and practical living environments;

(e) prevent unacceptable environmental and amenity impacts on surrounding premises; and

(f) are capable of being adapted for the accommodation of people with disabilities in the case of large Multiple Dwelling Unit and Aged Persons Housing/Care developments.[1]

7.4.3 Applicability

(1) This code applies to development for a Dual Occupancy, Multiple Dwelling Units or Aged Persons Housing/Care that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

(2) Unless stated otherwise, the Performance Criteria and Acceptable Measures of this code apply to Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care.

(3) This Code also applies in part, to a House on a lot less than 400 m^2.[2]

SUPERSEDED

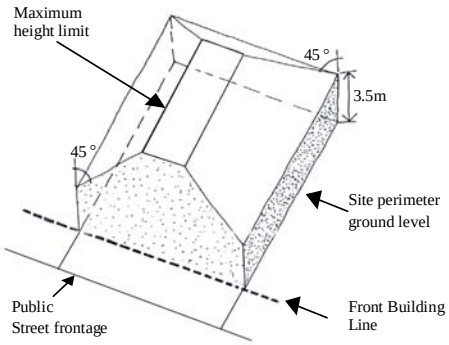
7.4.4 Performance Criteria and Acceptable Measures

<table>
<tr><th colspan="2">PERFORMANCE CRITERIA</th><th colspan="3">ACCEPTABLE MEASURES</th></tr>
<tr><td colspan="5">DENSITY</td></tr>
<tr><td>P1</td><td>Multiple Dwelling Units, Dual Occupancies and Aged Persons Housing/Care are developed at densities which accord with the desired character indicated in the intent of the zone and precinct in which the Site is situated.</td><td colspan="3">A1[3] Provided the development meets the other Performance Criteria of this code, Multiple Dwelling Units, Dual Occupancies and Aged Persons Housing/Care do not exceed the following densities:</td></tr>
<tr><td colspan="2" rowspan="4"></td><td>Zone</td><td>Dual Occupancies</td><td>Multiple Dwelling Units & Aged Persons Housing/Care</td></tr>
<tr><td>Neighbourhood Residential</td><td>▪ 1 Dwelling per 650 m² of Site area in the Escarpment Residential Precinct.
▪ 1 Dwelling per 350 m² of Site area elsewhere.
▪ 1 Dwelling per 1200 m² of Site area in the Stables Precinct.</td><td>None prescribed.</td></tr>
<tr><td>Residential Conservation[4]</td><td>▪ 1 Dwelling per 450 m² of Site area in the Heritage Conservation, Tourist Residential or Newtown Precincts.
▪ 1 Dwelling per 350 m² of Site area in the Heritage Character and Newtown Character Precincts.</td><td>▪ In the Heritage Conservation, Tourist Residential and Newtown Precincts – none prescribed as they are 'not preferred'.
▪ In the Heritage Character and Newtown Character Precincts:
▪ For 1 bedroom Dwellings – 300 m² of Site area per Dwelling;
▪ For 2 bedroom Dwellings – 1 Dwelling per 350 m² of Site area; and
▪ For 3 or more bedroom Dwellings – 1 Dwelling per 400 m² of Site area.</td></tr>
<tr><td>Mixed Housing</td><td>▪ 1 Dwelling per 250m² of Site area.
▪ 1 Dwelling per 300m² where on a hatchet lot.[5]</td><td>▪ For 1 bedroom Dwellings – 200 m² of Site area per Dwelling;
▪ For 2 bedroom Dwellings – 1 Dwelling per 250 m² of Site area; and
▪ For 3 or more bedroom Dwellings – 1 Dwelling per 300 m² of Site area.</td></tr>
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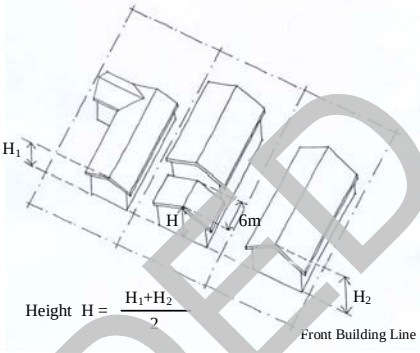
SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
STREETSCAPE, BUILDING SITING AND DESIGN	
P2[6] The development is sited and designed taking into account: ▪ the relationship to adjoining premises and the street; and ▪ the locality which establishes the overall setting of the premises.	A2[7] As a partial Acceptable Measure to fulfill the Performance Criterion: ▪ buildings are setback an equal or greater distance from the street as buildings on adjoining lots or, where there are no buildings on adjoining lots, a minimum of 6 m; ▪ when viewed from the street, the pitch of the roof line is the same as any adjoining premises; ▪ buildings address the street by having a front door and/or living room window facing the street; ▪ ancillary buildings, including garages but not structures for recreational purposes such as pergolas, are located behind the front building line; and ▪ in the case of Dual Occupancies and Multiple Dwelling Units, only those garages associated with Dwellings that have street frontage, have doors that face the street.[8]

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 The development incorporates design elements and is of a Height and bulk that: ▪ ensures building Heights are consistent with the prevailing Height of other buildings in the vicinity; ▪ ensures adequate daylight for Habitable Rooms and open space areas; ▪ minimises overshadowing and overlooking of adjoining premises; ▪ minimises cut and fill; ▪ enhances the Local Streetscape and character of the area; and ▪ minimises other potentially adverse impacts on adjoining premises.	A3.1 Where not located in the Kitchener Street part of the Office Residential Area, buildings do not exceed 2 Storeys or 8.5 m in Height. A3.2 Where located in the Kitchener Street part of the Office Residential Area, as a partial Acceptable Measure: a) buildings are not more than 8 Storeys in Height; b) no part of an adjacent allotment used for residential purposes is adversely affected by: ▪ overshadowing between the hours of 9 a.m. and 3 p.m. on 21 June, except where such premises are already affected to a greater degree by other overshadowing; and ▪ alterations to the micro-climate particularly in relation to wind tunnelling and turbulence; c) significant natural features on the Site, including existing mature vegetation, are integrated into the design; d) building Site coverage does not exceed 40%; e) the building is tiered so that the Gross Floor Area of: ▪ any of the first 3 Storeys does not exceed 40% of the Site area; and ▪ any level above 3 Storeys does not exceed 30% of the Site area; and f) a visual analysis of the proposal confirms that the buildings and structures comprising the Multiple Dwelling Unit development will not be visible above the skyline from vantage points identified in Schedule A to this code. A3.3 Where not located in the Kitchener Street part of the Office Residential Area, buildings and structures are sited within an envelope calculated as shown in the following diagram. The following may project beyond the calculated envelope: ▪ unroofed pergolas; ▪ unroofed terraces; and ▪ landing steps or ramps not more than 1 m high. 

SUPERSEDED

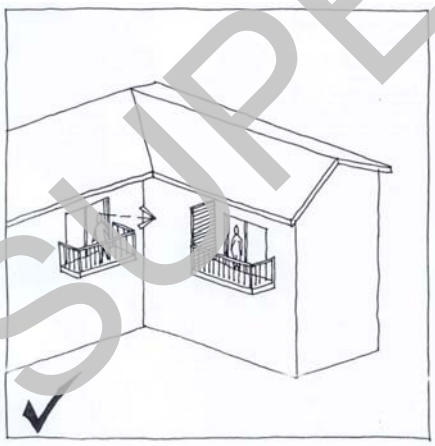
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	A3.4 The building design incorporates a stepback (refer diagram below) of at least 6 m (parallel to the street frontage) such that the Height of any new premises reflects the Height of adjacent premises within the 6 m stepback and the maximum Height specified in Acceptable Measures A3.1 and A3.2 is achieved only behind the stepback. 
	A3.5[9] 9 m is the maximum length of any building elevation, visible from an adjoining street or public open space, that is devoid of: ▪ Fenestration; or ▪ Recessed wall sections of minimum 0.5 m depth and 2 m length; or ▪ A change in wall material or texture such as the use of brick and timber, the use of different types of brick in different sections of the wall or the use of rendered/un-rendered brick.
	A3.6[10] A minimum distance of 3 m is maintained between residential buildings (not being Class 10 Buildings or Outbuildings) on separate allotments.
	A3.7[11] The side and rear boundary setbacks, except for a wall built to the boundary, is a minimum of: ▪ 1.5 m where the building is one storey; ▪ 2 m where the building is more than one storey.
	A3.8[12] A wall built to a boundary has: ▪ a maximum Height of 3 m unless it abuts a higher existing or simultaneously constructed wall; ▪ a maximum length of 9 m where it does not abut an existing boundary wall, provided that the maximum length shall not exceed 50% of the length of the boundary of the subject lot or any adjoining lot.
	A3.9 The maximum number of Dwellings attached in 1 building is 4, with separation (for the purposes of cross-block ventilation, articulation and light) between buildings being not less than 4 m.
	A3.10 On sloping Sites, terracing and building design steps the development down the slope so that any cut or fill is not greater than 1 m.

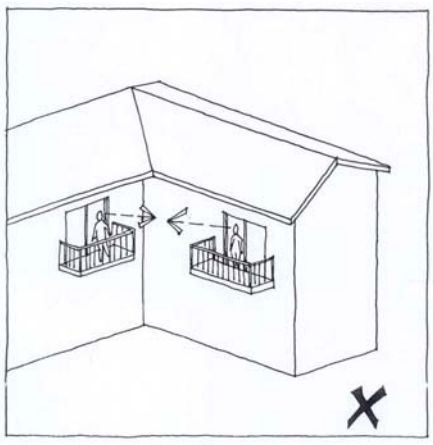
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PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
LANDSCAPING AND OPEN SPACE			
P4	Landscaping and open space form a substantial element of the Site when viewed from the street and provide for continuity with the streetscape.	A4	No Acceptable Measure is prescribed. Note: See also the Landscaping Code.
P5	Adequate open space and landscaped area is provided on Site: ▪ to cater for the requirements of occupants for relaxation, dining, entertainment, recreation and children's play; ▪ for service functions such as clothes drying and domestic storage ▪ to facilitate groundwater recharge and reduce stormwater surcharge; and ▪ to enhance the aesthetics and amenity of the development and adjoining premises.	A5[13]	As a partial Acceptable Measure, the following minimum areas of landscaping and open space are provided: ▪ in the Mixed Housing Zone and Neighbourhood Residential Zone (except the Escarpment Residential Precinct) - 30% of the Site; ▪ in the Residential Conservation Zone - 35% of the Site; ▪ in the Escarpment Residential Precinct of the Neighbourhood Residential Zone - 40% of the Site; and ▪ Any area of less than 1 m^2 or 1 m in width, and any kerbing, is not counted in the required landscaped and open space area.
		A5.2[14]	As a partial Acceptable Measure where the development proposal exceeds 2 Storeys in Height, 5% of the Site is provided as landscaping and open space in addition to that prescribed in Acceptable Measure A5.1.
		A5.3[15]	As a partial Acceptable Measure, 70% of the landscaping and open space area is permeable.
P6	Adequate and useable private open space for each Dwelling is provided and located to: ▪ be directly accessible from the Dwelling; ▪ be available for maximum year-round use; and ▪ take account of outlook, natural features and surrounding buildings.	A6.1[16]	As a partial Acceptable Measure for Ground Level Dwellings, a private open space area of at least 35 m^2, having a minimum dimension of at least 4 m, is provided. Any area occupied by a rainwater tank is not counted in the required private open space area.
		A6.2[17]	As a partial Acceptable Measure for non-Ground Level Dwellings, a private open space area of at least 6.25 m^2 having a minimum dimension of at least 2.5 m is provided.
		A6.3[18]	As a partial Acceptable Measure, private open space is provided that is: ▪ directly accessible from the main living area of the Dwelling; ▪ at the same level or within 0.3 m vertical Height of the floor level of the living area; and ▪ fenced or otherwise screened for privacy and the exclusive use of the Dwelling.

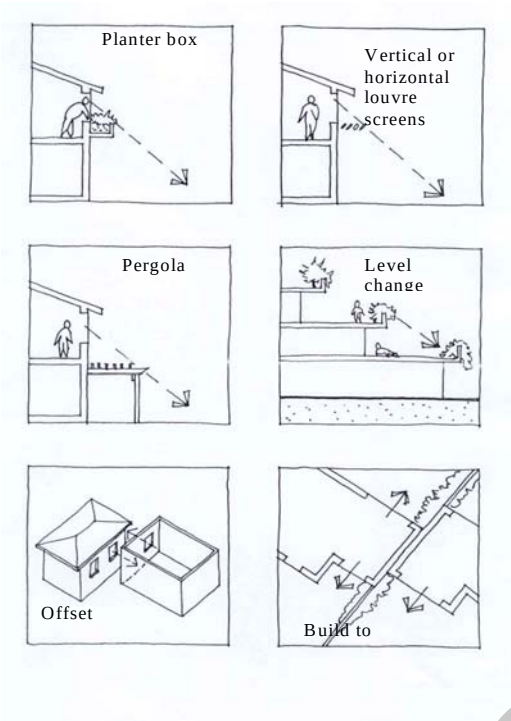
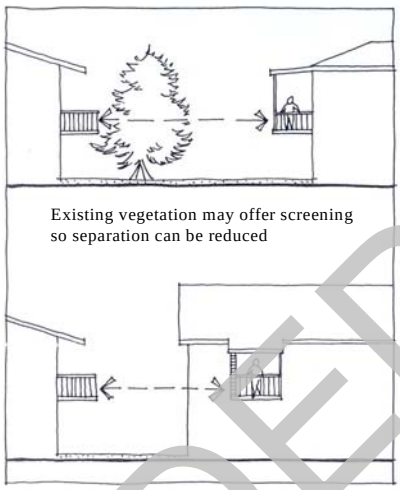
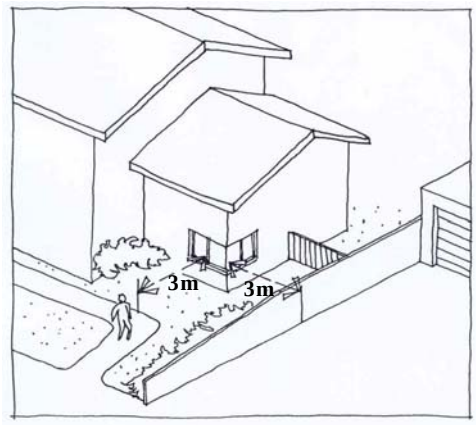
SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P7	Any front fences and walls provided for privacy or to define the property: ▪ allow for casual surveillance of the street; and ▪ are compatible with the building and streetscape.	A7.1	Front fences and walls are no more than: ▪ 1.2 m high if solid; or ▪ 1.5 m high if the fence has openings that make it not less than 50% transparent. EXCEPT THAT: Solid front fences and walls up to 1.8 m high may be provided where: ▪ the main private open space is in front of the Dwelling and the fence length is limited to 75% of the frontage; or ▪ the Site fronts a Trunk Collector Road or higher in the Road Hierarchy shown on the Regulatory Map; provided that: ▪ some surveillance of the street is maintained from the Dwelling; and ▪ the fence or wall does not exceed 15 m in length without some articulation or detailing to provide visual interest.
		A7.2	Front fences and walls use similar or compatible materials to that used in the locality.
VISUAL AND ACOUSTIC PRIVACY AND SAFETY			
P8	The development provides residents of the development and residents of adjacent residential properties with levels of visual and acoustic privacy that would be expected within residential premises in the locality.	A8.1	Direct views between Habitable Rooms of adjacent Dwellings or between Habitable Rooms and the private open space of adjacent Dwellings (whether part of the development or adjacent to the development), are obscured by: ▪ screening that is durable, permanently fixed and has a maximum of 25% openings; or ▪ existing dense vegetation or new planting that can achieve a 75% screening within 3 years of planting; or ▪ any or all of the methods illustrated in the following diagrams.

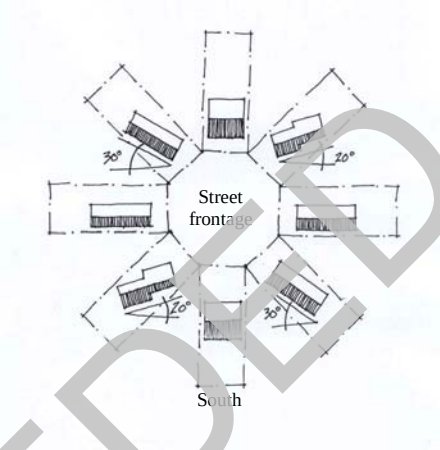




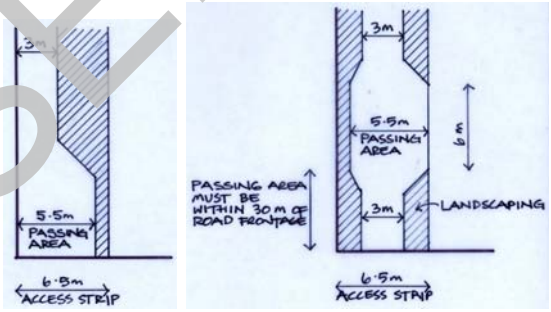
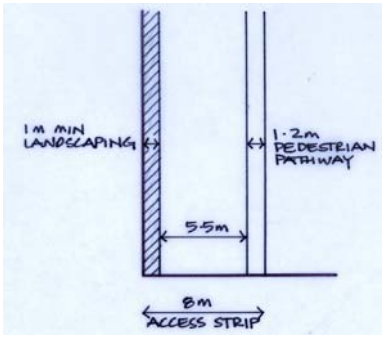
SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	 Careful location and screening of balconies can increase privacy and reduce their separation
	A8.2 Bedroom windows are located at least 3 m from accessways and parking areas of other Dwellings. Refer to the following diagram.  A8.3 Security lighting is provided to pedestrian paths and entrances, driveways and parking areas with lighting designed to ensure that nuisance and annoyance is not caused to complex residents and neighbours. A8.4 A minimum 1.8 m high solid timber, brick or masonry fence is provided along the common boundary with any residential premises, except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
DESIGN FOR CLIMATE			
P9	Buildings are oriented and designed to minimise the consumption of energy for heating and cooling.	A9[19]	As a partial Acceptable Measure, buildings are sited within the following preferred orientation range. 
P10	Dwellings are sited and designed to maximise solar access to north facing windows of living areas having regard to slope, views, existing vegetation and overshadowing.	A10.1	A north-facing room is provided which is capable of use as a living area with windows receiving at least 3 hours of sun over a portion of their surface between 9 a.m. and 5 p.m. on 21 June.
		A10.2	North-facing windows to living areas of neighbouring Dwellings do not have sunlight reduced to less than 3 hours between 9 a.m. and 3 p.m. on 21 June.
		A10.3[20]	As a partial acceptable measure, the provision of a skylight is used to contribute to solar access so that a living area receives at least 3 hours of sun between 9 a.m. and 5 p.m. on 21 June. The number of Dwellings using this provision does not exceed: ▪ 1 - where up to 10 Dwellings are proposed, ▪ 5% of total Dwellings - where more than 10 Dwellings are proposed.
ASSOCIATED WORKS AND STRUCTURES			
P11	Services are located and provided to enable equitable metering and charging and convenient access.	A11	The provision of water meters, including Secondary Water Meters, meets the Acceptable Measures for water meters in the Development Works Code.
P12[21]	Associated structures are provided and located to: ▪ enable the convenient and adequate provision of services; and ▪ not adversely impact the streetscape or adjoining properties.	A12.1[22]	A common refuse collection area is provided for Multiple Dwelling Unit and Aged Persons Housing/Care developments that have Dwellings that do not have a Ground Level private enclosed yard. Note: See also the Trade Waste and Refuse Code.
		A12.2[23]	Where a common refuse collection area is not provided for use by a Dwelling or Rooming Unit, the Dwelling or Rooming Unit has an individual area set aside for the accommodation of a bin and the area is: ▪ sealed; and ▪ screened from view from the street, adjoining residences and the common area; and ▪ located so that the bin does not have to be taken through the Dwelling to the street for pick-up.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A12.3[24]	Letterboxes are provided such that each Dwelling has a private letterbox that meets the requirements of Australia Post.
P13	Where the premises front a State-controlled Road, vehicular access arrangements minimise any potentially adverse affect on the safety and efficiency of that road.	A13	Where the premises front a State-controlled Road, vehicular access is provided: ▪ from a side road if available; or ▪ otherwise from the State-controlled Road by a single access point.
P14[25]	Where the development is located on a hatchet-shaped lot, the access strip: ▪ provides adequate, convenient and safe vehicular and pedestrian access to and from the main body of the lot; and contains adequate and appropriate landscaping to ameliorate the impact of the hard surface area of the access strip on the streetscape.	A14[26, 27]	The access strip has the following characteristics: a) for a Dual Occupancy, a Multiple Dwelling Unit or Aged Persons Housing/Care development of 6 or less units: ▪ a minimum width of 6.5 m; and ▪ a minimum pavement width of: ◆ 5.5 m for the length of the access strip; or ◆ 5.5 m for a distance of at least 6 m within 30 metres of the street boundary and 3 m for the balance of the access strip; and ▪ a landscaped strip of minimum 1m width, excluding kerbs, along one side of the access strip.  b) for a Multiple Dwelling Unit or Aged Persons Housing/Care development of more than 6 units: ▪ a minimum width of 8 m; and ▪ a minimum pavement width of 5.5 m; and ▪ a landscaped strip of minimum 1 m width, excluding kerbs, along 1 side of the access strip; and ▪ a separate pedestrian pathway of minimum width of 1.2 m. 
ADAPTIVE HOUSING REQUIREMENTS (MULTIPLE DWELLING UNITS AND AGED PERSONS HOUSING/CARE ONLY)			

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P15	For Multiple Dwelling Units and Aged Persons Housing/Care, a reasonable proportion of Dwellings caters for, or are capable of catering for, people with disabilities.	A15	a) For Multiple Dwelling Units, adaptive housing Dwellings are provided at the same or higher rate as would apply to a Class 3 Building complying with the BCA. b) No Acceptable Measure is prescribed for Aged Persons Housing/Care.
P16	For Multiple Dwelling Units and Aged Persons Housing/Care, all paths of travel allow maximum and safe movement for people of all levels of mobility.	A16	Compliance with Section D3.2 of the BCA, as if it were a Class 3 building.
P17	For Multiple Dwelling Units and Aged Persons Housing/Care, all street entrances are clear of any obstructions and allow unrestricted movement to and from buildings.	A17	Compliance with Section D3.2 of the BCA, as if it were a Class 3 building.
P18	Where an adaptive Dwelling is provided, car parking provision ensures maximum accessibility to buildings for people with mobility impairments.	A18[28]	Compliance with Sections 1 to 9 inclusive of *Australian Standard AS1428.1-2001 – Design for access and mobility: General requirements for access – New building work.*
P19	Where an adaptive Dwelling is provided, the construction of building entrances and adaptive Dwellings allows maximum, safe and convenient accessibility and use by people with all levels of disability.	A19	Compliance with parts 1 to 9 inclusive of *Australian Standard AS 1428.1 – 1993 – Design for Access and Mobility: General Requirement for Access – Building Work.*

Note:

In order to demonstrate that the development satisfies Performance Criteria P1, P2, P3 and P8, the application must be accompanied by a Neighbourhood and Site Description and a Design Response that meets the requirements of Planning Scheme Policy No.1 – Development Application Requirements.[29]

SUPERSEDED

Schedule A

Public Vantage Points for the determination of Relative Visibility of Multiple Dwelling Units greater than 2 Storeys

- Picnic Point lookout and open space area
- The entrance of the Warrego Highway into the City
- The western and eastern view along Margaret Street
- The Intersection of Margaret and Ruthven Streets
- The Cranley Escarpment
- Mt Kynoch
- Mt Lofty
- Gabbinbar Reservoir Hill
- Mt Peel
- The Hill off Dougall Street
- The Hill behind Glenvale State School
- West Street at the City Golf Course

SUPERSEDED

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 18/12/09 – Amendment No.11
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 22/05/09 – Amendment No.12
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[10] Amended 27/02/04 – Amendment No.1
[11] Amended 27/02/04 – Amendment No.1
[12] Amended 27/02/04 – Amendment No.1
[13] Amended 30/09/05 – Amendment No.4
[14] Amended 30/09/05 – Amendment No.4
[15] Amended 30/09/05 – Amendment No.4
[16] Amended 30/09/05 – Amendment No.4
[17] Amended 30/09/05 – Amendment No.4
[18] Amended 30/09/05 – Amendment No.4
[19] Amended 30/09/05 – Amendment No.4
[20] Amended 25/07/08 – Amendment No.9
[21] Amended 30/09/05 – Amendment No.4
[22] Amended 30/09/05 – Amendment No.4
[23] Amended 30/09/05 – Amendment No.4
[24] Amended 30/09/05 – Amendment No.4
[25] Amended 30/09/05 – Amendment No.4
[26] Amended 30/09/05 – Amendment No.4
[27] Amended 25/07/08 – Amendment No.9
[28] Amended 23/03/07 – Amendment No.5
[29] Amended 23/03/07 – Amendment No.5

7.5 Motels, Boarding Houses and Accommodation Buildings Code[1]

7.5.1 Purpose

(1) The purpose of this code is to ensure that Motels, Boarding Houses and Accommodation Buildings:

(a) are consistent with the intent of the zone and precinct.

(b) are located to best-serve the accommodation needs of users, particularly those of visitors to the City;

(c) are located and designed to be compatible with the locality in which they are situated and do not impact adversely on surrounding residential premises;

(d) contribute positively to the streetscape and townscape character of the City; and

(e) provide reasonable levels of privacy and amenity for users of the development.

7.5.2 Applicability

(1) This code applies to development for a Motel, Boarding House or an Accommodation Building(s) that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

7.5.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
SITE SUITABILITY			
P1	Motels are[2] located in those parts of the urban area that: ▪ are normally frequented by visitors, particularly tourists to the City; or ▪ are adjacent to roads normally travelled by tourists to or through the City.	A1	The Motel is located in: ▪ the Motels Areas shown on the Regulatory Map; or ▪ the Major Road Residential Precinct or the Hospital Support Precinct of the Mixed Housing Zone; or ▪ the City Core, Commercial Frame or Particular Use (Hospital and Support) Precinct of the Regional Centre Zone; or ▪ the Support Precinct of the Sub-Regional Centres Zone.
P2	Accommodation Buildings are[3] located in close proximity to, or with convenient access to, Hospitals, major business Centres, tourist facilities, recreation facilities or Educational Establishments.	A2	The Accommodation Building is located: a) in the Hospital Support Precinct of the Mixed Housing Zone; b) in the Sub-Regional Centres Zone and, in the Core Precinct, above Ground Floor; c) in the Regional Centre Zone and: ▪ above Ground Floor in the City Core Precinct, the Commercial Frame Precinct, the Commercial Frame (Office) Precinct or the Business to Business Precinct;[4] or ▪ in the Particular Use (Hospital and Support) Precinct; or d) not more than 200 m from a centre, the City Parks Precinct of the Open Space Zone or a tertiary Educational Establishment.
P3[5]	Boarding Houses are located and of a scale to avoid: ▪ concentrations or clusters of Boarding Houses in a local area or a street; ▪ adverse cumulative impacts on the character and amenity of a local area or street; and ▪ community concerns and detrimental social impacts.	A3.1	In Urban Residential Areas: ▪ no part of the lot(s) on which the Boarding House is located is within 50 m of any part of any lot(s) used for a Boarding House or any lot(s) for which there is a current development approval for a Boarding House; and ▪ the Boarding House, whether in one or more buildings or on one or more lots, does not contain more than 10 Rooming Units.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A3.2	In all other areas no Acceptable Measure is prescribed. Note: The requirements of the Residential Services (Accreditation) Act 2002, the Residential Services (Accommodation) Act 2002 and Part 20 – Residential Services Building Standards of the Queensland Development Code are also applicable.
P4	For Motels and Accommodation Buildings, the site[6] has sufficient area and appropriate dimensions to accommodate: ▪ the siting and construction of buildings in accordance with the other provisions of this code; ▪ the provision of attractive open space; ▪ any ancillary use areas; ▪ safe and adequate vehicle access; and ▪ adequate vehicle parking.	A4[7]	As a partial Acceptable Measure, the Site has: a) a minimum area of 1000 m^2 and a road frontage of at least 20 m where in the: ▪ Regional Centre Zone; ▪ Sub-Regional Centres Zone; ▪ Motels Area; or ▪ Major Road Residential or Hospital Support Precinct of the Mixed Housing Zone; or b) a minimum area of 2000 m^2 and a road frontage of at least 30 m otherwise.
BUILDING SITING AND DESIGN AND STREETSCAPE			
P5	The form, bulk, Height, scale, setback, roofline, material and detailing of the building is compatible with: ▪ the desired character of the locality as expressed in the intent of the relevant zone and precinct; and ▪ the setting and character of the surrounding area.	A5.1	The maximum building Site cover is: ▪ in the Regional Centre Zone and the Sub-Regional Centres Zone – 90%; ▪ in the Major Road Residential and Hospital Support Precinct of the Mixed Housing Zone, and the Motels Area – 70%; ▪ in a Residential Zone (other than in the Major Road Residential and Hospital Support Precinct of the Mixed Housing Zone, and the Motels Precinct) – 50%; and ▪ otherwise - 60%.
		A5.2	Buildings are set-back an equal or greater distance from the street than existing buildings on Sites adjacent to the Site provided that they are set-back at least: ▪ 15 m to a State-controlled Road; ▪ 10 m to a Council road classified as a Trunk Collector or higher in the Road Hierarchy (as shown on the Regulatory Map); and ▪ 6 m to any other road.
		A5.3	Buildings have a maximum unarticulated length of 10 m to the street frontage. Punctuation by bay windows, verandahs, balconies or minimum 3 m wide/deep wall offsets is considered to be adequate articulation.
		A5.4	The maximum Height of any building is not more than 8.5 m.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P6	New buildings in Residential Areas are set-back from property boundaries and appropriately orientated, designed and landscaped to: ▪ reduce bulk, overshadowing and overbearing; ▪ allow for efficient use of the premises; ▪ enable landscaping to be provided at the front of the Site; ▪ provide any residents on adjoining land with adequate visual and acoustic privacy; and ▪ avoid direct overlooking of the main indoor and outdoor living areas of adjoining residences.	A6.1[8]	As a partial Acceptable Measure, buildings in Residential Areas have: a) minimum side and rear setbacks equal to half the Height of the building and not less than 3 m except that walls may be built to within 1.5 m of side and/or rear boundaries where: ▪ the maximum wall Height is 3.5 m; ▪ the wall contains no openings or has windows with translucent or opaque glazing; and ▪ the maximum wall length is 50% of the length of the adjoining property boundary; and b) a 9 m minimum separation (or 12 m where above first floor level) provided to windows of Habitable Rooms of facing Dwellings on adjoining land.
		A6.2[9]	As a partial Acceptable Measure, direct views from the curtilage of the building into the private open space areas of Dwellings on adjoining land are screened or obscured by a minimum 1.8 m high solid timber, brick or masonry fence along the common boundary except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m.
		A6.3[10]	As a partial Acceptable Measure, windows and outdoor areas (e.g. terraces and balconies) are located, designed or screened so that they do not allow direct views into the main living areas of adjoining residences.
		A6.4	New buildings or other structures do not result in the overshadowing, for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing, of the living areas of adjoining residences.
P7	The buildings and facilities minimise noise impacts beyond the property boundaries, particularly where adjoining residential premises.	A7.1	Public restaurant facilities are provided only where the premises are sited within or adjoining the Regional Centre or Sub-Regional Centres Zone.
		A7.2	Any air-conditioning units are located, enclosed, of a type, or otherwise installed such that they: ▪ do not cause an Environmental Nuisance to any adjoining premises; and ▪ do not present an unsightly view to the street or other public place.
		A7.3	No vehicular access point is closer than 3 m to the boundary with residential premises.
P8	Landscaping is to be established to: ▪ enhance the appearance of the premises from the street; ▪ assist in integrating the premises into the desired streetscape/townscape of the locality; ▪ assist in buffering the premises from surrounding residential premises.	A8.1	Landscape and recreation area is provided on the Site having an area of not less than: ▪ 30% of the total area of the Site where in a Residential Area; or ▪ 10% of the total area of the Site where in the Regional Centre or Sub-Regional Centres Zone.
		A8.2	A densely-planted landscape setback a minimum of 2 m width is provided between parking, manoeuvering, loading/unloading and Outdoor Recreation Areas, and the side and rear boundaries.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A8.3	Fences and walls are designed with similar or compatible materials to those used in existing premises in the locality, and are visually compatible with the design, form and finish of the main building(s) on the Site. Note: See also the Landscaping Code.
P9	Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.	A9.1	Loading/unloading areas are located in a building or enclosure or otherwise screened from public view and satisfy the access and dimension requirements of the Parking, Transport and Servicing Code for service vehicles.
		A9.2	Outdoor storage areas are sited or screened so as not to be visible from any public place or adjacent premises used for residential purposes.

[1] Amended 3/12/04 – Amendment No.3
[2] Amended 3/12/04 – Amendment No.3
[3] Amended 3/12/04 – Amendment No.3
[4] Amended 27/02/04 – Amendment No.1
[5] Amended 3/12/04 – Amendment No.3
[6] Amended 3/12/04 – Amendment No.3
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 30/09/05 – Amendment No.4
[9] Amended 30/09/05 – Amendment No.4
[10] Amended 30/09/05 – Amendment No.4

SUPERSEDED

7.6 Bed and Breakfast Establishment Code

7.6.1 Purpose

(1) The purpose of this code is to facilitate the development and operation of low-key and small-scale Bed and Breakfast Establishments:

(a) that integrate into the locality so that the area's character is protected;

(b) that protect the privacy and amenity of the residents and guests of the premises and of any adjoining premises; and

(c) that operate in a manner that ensures the health and welfare of guests.

7.6.2 Applicability

(1) This code applies to development for a Bed and Breakfast Establishment that is:

(a) identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table ; or

(b) building work identified as self–assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.

7.6.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The Bed and Breakfast Establishment is provided on a Site having sufficient area to allow for guest accommodation and car parking.	A1	The Site has a minimum area of 800 m^2.
P2	The Bed and Breakfast Establishment is of a scale, size and design that is consistent with the surrounding residences and does not adversely impact on their amenity or the streetscape.	A2.1	The maximum number of bedrooms used to accommodate guests is 2.
		A2.2	The maximum number of paying guests accommodated at any one time is 6.
P3	The Bed and Breakfast Establishment provides reasonable levels of privacy and convenience for both residents and guests.	A3.1	Guests are provided with a bedroom capable of being enclosed to prevent visual or other intrusion by members of the host Household.
		A3.2	The bedrooms for guests are in the same building as the bathroom and toilet facilities provided for exclusive use by guests. Note: Kitchens are to be licensed under Council's Food Hygiene Regulations.

SUPERSEDED

SUPERSEDED

7.7 Caravan Park Code[1]

7.7.1 Purpose

(1) The purpose of this code is to ensure that Caravan Parks are developed in a manner that:

(a) provides acceptable levels of amenity for on-site residents and the surrounding area; and

(b) mitigates environmental impacts to within acceptable levels.

7.7.2 Applicability

(1) This code applies to development for a Caravan Park Park that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table ; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

7.7.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The development complies with the Performance Criteria in the *Guidelines on Good Design for Caravan Parks and Relocatable Home Parks -Solutions for Queensland 1997* published by the Department of Communication, Information, Local Government, Planning and Sport.	A1	The development complies with the Acceptable Solutions in the *Guidelines on Good Design for Caravan Parks and Relocatable Home Parks -Solutions for Queensland 1997* published by the Department of Communication, Information, Local Government, Planning and Sport.

[1] Amended 27/02/04 – Amendment No.1

SUPERSEDED

SUPERSEDED

7.8 Child Care Centres Code

7.8.1 Purpose

(1) The purpose of this code is to:

(a) ensure Child Care Centres are sited close to their clientele;

(b) avoid health and safety risks to children using Child Care Centres by appropriate location and design;

(c) ensure that the physical environment of Child Care Centres, both indoor and outdoor, are designed in the best interests of children attending;

(d) ensure that Child Care Centres integrate into the existing environment and do not detrimentally affect neighbouring amenity; and

(e) ensure the provision of adequate, convenient and safe vehicle parking and pick-up/set-down areas for staff and clients of Child Care Centres.

7.8.2 Applicability

(1) This code applies to development for a Child Care Centre that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

7.8.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The Child Care Centre is highly accessible and located within, or close to, other Community Facilities.	A1	The Child Care Centre is located in the Regional Centre, Sub-Regional or Suburban Centres Zone or in the Suburban Centre Support Precinct.
P2	The Child Care Centre is located so that users are not subjected to: ▪ the dangers of heavy traffic; or ▪ flood risk.	A2.1	The Child Care Centre is: ▪ located with the principal access to a Local or Trunk Collector Road shown on the Regulatory Map and does not introduce non-local traffic into local streets; and ▪ not located on a Site subject to the Q100 flood, or in an area where problems of flooding have been experienced and where all access points to the Child Care Centre could be cut by `flash' flooding.
		A2.2	A Site that adjoins an Arterial or Sub-Arterial Road shown on the Regulatory Map is to be of a size that enables buffering of road noise to the Child Care Centre to levels not exceeding those prescribed in Acceptable Measure A3.2 below.
P3	Users of the Child Care Centre are not exposed to unacceptable levels of air and noise pollution.	A3.1[1]	Maximum concentrations of air pollutants do not exceed those identified within the Environment Protection (Air) Policy 1997.
		A3.2	Noise levels measured as the maximum L10 (1 hour) do not exceed: ▪ 48 dB(A) indoors; and ▪ a range of 55-60 dB(A) outdoors, when measured at 1.5 m above the ground in the centre of any outdoor play area. Note: Refer also to the Airport Affected Land Code.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P4	The location of vehicular access, parking areas and pick-up/set-down areas minimises the risk to children.	A4[2]	As a partial Acceptable Measure, customer parking spaces are located so that children are not required to cross the driveway to reach the building. Note: Refer also to the Parking, Transport and Servicing Code.
P5	The Child Care Centre is designed to minimise or avoid any potentially adverse impact on the streetscape and the amenity of any adjacent residence. Note: Where adjacent to a residential use or in a Residential Area: ▪ buildings and other structures should be domestic in scale and exhibit design elements that are characteristic of Houses in the vicinity; and ▪ outdoor play areas should be set-back a sufficient distance from adjoining premises to enable a landscaped Buffer to be provided to protect the amenity of neighbours.	A5	As a partial Acceptable Measure to fulfill the Performance Criterion: ▪ a 1.8 m high solid fence is provided along the side and rear boundaries of the Site. The fence is designed in accordance with provision 5 of Schedule 1 of the *Child Care (Child Care Centres) Regulation 1991*; ▪ windows and outdoor areas (e.g. terraces and balconies) are located, designed or screened so that they do not allow direct views into the main living areas of adjoining residences; ▪ new buildings or other structures do not result in the overshadowing, for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing, of the living areas of adjoining residences; and ▪ a minimum 3 m wide landscaping strip is provided along the front boundary (excluding set- down area and driveway) of the Site. Note: Refer also to the Landscaping Code.
P6	The indoor and outdoor physical environment of the Child Care Centre is designed in the best interests of children attending.	A6	No Acceptable Measure is prescribed. Note: Buildings and outdoor play areas should be oriented and designed to: ▪ gain maximum natural light; ▪ avoid the afternoon sun; ▪ take advantage of cooling winds in summer; ▪ minimise exposure to cold winds in winter; and ▪ achieve optimum ventilation in all rooms.

[1] Amended 18/12/09 – Amendment No.11
[2] Amended 30/09/05 – Amendment No.4

SUPERSEDED

7.9 Service Station and Car Washing Stations Code

7.9.1 Purpose

(1) The purpose of this code is to ensure that Service Stations and/or Car Washing Stations:

(a) are located and designed to provide an efficient, safe and attractive working environment;

(b) contribute positively to the streetscape and protect the amenity of any adjoining or nearby residential premises or other sensitive environments;

(c) make adequate and safe provision for vehicular access, movement, loading, unloading, standing and parking; and

(d) do not adversely impact on the safety, capacity or efficiency of the road network and do not cause the intrusion of non-residential traffic onto local residential streets.

7.9.2 Applicability

(1) This code applies to development for a Service Station and/or Car Washing Station that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table ; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

7.9.3 Performance Criteria and Acceptable Measures

<table>
<tr><th colspan="2">PERFORMANCE CRITERIA</th><th colspan="2">ACCEPTABLE MEASURES</th></tr>
<tr><td>P1</td><td>The Site has sufficient area and dimensions to accommodate the required:
▪ buildings and structures;
▪ vehicle accesses;
▪ vehicle manoeuvering and loading/unloading areas;
▪ landscaping; and
▪ Buffers.</td><td>A1</td><td>The Site has:
▪ a minimum area of 1500 m^2; and
▪ a frontage of not less than 40 m.</td></tr>
<tr><td>P2</td><td>The development is located and designed so that:
▪ the visual impact of the scale and bulk of the buildings or structures is minimised; and
▪ an adequate Buffer can be provided to any adjoining residence or Residential Area.</td><td>A2[1]</td><td>As a partial Acceptable Measure, Service Station and/or Car Washing facilities are provided so that the following minimum setbacks are observed:
<table>
<tr><th>Building, Structure or Fixture</th><th>Front Boundary Set back</th><th>Other Boundary Set backs</th></tr>
<tr><td>Building</td><td>15 m</td><td>6 m to land in a Residential Area.
2 m otherwise.</td></tr>
<tr><td>Fuel Pump</td><td>10 m</td><td>10 m</td></tr>
<tr><td>Carwashing</td><td>15 m</td><td>6 m to land in a Residential Area.</td></tr>
<tr><td>Air hose facility</td><td>3 m</td><td>3 m to land in a Residential Area.</td></tr>
</table></td></tr>
</table>

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P3	The development does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive areas.	A3.1	Car washing facilities are enclosed where in or adjoining Residential Areas to avoid spray drift onto adjacent properties.
		A3.2	All plant and machinery is located, enclosed and/or otherwise attenuated to achieve the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997*, and under that policy are not `unreasonable'. Note: Refer also to the Development Works Code, Trade Waste and Refuse Code and the Outdoor Lighting Code.
P4	The development achieves acceptable levels of risk and institutes effective emergency measures.	A4.1	The design and layout of the Service Station complies with *Australian Standard AS1940 – 1993 – Storage and Handling of Flammable and Combustible Liquids* and relevant state legislation.
		A4.2	The design and layout of the Service Station complies with *Australian Standard AS1596 – 1997 – Storage and Handling of LP Gas* and relevant state legislation if LP Gas is supplied on site.
P5	Vehicular access to the premises: ▪ is adequate and safe; ▪ does not detrimentally impact upon the safety, capacity or efficiency of the road or street system; and ▪ does not cause the intrusion of non-residential traffic onto local residential streets.	5.1	Vehicular access satisfies the requirements of the Parking, Transport and Servicing Code except that: a) not less than 2 vehicle crossings are provided to the premises; b) vehicle access is provided to or from a Trunk Collector Road or higher in the Road Hierarchy shown on the Regulatory Map; c) every driveway crossover: ▪ has a width of not less than 7.5 m but not greater than 10 m; and ▪ is situated so that, at the kerb line, no part is closer than: ◆ 10 m to any part of any other crossover provided to the same premises; and ◆ 25 m to any part of a road intersection or traffic signal in the Regional Centre Zone or 8 m elsewhere; d) a deceleration lane is provided including, where necessary, the dedication of land, free of cost, as road to accommodate the deceleration lane and verge; and e) the design, formation, grading and construction of any deceleration lane, and of the roadway on the truncated area, satisfies the requirements of the EDROC Manual and, where relevant, the requirements of the Department of Main Roads.
		A5.2	For corner lots, a truncation is provided as prescribed in the Lot Reconfiguration Code.
P6	Vehicles using, waiting to use, or servicing the development do not interfere with road users, including pedestrians and cyclists.	A6.1	Fill points are located so that tankers can stand wholly on-site when unloading fuel.
		A6.2	Minimum on-site queuing space, clear of any other access or manoeuvering path, is provided for 3 vehicles on the entry side of any car washing bay and the first bay of any line of petrol bowsers.
		A6.3	Vehicles loading, unloading or filling, or being washed, dried or finished, or otherwise using the facility, stand wholly on-site.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P7	Adequate and safe car parking and loading/unloading facilities, including standing areas for the finishing of washed vehicles where relevant, are provided on-site.	A7.1	Sufficient standing areas for the finishing of vehicles are provided on the exit side of the car washing bay(s) so that they do not interfere with any other access or manoeuvering paths.
		A7.2	Where a small Supermarket is provided as part of the Service Station development, at least 60% of the required customer parking spaces are provided on the exit side of the fuel pumps. Note: Refer also to the Parking, Transport and Servicing Code.
P8	The development is landscaped to: ▪ break up hard elements of the development; ▪ present an attractive appearance to the street; and ▪ minimise visual and noise impacts on adjoining premises, particularly residential premises.	A8.1	A minimum 3 m wide landscape strip is provided along the frontage(s) of the Site, except for that part of any frontage where driveway crossovers are provided.
		A8.2	A minimum 3 m wide densely planted landscape strip is provided along any common boundary with land in a Residential Area.
		A8.3	A minimum 1.8 m high solid fence, of acoustic attenuation materials where adjoining residential or other noise-sensitive premises, is provided along the side and rear boundaries of the Site. Note: Refer also to the Landscaping Code.

[1] Amended 30/09/05 – Amendment No.4

SUPERSEDED

SUPERSEDED

7.10 Extractive Industry Code

7.10.1 Purpose

(1) The purpose of this code is to:

(a) protect and manage existing and potential extractive resource areas;

(b) facilitate the efficient and responsible exploitation of extractive resources;

(c) ensure that the environmental impacts of Extractive Industry are within acceptable limits, in relation to both on-site operations and off-site activities, especially those connected to haulage;

(d) ensure that Extractive Industries provide adequately for Site rehabilitation and preparation for use after extraction; and

(e) protect the amenity of sensitive areas established prior to a proposed Extractive Industry.

7.10.2 Applicability

(1) This code applies to development for an Extractive Industry that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table ; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

7.10.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
OPERATION AND REHABILITATION			
P1	The development and the rehabilitation of the Site: ▪ promotes the optimum extraction of economic resources; ▪ protects the natural environment; ▪ minimises potentially adverse impacts on sensitive receiving environments and amenity; and ▪ results in optimal future land use and land form after extraction is completed. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of reports, prepared by suitably qualified persons, that provide: ▪ survey drawings of existing Site conditions and plans showing the proposed staging of extraction and development, on-site access, operational infrastructure, stockpiling areas, other storage and servicing areas and water management; ▪ geological and geo-technical information about the resource, and description and evaluation of alternatives considered for the exploitation of the resource;	A1	No Acceptable Measure is prescribed.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
▪ specifications of all machinery, including vehicles, intended to be employed on the Site; ▪ an evaluation of the need for the development, including markets and proposed rate of extraction; ▪ proposals, including plans, for the progressive and final planting and Site rehabilitation, including demonstration of visual impact over time; ▪ proposed methods of removing material or refuse from the Site; and ▪ an Environmental Management Plan that addresses all issues relevant to the Performance Criterion.	
VISUAL AMENITY	
P2 The development achieves an acceptable standard of visual amenity, having regard to the characteristics of the Site, the resource, the surrounding area and the desirable character of the locality. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of reports, prepared by suitably qualified persons, that provide: ▪ plans and information about existing vegetation, specifying what is to be retained; ▪ identification of all sensitive or potentially sensitive areas from which the proposed development can be seen; ▪ evaluation of the impact of the development on the visual amenity of the area; ▪ proposals for screening of particular components of Site operations; and ▪ proposals for bunding, planting and any other measures aimed at achieving acceptable visual amenity.	A2 No Acceptable Measure is prescribed.
NATURAL ENVIRONMENT	
P3 The development does not result in unacceptable impacts on the natural environment. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of a report, prepared by a suitably qualified person, that provides: ▪ a description of the existing Site vegetation and habitat values; and ▪ an evaluation of impacts on the ecological values, including in terms of water management proposals and alternatives for Site development.	A3 No Acceptable Measure is prescribed.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
WATER QUALITY			
P4	Water from, around and within the area of operation is managed so that it does not adversely affect the quality of ground water or receiving surface waters. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of a report, prepared by a suitably qualified person, that provides: ▪ an evaluation of current water quality; ▪ an hydraulic study identifying the impacts on overland flow external to the Site; ▪ projected impacts on ground water; ▪ proposals for water management, including waste water management, and protection of water quality and overland flow paths; and ▪ methods of controlling stormwater flows on the Site and upslope runoff.	A4	No Acceptable Measure is prescribed.
NOISE			
P5	The development is designed and operated to minimise noise impacts on the surrounding area and not increase noise levels to an unacceptable level at any sensitive receiving environment. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of a report, prepared by a suitably qualified person, that: ▪ identifies all noise sources, hours of operation, attenuation measures, sensitive or potentially sensitive receiving environments and any other relatively noise sensitive places, and the ambient noise environment; ▪ models noise levels of the surrounding area, including impacts related to haulage movements; ▪ evaluates the noise impacts of alternative practical approaches to exploitation of the resources; ▪ identifies measure for limiting intrusive noise levels; and ▪ addresses the requirements of the *Environmental Protection (Noise) Policy 1997*.	A5	No Acceptable Measure is prescribed.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
VIBRATION			
P6	Vibration from the development is managed to acceptable levels. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of a report, prepared by a suitably qualified person, that provides an analysis of vibration likely to be caused by the operation of the development and measures to minimise any potential impact on nearby premises.	A6	No Acceptable Measure is prescribed.
AIR POLLUTION			
P7	The development minimises potential air pollution impacts to an unacceptable level. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of a report, prepared by a suitably qualified person, that: ▪ details all equipment used in extracting, handling, processing and transporting materials; ▪ identifies sensitive receiving environments; ▪ models air pollution impacts; ▪ evaluates the air pollution impacts of practical alternative approaches to exploitation of the resource; ▪ identifies measures for limiting dust emissions from extraction; and ▪ details the measures to contain air pollution.	A7	No Acceptable Measure is prescribed.
HAZARDS AND RISK			
P8	Any hazard or risk associated with the development is within acceptable limits. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of a report, prepared by a suitably qualified person, that describes and evaluates all relevant public safety issues associated with the development, including: ▪ blasting; ▪ pedestrian movement and safety; ▪ subsidence; and ▪ perimeter fencing.	A8	As a partial Acceptable Measure to fulfill the Performance Criterion: ▪ no blasts or explosions are conducted that could potentially result in stone, rock or other materials escaping or being ejected from the Site; and ▪ security fencing and signs are provided to prevent unauthorised persons from gaining access to the Extractive Industry portion of the Site.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
TRANSPORT			
P9	The transport of materials from the Site minimises impacts on the environment, the road system and premises along the haulage route. Note: Demonstration of compliance with this Performance Criterion is likely to require the submission of a report, prepared by a suitably qualified person, that provides: ▪ an analysis of traffic movements predicted for the development; ▪ an assessment of all transport options including rail, road and conveyor; ▪ analysis of the standard of roads proposed to be used; ▪ an evaluation of alternative access possibilities; ▪ an evaluation of the impact on the movement system, the amenity of premises along the proposed route and safety issues; and ▪ measures to avoid spillage, dust and noise nuisance.	A9	No Acceptable Measure is prescribed.

SUPERSEDED

SUPERSEDED

7.11 Telecommunication Facilities Code

7.11.1 Introduction

(1) Since the coming into force of the *Telecommunications Act* in July, 1997, Telecommunications Facilities (except for `Low-Impact Facilities') have been subject to state planning legislation and hence local government planning schemes.

(2) The *Telecommunications (Low Impact Facilities) Determination 1997* defines what facilities are deemed to be `low impact' in what areas (e.g. residential, industrial), and also what facilities cannot be considered to be low-impact. In relation to low-impact facilities, carriers are required to comply with the *Telecommunications Code of Practice 1997*.

(3) This planning scheme code applies to facilities which are not determined to be Low-Impact Facilities under the commonwealth legislation.

(4) In assessing any application for Telecommunications Facilities, Council will consider any strategic or local Network Plans prepared by the provider for a 5 to 10 year period. A Strategic Network Plan will cover trunk facilities and a Local Network Plan will cover local reticulation facilities. It is envisaged that plans are integrated with already completed Network Plans to further enhance the possibilities of co-location and optimum signal clarity whilst minimising the potential for adverse environmental impacts. These plans are useful for both development approvals in new urban areas and for facilities to be provided through `retro-fitting' in established urban and rural areas.

7.11.2 Purpose

(1) The purpose of this code is to ensure that the installation of Telecommunications Facilities is in accordance with the following principles:

(a) the provision of facilities that will assist the community to achieve social and economic development;

(b) the co-location of facilities where appropriate and practical;

(c) the formulation and implementation of impact-mitigation measures to protect community values, especially in relation to visual amenity;

(d) the avoidance of discriminatory provisions in terms of the *Telecommunications Act 1997*; and

(e) carriers recognising the advantages of best-practice measures especially those which involve innovative design, environmental management and high construction standards.

7.11.3 Applicability

(1) This code applies to development for Telecommunication Facilities that is:

(a) identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table ; or

(b) building work identified as self–assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.

SUPERSEDED

7.11.4 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
VISUAL IMPACT			
P1	Development is visually integrated with its landscape or townscape setting so as not to be visually dominant or unduly visually obtrusive.	A1	The development provides facilities which are: ▪ underground; or ▪ below the level of the predominant tree canopy or surrounding premises; or ▪ camouflaged through the use of colours and materials which blend into the visual landscape, and/or ▪ co-located with existing facilities.
HEALTH AND SAFETY			
P2	Development avoids or manages any emissions of light, vibration or radiation beyond the Site or works area boundaries such that: ▪ nuisance is not caused beyond the Site or works area boundaries; ▪ applicable state and national standards and requirements are met; ▪ unacceptable risks to the environment, and to personal and public safety, are unlikely to be caused; and ▪ as necessary, public access is restricted to meet workplace, health and safety requirements.	A2.1	Emission levels from equipment and infrastructure comply with the relevant industry standards as demonstrated through an approved written statement or certification provided by the carrier to Council. Warning information signs and security fencing are provided on the Site to prevent unauthorised entry and in compliance with workplace health and safety requirements.
		A2.2	
NOISE			
P3	Development prevents or minimises the generation of any noise such that nuisance is not likely to be caused to adjoining premises or other nearby noise-sensitive areas.	A3	Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997* and under that policy are not `unreasonable'.
SHADOWING			
P4	Development of buildings or structures does not cast shadows that would cause the amenity of surrounding premises, or the useability of public open space, to be unacceptably reduced.	A4	For buildings or structures having: a) a Height of more than: ▪ 8.5 m in a Residential Area; or ▪ 12 m elsewhere; and b) a cross-sectional area of more than 20 m^2; shadow diagrams demonstrate that sunlight to the living room windows or private open space of existing or approved Dwellings on adjacent Sites, or to any useable public open space, is not reduced to less than 3 hours between 9 a.m. and 3 p.m. on 21 June, or by 20% less than existing.

SUPERSEDED

7.12 Animal Keeping and Intensive Animal Husbandry Code

7.12.1 Purpose

(1) The purpose of this code is to ensure that development for Animal Keeping and Intensive Animal Husbandry:

(a) does not cause Environmental Harm or Nuisance; and

(b) avoids or mitigates any potential adverse effects on the amenity and character of the area or nearby sensitive uses.

7.12.2 Applicability

(1) This code applies to development for Animal Keeping and/or Intensive Animal Husbandry that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table ; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

7.12.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
DEVELOPMENT FOR STABLES ONLY			
P1	The stables do not have an adverse impact on the residents of the Site or on adjoining premises in terms of noise or odour.	A1.1	The Site area is at least: ▪ 1200 m² where in the Stables Precinct of the Neighbourhood Residential Zone; or ▪ 2 ha otherwise.
		A1.2	No horse is stabled closer to a residential building than: ▪ 15 m where the Site is in the Stables Precinct of the Neighbourhood Residential Zone; or ▪ 30 m otherwise.
		A1.3	Where the stable adjoins land in the Open Space Zone or an Urban Residential Area, a minimum 1.8 m high solid screen fence and a minimum 3 m wide landscaped Buffer strip is provided on the Site along the common boundary.
		A1.4[1]	A health management plan has been established that identifies potential health and amenity hazards associated with the stables such as vermin and other pests, animal waste, other odour sources and the methods by which these hazards are to be addressed.
P2	The scale and character of any stable, including external cladding and roofing materials, is consistent with the character of the local area.	A2	No Acceptable Measure is prescribed.
P3[2]	The stable does not cause a potential hazard to aircraft movement associated with the airport by way of attracting birds and/or bats to the area which could cause or contribute to bird-strike hazard.	A3[3]	All food/waste holding areas and receptacles are contained and covered.
ALL DEVELOPMENT OTHER THAN STABLES			
P4[4]	The development is on a Site which: ▪ has adequate vehicle access; ▪ is not subject to flooding; and ▪ is supplied with a reliable, good-quality water supply.	A4[5]	The Site: ▪ is not subject to the Q20 flood and is not otherwise low-lying; ▪ has sealed road access; and ▪ is provided with reliable water supply and has a capacity to store a minimum of 2 days supply.
P5[6]	The development is not visually intrusive when viewed from any public place and does not adversely affect the visual amenity of any Residential Area.	A5[7]	No Acceptable Measure is specified.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P6[8]	The development is sited, constructed and managed such that: ▪ off-site release of contaminants does not occur; ▪ the generation of any noise does not cause a nuisance to adjoining properties or other noise-sensitive areas; ▪ any emissions of odour, dust or air pollutants do not cause a nuisance beyond the Site boundaries; ▪ there is no significant adverse impact on the quality of any surface water or ground water resource; and ▪ the ecological and hydraulic processes of any waterway are not adversely affected.	A6.1[9]	The development meets the relevant recommended minimum separation distances outlined in Schedule 3 of the Lot Reconfiguration Code.
		A6.2[10]	Where adjoining or incorporating major drainage lines or gullies, the development provides for the retention and/or enhancement of their ecological and biological qualities.
		A6.3[11]	For kennels or catteries, animals are kept in enclosures at all times and, between 6 p.m. and 7 a.m., inside buildings constructed of approved sound attenuating materials.
		A6.4[12]	The development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997*, and under that policy are not `unreasonable'.
		A6.5[13]	The development achieves the air emission standards set out in the *Environmental Protection (Air) Policy 1997*, and under that policy are not `unreasonable'.
		A6.6[14]	The development achieves wastewater discharges with environmental values which do not exceed the water quality guideline levels of the *Australian Water Quality (AWQ) Guidelines for Fresh and Marine Water*.

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 23/03/07 – Amendment No.5
[3] Amended 23/03/07 – Amendment No.5
[4] Amended 23/03/07 – Amendment No.5
[5] Amended 23/03/07 – Amendment No.5
[6] Amended 23/03/07 – Amendment No.5
[7] Amended 23/03/07 – Amendment No.5
[8] Amended 23/03/07 – Amendment No.5
[9] Amended 23/03/07 – Amendment No.5
[10] Amended 23/03/07– Amendment No.5
[11] Amended 23/03/07 – Amendment No.5
[12] Amended 23/03/07 – Amendment No.5
[13] Amended 23/03/07 – Amendment No.5
[14] Amended 23/03/07 – Amendment No.5

SUPERSEDED

7.13 Display Home/Office Code[1]

7.13.1 Purpose

(1) The purpose of this code is to ensure that:

(a) Display Home/Offices are located in areas that are best suited to the use.

(b) The operation of the use is temporary, for the period required between construction and completion of sales within an estate or residential development project; and

(c) The amenity of residential properties, visual or otherwise, is not affected by the operation of the Display Home/Office.

7.13.2 Applicability

(1) This code applies to development for a Display Home/Office that is:

(a) identified as self assessable, code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.

7.13.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
SELF ASSESSABLE, CODE ASSESSABLE AND IMPACT ASSESSABLE DEVELOPMENT			
P1	The use is conducted only during times when surrounding residents are not likely to be disturbed.	A1	The Display Home/Office is not open to the public between the hours of 6.00 p.m. and 8.00 a.m.
P2	The use of the dwelling or premises used for promotional purposes is temporary in nature.	A2	The use ceases within 2 years of its commencement.
[2]		[3]	
P3[4]	The Display Home/Office is constructed where non-residential traffic generation to that allotment would be unlikely to have a detrimental impact upon existing residential uses.	A3[5]	The Display Home/Office is located on a Local Collector, Trunk Collector or Sub- Arterial road.
P4[6]	Parking is provided that: is adequate and safe; and does not detrimentally impact upon the safety, capacity or efficiency of the road system.	A4[7]	The Display Home/Office: meets the requirements outlined in Schedule B of the Parking, Transport and Servicing Code in Chapter 8; and fronts a road with at least 1 lane width reserved for parking.
P5[8]	The Display Home/Office has a limited number of employees on the site.	A5[9]	Not more than 2 employees are engaged in the operation of the Display Home/Office at any one time.
P6[10]	The Display Home/Office is to be provided with suitable water supply and waste disposal services.	A6[11]	The Display Home/Office is provided with water supply and waste disposal services in accordance with the Development Works Code.
P7[12]	The Display Home/Office is suitably screened or buffered to protect the amenity and privacy of residents in neighbouring properties.	A7[13]	A minimum 1.8 m high screen fence is provided between the Display Home/Office and adjoining residential premises.
P8[14]	Any outdoor storage areas are designed to be unobtrusive and are situated away from neighbouring residences and public view.	A8[15]	Outdoor storage areas are sited or screened so as not to be visible from any public place or adjacent residential premises.
P9[16]	Outdoor or security lighting does not cause unreasonable disturbance, annoyance or distress to nearby residents.	A9[17]	Lighting is provided in accordance with the requirements of the Outdoor Lighting Code as well as *Australian Standard AS 4282 – Controls of the Obtrusive Effects of Outdoor Lighting.*

SUPERSEDED

[1] Amended 27/02/04 – Amendment No.1
[2] Amended 18/12/09 – Amendment No.11
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 18/12/09 – Amendment No.11
[5] Amended 18/12/09 – Amendment No.11
[6] Amended 18/12/09 – Amendment No.11
[7] Amended 18/12/09 – Amendment No.11
[8] Amended 18/12/09 – Amendment No.11
[9] Amended 18/12/09 – Amendment No.11
[10] Amended 18/12/09 – Amendment No.11
[11] Amended 18/12/09 – Amendment No.11
[12] Amended 18/12/09 – Amendment No.11
[13] Amended 18/12/09 – Amendment No.11
[14] Amended 18/12/09 – Amendment No.11
[15] Amended 18/12/09 – Amendment No.11
[16] Amended 18/12/09 – Amendment No.11
[17] Amended 18/12/09 – Amendment No.11

SUPERSEDED

Chapter 8 - Area Codes

CONTENTS

8.1 Office Residential Area Code
8.2 Airport Affected Land Code
8.3 Future Infrastructure Corridors Code
8.4 Minor Waterways Code
8.5 Steep and Potentially Unstable Land Code
8.6 Potential Bushfire Areas Code

SUPERSEDED

SUPERSEDED

8. CHAPTER 8 – AREA CODES

8.1 Office Residential Area Code

8.1.1 Purpose

(1) The purpose of this code is to ensure that development for non-Residential Uses in the Office Residential Area shown on the Regulatory Map:

(a) is consistent with the intent of the zone and precinct;

(b) makes a positive contribution to the Local Streetscape;

(c) does not adversely affect the amenity of the locality, particularly that of residential premises adjoining the Office Residential Area[1]; and

(d) where located in the Residential Conservation Zone:

i) is low-key and small-scale in nature; and

ii) is accommodated by the conversion of the existing residential Dwelling stock.

8.1.2 Applicability

(1) This code applies to development for non-Residential Uses in the Office Residential Area shown on the Regulatory Map that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

8.1.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1[2, 3]	Where the premises are located in the Bridge, Campbell, Gore, Herries, Margaret, Neil, Russell, Thomas or West Street parts of the Office Residential Area, the heritage values and character of the Local Streetscape and area are protected.	A1	As a partial Acceptable Measure to fulfill the Performance Criterion: ▪ the use is accommodated in an existing building(s) on the premises and no extension is involved; and ▪ landscaping of the development includes a minimum 3 m wide landscaped strip along all street frontages. Note: See also the Residential Conservation Zone Code and the Landscaping Code.
P2	Where the premises are located in the Kitchener Street part of the Office Residential Area, the development protects or enhances the amenity and character of the streetscape and area.	A2.1[4]	As a partial Acceptable Measure, where the development does not include Multiple Dwelling Units, buildings: ▪ are not more than 2 Storeys or 8.5 m in Height; ▪ have a maximum Site cover of 50%; and ▪ are set-back at least 6 m from the street frontage.
		A2.2[5]	As a partial Acceptable Measure, where the development includes Multiple Dwelling Units, that part of the development for non-residential use meets Acceptable Measure A3.2 of the Dual Occupancy, Multiple Dwelling Units and Aged Persons Housing/Care Code.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A2.3[6]	As a partial Acceptable Measure, landscaping of the development includes a minimum 3 m wide landscaped strip along all street frontages. Note: See also the Landscaping Code.
P3	Except where part of a Multiple Dwelling Unit development in Kitchener Street, the development exhibits design elements that are characteristic of, or compatible with, Houses in the surrounding area.	A3	As a partial Acceptable Measure to fulfill the Performance Criterion: ▪ windows and/or doors are provided in any building facade facing any public or communal space; ▪ awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design; and ▪ walls of more than 6 m in length, particularly the façade, are broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank wall.
P4	The development addresses, and provides for surveillance of, the street.	A4	The building: ▪ is oriented to the street frontage rather than a side or rear boundary; and ▪ has the main entry, and windows at Ground Level, on the principal street or street corner façade.
P5	The development provides adequate separation, buffering or screening from residential premises so that the privacy and amenity of such premises is not adversely affected.	A5.1	New buildings and extensions are set-back the following distances from any common boundary with residential premises: a) not less than the existing main building on the Site; or b) where there is no existing main building on the Site: ▪ not less than 2 m for a single Storey building or 6 m for a 2 or more Storey building where adjoining residential premises not in the Office Residential Area; and ▪ not less than 2 m where the adjoining residential premises are in the Office Residential Area.
		A5.2	A minimum 1.8 m high solid timber, brick or masonry fence is provided along the common boundary with any residential premises, except for that part of the common boundary that is within the front setback of the development in which case the maximum Height of the fence is 1.2 m.
		A5.3	New buildings or other structures do not result in: ▪ the overshadowing for more than 3 hours between 9 a.m. and 3 p.m. on 21 June or for more than 20% longer than existing; or ▪ the overlooking of the living areas of residential premises adjoining the Office Residential Area.
		A5.4	Landscaping of the development includes a minimum: ▪ 3 m wide densely planted landscape strip along the common boundary with any residential premises not in the Office Residential Area; and ▪ 2 m wide landscape strip between car parking areas/driveways and any adjoining side boundary. Note: See also the Landscaping Code.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P6	The layout of the Site and the design of buildings, particularly the facade, provides for future signage that: ▪ complements the architecture of the building; ▪ is consistent with the scale and character of the building; and ▪ is consistent with the likely types of advertising signs that would be allowed under the Advertising Signs Code.	A6	No Acceptable Measure is prescribed. Note: ▪ the articulation of building facades should allow for future signage in locations indicated as acceptable in Schedule B of the Advertising Signs Code; ▪ the location and design of any anticipated Freestanding Signs, such as Pole Signs, should be included with the application for the development of the Site to ensure their integration with landscaped areas and building design. Retro-fitting the development with such signs can result in less effective advertising and reduced likelihood of approval; and ▪ the location and planting of landscaped areas should take account of future Stand-Alone Signs.
P7	Parking and vehicular access is located to minimise the impact on any adjoining residential premises not within the Office Residential Area.	A7.1	Car parking areas are located away from any adjoining residential premises not in the Office Residential Area.
		A7.2	No access point is closer than 3 m to the boundary with residential premises not within the Office Residential Area.
		A7.3	Where the Site is located in the Residential Conservation Zone, car parking areas are located at the rear of the building or other location that is not highly visible from the street. Note: See also the Parking, Transport and Servicing Code.
P8	The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitve areas.	A8	Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 1997*, and under that policy are not `unreasonable'.
P9	Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.	A9.1	Loading/unloading areas are located in a building or enclosure or otherwise screened from public view and satisfy the access and dimension requirements of the Parking, Transport and Servicing Code for service vehicles.
		A9.2	Outdoor storage areas are sited or screened so as not to be visible from any public place or adjacent premises used for residential purposes.

SUPERSEDED

[1] Amended 27/02/04 – Amendment No.1
[2] Amended 27/02/04 – Amendment No.1
[3] Amended 27/02/09 – Amendment No.14
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 30/09/05 – Amendment No.4

SUPERSEDED

8.2 Airport Affected Land Code

8.2.1 Introduction

(1) Development in the area surrounding the Toowoomba Airport is affected by, and can affect, the airport's operations. Council intends to protect the airport's existing and future operational requirements and, within this context, to provide for the most appropriate and compatible development of surrounding lands.

(2) This code has been prepared consistent with:

- *State Planning Policy No. 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities*; and
- *Planning Guidelines No. 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities.*

8.2.2 Purpose

(1) The purpose of this code is to ensure that development in the vicinity of the airport:

(a) avoids conflict between the airport and surrounding uses by preventing inappropriate development; and

(b) includes suitable measures to mitigate impacts on, and is used in a manner that does not prejudice, airport operations.

8.2.3 Applicability

(1) This code applies to the following development:

(a) Development (other than for a House, as specific provisions exist in the House Code) identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table that is on land:

i) covered by the Airport Obstacle Limitation Surface and that has a Height of more than 4.5m; or

ii) within the 20 ANEF contour (or 20 ANEC); or

iii) within the Airport Public Safety Area.[1], [2]

(b) Building work identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table that results in a building or structure having a Height of more than 4.5 m on land:

i) covered by the Airport Obstacle Limitation Surface; or

ii) within the Airport Public Safety Area.

(c) The provision of Outdoor Lighting on land:

i) within the Toowoomba Airport Dangerous Light Area; or

ii) within the Airport Public Safety Area.

(d) Lot reconfigurations that create any additional residential lots within:

i) the 20 ANEF contour; or

ii) the Airport Public Safety Area.

(e) Lot reconfigurations that create a new road within the Toowoomba Airport Dangerous Light Area.[3]

Note:

Refer to the Regulatory Map for the airport's ANEF contours, Airport Obstacle Limitation Surfaces, Airport Dangerous Light Area, Airport Wildlife Buffers and Airport Public Safety Area.[4]

SUPERSEDED

8.2.4 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of: ▪ the physical intrusion of buildings or other structures into the Airport Obstacle Limitation Surfaces shown on the Regulatory Map; ▪ attracting birds and/or bats to the area which could cause or contribute to bird-strike hazard; ▪ providing very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots; ▪ interfering with navigation or communication facilities; ▪ emissions that may effect pilot visibility, or aircraft operations; or ▪ transient intrusions into the airport's operational airspace.	A1.1	Buildings and other structures do not penetrate the Airport Obstacle Limitation Surfaces shown on the Regulatory Map.
		A1.2[5]	The following uses are not located within the 3 km Airport Wildlife Buffer: ▪ bird sanctuaries and fauna reserves, ▪ aquaculture, ▪ turf farming, ▪ piggeries, ▪ stock handling or slaughtering, ▪ fruit farming and ▪ food processing plants. The following uses are able to locate within the 3 km Airport Wildlife Buffer provided that all food/waste holding areas and receptacles are contained and covered: ▪ riding schools, ▪ keeping, handling and racing of horses, ▪ stables, ▪ fair grounds, ▪ outdoor theatres and ▪ drive-in restaurants The following uses are able to be located between the 3 km and 8 km Airport Wildlife Buffers provided that all food/waste holding areas and receptacles are contained and covered: ▪ bird sanctuaries and fauna reserves, ▪ aquaculture, ▪ turf farming, ▪ piggeries, ▪ stock handling or slaughtering, ▪ fruit farming and ▪ food processing plants.
		A1.3[6]	Waste Facilities that involve the disposal of putrescible waste only establish in exceptional circumstances and where a management plan has been established to avoid the attraction of birds and/or bats to the site.
		A1.4[7]	Street lighting and Outdoor lighting within the Airport Dangerous Light Area does not involve lighting that shines light above the horizontal, or coloured or flashing lights, or sodium lights, or flare plumes and does not involve configurations of lights in straight parallel lines 500 m to 1000 m long.
		A1.5[8]	Any cleared vegetation is mulched or removed from the Site and not burnt on-site.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	A1.6[9] Development and operational activities do not generate emissions within the Airport Obstacle Limitation Surface shown on the Regulatory Map that may affect pilot visibility or aircraft operation by way of: ▪ gas plumes with peak vertical velocities of more than 4.3 m/sec and/or oxygen content of less than 50% of ambient levels; ▪ particulate emissions (e.g. dust or smoke); and/or ▪ EMF radiations. A1.7[10] Plants used for landscaping are predominantly species that are not particularly attractive to birds and at maturity would not intersect the Airport Obstacle Limitation Surfaces shown on the Regulatory Map. A1.8[11] Any cranes or other equipment used during the construction of the development do not penetrate the Airport Obstacle Limitation Surfaces shown on the Regulatory Map.
P2 Development does not introduce or intensify uses in the areas surrounding the airport which are: ▪ sensitive to noise interference or nuisance unless, where practicable, adequate mitigation measures are incorporated into the development; or ▪ likely to increase risks to public safety.	A2.1[12] Premises are not developed for: ▪ Multiple Dwelling Units, Dual Occupancy, Aged Persons Housing/Care, Caravan Park or community use within the 25 or higher ANEF contour; ▪ Short stay accommodation including hotels, motels and hostels, and public building, including Churches, religious activities Theatres, cinemas, recording studios, Court houses, libraries and galleries, on land within the 30 or higher ANEF contour; or ▪ Commercial uses on land within the 35 or higher ANEF contour. A2.2[13] Development for: ▪ Multiple Dwelling Units, Dual Occupancy, Aged Persons Housing/Care, Caravan Park or community use on land situated between the 20 and 25 ANEF contours[14]; ▪ short stay accommodation including hotels, motels and hostels, and public buildings, including Churches, religious activities, Theatres, cinemas, recording studios, Court Houses, libraries and galleries, on land situated between the 20 and 30 ANEF contours; or[15] ▪ commercial use on land situated between the 25 and 35 ANEF contours, incorporates effective noise attenuation measures including: ▪ appropriate building materials; ▪ double-glazing of windows; ▪ roof and/or wall insulation; and ▪ has particular regard to *Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction*. A2.3 In respect to premises within the Airport Public Safety Area shown on the Regulatory Map, the development does not: ▪ introduce or intensify Residential, Community, Commercial or other Uses; or ▪ involve the production or bulk storage of hazardous or flammable goods. A2.4 No additional lots are created for residential purposes within the 20 or higher ANEF contour.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	A2.5[16] Activities involving transient intrusions such as parachuting, hot air ballooning or hand gliding are not located below the Toowoomba Airport's prescribed airspace.

Note:

Further information on lighting hazardous to aircraft is in the *Civil Aviation Regulation 1988*.[17]

[1] Amended 23/03/07 – Amendment No.5
[2] Amended 25/07/08 – Amendment No.9
[3] Amended 23/03/07 – Amendment No.5
[4] Amended 23/03/07 – Amendment No.5
[5] Amended 23/03/07 – Amendment No.5
[6] Amended 23/03/07 – Amendment No.5
[7] Amended 23/03/07 – Amendment No.5
[8] Amended 23/03/07 – Amendment No.5
[9] Amended 23/03/07 – Amendment No.5
[10] Amended 23/03/07 – Amendment No.5
[11] Amended 23/03/07 – Amendment No.5
[12] Amended 23/03/07 – Amendment No.5
[13] Amended 30/09/05 – Amendment No.4
[14] Amended 23/03/07 – Amendment No.5
[15] Amended 23/03/07 – Amendment No.5
[16] Amended 23/03/07 – Amendment No.5
[17] Amended 23/03/07 – Amendment No.5

SUPERSEDED

8.3 Future Infrastructure Corridors Code

8.3.1 Purpose

(1) The purpose of this code is to ensure that development within Future Infrastructure Corridors:

(a) does not compromise the provision or operation of future infrastructure; and

(b) takes account of any likely impacts from the future infrastructure when it is provided

8.3.2 Applicability

(1) This code applies to development, on land shown on the Regulatory Map as Future Infrastructure Corridors, that is:

(a) identified as self-assessable, code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table; or

(c) a lot reconfiguration identified as self-assessable, code assessable or impact assessable in the Lot Reconfiguration Assessment Table.

(2) Code and impact assessable development within the Toowoomba Bypass (Second Range Crossing) corridor or that part of the corridor adjoining Tor Street will be referred to the Department of Main Roads for comment.

8.3.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	Development is located and designed in a manner that does not compromise the provision or operation of future infrastructure, including the cost of providing the infrastructure.	A1.1	No buildings are erected within the Future Infrastructure Corridors shown on the Regulatory Map.
		A1.2[1]	Vehicular access to any part of the development is not located within the future infrastructure corridors shown on the Regulatory Map if there is an alternative legal means of vehicular access.

Note:

Contact should be made with the Department of Main Roads prior to lodging a development application in respect to any land within the Toowoomba Bypass corridor. The Department of Main Roads is a referral agency under the Act.

[1] Amended 30/09/05 – Amendment No.4

SUPERSEDED

SUPERSEDED

8.4 Minor Waterways Code

8.4.1 Purpose

(1) The purpose of this code is to:

(a) provide for the protection of the geomorphological stability, hydraulic capacity, water quality and landscape, ecological and cultural values of the City's minor waterways; and

(b) reduce to an acceptable level the risk to life and property from natural processes.

8.4.2 Applicability

(1) This code applies to development, on land shown on the Regulatory Map as minor waterways, that is identified as self-assessable, code assessable or impact assessable in:

(a) a Zone Assessment Table; or

(b) the Building and Operational Works Assessment Table.

8.4.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The geomorphologic stability, hydraulic capacity and water quality of the minor waterways are protected and the risk to life and property from natural processes is minimised.	A1.1	No building or structure is erected in the minor waterways shown on the Regulatory Map other than: ▪ a minor outbuilding or structure of less than 10 m^2 Gross Floor Area located no closer than 10 m to the centre of the minor waterways; or ▪ a fence which, if it crosses the waterway, is made of wire strand or similar material that minimises disruption to flood flows.
		A1.2	Any operational works within the minor waterways are for stormwater drainage or environmental management purposes and carried out in accordance with any Stormwater Catchment Management Strategy applying to the land.
P2	Aquatic and riparian vegetation, and fauna dependent on that vegetation, within the minor waterways is protected.	A2	Vegetation, other than weeds or noxious plants, in the minor waterways is retained.

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8.5 Steep and/or Potentially Unstable Land Code[1]

8.5.1 Purpose

(1) The purpose of this code is to:

(a) minimise risk to human life and property by ensuring:

i) that development on steep and/or[2] potentially unstable land is located, designed and constructed to minimise the risk to human life and property; and

ii) that development is restricted, and inappropriate development does not occur, in areas of high instability or on extreme slopes; and

(b) minimise impacts on the natural environment, service infrastructure and scenic amenity.

8.5.2 Applicability

(1) This code applies to development, on land shown on the Regulatory Map as Steep and/or[3] Potentially Unstable Land, that is:

(a) identified as code or impact assessable in a Zone Assessment Table;

(b) Building work that is identified as being self, code or impact assessable in the Building and Operational Works Assessment Table;[4]

(c) Excavation and Filling or a Private Sporting Court identified as being code or impact assessable in the Building and Operational Works Assessment Table; or

(d) a lot reconfiguration that creates 1or more additional lots.

(2) To remove any doubt, this code does not apply:

(a) where all of the development is to be carried out on that part of the site that is not within the Steep and/or Potentially Unstable Land shown on the Regulatory Map; or

(b) to a site shown as being within Slope Stability Area F or G of the Steep and/or Potentially Unstable Land on the Regulatory Map if survey levels demonstrate that the slope of that part of the site which is to be developed is less than 10%.[5,6]

8.5.3 Slope Stability Areas

(1) The base information for this code is derived from the report Land Stability on the Eastern Slopes of Toowoomba prepared by K H Holmes (1981/2).

(2) Stability Zone A of the Holmes Report was considered suitable for close development and as such development within it is not regulated by this code and therefore not included on the Regulatory Map. Stability Zones B – E of that report are generally confined to the Eastern Escarpment and equate to Slope Stability Areas B – E of this code. Slope Stability Areas F and G (10% to 20% and greater than 20% respectively) of this code are based on slope alone in areas not covered by the Holmes Report.

(3) The following is a summary of the characteristics of the Slope Stability Areas shown on the Regulatory Map and the main development issues:

SLOPE STABILITY AREA B (FURTHER INVESTIGATION)

(1) The geological description of this area is:

(a) gentle to steep slopes;

(b) soils of variable depth; and

(c) some landslides recorded.

(2) Development is possible, however:

(a) foundation investigations are required; and

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(b) on-site disposal of stormwater and wastewater will be critical to down slope areas.

SLOPE STABILITY AREA C (RESTRICTED DEVELOPMENT)

(1) The geological description of this area is:

(a) moderately steep to steep slopes (10% to 20%);

(b) moderately deep to deep red colluvial clay;

(c) subject most commonly to rotational slides; and

(d) seepage zone identification crucial.

(2) Development is possible. However:

(a) foundation investigations are required;

(b) on-site disposal of wastewater should not be allowed; and

(c) adequate drainage will be required.

SLOPE STABILITY AREA D (HIGHLY RESTRICTED – STABILITY)

(1) The geological description of this area is:

(a) comprised of the heads of gullies and steep gully sides; and

(b) approximately 70% of recorded landslides occurred in these areas.

(2) Development is generally not intended due to high risk of landslides.

SLOPE STABILITY AREA E (HIGHLY RESTRICTED – SLOPE)

(1) The geological description of this area is:

(a) comprised of the very steep slopes of the escarpment (greater than 20%); and

(b) shallow stony soils.

(2) Although isolated Sites may be geo-technically suitable, development is generally not intended due to:

(a) steep slope; and

(b) high risk of landslides.

SLOPE STABILITY AREA F (10%-20% SLOPE)

(1) Consists of 10% to 20% slope areas outside of those investigated by the Holmes Report.

(2) Development is possible. However:

(a) foundation investigations are required; and

(b) on-site disposal of stormwater and wastewater will be critical to down slope areas.

SLOPE STABILITY AREA G (>20% SLOPE)

(1) Comprises the very steep slope areas (greater than 20%) outside of those investigated by the Holmes Report.

(2) Development is generally not intended due to steep slopes.

SUPERSEDED

8.5.4 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	On land shown on the Regulatory Map as Steep and/or[7] Potentially Unstable Land, development is carried out in a manner that reduces the risk to human life and property to an acceptable level. Note: The figures in Schedule A to this code illustrate preferred forms of development on steep land. The figure in Schedule B illustrates features which are inappropriate.[8]	A1.1	In Slope Stability Areas B and F shown on the Regulatory Map, the development is carried out in accordance with a geo-technical report, prepared by a suitably qualified registered engineer, that includes: ▪ an assessment of the stability of the Site; ▪ an assessment of the impact that the proposed development (including all proposed buildings, roads, Excavation and/or Filling, access and drainage works) would have on the stability of the Site and adjacent land; and ▪ requirements (including, where relevant, preferred locations, methods of construction and management regimes for buildings, foundations, roads, Excavation and/or Filling, storm and wastewater drainage, landscaping and other works) that are necessary to be incorporated into the development to reduce the level of risk to life and property (whether on the Site or not) to an acceptable level.
		A1.2	In Slope Stability Area C shown on the Regulatory Map: a) the development is connected to the reticulated sewer and no on site disposal of wastewater is carried out; and b) the development is carried out in accordance with a geotechnical report, prepared by a suitably qualified registered engineer, that includes: ▪ an assessment of the stability of the Site; ▪ an assessment of the impact that the proposed development (including all proposed buildings, roads, Excavation and/or Filling, access and drainage works) would have on the stability of the Site and adjacent land; and ▪ requirements (including, where relevant, preferred locations, methods of construction and management regimes for buildings, foundations, roads, Excavation and/or Filling, storm and wastewater drainage, landscaping and other works) that are necessary to be incorporated into the development to reduce the level of risk to life and property (whether on the Site or not) to an acceptable level.
		A1.3	In Slope Stability Areas D, E and G shown on the Regulatory Map, no development is carried out. Note: Where development is proposed in Slope Stability Areas D, E or G, a geo-technical assessment will be necessary to show compliance with the Performance Criteria.[9]
		A1.4	Where the premises contains more than one Slope Stability Area, the development occurs in the least Steep and Unstable Area with the order of preference being Areas B and F, followed by Area C, followed by Areas D, E and G.

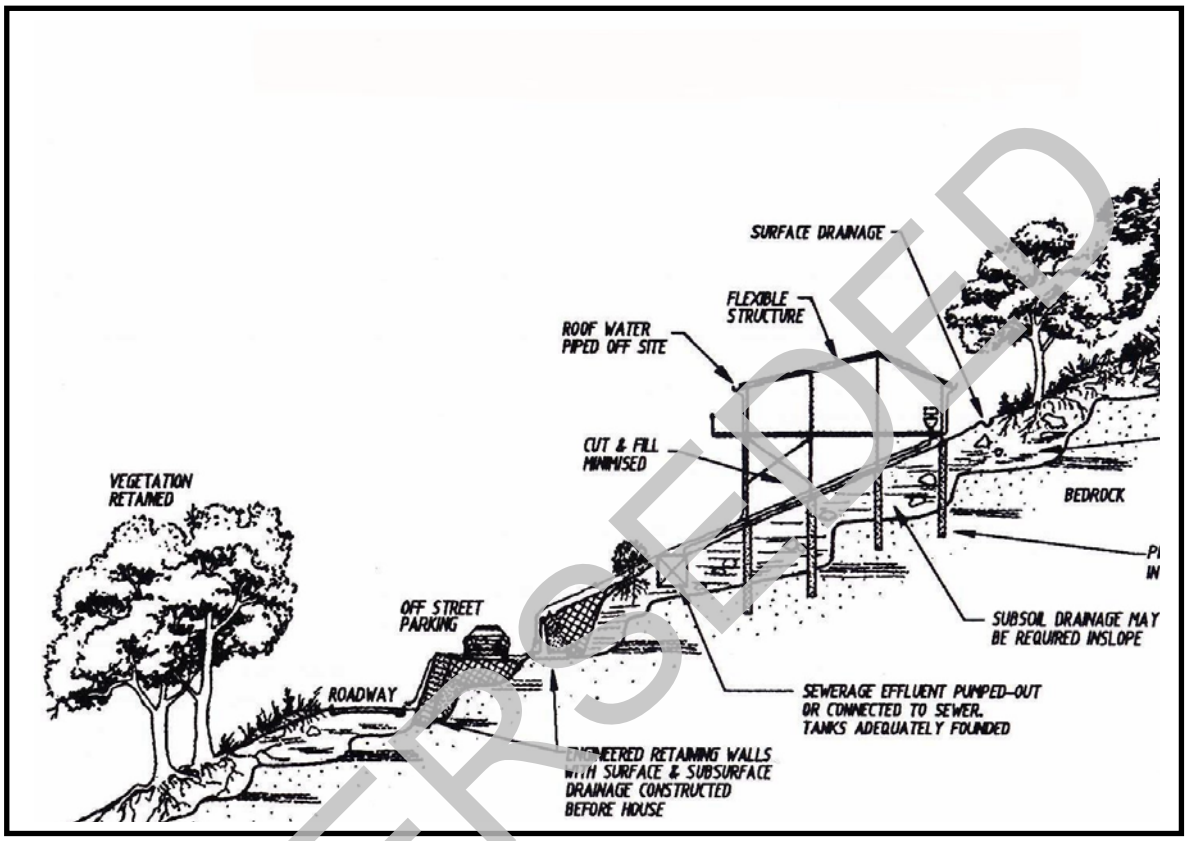
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PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P2	On land shown on the Regulatory Map as Steep and/or[10] Potentially Unstable Land, development: ▪ minimises impacts on the natural environment; ▪ minimises Excavation and/or Filling, ▪ does not increase the likelihood of landslide on surrounding land; ▪ minimises impacts on service infrastructure provision and maintenance; and ▪ minimises the intrusion of man-made elements into the natural landscape.	A2	As a partial Acceptable Measure: ▪ buildings are of light frame construction; ▪ buildings are stepped down the slope; ▪ buildings do not exceed 8.5 m in Height; and ▪ highly reflective, silver glazing is not used. Note: Refer also to the Visual Impact Code and the Excavation and/or Filling provisions of the Development Works Code

SUPERSEDED

Schedule A[11]

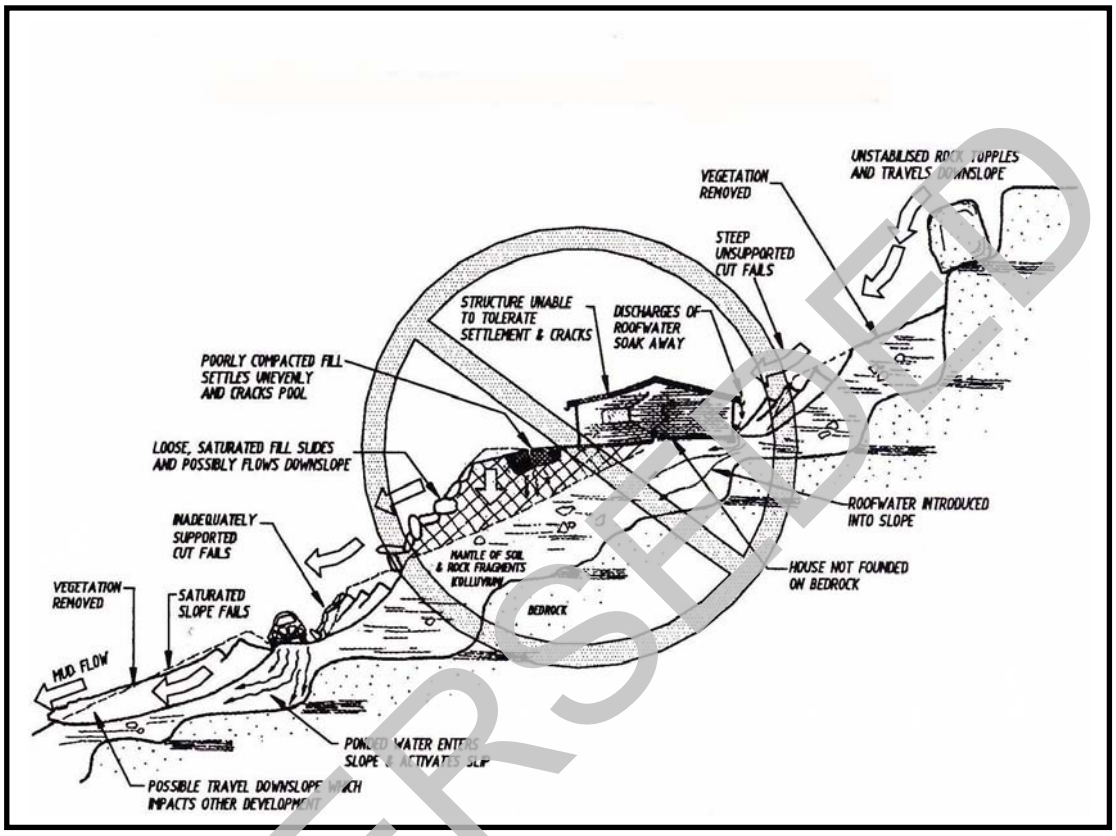
Preferred Form of Development



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Schedule B[12]

Inappropriate Form of Development



SUPERSEDED

[1] Amended 27/02/04 – Amendment No.1
[2] Amended 27/02/04 – Amendment No.1
[3] Amended 27/02/04 – Amendment No.1
[4] Amended 27/02/04 – Amendment No.1
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 18/12/09 – Amendment No.11
[7] Amended 27/02/04 – Amendment No.1
[8] Amended 27/02/04 – Amendment No.1
[9] Amended 27/02/04 – Amendment No.1
[10] Amended 27/02/04 – Amendment No.1
[11] Amended 27/02/04 – Amendment No.1
[12] Amended 27/02/04 – Amendment No.1

8.6 Potential Bushfire Areas Code[1]

8.6.1 Introduction

(1) Bushfires can cause extensive damage to property, injury and loss of life unless appropriate measures are taken to mitigate risks. Bushfires can result in costs to individual residents as well as significant costs to the general community through, for example, the provision of emergency services.

(2) *State Planning Policy 1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide* categorises the severity of bushfire hazard as High, Medium or Low based on vegetation communities, slope and aspect.

(3) The Regulatory Maps designate areas of medium bushfire hazard as 'Bushfire Prone Areas' and areas of high bushfire hazard as 'Bushfire Hazard Areas'. These designations are based on the *Report for Bushfire Regulatory Map 2001* prepared by Mark Gardner.

(4) Further building design and construction measures are described in *Australian Standard AS3959 – Construction of Buildings in Bushfire Prone Areas* and the BCA.

8.6.2 Purpose

(1) The purpose of this code is to:

(a) Ensure that development maintains the safety of people and property by:

i) avoiding areas of High or Medium bushfire hazard; or

ii) mitigating the risk through:

- allotment design and the siting of buildings; and
- including firebreaks that provide adequate:
  - setbacks between buildings/structures and hazardous vegetation, and
  - access for fire-fighting/other emergency vehicles;
- providing adequate road access for fire-fighting/other emergency vehicles and safe evacuation; and
- providing an adequate and accessible water supply for firefighting purposes.

(b) Ensure that public safety and the environment are not adversely affected by the detrimental impacts of bushfire on hazardous materials manufactured or stored in bulk.

8.6.3 Applicability

(1) This code applies to development, on land within a Potential Bushfire Area or within 20m of a Potential Bushfire Area shown on the Regulatory Map, that is:

(a) identified as code or impact assessable in a Zone Assessment Table; or

(b) a lot reconfiguration that creates one or more additional lots, identified as code or impact assessable in the Lot Reconfiguration Assessment Table.

(2) The BCA contains requirements for residential buildings in Bushfire Prone Areas. For the purposes of the BCA, the Potential Bushfire Areas shown on the Regulatory Map are 'Designated Bushfire Prone Areas'.

(3) To remove any doubt, this code does not apply:

(a) where all of the development is to be carried out on that part of the Site that is not within a Potential Bushfire Area or within 20m of a Potential Bushfire Area shown on the Regulatory Map, or

(b) to sites shown as being either Bushfire Hazard or Bushfire Prone on the Regulatory Map if it is demonstrated through a Site specific assessment carried out in accordance with the procedures described in *State Planning Policy 1/03 Guideline Mitigating the Adverse Impact of Flood, Bushfire and Landslide* that the Site is in an area of low bushfire hazard (as defined in that document).

SUPERSEDED

8.6.4 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	Development is carried out in situations or in a manner that does not place people or property seriously at risk from bushfire.	A1	Where the development is in a Bushfire Hazard Area shown on the Regulatory Map, either: a) the development: ▪ does not result in an increased number of lots ; and ▪ satisfies the other relevant Performance Criteria of this code. OR b) it is demonstrated through a Site specific assessment carried out in accordance with the procedures described in *State Planning Policy 1/03 Guideline Mitigating the Adverse Impact of Flood, Bushfire and Landslide* that the Site is in an area of medium bushfire hazard (as defined in that document) and the development satisfies the other Performance Criteria of this code.
P2	Where development involves a lot reconfiguration and the opening of a new road, the road layout allows easy, safe and alternative routes for movement away from any encroaching fire.	A2	The road layout provides: ▪ through-roads and avoids cul-de-sac and dead-end roads ; or ▪ where the use of a single entry road is unavoidable due to topographical or other physical constraints, a fire-trail with a minimum width of 6 m, which provides an alternative access linking the cul-de-sac to other through roads.
P3	In respect to lot reconfigurations, firebreaks are provided which: ▪ adequately and effectively separate the development Site from surrounding vegetated areas; ▪ have sufficient width to serve as an effective firebreak and allow continuous access for firefighting vehicles; and ▪ are in secure tenure and maintained.	A3	Firebreaks are provided by: a) secure fire breaking trails between the development Site and surrounding vegetated lands where such trails: ▪ have a minimum cleared width of 6 m; ▪ have a minimum formed width of 4 m; ▪ have a maximum gradient of 1 in 6 (16%); ▪ are constructed and maintained to prevent erosion and provide continuous access for firefighting vehicles; ▪ allow for vehicle access at least every 200 m; and ▪ provide passing or turning areas for fire-fighting appliances at least every 400 m; and ▪ are either located on public land (which may include a road reserve), or within an access easement that is granted in favour of the Toowoomba City Council and Queensland Fire and Rescue Service; and b) sufficient cleared breaks of 6 metres minimum width in retained bushland within the development (e.g. creek corridors and other retained vegetation) to allow burning of sections and access for bushfire response.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P4	Lots are designed and buildings are sited to minimise bushfire risk.	A4	The reconfiguration is designed so that the maximum number of lots are located: ▪ away from the top of ridgelines; ▪ on slopes other than those that are north to west facing; ▪ at the base of slopes, and ▪ to allow a building envelope to be created on each lot that is at least 20m away from hazardous vegetation and will allow the creation of a fire-buffer around the whole Building Envelope with a minimum width of 10m.
P5	A sufficient and accessible supply of water for firefighting purposes is available.	A5.1	a) The premises are connected to a reticulated water supply having sufficient pressure for fire fighting purposes in times of bushfire emergency (minimum pressure and flow of 10 litres per second at 200 kPa); b) water supply outlet pipes are fitted for connection to standard fire fighting applicance fittings; c) in respect to a lot reconfiguration, the water supply outlet pipes are located: ▪ within 40 m of the building envelope on each lot; or ▪ where there is no building envelope indicated on a lot, within 40 m of the centre of the lot; d) in respect to development for the erection of a building, the water supply outlet pipe is located within 40 m of the building; and e) a hardstand area is provided not more than 8 m from the water supply outlet for the standing of a fire fighting vehicle. OR
		A5.2	a) The premises have a dam, lake, water tank fitted for connection to standard fire fighting applicance fittings or swimming pool, with a minimum capacity of 10000 litres for fire-fighting purposes in times of bushfire emergency; and b) a hardstand area is provided not more than 8 m from the dam, lake, water tank or swimming pool for the standing of a fire fighting vehicle.

[1] Amended 23/03/07 – Amendment No.5

SUPERSEDED

SUPERSEDED

Chapter 9 – Issue Codes

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9.1 Development Works Code
9.2 Parking, Transport and Servicing Code
9.3 Landscaping Code
9.4 Community Safety Code
9.5 Development Coordination Code [1,2]
9.6 Visual Impact Code
9.7 Noise Code
9.8 Trade Waste and Refuse Code
9.9 Outdoor Lighting Code
9.10 Private Sporting Courts Code
9.11 Lot Reconfiguration Code
9.12 Subdivisional Works Code

[1] Amended 23/03/07 – Amendment No.5
[2] Amended 18/12/09 – Amendment No.11

SUPERSEDED

SUPERSEDED

9. CHAPTER 9 – ISSUE CODES

9.1 Development Works Code

9.1.1 Purpose

(1) The purpose of this code is to ensure that:

(a) new premises are connected to adequate utility services and that those services are protected from any potential adverse impact; and

(b) any on-site and off-site works associated with the development of premises are designed and undertaken:

i) in accordance with best environmental management practice to support the achievement of ecological sustainability;

ii) so that it does not detract from the desired character and amenity of the locality;

iii) so that surroundings, including downstream areas where relevant, are not adversely impacted by off-site effects (e.g. increased sediment or nutrient loads);

iv) having proper regard to existing public infrastructure;

v) to minimise risk to human life and property;

vi) so that there is no or minimal adverse impact on the amenity of surrounding premises and retained vegetation;

vii) in an orderly and efficient manner; and

(c) the construction of roads, access and car parking areas is adequate and safe.

9.1.2 Applicability

(1) This code applies to development, other than for a House, that:

(a) is identified as code assessable or impact assessable in a Zone Assessment Table; or

(b) is identified as self–assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table and is:

i) building work (other than Demolition and/or Removal); or

ii) operational work being a non-residential car parking area, Private Sporting Court or Excavation and/or Filling.

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(2) The following table sets out which Performance Criteria of this code are applicable to the different types of development.

TYPE OF DEVELOPMENT	APPLICABLE PERFORMANCE CRITERIA
Development, other than for a House, identified as code or impact assessable in a Zone Assessment Table.	All.
Building work (other than Minor Building Work and Demolition and/or Removal) identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.	All except P28.[1]
Minor Building Work identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.[2]	P7 to P11, P29.[3]
Excavation and/or Filling identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.	P8 to P19, P24 to P27.
Private Sporting Courts identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.	P8 to P19, P24 to P27.
Operational work for a non-residential car parking area identified as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.	P8 to P19, P22, P24 to P27.

(3) Where the provisions of this code are inconsistent with the provisions of any document referenced by the code, the provisions of this code prevail to the extent of the inconsistency.

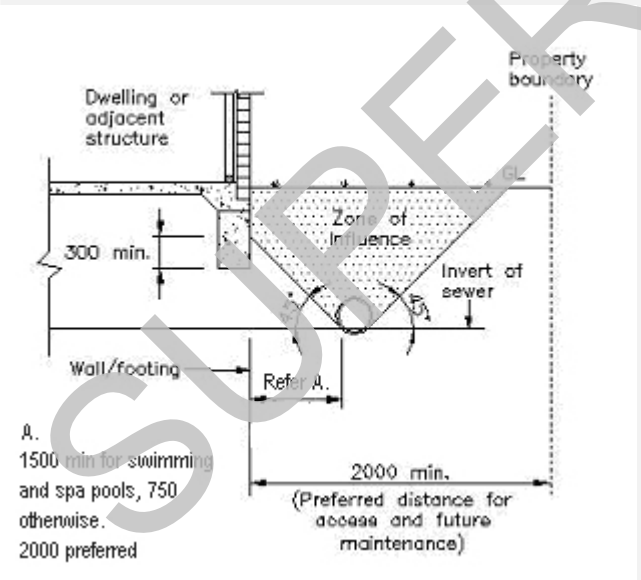
9.1.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
UTILITY SERVICES			
P1	The development is provided with an adequate supply of potable and general use water and, where in a water supply area, is connected to Council's reticulated water supply system.	A1.1	The development is connected to Council's reticulated water supply system in accordance with the `Water Supply and Sewerage' measures outlined in Part C of the EDROC Manual. OR
		A1.2	Where not in a water supply area, the development is provided with an adequate water supply by means of: ▪ on-site storage to match the supply generally available to existing premises in the locality; or ▪ a technically and environmentally acceptable system which provides an equivalent standard of water quality and reliability (in terms of volume and supply) to support the use requirements of the specific premises.
P2	The development provides for the treatment and disposal of sewage and other wastewater to acceptable public health and environmental standards.	A2.1	The development is connected to the Council's sewerage system in accordance with the `Water Supply and Sewerage' measures outlined in Part C of the EDROC Manual. OR
		A2.2	Where unable to meet Acceptable Measure A2.1 above, on-site sewage disposal complies with *Australian Standard AS 3500.2 – 1996 – National Plumbing and Drainage – Sanitary Plumbing and Drainage – Performance Requirements*.
P3	The development has access to an approved energy supply, in a manner consistent with the supply generally available in the locality.	A3.1	The development is connected to an existing energy supply as approved by the relevant energy regulatory authority. Such supply may include: ▪ electricity (either solar or grid supply); and/or ▪ gas; and/or ▪ another energy source acceptable to the relevant energy regulatory authority. OR

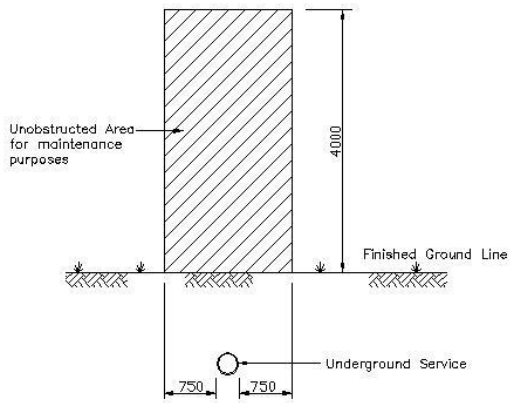
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PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A3.2	The development is equipped with an adequate on-site energy supply approved by and installed in accordance with the directions of the relevant energy regulatory authority.
P4	Primary Water Meters are installed for all premises that are connected to the Council's reticulated water supply system and: ▪ allow for easy installation of the meter; and ▪ allow unencumbered access by Council to the meter for the purposes of repair and reading.	A4	Primary Water Meters are installed so that the meter counter or remote counter is: ▪ located within the road verge adjacent to the main frontage of the property; ▪ located no more than 1.2 m above finished Ground Level; ▪ located no more than 0.3 m below finished Ground Level; and ▪ capable of being easily read.
P5	Secondary Water Meters are installed for each Dwelling and industrial and commercial premises capable of being separately titled (subdivided).	A5	A Secondary Water Meter for each tenancy and Dwelling is provided in accordance with Acceptable Measure A2 of the Subdivisional Works Code except as follows: a) for single level multi-tenancy developments, Secondary Water Meters are sited: ▪ in a hard paved area; ▪ in a publicly accessible area within the complex; and ▪ adjacent to the frontage of each tenancy. b) for multi-level multi-tenancy developments, Secondary Water Meters and remote reading capabilities are provided as follows: ▪ an electric pulse and remote counter unit, or a magnetically operated signal sensor and remote counter unit, is installed; ▪ wiring is undertaken by a qualified electrician; ▪ the remote counter assembly is mounted in a cabinet adjacent to the electrical meter box; ▪ the door of the remote counter cabinet is labelled 'Water Meter' in 50 mm high lettering; and ▪ the Secondary Water Meters are located: ▪ on the same floor as each tenancy/unit; ▪ in an accessible location external to the tenancy/unit; and ▪ in a duct with removable panelling 1.2 m above floor level to allow access for maintenance.
P6	Sufficient and environmentally responsible provision is made for telecommunications services and infrastructure.	A6	The development is connected to telecommunications infrastructure in accordance with the acceptable standards of the relevant regulatory authority.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
ROOF DRAINAGE	
P7 Stormwater off roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	A7 Stormwater off roofed areas is discharged: ▪ to a system of inter-allotment or subdivision drainage; or ▪ where inter-allotment or subdivision drainage is not available, via an underground pipe to the street channel; or ▪ where grade does not permit the stormwater to be piped to a system of inter-allotment or subdivision drainage or the street channel, via an underground pipe with a bubbler outlet at least 3 m from the downstream side of building foundations and no closer than 3 m to any property boundary.
DEVELOPMENT NEAR UNDERGROUND UTILITY SERVICES	
For the purposes of this section of the table: ▪ An approval that has been granted to the development pursuant to Section 823 of the Water Act 2000 is deemed to satisfy the Performance Criteria of this section.[4] ▪ 'Access Cover' means a removable cover to provide access for cleaning or inspection of sewers, stormwater drains and water mains. ▪ 'Associated Structure' includes a sewer or stormwater manhole, a water meter and a fire hydrant. ▪ 'Building' has the meaning defined in the *Building Act 1975*. ▪ 'Connection Point' has the meaning defined in the *Standard Sewerage Law*. ▪ 'Invert Level' means the bottom level of the inside of the pipe or drain. ▪ 'Manhole' means an access chamber being a below Ground Level structure, with a cover, built in the line of a sewer or stormwater drain, through which a person may access the sewer or stormwater drain. ▪ 'Sewer' includes sanitary drain jump-ups and capped slope junctions and manholes. ▪ 'Structure' includes a masonry fence, deck, pergola, satellite dish, water storage tank and a retaining wall (of greater than 1 metre in Height). ▪ 'Zone of Influence' means the area shown on the following diagram:  	

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P8	Development near a Sewer, stormwater drain, water main or Associated Structure does not: ▪ adversely affect the function of the service; ▪ place an additional load on the service; or ▪ unduly increase future maintenance costs. Note: Approval is required from Council for any work to any Council services.	A8.1	a) The footing of any Building or Structure is located clear of the Zone of Influence and not closer than 2 m (measured horizontally) to a Sewer, stormwater drain, water main or any Associated Structure; or b) the Sewer, stormwater drain or water main is relocated at least 2 m clear (measured horizontally) of any Building or Structure; or c) the footings of any Building or Structure that are between 750 mm and 2 m (measured horizontally) from the Sewer, stormwater drain or water main are extended at least 300 mm below the Zone of Influence either with piers or a continuous footing.
		A8.2	Swimming pools and spa pools are located clear of the Zone of Influence and not closer than 1.5 m to a Sewer, stormwater drain, water main or any Associated Structure.
		A8.3	Anchor rods of any foundation, Building or Structure are not located within the Zone of Influence.
		A8.4	Finished surface levels for the development maintain a minimum of 600 mm of cover to Sewers, stormwater drains and water mains but no greater than 4 m of cover in respect to Sewers and stormwater drains and not greater than 1.5 m in respect to water mains.
P9	Adequate access is provided to all Sewers, stormwater drains and water mains for future maintenance.	A9.1	The wall, footing and floor of any Building or Structure is located at least 750 mm (measured horizontally) clear of the nearest point of any Sewer, stormwater drain or water main.
		A9.2	A minimum unobstructed vertical clearance over any Sewer, stormwater drain or water main is provided as shown on the following diagram. 
P10	Adequate access is provided or maintained to Access Covers associated with all Sewers, stormwater drains and water mains.	A10.1	Access Covers: ▪ do not have fill placed over them; ▪ have a minimum clearance of 2.5 m maintained from the closest point of any Building or Structure to the centre of the Access Cover; and ▪ have a minimum unobstructed vertical clearance of 2.7 m.
		A10.2	Where any fill is placed adjacent to or around an Access Cover, the level of the Access Cover is between 50 mm and 100 mm above the surrounding finished surface level for a minimum distance of 2.5 m from the centre of the Access Cover.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P11	Adequate access is maintained to Connection Points of all Sewers, stormwater drains and water mains.	A11.1	The Connection Point has: ▪ an unobstructed area of at least 2 m by 2 m maintained around the Connection Point; ▪ a minimum unobstructed horizontal clearance of 1 m from any Building or Structure; and ▪ a minimum unobstructed vertical clearance of 2.7 m. OR
		A11.2	The Connection Point is relocated to comply with Acceptable Measure A11.1 above. Note: Approval is required from Council for any work to any Council services.
EXCAVATION AND/OR FILLING			
P12	The duration and hours of the operation does not cause a significant impact on the amenity of residents or businesses, whether located adjacent to the development or on the haulage route.	A12.1	The total duration of Excavation and/or Filling does not exceed 4 weeks.
		A12.2	Operations occur only between 7 a.m. and 6 p.m. Monday to Saturday excluding public holidays.
P13	Excavation and/or Filling minimises potential dust emissions and their impact on the amenity of adjoining premises and public places.	A13.1	Areas of exposed fill, excavation and unsealed accesses are watered regularly (particularly during periods of high or constant wind) to reduce dust generation.
		A13.2	Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete.
		A13.3	Where an area of more than 1000 m^2 of fill and excavation is involved, the Excavation and/or Filling is staged with previous stages being progressively finished and rehabilitated (e.g. grading, compacting, mulching and planting) to reduce visual impacts, dust generation, erosion and sedimentation. Note: The *Environmental Protection (Air) Policy 1997* under the *Environmental Protection Act 1994* also sets standards for this issue.
P14	On-site and off-site erosion and sedimentation is minimised.	A14.1	For self-assessable development, sediment fences, earth berms and temporary drainage are provided and located to prevent sediment being transported to adjoining properties, roads and/or drainage systems.
		A14.2	For code assessable and impact assessable development, erosion and sediment control measures are designed and constructed in accordance with the document *Soil Erosion & Sediment Control – Engineering Guidelines for Queensland Construction Sites 1995.*
P15	Retaining walls and batters are designed, constructed and landscaped to: ▪ minimise the Height of retaining walls and batter faces; ▪ prevent potential vermin harbourages; ▪ minimise the visual impact on any public place or adjoining land; and ▪ ensure the stability and longevity of the retaining walls and batters and the safety of people and properties.	A15.1	Batters have a maximum slope of 25% and are terraced at every rise of 1.5 m in Height with each terrace having a minimum depth of 750 mm.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	A15.2 Excavation and/or Filling, for other than building support purposes, carried out within 1.5 m of any Site boundary is: a) battered; or b) retained by a wall that: ▪ is constructed of durable material such as reinforced masonry or concrete or durability class 1 timber; and ▪ does not exceed 1 m in Height. A15.3 Where a retaining wall is used within 1.5 m of a common boundary with a public place (such as a road or pathway) with the result that the subject land would be below the level of the public place, a minimum 1 m high fence, dense vegetation or other effective barrier is provided along the boundary to prevent persons using the public place from falling over the wall. A15.4 Where retaining walls are visible from adjoining properties or public places: ▪ they are finished to a high standard; and ▪ unless they are built within 0.5 m of a side or rear boundary, they are broken up by landscaping which, on maturity, will obscure 50% of the retaining wall. Note: Where a retaining wall of greater than 1 m in Height is involved, a report prepared by a registered practising engineer that the wall or structure is structurally sound is required under the *Standard Building Regulation 1993.* A15.5 Any retaining wall of greater than 0.5 m in Height on the up-slope side of a side or rear boundary is to be located either on the boundary or more than 0.5 m from the boundary in order to prevent the creation of potential vermin harbourages between the retaining wall and the boundary.
P16 Excavation and/or Filling does not result in the disturbance of contaminated material or the contamination of land unless properly managed to avoid Environmental Harm or risk to people.	A16 Contaminated material is not excavated or used as fill. Note 1: If contaminated material is proposed to be excavated or used as fill, a report from a suitably qualified professional will be required with the application addressing issues such as: ▪ the type of contamination; ▪ potential impacts of the contaminated material on the environment, people and the future use of the land; ▪ containment measures; and ▪ necessary environmental management plans. Note 2: Contact should also be made with the Environmental Protection Authority before dealing with contaminated material.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P17	Any potentially adverse effect on: ▪ any property, watercourse or stormwater drainage works in the vicinity; or ▪ any watercourse on the Site; is prevented or adequately mitigated.	A17	The Excavation and/or Filling does not: ▪ cause ponding on the Site or on any nearby land; ▪ increase flooding on any land in the vicinity; ▪ increase run-off characteristics for storm events up to at least the 1 in 2 year design storm; ▪ reduce the waterway area available in any natural or artificial watercourse for either present or estimated future flood flows; ▪ interfere with the flow of water in any overland flow path; or ▪ reduce the volume within a flood plain available for the storage of flood waters.
P18	The transportation of material minimises any potentially adverse impact on the road system (including damage to infrastructure) and on properties, particularly residential properties, along the haulage route.	A18.1	For works within Residential Zones, the haulage truck size is no greater than a heavy rigid vehicle (See *Australian Standard AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).
		A18.2	Truck haulage follows the route to and from a Trunk Collector Road or higher in the Road Hierarchy shown on the Regulatory Map that would cause the least: ▪ disturbance to residential properties; and ▪ damage to the road and street system.
		A18.3	All loads transported are covered to prevent spillage or creation of a dust nuisance along the haulage route.
VEGETATION PROTECTION			
P19	Operational works are undertaken to minimise any potentially adverse impacts on vegetation that is to be retained. Note: Requirements for the removal of native vegetation under the *Vegetation Management Act 1999* have not been included in the planning scheme, as such approval for the removal of vegetation may be necessary under the *Vegetation Management Act 1999* or Council's Local Law for the preservation of trees.	A19	Site development is undertaken in accordance with best environmental management practice measures designed to minimise any potentially adverse impacts on vegetation that is to be retained, including at a minimum: ▪ installation of protective fencing around retained vegetation during construction; ▪ erection of advisory signage; ▪ minimal disturbance to soils and careful management of any suspended soil particles to prevent impact on any natural watercourses and associated vegetation including, at least, the installation of siltation traps; ▪ no disturbance, due to earthworks or storage of plant, materials and equipment, of natural Ground Level below the canopy of any retained mature tree; and ▪ removal of all declared noxious weeds and environmental weeds.
ROADS, PEDESTRIAN ACCESS AND PARKING AREAS			
P20	Road access to the Site is of a standard that is safe, optimises lifecycle costs and is commensurate with the type and scale of development anticipated in the area.	A20.1	Except in the case of rural roads, kerb and channelling is provided in accordance with the Subdivisional Works Code along the full frontage of the premises.
		A20.2	Road pavement is provided in accordance with the relevant elements of the Subdivisional Works Code and the Lot Reconfiguration Code.
		A20.3	Where the road is partly paved, construction and pavement of the carriageway between the existing pavement and the edge of the carriageway along the full frontage or frontages of the land is completed.
		A20.4	Where the road is not paved, construction and pavement of the road for a width of at least 6 m from the nearest paved section of carriageway is completed.
		A20.5	Works are undertaken by the applicant or, where agreed, by Council at the applicant's expense.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P21	For a use which generates high volumes of traffic or significant heavy vehicle traffic, adequate all-weather road access is provided between the Site and a suitable part of the existing road network as defined in the Lot Reconfiguration Code.	A21	Works are undertaken by the applicant or, where agreed, by Council at the applicant's expense, and provide for paved road of a width of at least 6 m from the nearest paved section of an existing trunk collector to the Site. Construction is in accordance with the Subdivisional Works Code.
P22	Parking areas are constructed in a manner that ensures public safety and minimises environmental impacts and community costs.	A22	A registered practicing engineer certifies that the parking area is constructed to a safe and adequate standard.
P23	Provision is made in the road reserve for pedestrians and cyclists in a manner consistent with: ▪ the current and projected level of pedestrian useage; ▪ the location of the building in relation to the front boundary of the property; ▪ the existing adjacent streetscape; ▪ activities which are anticipated to occur within the verge; ▪ community needs; and ▪ the type of use.	A23.1	Where the Site (or part of the Site) abuts a road or street subject to an approved streetscape improvement works programme, frontage works are carried out in accordance with the streetscape improvement programme for the full frontage of the Site. OR
		A23.2	Other than a Site referred to in Acceptable Measure A23.1 above, where an adjoining premises has a footpath then a footpath is provided for the full frontage of the Site to a width at least equal to the adjoining footpath. OR
		A23.3	In all other circumstances, no Acceptable Measure is prescribed and Site specific measures are to be implemented which satisfy the Performance Criterion.
P24	Any alterations or repairs to existing road pavements, kerb and channelling, footpath or drainage works, required as a result of the construction works for the development are made to the standards of, and at no cost to, the Council or relevant service authority.	A24	Any alterations or repairs to existing road works required as a result of the construction works for the development are completed at the developer's expense in accordance with the requirement of the Lot Reconfiguration Code and Subdivisional Works Code.
CONSTRUCTION WORKS AND GENERAL AMENITY			
P25	Any works undertaken, including any Excavation and/or Filling, do not cause unacceptable air emissions, particularly by way of dust.	A25.1	When undertaking works, appropriate dust control measures are used which are in accordance with any relevant State government statutory requirements, policy provisions and guidelines for acceptable air emissions.
		A25.2	Water or other approved methods to control dust nuisances are used in a manner that prevents contaminated water from entering any adjoining waterway.
		A25.3	Stockpiles of aggregate, sand or other materials brought onto the Site are sprayed with water to minimise dust nuisance. The frequency of spraying is increased during hot, dry periods or where wind conditions are such that a dust nuisance is likely to occur.
		A25.4	Any cleared vegetation is removed from the Site or chipped and is not burned. Note: The *Environmental Protection (Air) Policy 1997* under the *Environmental Protection Act 1994* sets appropriate standards for this issue and as such breaches of standards can also be enforced under the *Environmental Protection Act 1994*.
P26	Any works undertaken, including any Excavation and/or Filling, do not cause a noise nuisance to surrounding premises.	A26.1	Any development work that would detract from the amenity of the neighbourhood or nearby residents by way of noise generation is conducted during the hours set out in *Environmental Protection Policy No. 6W – Noise* under the *Environmental Protection Act 1994.*

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A26.2	Noise generating equipment is enclosed, shielded or acoustically treated in a manner that ensures the equipment does not create an Environmental Nuisance. The measures implemented minimise the potential for the generation of intrusive noise for all adjoining noise sensitive premises.
P27	While undertaking development works, the Site and adjoining road are maintained in a tidy, safe and hygienic manner.	A27.1	Any waste generated whilst undertaking works on the Site is disposed of at an approved waste disposal facility either directly or via an approved waste receptacle and collection service. Under no circumstances are: a) fires lit to dispose of waste; or b) wastes used as fill or buried on-site; where waste materials include: ▪ `regulated waste' (as defined for the purposes of the *Environmental Protection Act 1994*); ▪ commercial and industrial waste; ▪ construction/demolition waste; ▪ domestic clean-up waste; ▪ domestic waste; ▪ garden waste; ▪ concrete/builders rubble; and ▪ vegetation.
		A27.2	Goods and materials are not placed or stored within the road reserve.
		A27.3	Sufficient containers (bins) of adequate capacity for the storage of waste and recyclable waste are provided on-site while the development works are carried out.
WATER CONSERVATION[5]			
P28[6, 7]	Where the development involves a Material Change of Use and the construction of a new freestanding building (not being Class 1 Building under the *Building Regulation 2006*) or the extension of an existing building (not being a Class 1 Building under the *Building Regulation 2006*) by more than 200 m^2, the new freestanding building or building extension component of the development is designed to ensure the efficient use of water and reduce demand on water supply sources and treatment facilities. Note: This Performance Criterion does not apply to development, including Minor Building Work and other building work, whose assessment status is determined using the Building and Operational Works Assessment Table. Rainwater tank provisions for Class 1 Buildings under the *Building Regulation 2006* are contained within Appendix 3.	A28.1[8, 9]	a) A rainwater tank is provided which collects water from at least 50% of the new roof area; and b) The minimum capacity of the rainwater tank is 3000 litres per 100 m^2 of new roof area; and c) The rainwater tank is plumbed to service: ▪ at least one outdoor tap; ▪ all toilets provided within the new GFA; ▪ all external wash-down areas; and ▪ all laundry facilities provided within the new GFA.

SUPERSEDED

AMENITY IMPACT OF SWIMMING POOL DECKS[10]			
P29	Any swimming pool deck is sited to preserve the visual privacy and amenity of adjoining premises.	A29.1	The swimming pool deck is setback at least 1.5 m from the nearest property boundary.
		A29.2	Direct views from the swimming pool deck to adjoining properties are obscured by screening that: ▪ is at least 1.8m high, ▪ is durable, ▪ is permanently fixed to an outer edge of the deck, and ▪ has a maximum transparency of 25%.

SUPERSEDED

[1] Amended 30/09/05 – Amendment No.4
[2] Amended 18/12/09 – Amendment No.11
[3] Amended 18/12/09 – Amendment No.11
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 23/03/07 – Amendment No.7
[7] Amended 25/07/08 – Amendment No.9
[8] Amended 23/03/07 – Amendment No.7
[9] Amended 25/07/08 – Amendment No.9
[10] Amended 18/12/09 – Amendment No.11

SUPERSEDED

9.2 Parking, Transport and Servicing Code

9.2.1 Purpose

(1) The purpose of this code is to:

(a) ensure that provision for vehicle access and parking (including for bicycles), pedestrians, service vehicles and public transport:

i) is adequate to meet the demand likely to be generated by development;

ii) is effective, safe and minimises both adverse environmental impacts and community costs;

iii) achieves a high standard of urban design; and

iv) protects or improves the function, accessibility, efficiency and safety of the transport network (including the pedestrian and cycling network); and

(b) encourage and provide for environmentally sustainable forms of transport.

9.2.2 Applicability

(1) This code applies to:

(a) development identified as code assessable or impact assessable in a Zone Assessment Table;

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table; and

(c) operational work, being a driveway crossover or a non-residential car parking area, indicated as self-assessable, code assessable or impact assessable in the Building and Operational Works Assessment Table.

(2) Development for a Dual Occupancy or Bed and Breakfast Establishment need comply only with Performance Criteria P1, P3 and P5.

(3) Operational works, not involving a material change of use, for a non-residential car parking area need comply only with Performance Criteria P5 and P7.

(4) Operational works, not involving a material change of use, for driveway crossovers need comply only with Performance Criterion P1.

Note:

See also Planning Scheme Policy No. 4 – Driveway Crossovers.

9.2.3 Parking and Traffic Impact Reports

(1) Because of the type, scale, location or design of some developments, it may be necessary for detailed parking and traffic impact information to be submitted with the application to demonstrate that the development satisfies certain Performance Criteria. In these cases, a Parking and Traffic Report will be necessary and is to contain the information, where relevant to the application, detailed in Schedule A to this code.

(2) Where the development is located on a State-controlled Road or falls within the Department of Main Roads' referral triggers under the Act, the development must comply with the Department of Main Roads' '*Guidelines for Assessment of Road Impacts of Development Proposals*'.

SUPERSEDED

9.2.4 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
VEHICULAR ACCESS	
P1 Vehicular access arrangements: a) are appropriate for: ▪ the capacity of the parking area; ▪ the volume, frequency and type of vehicle useage; and ▪ the function and configuration of the access road; b) minimise any potentially adverse impact on: ▪ the safety and efficiency of the road; ▪ the integrity of any infrastructure within the road reserve; and ▪ the safety of access to adjacent properties; and c) protect the amenity of premises in the vicinity. Note: Access to State-controlled Roads requires the approval of the Department of Main Roads.	A1.1 Other than for a House, Dual Occupancy, Bed and Breakfast Establishment or Home-based Business, vehicular access to a Council-controlled road is provided in accordance with *Australian Standard AS 2890.1 – Off Street Car Parking* (and *Australian Standard AS 2890.2* where relevant). A1.2 Where the vehicular access is for a House, Dual Occupancy, Bed and Breakfast Establishment or Home-based Business, the driveway crossover: a) is not: ▪ a second property access; ▪ located on a bend in the road of more than 45%; or ▪ to a State-controlled Road or a road with bluestone kerbing; b) is not within: ▪ 25 m of a signalised road intersection; ▪ 20 m of an unsignalised road intersection in an industrial or Centre's zone or 10 m otherwise; ▪ 2 m of any adjoining property access, including shared property accesses, at the property line; ▪ 1 m of any street signage, power poles, street lights, manholes, stormwater gully pits, or other Council asset; ▪ the outer canopy of any street tree; or ▪ the turning area at the end of a cul-de-sac; c) does not: ▪ require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); ▪ front a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; ▪ require removal or modification of any existing bluestone kerbing; ▪ require any change to existing footpath/verge profiles; ▪ have access restricted by an access restriction strip or link reserve; or ▪ access an unformed or unkerbed road; d) is constructed of gravel (but only in a non-urban zone), reinforced concrete, bitumen or pavers; and e) is provided in accordance with the relevant diagram in Planning Scheme Policy No. 4 – Driveway Crossovers.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
TRANSPORT NETWORK			
P2	Where the development: a) is a Freight Terminal or Extractive Industry; or b) generates the need for: ▪ more than 50 parking spaces; or ▪ more than 20 parking spaces and access is provided to a Trunk Collector Road or higher in the Road Hierarchy as shown on the Zone Map; provision is made to minimise any potentially adverse impact on the safety, efficiency or effectiveness of the pedestrian, cycle and road network.	A2	No Acceptable Measure is prescribed. Note: In order to demonstrate that the development and any associated traffic management works satisfy the Performance Criterion, a Traffic and Parking Impact Report covering the relevant matters detailed in Schedule A to this code, will generally be required to be submitted with the application.
PARKING AND SERVICE VEHICLE PROVISION RATE			
P3	Sufficient vehicle parking is provided to meet the demand likely to be generated by the development taking into consideration any or all of the following: ▪ the parking demand generated by the existing use of the premises; ▪ the feasibility of physically providing parking on-site; ▪ the hours of operation of the proposed use and the opportunity for sharing of parking spaces by multiple uses; ▪ the availability of public parking in the vicinity; ▪ the provision of any Planning Scheme Policy or Infrastructure Charges Plan dealing with monetary contributions in-lieu of providing on-site parking; ▪ experience and observation of parking demand by similar uses; ▪ the impact of the parking facility on the amenity of nearby residents; ▪ the recommendations of any Traffic and Parking Impact Report; ▪ existing and likely future traffic conditions in the area, ▪ the nature and intensity of the proposed use; ▪ the nature and intensity of existing and likely future development on adjoining premises; and ▪ the heritage values of any Place of Potential Cultural Heritage Significance identified in Appendix 1 to the planning scheme located on the premises.	A3.1	Where the premises are located in the City Core Precinct, Commercial Frame Precinct or Business to Business Precinct of the Regional Centre Zone: a) the number of car parking spaces calculated as follows is provided on-site; or b) a contribution-in-lieu of providing the above car parking spaces is paid in accordance with any Planning Scheme Policy or Infrastructure Charges Plan for public car parking that applies to the premises; or c) a combination of both of the above. Residential Use ▪ 1 per Dwelling or accommodation unit. Non-Residential Use ▪ 1 per 50 m^2 Gross Floor Area if in the City Core Precinct; ▪ 1 per 40 m^2 Gross Floor Area if in the Commercial Frame Precinct; and ▪ 1 per 60 m^2 Gross Floor Area if in the Business to Business Precinct.
		A3.2	In all other circumstances: ▪ where the table in Schedule B to this code specifies a parking provision rate for the proposed use - the number of on-site car parking spaces provided is not less than the number calculated by reference to that table; and ▪ where the table in Schedule B to this code does not specify a parking provision rate for the proposed use – a Traffic and Parking Impact Report covering the relevant matters detailed in Schedule A to this code is submitted with the application clearly demonstrating that the development and parking to be provided satisfies the Performance Criterion of this Element.
		A3.3[1]	Where the development results in the loss of on-street car parking spaces, one car parking space shall be provided for each on-street space lost, in addition to those spaces calculated in accordance with A3.1 or A3.2 above.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
CAR PARK DESIGN			
P4	The parking spaces provided are: ▪ useable by the development's occupants and visitors; ▪ easily accessible from the building; ▪ located to encourage off-street parking; and ▪ located and designed to maintain or improve the character of the area.	A4.1[2]	All development. As a partial Acceptable Measure: ▪ The entry to the car park is clearly signposted; ▪ Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use; ▪ Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such; ▪ Above ground or multi-level parking areas are designed articulated and finished to a quality equal to or better than adjoining buildings; and ▪ Unless otherwise specified in Acceptable Measure A4.5 or in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street.
		A4.2[3]	As a partial Acceptable Measure, in the City Core Precinct of the Regional Centre Zone: ▪ parking spaces are located at Ground Floor level only if they are behind retail shopfronts or other activities or facilities (involving people or which are of interest to people) that maintain a pedestrian environment; and ▪ parking areas have direct and unencumbered access to and from Margaret, Ruthven or Russell Streets.
		A4.3[4]	As a partial Acceptable Measure, in the Business to Business Precinct of the Regional Centre Zone, parking areas are located within the front building line setback convenient to the entry to the premises.
		A4.4[5]	As a partial Acceptable Measure, in the Commercial Frame Precinct of the Regional Centre Zone, parking areas are located at Ground Floor level and have separate pedestrian access to the street.
		A4.5[6]	As a partial Acceptable Measure, in the Industry Zone, 30% of the required parking spaces are easily visible from the road in order to cater for customers.
P5	The parking area provides: ▪ clearly marked parking spaces of adequate dimensions; ▪ adequate maneouvering area to those spaces; ▪ a clear, safe and effective circulation system; and ▪ sufficient queuing area for vehicles entering or exiting the Site or using drive-through facilities.	A5	The parking area meets the design requirements of *Australian Standard AS 2890.1 – Parking Facilities – Off Street Car Parking*, except that any 'small car' parking spaces are limited to a maximum of 10% of the total parking spaces required, are signposted as such, and are physically separated from the standard size parking spaces.
P6	Any potentially adverse impact on the natural environment is minimised.	A6.1	Existing street trees are retained.
		A6.2	The location and design of the parking area enables the requirements of the Development Works Code to be satisfied.
		A6.3	Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to be able to meet the requirements of Council's Trade Waste Policy under the *Standard Sewerage Law*.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P7	Heat absorption and re-radiation, glare, dust, noise and any other potentially adverse impact on the aesthetics, safety and amenity of land in the vicinity, is minimised.	A7.1[7]	Aesthetics, glare, heat absorption and re-radiation. As a partial Acceptable Measure: ▪ Landscaping is provided throughout the car park in the manner and at the rate indicated in Schedule C to this code; and ▪ Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other sensitive use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.
		A7.2[8]	Public Safety. As a partial Acceptable Measure: a) The car park is located where it can be monitored by passers-by or the occupiers of the development. b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with *Australian Standard AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements.* c) Except in the case of residential development: ▪ where the car park is not required at night, entry to the car park is physically restricted; and ▪ where the car park is enclosed, the walls are finished in a light coloured material that reflects light. d) Landscaping throughout the car park is provided in a manner, as indicated in Schedule D to this code, that allows surveillance and minimises the risk of crime.
		A7.3[9]	Dust. As a partial Acceptable Measure, the car park is imperviously sealed.
		A7.4[10]	Noise. As a partial Acceptable Measure, a solid, good quality brick, timber or masonry fence of minimum 1.8 m Height is constructed between the car park and any adjoining residential use or other noise sensitive use.
PICK-UP AND SET-DOWN AREAS			
P8	The following developments make adequate and safe provision for the set-down and pick-up, by private bus, of users of the development: ▪ Air Terminals and Bus/Rail Passenger Terminals; ▪ Community Facilities being tourist information centres or museums; ▪ Educational Establishments; ▪ Hospitals; ▪ Indoor Recreation Facilities; ▪ Institutions; ▪ Licensed Clubs; ▪ Major Recreation Facilities; ▪ Motels of more than 20 units; ▪ Aged Persons Housing/Care of more than 30 units; and ▪ Shopping centres of greater than 15000 m^2 Gross Floor Area.	A8	No Acceptable Measure is prescribed. Note: The applicant must demonstrate that the Performance Criterion is met. Bus pick-up/set-down areas should: ▪ allow a bus, based on the Long Rigid Bus (12m) in *Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates*, to turn and maneouvering in and out of the area in an easy and safe manner; ▪ afford maximum safety for passengers boarding or alighting buses; ▪ avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and ▪ avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P9	The following developments make adequate and safe provision for the set-down and pick-up by car of users of the development: ▪ Air Terminals and Bus/Rail Passenger Terminals; ▪ Cemetery/Crematorium; ▪ Child Care Centres; ▪ Community Facilities being a library, public art gallery, youth centre, scouts or girl guides hut, community hall, neighbourhood or senior citizens centre; ▪ Educational Establishments; ▪ Funeral Parlours; ▪ Hospitals; ▪ Indoor Recreation Facilities; ▪ Institutions; ▪ Licensed Clubs; ▪ Places of Public Worship; and ▪ Major Recreation Facilities.	A9	No Acceptable Measure is prescribed. Note: The applicant must demonstrate that the Performance Criterion is met. Car pick-up/set-down areas should: ▪ allow a car to maneouver in and out of the area in an easy and safe manner; ▪ afford maximum safety for passengers boarding or alighting cars; ▪ avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the Site; and ▪ avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.
PROVISION FOR SERVICE VEHICLES			
P10	Provision is made for the loading, unloading, maneouvering and access by service vehicles and such provision: ▪ is adequate to accommodate the design service vehicle requirements; ▪ protects the safety and efficiency of roads in the vicinity; and ▪ does not unduly impede vehicular and pedestrian circulation within the Site.	A10.1	The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Schedule B of this code, except that: ▪ in the City Core Precinct of the Regional Centre Zone, no on-site provision for service vehicles is required if the Gross Floor Area of the premises/building is less than 200 m^2; and ▪ where no specific rate is stated in the table in Schedule B, the applicant must demonstrate that the proposed provision satisfies the Performance Criteria.
		A10.2	Service bays provided wholly or partly within a building are physically separated from the rest of the building's floor space in a manner that makes it impractical to use them for storage or work areas.
		A10.3	The design and provision of access driveways, maneouvering areas and loading and unloading facilities for service vehicles complies with *Australian Standard AS 2890.2 - 1989 – Off Street Parking – Commercial Vehicle Facilities*.
		A10.4	Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so.
		A10.5	Service vehicles can enter and leave the Site in a forward direction.
P11	Refuse collection vehicles are able to access on-site refuse collection facilities.	A11	Where an on-site refuse collection area is provided, access and maneouvering areas are designed and provided to enable access by a refuse collection vehicle based on the Design Service Vehicle in *Austroads/Standards Australia HB72 - Design Vehicles and Turning Path Templates.*
ALTERNATIVE TRANSPORT MODES			
P12	The development encourages and makes adequate provision for alternative, environmentally sustainable transport modes where: a) it generates the need for more than 50 parking spaces; or	A12	No Acceptable Measure is prescribed. Note: In April 2002 Council adopted the Toowoomba Cycle and Pedestrian Strategy to improve the accessibility of residential and other areas of the City. Detailed action plans will support

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	b) it is an: ▪ Air Terminal; ▪ Bus/Rail Passenger Terminal. ▪ Community Club; ▪ Community Facility other than for emergency services such as police, ambulance and fire stations; ▪ Food Outlet (Convenience Restaurant); ▪ Educational Establishment; ▪ Indoor Recreation Facility; ▪ Entertainment/Function Centre; ▪ Hospital; ▪ Hotel; ▪ Licensed Club; or ▪ Major Recreation Facility.		the development of a future Transport Infrastructure Charges Plan, which will be read in conjunction with the planning scheme in assessing development applications. The applicant must demonstrate that the Performance Criterion is met. The following is a general guide to the types of works and facilities that should be considered: a) bicycles and pedestrians: ▪ pedestrian refuges and crossings are provided at appropriate locations; ▪ the development is connected to the City's cycle network; ▪ end-of-trip facilities for pedestrians, such as sheltered and safe seating and drinking fountains, are provided; and ▪ end-of-trip facilities for bicycles are provided in accordance with the *AUSTROAD Guide to Traffic Engineering Practice, Part 14 Bicycles 1999*; b) public transport: ▪ pick-up/set-down areas are provided for taxis and mini-buses, and for public buses where on a bus route and agreed to by the bus service provider; and ▪ seating and shelters are provided for public transport users at any public bus or taxi pick-up/set- down area within 100 m of the Site.
P13	Provision is made for adequate and safe pedestrian and cycle movement within the road reserve adjoining the premises.	A13	No Acceptable Measure is prescribed

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Schedule A

Traffic and Parking Impact Report Requirements

A Traffic and Parking Impact Report is to address those of the following issues that are relevant to the proposed development and the code element that requires the report.

(1) A review of the existing and proposed traffic network and traffic operation conditions.

(2) The amount of traffic likely to be generated by the development and its likely impact on the movement of traffic on the road system. This includes the impact of generated traffic on:

  (a) nearby intersections;

  (b) local streets in the neighbourhood of the development;

  (c) the environment;

  (d) existing nearby major traffic generating development; and

  (e) the major road network.

(3) The likely impact of the traffic generated by the development on the road pavement and other surface and underground infrastructure.

(4) Existing public parking supply and demand in the vicinity of the proposed development.

(5) The level of provision for parking in the development based on land use and alternative modes of transport availability.

(6) Measures provided to encourage and cater for alternative modes of transport including walking, cycling and public transport.

(7) Whether the proposed means of access to and from the Site for all users are safe and appropriately designed and located.

(8) The adequacy of provision for the loading, unloading, manoeuvring, standing and parking of vehicles on the Site.

(9) Any comments made by the Department of Main Roads and Queensland Transport.

(10) The existing and likely future amenity of the surrounding area.

SUPERSEDED

Schedule B

Parking and Service Vehicle Rates

For the purpose of interpreting the following table:

- 'No specific rate' means the required number of parking spaces (or facilities for service vehicles) will be based on the circumstances of the specific proposal and assessed against the Performance Criteria and information provided with the application.
- SRV means Small Rigid Vehicle (for vehicle dimensions and maneouvering requirements see *Australian Standard AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).
- HRV means Heavy Rigid Vehicle (for vehicle dimensions and maneouvering requirements see *Australian Standard AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).
- AV means Articulated Vehicle (for vehicle dimensions and maneouvering requirements see *Australian Standard AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).
- where a rate is specified as, for example, 1 space per 5 seats, the total number of spaces required it is to be calculated as 0.2 spaces for each seat e.g. a 33 seat development at 1 space per 5 seats would require 6.6 spaces.[11]
- fractions are to be rounded up to the next whole number if they are equal to or more than 0.5 and down if they are less than 0.5.

USE	PARKING SPACES REQUIRED	PROVISION FOR SERVICE VEHICLES
Aged Persons Housing/Care[12]	Where the accommodation is for aged persons: ▪ 1 space per Dwelling, 1 space per 3 hostel Rooming Units and 1 space per 6 nursing home beds; plus ▪ visitor parking at a rate of 50% of the above requirements, plus ▪ 1 emergency vehicle area (which can also be used as a pick-up/set-down area) where containing a nursing home or hostel. Where the accommodation is for persons with a disability: ▪ No specific rate.	No specific rate.
Accommodation Building	1 space per Rooming Unit plus 1 space per 10 units for visitors.	Nil.
Animal Keeping	1 space per staff member plus 5 spaces.	Nil.
Automotive/ Equipment Showroom	▪ 1 space per 150 m^2 of display area with the parking area physically separated from the display area; and ▪ 4 spaces per work bay provided for the servicing and/or repair of vehicles.	1 AV.
Automotive Parts and Accessories	1 space per 40 m^2 of Gross Floor Area.	▪ Up to 200 m^2 Gross Floor Area – 1 SRV. ▪ 200 m^2 Gross Floor Area plus – 1 HRV.
Bed and Breakfast Establishment	1 space per accommodation room plus 1 space for the permanent resident.	Nil.
Boarding House[13]	0.5 spaces per Rooming Unit, plus 0.25 visitor spaces per Rooming Unit, plus 1 space for an on-site manager (if applicable), plus 0.5 bicycle spaces per Rooming Unit.	No specific rate
Brothel	As required under the *Prostitution Act.1999.*	Nil.
Car Park	Not applicable.	Nil.
Car Washing Station	No specific rate.	1 SRV.
Caravan Park	1.1 spaces per Site plus 1 space per 10 Sites for visitors. Every tenth visitor space to be constructed as a car washing bay.	1 HRV.
Cemetery/Crematorium	30 spaces plus 1 space per 2 staff members on the premises at any one time.	No specific rate.

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USE	PARKING SPACES REQUIRED	PROVISION FOR SERVICE VEHICLES
Child Care Centre	1 space per staff member on the premises at any one time plus 1 space per 10 children.	Nil.
Community Club	1 space per 30 m^2 of Gross Floor Area.	1 SRV.
Community Facility: ▪ Community centres and halls ▪ Other	 5 spaces plus 1 per 50 m^2 of Gross Floor Area. No specific rate.	 1 SRV. No specific rate.
Display Home/Office	2 spaces per home/office.	Nil.
Dual Occupancy	2 spaces, which may be in tandem, per Dwelling. 1 space must be capable of being covered.	Nil.
Educational Establishment	▪ 1 space per staff member on the premises at any one time; ▪ 1 visitor space located in proximity to the administration building per 100 students; and ▪ 1 space per 20 secondary students and 1 space per 10 tertiary students.	1 SRV.
Entertainment/ Function Centre: ▪ Cinema, theatre, hall or the like ▪ Amusement centre ▪ Other	 1 space per 5 persons able to be seated. 1 space per 25 m^2 of Gross Floor Area. No specific rate.	 No specific rate. 1 SRV. No specific rate.
Extractive Industry	No specific rate.	Nil.
Farming	Nil.	Nil.
Food Outlet (Convenience Restaurant)	▪ 1 space per 10 m^2 of dining, customer service, waiting, bar and lounge area; and ▪ 1 space per 30 m^2 of remaining floor area; and ▪ queuing for a minimum of 10 vehicles where a drive-through facility is provided.	1 SRV.
Food Outlet (Café/Restaurant)	▪ If in the Sub-Regional Centres Zone or the Neighbourhood Precinct of the Suburban Centres Zone - 1 space per 25 m^2 Gross Floor Area. ▪ If in the Local Precinct of the Suburban Centres Zone – 1 space per 20 m^2 Gross Floor Area. ▪ All other circumstances - 1 space per 8 m^2 of dining, customer service, waiting, bar and lounge area plus 1 space per 30 m^2 of remaining floor area.	1 SRV.
Forestry	Nil.	Nil.
Freight Terminal	No specific rate.	No specific rate.
Fuel Depot	1 space per staff member on the premises at any one time.	No specific rate.
Funeral Parlour[14]	▪ 1 space per employee (min. of 5 spaces); plus ▪ 0.4 spaces per person capable of being accommodated in any associated chapel.	1 SRV.
Garden Centre	6 spaces plus 1 per 500 m^2 of the use area excluding any area used for parking or maneouvering.	1 HRV.
Home-based Business	1 parking space (in addition to that required for the House) if an employee is engaged.	Nil.
Hospital	No specific rate.	No specific rate.
Hotel	▪ 1 space per Rooming Unit; plus ▪ 1 space per 30 m^2 of Gross Floor Area of non-residential	1 AV.

SUPERSEDED

USE	PARKING SPACES REQUIRED	PROVISION FOR SERVICE VEHICLES
	floor area; plus ▪ queuing for 10 cars if a drive-in bottle shop is included.	
House	2 spaces, which may be in tandem, per Dwelling. 1 space must be capable of being covered.	Nil.
Indoor Recreation Facility: ▪ Ten-Pin bowling ▪ Gymnasium ▪ Squash ▪ Other court games ▪ Swimming pool ▪ Other	 3 spaces per lane. 1 space per 15 m^2 of Gross Floor Area. 4 spaces per court. 6 spaces per court. No specific rate. No specific rate.	No specific rate.
Industrial Premises	2 spaces per tenancy plus 1 space per 100 m^2 of Gross Floor Area.	▪ 0 – 999 m^2 Gross Floor Area - 1 HRV. ▪ 1000 m^2 – 2000 m^2 Gross Floor Area - 1 AV. ▪ 2000 m^2 Gross Floor Area plus - No specific rate.
Institution	No specific rate.	No specific rate.
Intensive Animal Husbandry	No specific rate.	No specific rate.
Licensed Club	▪ 1 space per 15 m^2 of Gross Floor Area of non-residential floor area; plus ▪ 1 space per Rooming Unit; plus ▪ queuing for 10 cars if a drive-in bottle shop is provided.	1 HRV.
Local Utility	Nil.	Nil.
Major Recreation Facility: ▪ Golf course ▪ Other	 ▪ 4 spaces per hole. ▪ No specific rate.	 ▪ 1 HRV. ▪ No specific rate.
Major Utility	No specific rate.	No specific rate.
Market	1 space per 20 m^2 of the Gross Floor Area of the stalls and aisles to be used.	No specific rate.
Medical Centre	▪ If in the Sub-Regional Centres Zone or the Neighbourhood Precinct of the Suburban Centres Zone - 1 space per 25 m^2 of Gross Floor Area. ▪ If in the Local Precinct of the Suburban Centres Zone – 1 space per 20 m^2 of Gross Floor Area. ▪ All other circumstances - 4 spaces per practitioner operating on the premises at any one time.	1 ambulance vehicle pick-up and set-down space if more than 2 practitioners work from the Site at any one time.
Miscellaneous Use	No specific rate.	No specific rate.
Motel	1.1 spaces per Dwelling unit plus the rate for a restaurant if any dining area is open to the general public.	1 SRV.
Multiple Dwelling Units[15]	▪ 1 space per 1 bedroom unit, 1.5 spaces per 2 bedroom unit, 2 spaces per 3 or more bedroom unit; plus 0.2 spaces per unit for visitors; plus ▪ for developments of 5 or more units, 1 car washing bay plus 0.05 car washing bays per unit above 10 units (car washing bays may be counted as visitor spaces)	1 SRV where more than 10 units.

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USE	PARKING SPACES REQUIRED	PROVISION FOR SERVICE VEHICLES
Office (General)	▪ If in the Sub-Regional Centres Zone or the Neighbourhood Precinct of the Suburban Centres Zone - 1 space per 25 m^2 of Gross Floor Area. ▪ All other circumstances - 1 space per 20 m^2 Gross Floor Area.	▪ Less than 200 m^2 Gross Floor Area – Nil. ▪ 200 m^2 – 999 m^2 Gross Floor Area – 1 SRV. ▪ 1000 m^2 Gross Floor Area plus - No specific rate.
Office (Service)	▪ If in the Sub-Regional Centres Zone or the Neighbourhood Precinct of the Suburban Centres Zone - 1 space per 25 m^2 of Gross Floor Area. ▪ All other circumstances - 1 space per 20m^2 Gross Floor Area.	▪ Less than 200 m^2 Gross Floor Area – Nil. ▪ 200 m^2 – 999 m^2 Gross Floor Area – 1 SRV. ▪ 1000 m^2 Gross Floor Area plus - No specific rate.
Outdoor Recreation Area: ▪ Lawn bowls ▪ Playing field ▪ Court games such as tennis, basketball etc. ▪ Other	 ▪ 30 spaces per green. ▪ 25 spaces per field. ▪ 4 spaces per court. ▪ No specific rate.	Nil.
Park	Nil.	Nil.
Passenger Terminal	No specific rate.	No specific rate.
Private Sporting Court	Nil.	Nil.
Place of Public Worship[16]	▪ For auditoria/meeting rooms - 1 space per 5 seats; plus ▪ For associated offices, gymnasiums, Child Care facilities etc. – the rate for those purposes specified elsewhere in this table.	1 SRV.
Retail Showroom	1 space per 40 m^2 Gross Floor Area.	▪ Less than 1000 m^2 Gross Floor Area - 1 HRV. ▪ 1000 m^2 – 1999 m^2 Gross Floor Area - 1 AV. ▪ 2000 m^2 Gross Floor Area plus - No specific rate.
Service Station	▪ 1 space plus 4 spaces per service bay plus 1 space per 20 m^2 of any retail Gross Floor Area. ▪ queuing for a minimum of 3 vehicles between ingress driveway crossovers and the nearest petrol pump.	1 AV.
Shop[17]: ▪ Liquor Barns ▪ Others	 ▪ 1 space per 20 m^2 of Gross Floor Area. ▪ If in the Sub-Regional Centres Zone or the Neighbourhood Precinct of the Suburban Centres Zone - 1 space per 25 m^2 of Gross Floor Area. ▪ All other circumstances - 1 space per 20 m^2 Gross Floor Area.	 ▪ Less than 500 m^2 Gross Floor Area – 1 SRV. ▪ 500 m^2 – 1999 m^2 Gross Floor Area – 1 SRV and 1 HRV. ▪ 2000 m^2 Gross Floor Area plus – No specific rate.
Supermarket	As for a shop.	
Storage and Supplies Yard: ▪ Timber yard/bulk landscape supplies ▪ Builder's, construction or contractor's yard ▪ Other	 ▪ 1 space per 200 m^2 Gross Floor Area with a minimum of 4 spaces. ▪ 1 space per employee. ▪ 3 spaces per 50 m^2 of Gross Floor Area.	1 AV.
Telecommunications Facility	Nil.	No specific rate.
Vehicle Depot	1 space per driver operating from the Site plus 1 space per staff member working on the Site.	1 AV.

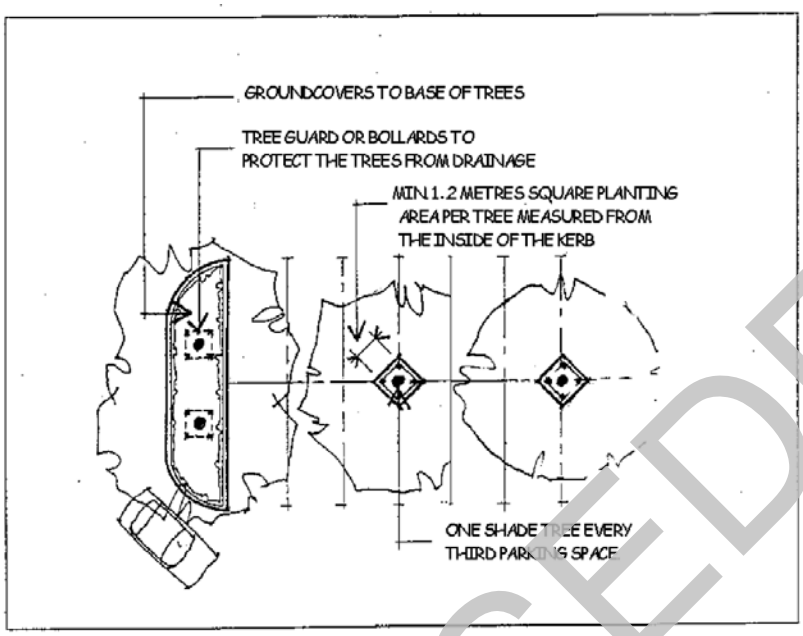
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USE	PARKING SPACES REQUIRED	PROVISION FOR SERVICE VEHICLES
Vehicle Workshop	▪ As per Industrial Premises if in the Industry Zone. ▪ Otherwise, 4 spaces per work bay.	1 SRV.
Veterinary Clinic	1 space per 25 m^2 Gross Floor Area.	1 SRV.
Warehouse[18]: ▪ Self Storage Units ▪ Others	 ▪ 2 spaces plus 1 space per 500 m^2 Gross Floor Area. ▪ 2 spaces plus 1 space per 100 m^2 Gross Floor Area.	 ▪ 0 – 999 m^2 Gross Floor Area - 1 HRV. ▪ 1000 m^2 – 1999 m^2 Gross Floor Area - 1 AV. ▪ 2000 m^2 Gross Floor Area plus - No specific rate.
Waste Facility	No specific rate.	No specific rate.

SUPERSEDED

Schedule C

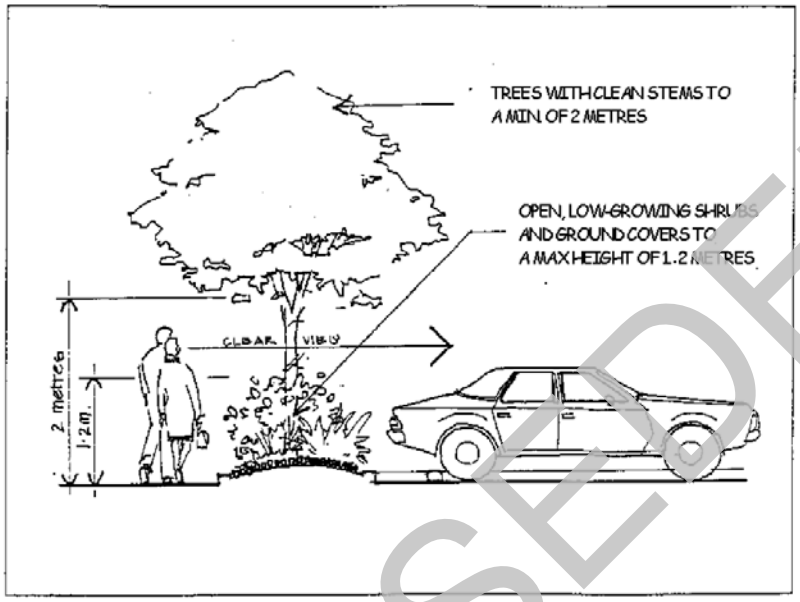
Landscaping in Parking Areas



SUPERSEDED

Schedule D

Planting for Security in Parking Areas



SUPERSEDED

[1] Amended 23/03/07 – Amendment No.7
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 30/09/05 – Amendment No.4
[4] Amended 30/09/05 – Amendment No.4
[5] Amended 30/09/05 – Amendment No.4
[6] Amended 30/09/05 – Amendment No.4
[7] Amended 30/09/05 – Amendment No.4
[8] Amended 30/09/05 – Amendment No.4
[9] Amended 30/09/05 – Amendment No.4
[10] Amended 30/09/05 – Amendment No.4
[11] Amended 30/09/05 – Amendment No.4
[12] Amended 30/09/05 – Amendment No.4
[13] Amended 3/12/04 – Amendment No.3
[14] Amended 23/03/07 – Amendment No.5
[15] Amended 23/03/07 – Amendment No.5
[16] Amended 30/09/05 – Amendment No.4
[17] Amended 25/07/08 – Amendment No.9
[18] Amended 25/07/08 – Amendment No.9

SUPERSEDED

9.3 Landscaping Code

9.3.1 Purpose

(1) The purpose of this code is to ensure that:

(a) development strengthens the image of Toowoomba as the 'Garden City' and enhances the environmental amenity and quality of life of the City;

(b) landscaping provided is appropriate to its function and Site conditions.

9.3.2 Applicability

(1) This code applies to:

(a) development that is identified as code assessable or impact assessable in a Zone Assessment Table; and

(b) Excavation and/or Filling identified as code assessable or impact assessable in the Building and Operational Works Assessment Table; and

(c) development where another code applicable to the development requires that landscaping be provided.

9.3.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	Development is landscaped in a manner which: ▪ enhances the appearance of the development from within and outside the development and makes a positive contribution to the streetscape; ▪ screens the view of unsightly buildings, structures, open storage areas and the like from public places, residences and other sensitive development; ▪ where necessary, ensures the privacy of Habitable Rooms and private Outdoor Recreation Areas; ▪ contributes to a comfortable living environment by providing shade to reduce glare and heat absorption and re-radiation from buildings, Car Park areas and other hard surfaces; ▪ ensures private outdoor recreation space is useable; ▪ provides long term soil erosion protection; ▪ provides a safe environment; ▪ integrates existing vegetation and other natural features of the Site into the development; and ▪ does not adversely affect vehicular sightlines and road safety.	A1	No Acceptable Measure is prescribed. Note: Submission of a landscape plan prepared by a suitably qualified person (such as a landscape architect, horticulturalist or other person experienced in landscape design) demonstrating achievement of the Performance Criterion will normally be required with the application. The landscape plan should show, where relevant: a) all existing trees with a girth of greater than 0.5 m measured at 1.5 m above Ground Level or of greater than 4 m Height (and indicating which trees are proposed to be retained) and other natural features, such as watercourses and rock formations; b) the function of planting areas (e.g. screen planting, enhancement etc.), plant spacing and species to be used; c) the general surface treatment of landscaped areas e.g. paving, mulched gardens, lawn; d) the location and type of fencing to the frontage and boundaries (e.g. 2 m mesh security fence, 1.8 m timber fence etc.); e) existing and proposed finished ground levels indicating in particular: ▪ the approximate Height of any mounding; ▪ the extent of any Excavation and/or Filling greater than 0.5 m in Height and greater than 150 mm where within the drip line of any existing tree; ▪ the location and type of any retaining walls; and ▪ Site drainage.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	f) where the development adjoins a residence, or other use that is sensitive to amenity considerations such as aesthetics, light spill, noise or dust pollution, overshadowing or reduction in privacy, the location of the adjacent impact sensitive buildings and areas e.g. show the location of the child care building and play area if it is adjacent to a proposed industrial or commercial development; and g) where the development is of a type that is likely to be adversely impacted upon by an existing or proposed use or development on adjacent land, the location and type of that impact's source, e.g. show any open storage area or industrial use adjacent to the proposed development if the proposed development is for a residence or other sensitive use. A2 The landscaping is carried out in accordance with the approved landscape plan and is maintained such that: ▪ 100% of all trees and 95% of all shrubs and groundcovers are in a healthy condition and showing evidence of growth at any time; ▪ landscape structures and works are structurally sound and in good condition; and ▪ other landscape elements are in good repair and condition.

SUPERSEDED

9.4 Community Safety Code

9.4.1 Purpose

(1) The purpose of this code is to ensure that development is designed to minimise potential security risks to persons and properties.

9.4.2 Applicability

(1) This code applies to development, other than for a House, that is:

(a) identified as code assessable or impact assessable in a Zone Assessment Table; or

(b) building work identified as code assessable or impact assessable in the Building and Operational Works Assessment Table.

(2) For the purposes of this code only,`Alleyway' means:

a corridor for the movement of people or goods external to a building on private property, and which has a maximum width of 4 m and a minimum Height of side enclosures of 1.2 m.

9.4.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
PREMISES AND ACCESS ROUTE IDENTIFICATION			
P1	All premises and access routes are clearly identifiable to all persons, particularly emergency services personnel.	A1	All premises are identified by the provision of the street number in a prominent location, preferably near the Site entry, i.e. on the kerb or letterbox or by signage on the building or Site.
FENCING TO PUBLIC PLACES			
P2	Fencing adjacent to public places (such as streets, walkways, laneways, open space and the like) to define territory and protect privacy and the amenity of private open space, provides for the casual surveillance of both properties and public thoroughfares. Note: The *Standard Building Regulation 1993* specifies additional requirements for fences along the frontages of corner allotments to maintain vehicle sight lines.	A2.1	Except as specified in Acceptable Measure A2.2, fencing is: ▪ designed and erected to allow clear visibility into the Site through at least 50% of the surface of the fence above 1.2 m in Height; and ▪ located so that it does not inhibit views of entrances and exits to buildings.
		A2.2	Solid front fences and walls to 1.8 m high are acceptable where: a) the main/private communal open space of a residence is between the residence and the street; or b) traffic volumes exceed 6000 vpd; or c) commercial or industrial development is involved; provided that: ▪ on corner lots the fence does not obstruct vehicle sight lines (Refer to the *Standard Building Regulation 1993*); ▪ the width is limited to a maximum of 50% of the frontage, where the private open/communal space of a residence is involved; ▪ some surveillance of the street is maintained from the building to satisfy Acceptable Measure A2.1 above; and ▪ except in the case of industrial development, fences do not exceed 10 m in length without some articulation or detailing, such as panel inserts, recessed planter beds, changes in materials, colours or textures, to provide visual interest.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
MOVEMENT CORRIDORS AND ALLEYWAYS			
P3	Movement corridors (walkways, pathways, tunnels, stairways, bridges, cycle paths and the like) within sites and between sites are designed to maximise safety and minimise potential assault locations.	A3	For movement corridors: ▪ lighting, of a vandal resistant type achieving a level of 100 lux is installed; ▪ 'blind' corners involving a change in direction of greater than 75° are avoided. Where movement cannot be predicted or where 'blind' corners are unavoidable, mirrors or equally effective measures to allow users to observe what lies around the corner are provided; and ▪ the corridor does not exceed 200 m in length.
P4[1]	Alleyways on private property used for a non-residential purpose are designed to maximise safety.	A4.1	Alleyways on private property are secured by locked gates outside the business hours of the use, particularly throughout the hours of darkness, with gates being of a Height and design which prevents easy access, but permits surveillance of the Alleyway.
		A4.2	Alleyways are provided with vandal-resistant lighting.
		A4.3	Alleyways are designed to be free from landscaping and other elements which would facilitate concealment or the illicit entry to buildings.
		A4.4	One clearly marked 'exit' to a public area is provided at least every 50 m.
SITE PLANNING AND LANDSCAPING			
P5[2]	Those parts of the site designed to be publicly accessible, including communal open space, congregation and seating areas, are located and designed to maximise natural surveillance.	A5[3]	Publicly accessable parts of the site, including congregation and seating areas, are situated where they are in the line of sight of windows, doors and/or balconies/verandahs of buildings, or can be seen from a street or other public space.
P6[4]	The provision of any landscaping in association with non-residential development does not lead to opportunities for concealment and possible assault sites.	A6	Any landscaping provided allows adequate visibility for casual surveillance of public and semi-public spaces, including entrances and exits to Sites and buildings, by: ▪ using trees which have clean trunks to a Height of at least 1.8 m; and ▪ using shrubs with a maximum Height of 0.75 m to retain sight lines.
BUILDING DESIGN			
P7[5]	Non-residential buildings and structures are designed to minimise opportunities for vandalism.	A7	Where parts of buildings or structures are easily accessible from a public place: ▪ the use of solid fences and blank walls which attract graffiti is avoided. Where solid blank surfaces are unavoidable, protection is provided in the form of landscaping, creepers, murals, vandal resistant paint and the like; ▪ toughened glass, screens and other measures are used in windows, which are provided at Ground Level, to deter break and enters; and ▪ vandal proof materials, which are hardy and not easily removable from the building, and anti-graffiti paint are used in the construction and finishing of buildings.
P8[6]	Non-residential buildings and building sites are designed to minimise opportunities for concealment.	A8.1[7]	Building facades facing onto publicly accessible areas within the Site do not incorporate recesses of sufficient size to conceal a person.
		A8.2[8]	Buildings constructed on street corners or adjacent to a driveway, Alleyway, laneway or similar, do not create blind corners where pedestrians and/or vehicles may come into conflict.

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PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
			Where a blind corner cannot be avoided, the level of risk is reduced by the use of at least one of the following measures: ▪ installing strategically placed mirrors; ▪ building corners from clear materials; or ▪ designing curves or angles in place of 90° corners.
P9[9]	The main entry of all non-residential buildings are designed to be obvious and easily identifiable.	A9.1[10]	The main building entrances/exits are located at the front of the Site in view of the street. Where this is not possible, due to Site or existing building constraints, a well defined path is provided to the entrance/exit.
		A9.2[11]	All entrances/exits to buildings are lit.
		A9.3[12]	Entrances/exits are located to provide a direct link to driveways and car parking areas.
		A9.4[13]	Recessed doorways are avoided where the recess is of sufficient size to conceal a person. Where recessed doorways are unavoidable, measures are used to enhance safety as follows: ▪ good lighting is installed, and ▪ strategically placed mirrors are installed; and/or ▪ angled approaches are provided; and/or ▪ gates which restrict access are provided.
P10[14]	Non-residential buildings and structures are designed to restrict unlawful access to buildings and between buildings.	A10.1[15]	Sufficient separation between features such as roofs, balconies, windows and the like are provided to prevent unlawful access between buildings.
		A10.2[16]	The use of features such as trellises and the like, which may facilitate unlawful access to buildings, is avoided.
PUBLIC FACILITIES			
P11[17]	Where publicly accessible facilities, such as public transport stops and interchanges, automatic teller machines, public telephones and public and private post office boxes are provided, they are located and designed to maximise safety.	A11.1[18]	Other than transport stops and interchanges, publicly accessible facilities are situated so that they are visible from high traffic areas with no nearby facilities, such as seating, to encourage or legitimise loitering.
		A11.2[19]	ATMs and private post boxes are located on the outer edges of buildings, or inside buildings, where a key or card is required to access the facilities, rather than in recessed locations that provide opportunities for concealment.
		A11.3[20]	Vandal resistant lighting is provided to all facilities. Lighting should not be so bright so as to prevent people using these facilities from observing anyone approaching in the dark.
P12[21]	Where public toilet facilities and parent rooms are provided, they are designed, and located in the most accessible and convenient locations, to minimise opportunities for vandalism and assaults.	A12.1[22]	Public toilet and parent room entrances are located where they are obvious (i.e. not at the end of long corridors) so that they can be monitored by other persons (including motorists where the toilets are located in a public space).
		A12.2[23]	Where provided separately, male and female entrances are situated distinctly from one another and labeled clearly to avoid confusion.
		A12.3[24]	Vandal resistant light fittings and fixtures are used.
EXTERNAL LIGHTING			
P13[25]	External lighting of appropriate intensities is provided within those parts of the site designed to be publicly accessible, to maximise safety.	A13.1[26]	Lighting is provided which satisfies the requirements of *Australian Standard AS 1158.3.1 – Road Lighting –Pedestrian Area Lighting – Performance and Installation Design Requirements* unless otherwise specified in this code.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES	
	A13.2 [27]	External lighting of a graduated intensity is provided with lower levels of brightness at the perimeter of the Site and higher intensities at the entrance to buildings, or at the centre of the Site.
	A13.3 [28]	Lighting is directed onto the Site and away from neighbouring properties.
	A13.4 [29]	Vandal resistant lighting is used in public, and publicly accessible, areas.

[1] Amended 23/03/07 – Amendment No.5
[2] Amended 23/03/07 – Amendment No.5
[3] Amended 23/03/07 – Amendment No.5
[4] Amended 23/03/07 – Amendment No.5
[5] Amended 23/03/07 – Amendment No.5
[6] Amended 23/03/07 – Amendment No.5
[7] Amended 23/03/07 – Amendment No.5
[8] Amended 23/03/07 – Amendment No.5
[9] Amended 23/03/07 – Amendment No.5
[10] Amended 23/03/07 – Amendment No.5
[11] Amended 23/03/07 – Amendment No.5
[12] Amended 23/03/07 – Amendment No.5
[13] Amended 23/03/07 – Amendment No.5
[14] Amended 23/03/07 – Amendment No.5
[15] Amended 23/03/07 – Amendment No.5
[16] Amended 23/03/07 – Amendment No.5
[17] Amended 23/03/07 – Amendment No.5
[18] Amended 23/03/07 – Amendment No.5
[19] Amended 23/03/07 – Amendment No.5
[20] Amended 23/03/07 – Amendment No.5
[21] Amended 23/03/07 – Amendment No.5
[22] Amended 23/03/07 – Amendment No.5
[23] Amended 23/03/07 – Amendment No.5
[24] Amended 23/03/07 – Amendment No.5
[25] Amended 23/03/07 – Amendment No.5
[26] Amended 23/03/07 – Amendment No.5
[27] Amended 23/03/07 – Amendment No.5
[28] Amended 23/03/07 – Amendment No.5
[29] Amended 23/03/07 – Amendment No.5

SUPERSEDED

9.5 Development Coordination Code[1,2]

9.5.1 Purpose

(1) The purpose of this code is to ensure that development occurs in a coordinated manner.

9.5.2 Applicability

(1) This code applies to development that is identified as code assessable or impact assessable in a Zone Assessment Table and that is within an area with a completed structure plan.

9.5.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The development does not adversely affect the efficient, timely and coordinated development of other land in the vicinity. Note: If the Acceptable Measure is not met, demonstration of compliance with this Performance Criterion will require the submission of a plan detailing: ▪ how the timely, economic and coordinated development of the surrounding land could occur; and ▪ how the principles of the Structure Plan would be satisfied.	A1	The development is in accordance with any applicable Structure Plan.

[1] Amended 18/12/09 – Amendment No.11
[2] Amended 18/12/09 – Amendment No.11

SUPERSEDED

SUPERSEDED

9.6 Visual Impact Code

9.6.1 Introduction

(1) The protection of the scenic values of the escarpment and other vegetated areas of the City is important to Toowoomba's image and economy and to the general amenity of the residents.

(2) The scenic outlook from various vantage points along the escarpment and major roads into the City attracts visitors to the City and the region and so generates employment and business opportunities.

(3) The residents of the City also use the various parks and scenic viewpoints along the escarpment as a part of their everyday leisure activities so the protection of the scenic values of the area from intrusive or inappropriate development is important to the residents' perceptions of amenity and liveability.

9.6.2 Purpose

(1) The purpose of this code is to ensure that development in scenic and other Visually Sensitive Areas is sited and designed to minimise any potential impact on the scenic qualities of the area.

9.6.3 Applicability

(1) This code applies to code and impact assessable development on land in:

(a) the Escarpment Residential Precinct of the Neighbourhood Residential Zone;

(b) the Bushland Residential Precinct of the Park Residential Zone; and

(c) the Special Escarpment Precinct of the Rural Zone.

9.6.4 Performance Criteria and Acceptable Measures

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES
P1	The siting of buildings does not detract from the natural landscape and visual significance of the Site and area. Note: The visual significance of the Site and area will depend on: ▪ the extent of the view catchment (i.e. whether the proposal will be visible from an extensive or localised view catchment); and ▪ whether there are prominent or important public viewpoints within that catchment. (e.g. Picnic Point and the New England Highway).	A1	No Acceptable Measure is prescribed. Note: Buildings should be sited: ▪ below ridgelines and skylines; ▪ so that disturbance to vegetation patterns is minimised; ▪ so that the length of driveways and associated work such as Excavation and/or Fill is minimised; ▪ at angles which minimise the extent of the building that is visible from important public viewpoints; and ▪ within an area of existing vegetation where such vegetation will continue to provide an effective visual Buffer.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P2	Buildings are: a) of a scale and bulk that is not obtrusive if visible from: ▪ the public viewing points of Picnic Point, Prince Henry Heights and Webb park; or ▪ the Warrego and New England Highways; and b) of materials and colours that are sympathetic to the surrounding environment.	A2	As a partial Acceptable Measure to satisfy the Performance Criterion, buildings are not more than 8.5 m in Height. Note: The following should be considered in order to demonstrate full compliance with the Performance Criterion: ▪ minimise the mass of buildings by incorporating variations in walls and roof lines, stepping floor levels, and/or separating outbuildings, such as garages, from the main building where this will assist with reducing building bulk; ▪ provide landscaping which breaks up strong linear forms of any buildings; ▪ the external materials of all buildings and structures should be of subdued colours such as earth and forest tones and be of low light reflectance; and ▪ metal cladding, in particular roofing, should be non-reflective and either colour-bonded or painted in subdued colours.
P3	Driveways and any Excavation and/or Filling are not visually obtrusive when viewed from the street or other scenic viewpoint.	A3.1	Where Excavation and/or Filling is involved, it satisfies the Excavation and/or Filling requirements of the Development Works Code.
		A3.2	Unless unavoidable, driveways are angled across the slope with the majority of the alignment of the driveway not within 30° of a line perpendicular to the slope.

SUPERSEDED

9.7 Noise Code

9.7.1 Purpose

(1) The purpose of this code is:

(a) to ensure that the acoustic environment of certain noise sensitive uses and future developments adjacent to arterial roads and railways is of a standard that is appropriate for the intended use; and

(b) to protect the existing and future operation and function of the railway and the arterial road network.

9.7.2 Applicability

(1) The code applies to:

(a) Residential Uses (other than a House), Motels and Community Uses (other than a Licensed Club and a Cemetery/Crematorium) that are specified as code assessable or impact assessable in a Zone Assessment Table and which adjoin an Arterial Road shown on the Regulatory Map or the railway; and

(b) Lot reconfigurations for residential purposes adjoining an Arterial Road shown on the Regulatory Map or the railway.

9.7.3 Performance Criteria and Acceptable Measures

Note:

Demonstration of compliance with the following Performance Criteria is likely to require the submission of a competently prepared noise impact report that details the likely acoustic environment of the development and any necessary attenuation measures.

To achieve an acceptable acoustic environment it may be necessary to incorporate various attenuation measures in the design and construction of the development, such as:

- **setback Buffers;**
- **minimising the window area facing the noise source;**
- **barriers and deflectors such as fences and mounding;**
- **orienting the building and the more noise sensitive areas of the building away from the noise source;**
- **sealed windows and double glazing; and**
- **insulation and special construction materials.**

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
DEVELOPMENT ADJOINING AN ARTERIAL ROAD			
P1	For development other than a lot reconfiguration, the acoustic environment inside and outside buildings on the premises, is of a quality that would not unreasonably impair the enjoyment or use of the premises by the occupants.	A1.1	For Residential Uses and Motels, the following noise levels for the estimated traffic at a 10 year horizon measured 1 m in front of the most exposed part of the building (using *AS2702 - Road Traffic Noise*) are achieved: ▪ 63 dB(A) or less assessed as the L10 (18 hour) level; ▪ 60 dB(A) or less assessed as the highest 1 hour equivalent continuous A-weighted sound pressure level between 10 p.m. and 6 a.m.; and ▪ 80 dB(A) or less assessed as a single event maximum sound pressure level.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		A1.2	For Community Uses, the following noise levels for the estimated traffic at a 10 year horizon (using *AS2702 - Road Traffic Noise*) are achieved: ▪ 48 dB(A) or less assessed as the highest 1 hour equivalent continuous A-weighted sound pressure level measured at the centre of the most exposed room; and ▪ where any outdoor play or instruction area is provided, 60 dB(A) or less assessed as the highest 1 hour equivalent continuous A-weighted sound pressure level measured at the centre of the play or instruction area.
P2	For lot reconfigurations, the acoustic environment of any lots created for residential purposes is of a quality suitable for residential use without the subsequent Dwellings having to include special noise attenuation measures in their design or construction.	A2	For lot reconfigurations for residential purposes, the following noise levels for the estimated traffic at a 10 year horizon measured at the closest property boundary of the most exposed residential lot (using *AS2702 - Road Traffic Noise*) are achieved: ▪ 63 dB(A) or less assessed as the L10 (18 hour) level; ▪ 60 dB(A) or less assessed as the highest 1 hour equivalent continuous A-weighted sound pressure level between 10 p.m. and 6 a.m.; and ▪ 80 dB(A) or less assessed as a single event maximum sound pressure level.
DEVELOPMENT ADJOINING THE RAILWAY			
P3	The acoustic environment inside and outside buildings on the premises is of a quality that would not unreasonably impair the enjoyment or use of the premises by the occupants.	A3	The following noise levels measured 1 m in front of the most exposed part of the building (using *AS2377 – Methods for the Measurement of Airborne Sound from Rail-bound Vehicles*) are achieved: ▪ 55 dB(A) or less assessed as the 24 hour A-weighted equivalent average sound pressure level; and ▪ 80 dB(A) or less assessed as the maximum A-weighted sound level.

SUPERSEDED

9.8 Trade Waste and Refuse Code

9.8.1 Introduction

(1) Waste management measures generally should be based on the hierarchy of:

(a) waste prevention/avoidance;

(b) waste recycling/reuse;

(c) waste to energy;

(d) waste treatment; and then

(e) waste disposal.

Note:

See the *Waste Management Strategy for Queensland* and *Environmental Protection (Waste) Policy 1997*.

(2) Trade Waste may have an organic strength many times that of domestic sewage and may overload the treatment facility. Trade Waste may also contain a variety of substances such as heavy metals, organic solvents and chlorinated organics which sewerage systems are not designed to treat. These substances may:

(a) pose a serious risk to the health and safety of workers at the treatment plant;

(b) damage the fabric of the sewerage system;

(c) inhibit biological treatment processes;

(d) accumulate in the sludges; or

(e) pass through the plant untreated, resulting in Environmental Harm.

(3) The Council's policy is to accept biodegradable Trade Waste into the sewerage system provided that the system has adequate capacity to effectively collect, transport and treat the waste, and that all practicable waste minimisation, recycling and reuse options have been applied.

(4) In addition to compliance with this code, there may be a need to obtain an Environmental Authority under the provisions of the state government's *Environmental Protection Act 1994* and/or an approval under Council's Trade Waste Policy (supporting the *Water Act 2000*, *Sewerage and Water Supply Act 1949* and the *Standard Sewerage Law*).

(5) Applicants (particularly those for industrial or commercial developments involving the construction of new buildings) are strongly advised to incorporate, at the initial construction stage, Trade Waste pre-treatment measures that may be subsequently required under Council's Trade Waste Policy in order to:

(a) reduce subsequent delays and costs associated with retro-fitting the measures; and

(b) to increase the range of potential tenants where these are unknown at the time of construction.

Note:

Attached at the end of this code is a list of some industrial and commercial processes where Trade Waste is typically generated and requires Council approval under the Trade Waste Policy to discharge to sewer. If the proposed development involves any of these, the proponent is advised to consult Council's Trade Waste Section prior to submitting the development application and/or construction.

9.8.2 Purpose

(1) The purpose of this code is to provide for the collection, storage, treatment and disposal of Trade Waste and refuse to be undertaken so that:

(a) the health and safety of people and the environment are protected;

(b) service infrastructure is protected; and

(c) the amenity of surrounding premises is not adversely affected.

SUPERSEDED

9.8.3 Applicability

(1) This code applies to code assessable and impact assessable development that:

(a) requires the provision of more than six (6) Household sized refuse collection bins; or

(b) generates or is likely to generate trade waste.[1]

(2) For the purposes of this code ` trade waste' is defined as:

'water-borne waste from business, trade or manufacturing premises, other than human waste or stormwater'.

9.8.4 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
TRADE WASTE	
P1 The development is capable of providing for the storage, collection, treatment and disposal of Trade Waste such that: ▪ off-site releases of contaminants do not occur; ▪ the health and safety of people and the environment are protected; and ▪ the performance of the sewerage system is not put at risk and no Environmental Harm will be caused.	A1 No Acceptable Measure is prescribed. Note 1: The disposal of liquid Trade Waste to Council's sewerage system will need to be capable of complying with Council's Trade Waste Policy supporting the *Water Act 2000, Sewerage and Water Supply Act 1949* and the *Standard Sewerage Law.* Note 2: Under the Trade Waste Policy: a) disposal of effluent to the sewerage system cannot include any of the following: ▪ flammable/explosive substances; ▪ radioactive substances; ▪ pathological and infectious waste; ▪ cytotoxic waste; ▪ genetically engineered organisms; or ▪ rainwater and uncontaminated water; b) where Trade Waste is to be released into sewers, the effluent quality will need to meet the sewer admission standards set out in Council's Trade Waste Policy. This may require: ▪ pre-treatment measures (such as oil/grease separators) to be installed on-site; ▪ alterations to the design of the development, such as alterations to floor or Site levels to allow drainage to sewer or the roofing of work areas; and ▪ sampling manholes for major Category 3 Trade Waste Generators under the Trade Waste Policy.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
REFUSE STORAGE	
P2 Appropriate container storage areas are provided which are: ▪ in a building or enclosing structure or screened from public view; ▪ of adequate size to accommodate the expected amount of refuse to be generated by the use; ▪ in a position that is conveniently accessible for collection; and ▪ able to be kept in a clean state at all times.	A2.1 Container storage areas are provided which: ▪ are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; ▪ are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; ▪ are within normal hose length of a hose cock; ▪ are large enough to accommodate at least 1 standard sized container per Dwelling and, in commercial and industrial premises, 1 or more industrial bins of a size appropriate to the nature and scale of use; and ▪ are situated not closer than 6 m to a road or 2 m to any Site boundary. A2.2 On Sites greater than 2000 m² in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the Site in a forward direction without having to make more than a 3-point turn. Note: Refer to the Parking, Transport and Servicing Code for refuse vehicle turning requirements. A2.3 For Multiple Dwelling Units and Aged Persons Housing/Care, container storage areas are located not more than 50 m from any Dwelling. A2.4 Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the container storage area.

SUPERSEDED

Note to Trade Waste and Refuse Code

List of industrial and commercial businesses where Trade Waste is typically generated and requires approval under Council's Trade Waste Policy to discharge to the sewer

Abattoir (Meat and Poultry)	Fast food Outlet	Oil refinery
Auto dismantling/wrecking yard	Fish outlet, fresh and cooked	Open areas
Bakery (bread, pies, rolls, cakes, etc.)	Foundry (acid/alkali bath, galvanising etc.)	Optical (glass grinding)
Boarding house, hostel	Fruit and vegetable outlet	Panel beater/spray painter
Boiler blowdown	Function centre	Photographic processor
Butcher (retail, wholesale)	Garbage can/bin cleaner	Pies, pastry, pizza maker
Café, canteen, cafeteria, caterer	Glass cutter & grinder	Portable toilet
Car body repairer	Graphic artist	Potato and vegetable peeler
Car detailer	Hairdressing salon	Poultry abattoir
Carpet cleaner	Hospital (kitchen, radiography, dental, laundry)	Printer
Chemical factory	Hot bread shop	Radiator repairer
Coffee shop, sandwich bar	Hotel kitchen and bar	Restaurant
Community Hall (kitchen)	Ice cream parlour	Seafood outlet (fresh, cooked)
Confectionary manufacturer	Jeweller	Schools (science lab, tuckshop, dining kitchen, arts)
Cooling tower, air-conditioner	Kennel	Screen printer
Craft, art, pottery, and painting	Laboratory (school, private etc.)	Service station (workshop, forecourt, take away)
Dairy	Laundry, laundromat	Stable
Day care centre	Lawn mower repair	Stonemason
Delicatessen	Medical centre	Swimming pool (commercial)
Dental surgery/ technician	Mechanical workshop	Take away
Dry cleaner	Morgue	Vehicle washing
Electroplaters, metal finishers	Motel (kitchen, restaurant, pool, laundry)	Veterinarian
Engine and gearbox reconditioner	Nightclub	X-Ray developer
Equipment hire	Nursing home	

[1] Amended 25/07/08 – Amendment No.9

SUPERSEDED

9.9 Outdoor Lighting Code

9.9.1 Introduction

(1) Light spillage can have detrimental affects on the amenity of environmental and Residential Areas.

(2) Appropriately designed, installed and operated lighting systems are necessary to minimise any off-site impacts of Outdoor Lighting, particularly in light sensitive areas.

(3) Light spill that causes Environmental Nuisance may also be regulated under the *Environmental Protection Regulation 1998*.

(4) Other codes may also be relevant, particularly the Airport Affected Land Code in relation to the Height of structures and luminance in the vicinity of the Toowoomba Airport.

9.9.2 Purpose

(1) The purpose of this code is to ensure that the installation of Outdoor Lighting does not:

(a) compromise the safety of road users, pedestrians or the operation of the Toowoomba Airport;

(b) detrimentally affect the cultural heritage and environmental values of adjacent areas and premises; or

(c) detrimentally affect the amenity of adjacent areas and premises.

9.9.3 Applicability

(1) This code applies to the installation of Outdoor Lighting for Commercial, Industrial, Recreation and Community Uses (including sports fields and courts and car parking areas) and for Private Sporting Courts where the Outdoor Lighting is:

(a) to enable the outdoor areas to be used at night; or

(b) to enable security surveillance of the outdoor areas, and the lighting is high-intensity and more than 4 m above Ground Level.

(2) This code does not apply to street lighting or to normal residential or low level security lighting.

SUPERSEDED

9.9.4 Performance Criteria and Acceptable Measures

<table>
<tr><th colspan="2">PERFORMANCE CRITERIA</th><th colspan="2">ACCEPTABLE MEASURES</th></tr>
<tr><td>P1</td><td>Outdoor Lighting does not jeopardise the safety or well-being of any pedestrian, cyclist or motorist through inappropriate light emissions which reduce the ability of transport system users to see essential details of the route ahead, including signaling systems and signage.</td><td>A1</td><td>The Outdoor Lighting is provided in accordance with Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements.</td></tr>
<tr><td>P2</td><td>Outdoor Lighting does not cause unreasonable disturbance, annoyance or distress to any person or activity because of the emission of light.</td><td>A2</td><td>The Outdoor Lighting is designed, installed and regulated in accordance with the parameters outlined in the Australian Standard AS4282 – Control of the Obtrusive Effects of Outdoor Lighting.
Note:
The following tables, adapted from Australian Standard AS4282 – Control of the Obtrusive Effects of Outdoor Lighting, are provided for user convenience purposes.
In any matter of interpretation the Australian Standard prevails except in the matter of the hours of curfew.
Maximum Values for Light Technical Parameters for the Control of Obtrusive Light
<table>
<tr><th rowspan="2">Light Technical Parameters</th><th rowspan="2">Hours of Use</th><th colspan="3">Recommended Maximum Values</th></tr>
<tr><th>Commercial & Industrial Areas</th><th>Residential Areas</th><th></th></tr>
<tr><th></th><th></th><th></th><th>Light</th><th>Dark</th></tr>
<tr><td rowspan="2">Illuminance in the vertical plane</td><td>06:00 – 22:00</td><td>25 lx</td><td>10 lx</td><td>10 lx</td></tr>
<tr><td>22:00 – 06:00</td><td>4 lx</td><td>2 lx</td><td>1 lx</td></tr>
<tr><td rowspan="2">Luminous Intensity emitted by Luminaires</td><td>06:00 – 22:00</td><td colspan="3">Limits set by the following table</td></tr>
<tr><td>22:00 - 06:00</td><td>2500 cd</td><td>1000 cd</td><td>500 cd</td></tr>
</table>
Maximum Luminous Intensity per Luminaire for Pre-curfew operating times
<table>
<tr><th colspan="2">Area Description</th><th colspan="2">Maximum Luminous Intensity from each Luminaire</th></tr>
<tr><th>Size of Area</th><th>Controlling Dimension</th><th>Level 1
Sensitive Areas</th><th>Level 2
Commercial, Industrial & Light Areas</th></tr>
<tr><td>Large</td><td>>75m</td><td>7500 cd</td><td>100000 cd</td></tr>
<tr><td>Medium</td><td>≥25≤75 m</td><td>7500 cd</td><td>50000 cd</td></tr>
<tr><td>Small</td><td><25m</td><td>2500 cd</td><td>25000 cd</td></tr>
</table></td></tr>
</table>

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
			Level 1 control is appropriate for environmentally sensitive areas where: ▪ the existing environment is of high-quality; ▪ the installation is close to abutting properties; ▪ the surrounding uses are residential in nature; or ▪ the existing ambient light levels are low. Level 2 control will permit the use of a range of currently used lighting techniques but will limit intensities in the control direction to what might reasonably be expected by careful design and the selection and aiming of luminaires. Light Residential Areas - existing ambient light levels are high (5 lx and above). Dark Residential Areas - existing ambient light levels are low (below 5 lx).
P3	Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.	A3	The vertical illumination emanating from the Outdoor Lighting does not exceed 1 lx on land within: ▪ the Environmental Precinct of the Open Space Zone; ▪ the Bushland Residential Precinct of the Park Residential Zone; or ▪ the Special Escarpment Precinct of the Rural Zone.
P4	Outdoor Lighting does not cause an obstruction or other potential hazard to aircraft movement.	A4	The Outdoor Lighting satisfies the relevant Acceptable Measures of the Airport Affected Land Code.

SUPERSEDED

SUPERSEDED

9.10 Private Sporting Courts Code

9.10.1 Purpose

(1) The purpose of this code is to ensure that Private Sporting Courts are used and developed in a manner that minimises potential impact on the amenity of surrounding residences and Residential Areas and the operation of roads and the Toowoomba Airport.

9.10.2 Applicability

(1) This code applies to development for Private Sporting Courts.

9.10.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
P1	The court location minimises the potential impact on the amenity and character of the surrounding area and the natural environment.	A1	The court is at least: ▪ 6 m from a street frontage; ▪ 6 m from any adjoining Dwelling or, where there is no Dwelling on the adjoining land, 4.5 m from the common boundary; and ▪ 20 m from a natural drainage line. Note: Approval of a setback less than that prescribed above may be conditional upon court fencing being higher than 3 m.[1]
P2	Court fencing and enclosures are provided and: ▪ are not to be unduly visually intrusive; and ▪ minimise the likelihood of disturbance to neighbours from miss-hit balls.	A2.1[2]	Court fencing and enclosures are a minimum of 3 m above court level.
		A2.2	If less than 1 m from a property boundary, the court fencing or other enclosure: ▪ is of a maintenance-free material; and ▪ is not solid or enclosed for a Height of more than 2 m above the court surface.
		A2.3	The court fencing or enclosure is screened from the street by: ▪ the residence or other buildings; and/or ▪ dense landscaping of minimum 3 m width and to a minimum mature Height of 3 m.
P3	Site works, including any Excavation and/or Filling, do not cause undue impact on the use or amenity of adjacent premises during or after construction.	A3	The Excavation and/or Filling satisfies the Acceptable Measures of the Excavation and/or Filling, Site and Stormwater Drainage, and Construction Works and General Amenity sections of the Development Works Code.
P4	Where provided, Outdoor Lighting does not adversely affect the residential amenity of adjoining properties, create a traffic hazard on adjacent roads, or create an aeronautical hazard.	A4.1	Any lighting system satisfies the requirements of the Outdoor Lighting Code and is so certified after installation by a qualified lighting engineer.
		A4.2	Any lighting system: ▪ is baffled or screened to ensure that a light source is not directly visible from a Habitable Room window of an adjoining Dwelling; and ▪ does not exceed a Height of 8 m above the court surface.
P5	The court does not cause unreasonable detriment to the acoustic amenity of adjoining private open spaces and Habitable Rooms.	A5.1	The court is not used between 10:00 p.m. and 7:30 a.m.
		A5.2	No mechanical equipment such as a ball-throwing machine is operated between 7 p.m. and 7:30 a.m.

SUPERSEDED

[1] Amended 23/03/07 – Amendment No.5
[2] Amended 23/03/07 – Amendment No.5

SUPERSEDED

9.11 Lot Reconfiguration Code

9.11.1 Purpose

(1) The purpose of this code is to:

(a) provide for good neighbourhood design consistent with the character and environmental values of the zone and precinct in which the Site is situated;

(b) ensure the economic, efficient and functional coordination of lot reconfigurations;

(c) ensure the coordination of lot reconfiguration and infrastructure provision;

(d) ensure a safe and efficient road and transport system;

(e) ensure equitable access to basic services and utilities; and

(f) ensure that lot reconfigurations satisfy the principles of any applicable Structure Plan[1].

9.11.2 Applicability

(1) This code applies to lot reconfigurations including:

(a) boundary realignments;

(b) access easements; and

(c) the creation of lots by subdividing another lot including by Community Title Scheme under the *Body Corporate and Community Management Act 1997*.

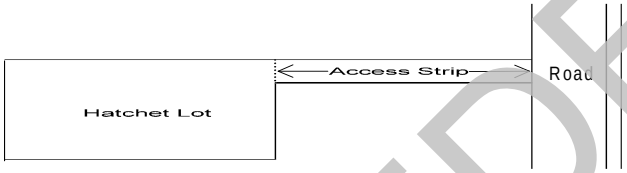
9.11.3 Interpretation

(1) Where there is an inconsistency between the provisions of this code and any referenced document, the provisions of the code prevail to the extent of the inconsistency.

(2) For the purpose of this code the following terms have the meaning opposite:

TERM	DEFINITION
ROAD HIERARCHY	
Arterial Road	carries traffic in excess of 8000 trips per day, with a design speed of 60-100 km/h and serves a state or national transport function (part of the Road Network).
Industrial Avenue	collects traffic from Local Industrial Streets and carries higher volumes of traffic. The Industrial Avenue connects the industrial estate with the Road Network and carries a traffic volume of between 3001 and 10000 trips per day (part of the Road Network).
Local Access Street/ Place	serves less than 50 Residential lots and/or carries traffic of less than 500 trips per day, with a design speed of 40 km/h (part of the Street System).
Local Collector Street	serves 51-300 Residential lots and/or carries traffic between 501 and 3000 trips per day, with a design speed of 50-60 km/h (part of the Street System).
Local Industrial Street	provides for moving traffic, access to and/or from lots and on-street parking. Carries a traffic volume of less than 3000 trips per day (part of the Road Network).
Road Network	comprises the higher order roads being: ▪ Trunk Collector, Sub-arterial and Arterial Roads; and ▪ in the case of industrial development, Local Industrial Streets and Industrial Avenues.
Street System	comprises lower order roads being Local Collector Streets and Local Access Streets/Places.
Sub-arterial Road	carries traffic in excess of 8000 trips per day, with a design speed of 60 km/h and serves a regional or city wide transport function (part of the Road Network).
Trunk Collector	serves 301-1000 Residential lots and/or carries traffic in excess of 3000 trips per day, with a design speed of 60 km/h (part of the Road Network).

SUPERSEDED

TERM	DEFINITION
OTHER	
Access Easement	means any lot reconfiguration for Access Easement purposes.
Activity Centre	means any commercial or community focal point which acts as an attractor for vehicular, Pedestrian and/or cycle traffic.
Boundary Realignment	means an adjustment to the boundary between lots without creating any additional lots.
Corner Lot	means a lot that is bounded on a minimum of 2 contiguous boundaries by a road reserve intended for use by motorised vehicles, whether or not a carriageway is currently constructed or is proposed to be constructed.
Hatchet Lot	means a lot that has access to a road by means only of an Access Easement or strip, where the lot is not part of a Community Title Scheme. For the purposes of determining lot size, the area of the Access Easement or strip is not included. 
Intermediate Subdivision	means any subdivision other than a Major Subdivision or Minor Subdivision.
Lot Frontage – Cul-de-sac	for the purposes of determining the width of the frontage for lots which primarily gain access via the head of a cul-de-sac, the width of the frontage is the length of a straight line drawn between 2 points which are located 6 m from the front boundary of the lot measured along each of the side boundaries.
Major Subdivision	means any Subdivision which: ▪ creates or has the potential to create more than 5 non-Residential lots; ▪ creates more than 50 Residential lots or 75 Dwelling units (or their equivalent); or ▪ creates a new road which is a Local Collector Street or higher in the Road Hierarchy.
Minor Subdivision	means any Subdivision which does not create a road or require a road to be constructed, widened or altered.
Net Site Area	means the total area of a Community Titles Scheme including individual lots and common area.
Pedestrian	includes, other than the general understanding of Pedestrian, those with a disability or using wheeled recreation devices (e.g. skates, scooters and roller blades).
Residential	includes Residential lots for both urban and rural Residential purposes.
Small-Lot Housing[2]	means a lot for residential purposes, in the Neighbourhood Residential Zone (other than the Escarpment Residential Precinct and the Stables Precinct), Mixed Housing Zone or Residential Conservation Zone, that has an area less than the minimum lot area for the relevant zone and/or precinct specified in Schedule 2 to this code. It includes residential lots that are part of a Community Title Scheme.
Subdivision	means creating lots by subdividing another lot.

SUPERSEDED

9.11.4 Reconfiguration Classes

(1) With lot reconfigurations ranging from Boundary Realignments to broadacre urban subdivisions, the applicability of the various elements of this code will vary according to the class of lot reconfiguration.

(2) For the purposes of this code the classes of lot reconfiguration are as follows (see the previous section for definitions):

A - Access Easement

B - Boundary Realignment

C - Minor Subdivision

D - Intermediate Subdivision

E - Major Subdivision

9.11.5 Element Applicability

(1) The following table specifies which elements of this code apply to the lot reconfiguration classes.

ELEMENT	ISSUE	CLASS OF RECONFIGURATION					STRUCTURE PLAN EXEMPTION[3]
		A	B	C	D	E	
COMMUNITY DESIGN							
1	Residential Neighbourhood, Commercial Centres and Industrial Estate Design			✓	✓	✓	✓
2	Integrated Movement Networks				✓	✓	✓
3	The Road Network			✓	✓	✓	✓
4	The Street System				✓	✓	✓
5	Pedestrian and Cyclist Facilities			✓	✓	✓	
6	Public Transport				✓	✓	✓
7	Public Open Space			✓	✓	✓	✓
PHYSICAL INFRASTRUCTURE							
8	Street Design and On-Street Car Parking			✓	✓	✓	4
9	Utilities			✓	✓	✓	
STORMWATER DRAINAGE AND INTEGRATED CATCHMENT MANAGEMENT							
10	Stormwater Drainage and Integrated Catchment Management			✓	✓	✓	
STREETSCAPE							
11	Streetscape				✓	✓	
SITE PLANNING							
12	Site Planning	✓	✓	✓	✓	✓	
GENERAL REQUIREMENTS							
13	Separation Distances from Certain Uses			✓	✓	✓	✓
14	Gas Pipelines		✓	✓	✓	✓	✓
15	Bushfire Hazards	✓	✓	✓	✓	✓	5
16	Steep and/or Potentially Unstable Land	✓	✓	✓	✓	✓	6

SUPERSEDED

9.11.6 Structure Plans[7]

(1) Where there is a tick (✓) in the Structure Plan Exemption column of the previous table in 9.11.5, the specified element is not required to be addressed if the proposed lot reconfiguration complies with the Schematic Plan of any Structure Plan applying to the Site.

(2) If a Structure Plan applies to the Site under consideration and a lot reconfiguration involving the creation of additional lots varies significantly from the Schematic Plan, then the application is to include a Master Plan covering surrounding land demonstrating:

(a) how the timely, economic and coordinated development of the surrounding land could occur; and

(b) how the principles of the Structure Plan and the relevant Elements of the code would be satisfied.

(3) If no Structure Plan applies to the Site under consideration, then applications involving the creation of additional lots may be required to include a Master Plan covering surrounding land that demonstrates:

(a) how the timely, economic and coordinated development of the surrounding land could occur; and

(b) how the relevant Elements of the code would be satisfied.

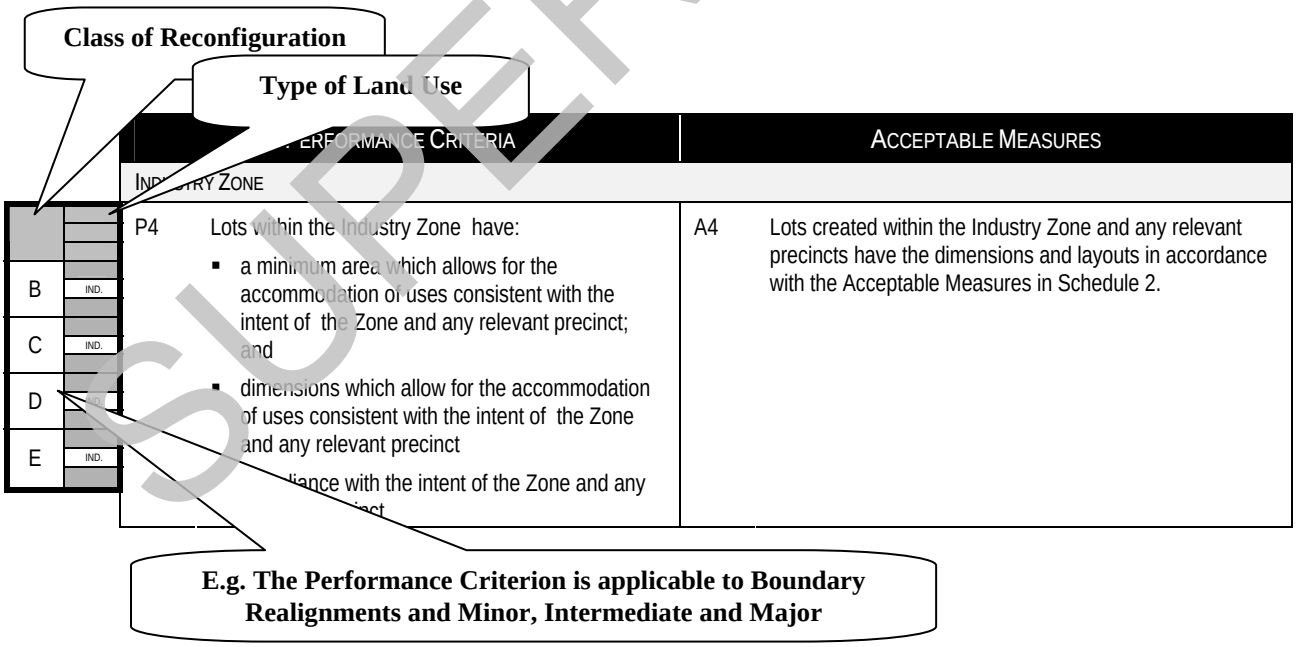
Note:

Applicants should contact Council's Development Assessment Branch prior to lodging the application to determine if the submission of a Master Plan will be necessary.

9.11.7 Performance Criteria Applicability

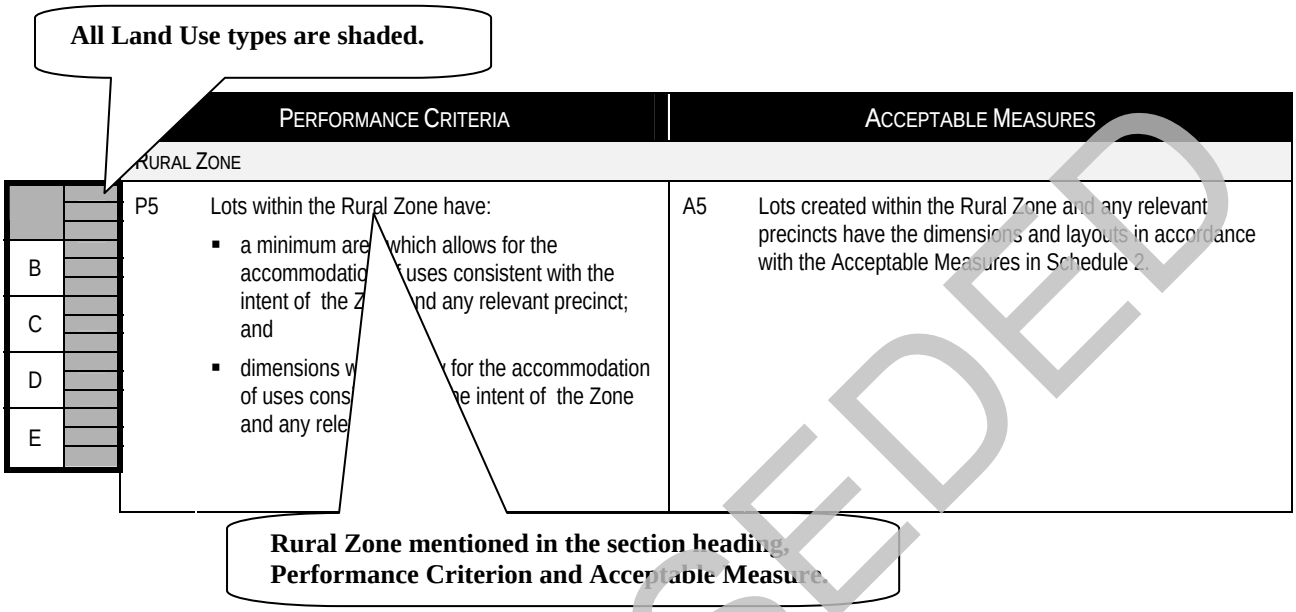
(1) The boxes to the left of each Performance Criterion indicate the applicability of that particular Performance Criterion and its Acceptable Measure/s to the different reconfiguration classes (i.e. A-E) and land use types (i.e. Residential, Commercial, Industrial). The reconfiguration classes and land use types to which the Performance Criterion relate are those ***not shaded***.

(2) The following example indicates that this particular Performance Criterion relates to Boundary Realignments (B), Minor Subdivisions (C), Intermediate Subdivisions (D) and Major Subdivisions (E) of land for industrial purposes.



SUPERSEDED

(3) In instances where the applicable land use type does not fall within the bounds of Residential, Commercial or Industrial Use, (e.g. Rural Uses) the land use type boxes will be shaded and only the applicable class of lot reconfiguration (i.e. A-E) will be unshaded. These instances are minimal and the applicability intent will be clarified through the wording of the Performance Criteria, Acceptable Measures or heading of the section (see the following example).



SUPERSEDED

9.11.8 Performance Criteria and Acceptable Measures

COMMUNITY DESIGN

ELEMENT 1: RESIDENTIAL NEIGHBOURHOOD, COMMERCIAL CENTRES AND INDUSTRIAL ESTATE DESIGN

Objectives:

(1) To facilitate and encourage:

(a) safe, convenient, functional and attractive Residential neighbourhoods, commercial centres and industrial estates that meet the diverse and changing needs of the community;

(b) a wide choice in good quality housing and associated community and commercial facilities, offering a diversity of services at locations that are highly accessible to all sections of the community;

(c) walking, cycling and the use of public transport;

(d) a sense of place and the creation of neighbourhood Activity Centres and distinctive identity;

(e) the conservation of the natural environment and Places of Cultural Heritage Significance; and

(f) the provision of an efficient, safe and coordinated transport network.

(2) To ensure that lot reconfigurations satisfy the principles of any applicable Structure Plan.[8]

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P1	The lot and street layout gives a Residential neighbourhood or a commercial/industrial location a strong and positive identity by: a) taking into account: ▪ Site characteristics, setting, landmarks and views; and ▪ places of environmental and Cultural Heritage Significance; and b) providing a legible Street System, streetscaping themes and open space network.	A1[9]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. E RES.	P2[10]	Neighbourhood identity is reinforced by allowing for community, retail and commercial facilities where indicated in a Structure Plan.	A2[11]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P3	The lot layout of commercial and industrial development minimises potentially adverse impacts on the amenity of adjacent and nearby areas. Note: ▪ For example, industrial subdivisions should not provide for access through Residential Areas; and ▪ Commercial and industrial lots adjoining Residential Areas should provide additional area for the establishment of noise and visual Buffers within the lots.	A3[12]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. IND. COM. E RES. IND. COM.	P4	The lot design and layout provides a mix of lot sizes and enables a variety of: ▪ housing types in the case of Residential lot reconfigurations; and ▪ commercial and industrial establishments and other compatible uses in the case of commercial and industrial lot reconfigurations; consistent with the intent of the applicable zone and precinct.	A4[13]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
C RES. D RES. E RES.	P5	Where Small-Lot Housing or lots for Multiple Dwelling Units are proposed, they are located in areas consistent with the intent of the zone and precinct and generally close to: ▪ Activity Centres; ▪ public transport; or ▪ public open space (other than the Environmental Precinct of the Open Space Zone).	A5[14]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
C IND. COM. D IND. COM. E IND. COM.	P6	The lot design and layout for commercial and industrial subdivisions takes account of the general on-site requirements specified in any applicable zone and precinct code that applies to the land.	A6	No Acceptable Measure is prescribed. Note: For industrial subdivisions refer to the Industry Zone Code, for commercial subdivisions in the Regional Centre Zone Code, for commercial subdivisions in the Regional Centre Zone Code, etc.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P7	The layout takes account of the location, size, accessibility, shape and function of planned and existing major public open spaces.	A7[15]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P8	The subdivision layout : ▪ retains Significant Vegetation, wildlife corridors, creek corridors and habitat areas; ▪ incorporates natural and cultural features; ▪ minimises potential soil erosion; ▪ takes account of steep land; and ▪ avoids development on land below the Q100 flood level.	A8[16]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. E RES.	P9	The street and lot orientation and lot dimensions facilitate the siting and design of Dwellings, which conserve non-renewable energy sources and assist in design appropriate to the climatic conditions.	A9[17]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. IND. COM. E RES. IND. COM.	P10	The layout enhances personal safety and perceptions of safety. Note: ▪ The potential for crime, vandalism and fear can be minimised through achievement of surveillance by drivers of passing vehicles, pedestrians and surrounding properties. ▪ Commercial and industrial development layouts should enhance safety through the provision of alternative routes and through routes (i.e. cul-de-sac are minimised).	A10.1[18]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan. OR
			A10.2	The lot reconfiguration design and layout complies with the relevant Acceptable Measures of the Community Safety Code.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P11	The Pedestrian and cycle network is safe, attractive, efficient and convenient. Note: a) Pedestrian and cycle networks should: ▪ avoid areas or uses with breaks in surveillance; ▪ include lighting for night travel (refer to Performance Criterion P1 of Element 9). b) Houses and other development should front the network. c) In April 2002 Council adopted the Toowoomba Cycle and Pedestrian Strategy to improve the accessibility of Residential and other areas of the City. Detailed action plans will support the development of a future Transport Infrastructure Charges Plan, which will be read in conjunction with the planning scheme in assessing development applications.	A11[19]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. / D RES. / E RES.	P12	The layout of Residential development within Potential Bushfire Areas shown on the Regulatory Map satisfies the purpose of the Potential Bushfire Areas Code.	A12	The layout of Residential development within Potential Bushfire Areas shown on the Regulatory Map complies with the Acceptable Measures of the Potential Bushfire Areas Code.
C RES. IND. COM. / D RES. IND. COM. / E RES. IND. COM.	P13	The layout and design ensures that future development in the locality is able to occur in an orderly, efficient and cohesive manner in accordance with good planning practice.	A13[20]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan. Note: If a Structure Plan is not applicable to the area under consideration a Master Plan may be required. Any Master Plan should cover the same matters as the Structure Plans in the planning scheme and incorporate the relevant provisions of Elements 1.1 to 1.4, 1.6, 1.7, 2.1 and 6.2 to 6.5 of this code.

SUPERSEDED

ELEMENT 2: INTEGRATED MOVEMENT NETWORK

Objectives:

(1) To provide movement networks for vehicles, public transport, Pedestrians and cyclists that are:

(a) integrated, cost-effective, equitable and safe; and

(b) environmentally acceptable.

(2) To minimise internal vehicular traffic volumes and the impact of traffic on the Residential environment.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	INTEGRATED PROVISION			
D RES. / E RES.	P1	The Street System for Residential Subdivision adequately caters for: ▪ local vehicular traffic needs; and ▪ public transport, Pedestrian and cyclist needs.	A1[21]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D IND. COM. / E IND. COM.	P2	The Street System for commercial and industrial Subdivision provides for: ▪ moving traffic (including heavy and emergency vehicles); ▪ vehicle access; ▪ parking; ▪ public transport; ▪ Pedestrians; and ▪ cyclists.	A2[22]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. IND. COM. / E RES. IND. COM.	P3	The Road Network and Street Systems are integrated and designed to incorporate appropriate public transport, Pedestrian and cycleway Elements. Note: In April 2002 Council adopted the Toowoomba Cycle and Pedestrian Strategy to improve the accessibility of Residential and other areas of the City. Detailed action plans will support the development of a future Transport Infrastructure Charges Plan, which will be read in conjunction with the planning scheme in assessing development applications.	A3[23]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
D RES. IND. COM. E RES. IND. COM.	P4	The Road Hierarchy has a clear structure and component roads and streets conform to their function in the system.	A4.1[24]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan. OR
			A4.2	Roads/streets link with other roads/streets that are no more than 1 level higher or lower in the hierarchy.
D RES. IND. COM. E RES. IND. COM.	P5	The Street System connection with the Road Network: a) maximises movement efficiency; b) ensures that streets within any Residential neighbourhood, commercial centre or industrial area do not operate as through traffic routes for externally generated traffic (other than for Pedestrians, cyclists and public transport); and c) is spaced to: ▪ protect the performance of the Road Network; ▪ preserve the environmental quality of the Street System in Residential neighbourhoods; and ▪ preserve the typical characteristics (as outlined in the EDROC Manual) of the Street System in commercial centres and industrial estates.	A5.1	a) Connections between the Street System and the Road Network: ▪ are in accordance with the EDROC Manual; and ▪ are located to minimise restriction of movement on the roads and to avoid traffic volumes in excess of 5000 vpd on Trunk Collectors and 3000 vpd on Collector Streets. b) No direct Residential street link is provided between a Residential Area and an adjacent industrial estate/major commercial centre. Instead a pathway-only link is to be provided. OR
			A5.2[25]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

ELEMENT 3: THE ROAD NETWORK

Objective:

To provide an efficient Road Network external to the Residential and Commercial/Industrial Street System.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
D RES. IND. COM. E RES. IND. COM.	P1	The Road Network is designed and located so that it provides routes that: ▪ are more convenient for external through-traffic than the Residential or commercial/industrial Street System; and ▪ have the capacity to accommodate projected vehicle movements.	A1[26]	The Road Network is provided as outlined in the Road Hierarchy indicated on the Regulatory Map and any applicable Structure Plan and in accordance with the EDROC Manual.
D RES. IND. COM. E RES. IND. COM.	P2	The location and design of intersections provides an efficient and safe connection between the Street System and the Road Network for all users.	A2.1	Except as provided in A2.2 below, Road Network intersections are provided in accordance with: a) the EDROC Manual; and b) the following Austroads standards: ▪ Part 5 Intersections at Grade 1988; ▪ Part 6 Roundabouts 1993; ▪ Part 7 Traffic Signals 1993; ▪ Part 13 Pedestrians 1995; and ▪ Part 14 Bicycles 1999.
			A2.2	Where the intersection is with a State-controlled Road, the intersection is provided in accordance with the requirements of the Department of Main Roads.
			A2.3[27]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P3	Access arrangements for residential, commercial and industrial development along the Road Network does not impede the traffic performance of the road.	A3[28]	a) Residential, commercial and industrial lots do not provide for direct vehicle access to the Sub-arterial and Arterial Roads shown on the Regulatory Map. OR b) The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
C RES. D RES. E RES.	P4	Buffers or barriers are provided to residential subdivisions adjoining State-controlled Roads where necessary to: ▪ protect the amenity of future Residential Areas from the impact of traffic noise, emissions and dust; and ▪ provide acceptable visual amenity along the Road Network.	A4	A minimum 15 m wide Buffer strip for visual amenity and for attenuation of traffic noise, emissions and dust is provided and dedicated free of cost to the Council along: ▪ Ruthven Street (from Spring Street to Nelson Street); ▪ the New England Highway (from Nelson Street to the City Boundary – South); and ▪ the New England Highway (from Costello Street to the City Boundary – North). Note: The Buffer strip is not part of any public open space requirement for the Subdivision.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. / D RES. / E RES.	P5	Streets and lots are located and designed so that anticipated Dwelling locations are not subject to unacceptable levels of traffic noise.	A5[29]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

ELEMENT 4: STREET SYSTEMS

Objective:

To create Street Systems which provide:

(1) clearly identified functions for each street;

(2) connectivity and permeability within residential precincts;

(3) acceptable levels of access, safety and convenience for all users; and

(4) minimal impact on the environment.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	FUNCTION AND STRUCTURE			
D RES. IND. COM. / E RES. IND. COM.	P1	The layout of the Street System has clear physical distinctions between each type of street based on: ▪ function; ▪ economy; ▪ convenience; ▪ traffic volumes; ▪ vehicle speeds; ▪ public safety; and ▪ amenity.	A1.1	The Street System reflects the characteristics specified in Schedule 1 of this code.
			A1.2[30]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
	SAFETY, ACCESS AND CONVENIENCE			
D RES. IND. COM. / E RES. IND. COM.	P2	Intersections along streets are spaced to allow safe and convenient vehicle movements and Pedestrian crossing points.	A2.1	Intersections are spaced and designed in accordance with the EDROC Manual and Austroads Part 13 - Pedestrians. OR
			A2.2[31]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
D RES. IND. COM. E RES. IND. COM.	P3 The Street System provides for safe and convenient vehicular movement for: ▪ emergency and service vehicles; ▪ residents between their homes and higher-order roads; and ▪ heavy vehicles in commercial or industrial areas.	A3.1 a) For Residential development, the driving distance from any Dwelling to the Road Network is no more than 700 m (or 2000 m for rural Residential localities). b) No more than 3 turning movements at intersections are required in order to travel from any home to the most convenient Collector Street or higher-order road. c) Any Residential development of more than 15 lots/Dwelling units is provided with an alternative street access. d) Within areas nominated as Bushfire Hazard Areas on the Regulatory Map, all lots/Dwelling units are provided with an alternative street access. e) For industrial development, the subdivision layout should use cul-de-sac only when unavoidable and in such cases the cul-de-sac length should be as short as possible. OR A3.2[32] The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
	BUS ROUTES	
D RES. IND. COM. E RES. IND. COM.	P4 The Street System provides for bus routes that: ▪ link with external areas and significant Activity Centres including commercial centres and major recreation and employment areas; ▪ are efficient to operate; and ▪ are easily and safely accessible to potential users.	A4[33] The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. IND. COM. E RES. IND. COM.	P5 Streets designated as bus routes within or adjacent to Residential subdivisions provide for ease of movement of buses and link to Centres within and external to the neighbourhood without complicated turning manoeuvres.	A5[34] The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
	URBAN DESIGN AND CHARACTER	
D RES. IND. COM. E RES. IND. COM.	P6 The Street System takes account of: ▪ topography (especially steep land); ▪ vegetation; ▪ any existing or potential Site assets (including Places of Cultural Heritage Significance); and ▪ opportunities for views and vistas.	A6[35] The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
D RES. IND. COM. E RES. IND. COM.	P7 The Street System takes account of natural drainage and open space systems.	A7[36] Stormwater drainage is provided in accordance with any Stormwater Catchment Management Strategy and Structure Plan applicable to the area.
	ENVIRONMENTAL PROTECTION	
D RES. IND. COM. E RES. IND. COM.	P8 The Street System within Subdivisions is designed and managed to: ▪ conserve areas of Significant Vegetation; and ▪ enhance the habitat and corridor requirements of any native wildlife in the area. Note: The Street System design should incorporate the following principles: ▪ avoid steep slopes so as to minimise landscape disturbance and vegetation loss; ▪ avoid penetrating and fragmenting large tracts of remnant vegetation; ▪ minimise edge effects; ▪ route Street Systems to the least environmentally sensitive Sites; ▪ avoid extensive use of cut and fill; ▪ meander carriageways through important stands of vegetation to minimise the loss of important trees or ecosystems; ▪ maintain interlocking tree canopies over movement links, where possible, to allow for the movement of arboreal fauna and birds; ▪ avoid crossing drainage features, particularly for access places and access streets; and ▪ narrow the width of the carriageway, provide appropriate lighting, fencing and signage, or provide a wildlife underpass, where it crosses wildlife movement corridors, such as riparian zones.	A8[37] The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	TRAFFIC VOLUME AND SPEEDS			
D IND. COM. E IND. COM.	P9	The Street System for commercial or industrial development is designed to maintain traffic speeds and volumes to acceptable levels, with lower design speeds only being acceptable in special circumstances (e.g. in difficult topography and at 90^0 bends to provide a reasonable lot layout).	A9.1	The Street System for commercial or industrial development is based on the Design Minimum Speed as outlined in the EDROC Manual and Element 2.1 – Street Design and On Street Car Parking.
			A9.2[38]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. E RES.	P10	The Street System for Residential development is designed to reduce traffic speeds and volumes to acceptable levels with most Dwellings fronting streets with low volumes.	A10.1	For Residential development, traffic speeds and volumes are restrained through such measures as outlined in the EDROC Manual and Element 2.1 – Street Design and On Street Car Parking.
			A10.2[39]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. E RES.	P11	Any development-specific measures used to limit traffic speeds and volumes on the Street System take into account the needs of street users and convenience of access by local residents. Note: For example, any measures should avoid: ▪ stop-start conditions; ▪ increased vehicle emissions; ▪ unacceptable traffic noise to adjoining Dwellings; and ▪ reducing the convenience and safety levels for cyclists, Pedestrians and public transport.	A11[40]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
	COST EFFECTIVENESS			
D RES. IND. COM. E RES. IND. COM.	P12	Carriageway widths and street lengths optimise the cost-effectiveness of the Street System without compromising its function.	A12.1	Residential, commercial and industrial streets are designed in accordance with the EDROC Manual and Schedule 1 to this code.
			A12.2[41]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
D RES. IND. COM. E RES. IND. COM.	P13	The Street System allows for the cost-effective provision of public utilities including water, sewerage, stormwater, electricity and telecommunications services.	A13[42]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

ELEMENT 5: PEDESTRIAN AND CYCLIST FACILITIES

Objective:

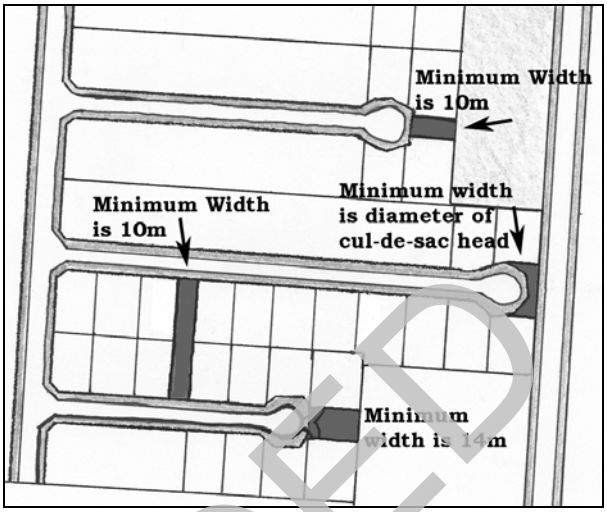
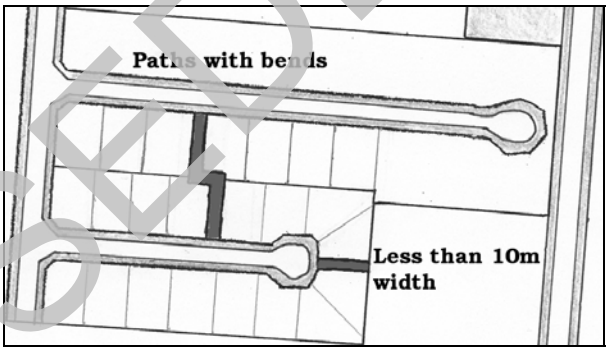
To encourage walking and cycling by providing safe, convenient and accessible movement networks to points of attraction within and beyond the development.

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	PLANNING	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P1 The streets, roads and paths: a) provide a network of Pedestrian and cycle routes that connect open spaces, neighbouring Residential Areas and Activity Centres; and b) take account of: ▪ potential impacts on vehicular traffic; ▪ potential impacts on other infrastructure and public utilities; ▪ the safety of cyclists and Pedestrians; ▪ cost effectiveness; and ▪ topography.	A1[43] Shared pathway and on-road bikeway networks are located and provided in accordance with any applicable Structure Plan. Note: In April 2002 the Toowoomba Cycle and Pedestrian Strategy to improve the accessibility of Residential and other areas of the City. Detailed action plans will support the development of a future Transport Infrastructure Charges Plan, which will be read in conjunction with the planning scheme in assessing development applications. Pedestrian ways and cycle routes should be provided and located to: ▪ encourage walking and cycling; ▪ suit likely users (e.g. school children, people with prams, the aged and/or people with disabilities, commuter and recreational cyclists); ▪ link open space networks and Community Facilities, public transport stations/stops, neighbouring Residential Areas and Activity Centres; ▪ take account of topography, cross-falls, landscaping and location of services; ▪ promote cyclist and Pedestrian safety; ▪ protect Pedestrians and cyclists from parked vehicles and vehicles moving along the street and on driveways; and ▪ be cost effective.
	LOCATION AND DESIGN	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P2 The alignment and construction of paths: ▪ allows safe and convenient use by Pedestrians and cyclists; ▪ conserves trees and other significant natural features; and ▪ takes into account vistas and landmarks.	A2 No Acceptable Measure is prescribed. Note: The location of paths is preferred to be closer to the kerb than the fence line. This preference is due to the safety concern of reversing vehicles being unable to be seen by cyclists on the path.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
D RES. E RES.	P3	The design of the street and the street pavement for Residential Subdivision accommodates: ▪ Pedestrian and cyclist use in access places/streets; and ▪ cyclist use in Collector Streets.	A3	No Acceptable Measure is prescribed.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P4	Pedestrian paths and cycleways are well lit and located where there is casual surveillance.	A4	Pedestrian paths and cycleways are illuminated in accordance with: ▪ *AS/NZS 1158.0 – Part 0 Introduction;* and ▪ *AS/NZS 1158.3.1 – Part 3.1 Pedestrian Area (Category P) Lighting - Performance and Installation Design Requirements.*
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P5	Footpaths, cycleways and shared paths are of an appropriate width and longitudinal gradient and provide kerb ramps and sight distances to adequately cater for the number of expected Pedestrians, cyclists and user groups (e.g. the aged, the very young, people with prams, in wheelchairs or with disabilities.	A5	The design of footpaths, cyclepaths and shared-use paths is in accordance with: ▪ Schedule 1 to this code; ▪ the EDROC Manual; and ▪ Austroads Parts 13 (Pedestrians) and 14 (Bicycles).
C[44] RES. D[45] RES. E[46] RES. IND. COM.	P6	Safe and convenient links across the Road Network are provided for Pedestrians and cyclists.	A6.1	Safe Pedestrian and cyclist crossings of the Road Network are provided in locations related to movement desire lines and at intervals of not-less-than: ▪ 500 m where adjacent to Residential Areas; ▪ 200 m where adjacent to commercial areas; and ▪ 500 m where adjacent to industrial areas.
			A6.2[47]	Connecting pedestrian and cyclist pathways are provided in accordance with the dimensions of the following diagrams:

SUPERSEDED

				DIAGRAM 1 - ACCEPTABLE PATHWAY DESIGN  DIAGRAM 2 – UNACCEPTABLE PATHWAY DESIGN  	
	D RES. D IND. D COM. E RES. E IND. E COM.	P7	Intersections, crossing points and traffic calming measures are designed and located to allow for the safety and convenience of on-road cyclists.	A7	Intersections, crossing points and traffic calming measures are designed and located in accordance with Austroads Part 14 (Bicycles). Note: Adequate widths to accommodate vehicular and on-road cycle traffic need to be incorporated in the street design.

SUPERSEDED

ELEMENT 6: PUBLIC TRANSPORT

Objective:

To facilitate:

(1) increased opportunities for choice in mode of transport; and

(2) cost-effective and energy-efficient public transport services that are accessible and convenient to the community.

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	PLANNING	
D RES. IND. COM. E RES. IND. COM.	P1 A network of public transport routes is provided that takes account of: ▪ projected travel demand; ▪ distribution of likely demand; ▪ scale and time of demand; ▪ characteristics of travellers; ▪ travel time; ▪ operating characteristics; and ▪ cost of providing the service.	A1[48] The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
	ROUTE LOCATION AND DESIGN	
D RES. IND. COM. E RES. IND. COM.	P2 Public transport route location and design provides: ▪ convenient connections to adjoining areas and other public transport routes, (including future routes); ▪ for ease of movement of buses between Residential neighbourhoods; and ▪ links to employment centres within and external to the development.	A2[49] Reconfiguration design and layout is in accordance with any applicable Structure Plans.
D RES. IND. COM. E RES. IND. COM.	P3 Buses are able to safely gain access to neighbourhood/Activity Centres, and to cross the Road Network when travelling between neighbourhoods/activity areas, without complicated turning manoeuvres.	A3[50] Reconfiguration design and layout is in accordance with any applicable Structure Plans.
D RES. IND. COM. E RES. IND. COM.	P4 The Street System is able to cater for the cost-effective operation of demand-responsive public transport services should the need arise.	A4[51] Reconfiguration design and layout is in accordance with any applicable Structure Plans.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
D RES. IND. COM. E RES. IND. COM.	P5	The alignment and geometry of the streets that form the bus route allow for the efficient and unimpeded movement of buses without facilitating high traffic speeds.	A5	For streets within Residential Areas, routes for regular bus services comply with the following standards: a) Street Carriageway Widths: In accordance with the requirements of Element 8; b) Minimum Turning Radii: Allow a bus, based on the Long Rigid Bus (12 m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner; c) Roundabouts: Maximum Desirable Pavement Crossfall: 3%. Maximum Desirable Gradient: 6%.

ELEMENT 7: PUBLIC OPEN SPACE

Objective:

An integrated public open space system that:

(1) is attractive, accessible, effective, efficient and equitable in meeting the community's public recreation and leisure activity needs;

(2) enhances the liveability of the City;

(3) reinforces Toowoomba's 'Garden City' image; and

(4) is environmentally responsible.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	PUBLIC OPEN SPACE FOR RECREATION PURPOSES			
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P1	Public open space for recreation purposes is provided in a manner which: ▪ meets the recreation and leisure needs of the community; ▪ is equitable; ▪ contributes to the legibility and character of the development and neighbourhood; ▪ contributes to a connected public open space, Pedestrian and cycle network across the whole City; ▪ is readily and safely accessible by vehicle, cycle and Pedestrian; and ▪ conserves and takes advantage of significant landmarks and natural features.	A1.1[52]	That part of the Site that is: ▪ in the City Parks Precinct of the Open Space Zone; or ▪ indicated in a Structure Plan as public open space; is provided as public open space. Note: For the purposes of calculating the amount of Public Open Space that must be provided, or monetary contribution paid in-lieu, refer to the relevant Infrastructure Charges Plans and/or Planning Scheme Policy No. 7 – Open Space Contributions. For areas not covered by a Structure Plan and which are not within an urban zone, local parks should be located in accordance with a Local Area Park Plan that has been prepared by Council but does not form part of this planning scheme. The Local Area Park Plans are used as a base document for the preparation of the various Structure Plans.

SUPERSEDED

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
		A1.2[53] In respect to land zoned Neighbourhood Residential, Mixed Housing or Residential Conservation and to which no Structure Plan applies, local parks are provided such that: ▪ 90% of Dwellings are within 400 m walking distance of public open space of minimum 0.5 hectare in size; and ▪ users do not have to cross a Trunk Collector Road or higher classification in the Road Hierarchy to access the Park. A1.3[54] Vehicular access to public open space is provided as follows: a) if in an area to which a Structure Plan applies - in accordance with the Structure Plan map; b) if not in an area to which a Structure Plan applies: ▪ from a collector or Trunk Collector Road if the public open space is in the City Parks Precinct of the Open Space Zone; or ▪ from a collector road or local street otherwise. A1.4 The public open space is linked, in the most direct manner, to other public open spaces, business centres and Community Facilities, by pathways, cycleways and streets. A1.5[55] The minimum road frontage of the public open space is as follows: a) if in an area to which a Structure Plan applies - in accordance with the Structure Plan Schematic Map; b) if not in an area to which a Structure Plan applies, but the public open space is in the City Parks Precinct of the Open Space Zone – 75% of that part of the perimeter of the public open space that is within the Site; c) where (a) or (b) does not apply – 70 m or 50% of that part of the perimeter of the public open space that is within the Site, whichever is the greater. A1.6 The public open space is located to encompass cultural heritage Sites and natural features such as remnant vegetation, creek lines, knolls and ridgelines.
C / D / E (RES. / IND. / COM.)	P2 Public open space provided for recreation purposes: ▪ is of a size, shape and location, and has physical attributes, suitable for the intended type of public recreation and leisure activities; and is cost effective to maintain.	A2.1[56] Except for public open space that is zoned Open Space or otherwise required by a Structure Plan, the public open space: ▪ has a minimum area of 0.5 hectare; ▪ has a maximum slope of 5%; ▪ is regular in shape (i.e. a rectangle or oval where the width is more than 50% of the length); and ▪ is above the Q2 flood line.

SUPERSEDED

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
		A2.2 The public open space is: ▪ cleared of rubbish, weeds and noxious plants, and any dangerous trees are either removed or treated to remove the danger; ▪ graded to remove deep holes or steep embankments; ▪ drained to an approved discharge point; and ▪ grassed and otherwise protected from erosion and environmental degradation.
	PUBLIC OPEN SPACE FOR ECOLOGICAL OR LANDSCAPE PURPOSES	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P3 Areas of significant ecological or landscape value: ▪ are provided as public open space; and have adequate provision made for access by vehicle, particularly fire fighting and maintenance vehicles, and for access by foot.	A3.1[57] That part of the Site that is: ▪ in the Environmental Precinct of the Open Space Zone; or ▪ indicated in a Structure Plan to be of significant ecological or landscape value; is provided as public open space. A3.2 Vehicular access to the public open space is provided: ▪ at minimum intervals of 200 m; ▪ at least once from a collector road; and at locations where fire fighting and maintenance vehicles can access the majority of the public open space at acceptable grades.

SUPERSEDED

PHYSICAL INFRASTRUCTURE

ELEMENT 8: STREET DESIGN AND ON-STREET CAR PARKING

Objective:

To provide for streets that:

(1) fulfil their designated functions within the Road Hierarchy;

(2) accommodate necessary public utility services, drainage systems and on-street car parking;

(3) create acceptable levels of safety and convenience for all street users; and

(4) contribute towards an attractive environment.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	ROAD FUNCTION AND RESERVE WIDTH			
D RES. IND. COM. E RES. IND. COM.	P1	The design features of each type of street convey its primary function.	A1	The design features of each type of street comply with the minimum standards of Schedule 1 to this code.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P2	The street reserve width is sufficient to cater for all street functions including: ▪ safe and efficient concurrent movements of all users; ▪ provision for parked vehicles; ▪ provision of landscaping; and ▪ the location, construction and maintenance of public utilities.	A2	The following components for each type of street comply with the minimum standards of Schedule 1: ▪ carriageway widths; ▪ verge widths; ▪ street reserve widths; ▪ parking within the street reserve; ▪ provision for parking lanes; ▪ kerb type; ▪ Pedestrian and cyclist facilities; and ▪ longitudinal gradients. Note: Where: ▪ a proposed lot fronts or gains access to any existing street; or ▪ a new street is proposed to be constructed along the common boundary of land in 2 or more ownerships; the Council will determine those design features and construction requirements which are to apply based on the Performance Criteria and Acceptable Measures specified within this Element.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	DESIGNING FOR SAFETY			
D RES. IND. COM. E RES. IND. COM.	P3	The design is safe for use by all street users.	A3	The carriageway width and geometric design for each type of street complies with the minimum standards of Schedule 1 of this code. Note: The following matters need to be considered: ▪ the carriageway width allows vehicles to proceed safely at the operating speed intended for that level of street; ▪ allowances are made for restrictions caused by on-street parking (including heavy vehicles in commercial or industrial areas); ▪ horizontal and vertical alignment does not encourage excessive speed or excessive braking; ▪ driveways are located such that egress movements will not create a safety hazard; ▪ the safety of Pedestrians (including those with restricted mobility such as people with prams, the young and the aged) is promoted where it is intended that they use the carriageway at bus stops and other crossing points; and ▪ the safety of cyclists is considered in streets and at crossings points.
D RES. E RES.	P4	Within Residential Areas, speed reduction techniques and devices used to achieve desired speeds are incorporated as part of the design for the whole street environment.	A4	No Acceptable Measure is prescribed. Note: Development-specific measures need to have regard to the requirements of the EDROC Manual and the following principles: ▪ slow points, including either horizontal or vertical deflection, are designed to slow traffic to design speeds and to enable the passage of larger vehicles at slower negotiation speeds; ▪ slow points and carriageway narrowings take account of the needs of cyclists, by ensuring speed compatibility, adequate space for concurrent passage or off-street diversions; ▪ landscape design, on-street parking and streetscape design are used to complement speed restriction measures; ▪ speed restriction techniques and devices are not used in isolation; ▪ the verge, when considered in conjunction with the horizontal alignment and permitted fences, walls and other property frontage treatments, provides safe sight distances taking into account expected vehicle speeds and Pedestrian and cyclist movements;

SUPERSEDED

		PERFORMANCE CRITERIA		ACCEPTABLE MEASURES
				▪ in collector streets and Trunk Collectors it is preferable that speed restrictive design be applied by street alignment only; and ▪ where necessary, paved areas are be provided behind kerbs to facilitate the passage of large vehicles.
D RES. / D IND. / D COM. / E RES. / E IND. / E COM.		P5 Safe sight distance, based on the speeds at which vehicles may travel in the street, is provided at access points to lots, Pedestrian and cyclist crossings and at intersections.		A5 The visibility requirements for each type of street comply with the requirements of the EDROC Manual.
		ON-STREET PARKING		
C RES. / D RES. / E RES.		P6 On-street car parking is provided according to projected needs for individual streets and is designed and located to: ▪ conveniently and safely serve road users; ▪ enable efficient use of car spaces and access ways including adequate manoeuvrability for vehicles between the street and the lot; ▪ fit the function of the street in any related local traffic management plans; ▪ be cost effective; and ▪ achieve any relevant streetscape objectives.		A6 The provision of on-street parking is in accordance with the EDROC Manual and the dimensions and manoeuvring standards of the Parking, Transport and Servicing Code. Note: The following matters should be considered: ▪ the expected number and size of Dwellings in the street; ▪ the availability of public transport; ▪ the provision of on-site car parking; ▪ locations of non-Residential Uses such as schools and local shops; ▪ the occasional need for overflow parking; ▪ for commercial or industrial developments, on-street car parking is provided to ensure sufficient and convenient parking for employees, visitors and commercial vehicles not catered for on-site; and ▪ parked vehicles do not obstruct the passage of vehicles on the carriageway or create traffic hazards.

SUPERSEDED

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	ACCESS AND VERGE	
D RES. IND. COM. E RES. IND. COM.	P7 The verge width is adequate for: ▪ safety; ▪ visibility; ▪ Pedestrian and cyclist movements; ▪ landscaping for amenity; ▪ lot access; ▪ utility services; ▪ street trees; ▪ special Site conditions and future requirements; and ▪ in Residential streets, the accommodation of parking and noise reduction works where necessary.	A7 The verge width for each type of street complies with the minimum standards of Schedule 1. Note: ▪ The verge width may need to be increased to allow space for larger-scale landscaping, utility services, future carriageway widening, retaining walls, cycle paths, footpaths or shared paths. ▪ In Residential streets the verge width may also need to be increased to allow space for noise-attenuation works, indented parking and to enable adequate width to be maintained around slow points.
D RES. IND. COM. E RES. IND. COM.	P8 The verge cross-fall is suitable for convenient lot access, Pedestrian and cyclist movement, drainage, and, in Residential Areas, overspill parking.	A8 The minimum verge cross-section is generally in accordance with sample drawing EDROC-1 as shown in the EDROC Manual.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P9 The carriageway width, together with the verge width and crossover dimensions, allows for unobstructed and efficient access to individual lots and Sites.	A9.1 For Residential development: ▪ motorists are able to enter or exit lots in a single movement without having to cross (except where access easements apply) the verge area of another property even when a car is parked on the opposite side of the street; ▪ where a section of street has a longitudinal grade greater than 12%, the number of property accesses to that section is limited and, where access is proposed, the feasibility of gaining safe property access is demonstrated having regard to driveway grade, footpath continuity and combined cross fall; ▪ any lot proposing direct vehicle access to a Trunk Collector or higher order road in the Road Hierarchy is designed to allow forward entry and exit of vehicles from the property; and ▪ vehicular access from lots for Multiple Dwelling Units or to Trunk Collector Streets conform to the principles outlined in the EDROC Manual.

SUPERSEDED

		PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
			A9.2 For commercial or industrial development: ▪ vehicles are able to enter or exit lots in a single forward movement; ▪ where narrow frontages exist (particularly in cul-de-sac), an access way is available after allowing for the kerb inlet lintels above stormwater gully pits, electricity poles or boxes, water meters, manholes or fire hydrants; and ▪ where a section of street has a longitudinal grade greater than 6%, the number of property accesses to that section are limited and, where access is proposed, the feasibility of gaining safe property access is demonstrated having regard to driveway grade, footpath continuity and combined cross-fall.
		GEOMETRIC DESIGN	
D E	RES. IND. COM. RES. IND. COM.	P10 Within Residential Areas, bus routes: ▪ have a carriageway width sufficient to allow for the movement of buses unimpeded by parked cars; ▪ safely accommodate cyclists; and ▪ avoid cars overtaking parked buses, unless special provisions have been made for the provision of indented bays.	A10 Within Residential Areas, streets identified as bus routes: ▪ meet the turning, stopping sight distance, gradient and parking requirements for buses, as determined from the EDROC Manual; and ▪ provide the carriageway widths as specified in Schedule 1 and sufficient verge width to accommodate indented bus bays (where applicable).
D E	RES. RES.	P11 The sight distance requirements, horizontal and vertical alignments, crossfall, carriageway cross-sections and drainage requirements reflect physical land characteristics and major drainage functions while satisfying safety criteria.	A11 The geometric design criteria are consistent with the requirements outlined in the EDROC Manual. For commercial or industrial development, the design criteria must be appropriate for heavy vehicle operation.
D E	RES. IND. COM. RES. IND. COM.	P12 The geometric design of intersections: ▪ maximises safety considerations; ▪ maximises convenience of operation; and ▪ reinforces the street hierarchy.	A12 The geometric design for intersections (including any slow points in Residential streets) is consistent with the design speed intended for each street and complies with the requirements of the EDROC Manual. Note: Driveway access points should not be provided on roundabouts or channelised approaches. This requirement should be addressed as part of the design process.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
D RES. IND. COM. E RES. IND. COM.	P13	A suitable corner truncation is provided at all intersections.	A13.1	The minimum truncation of the real property boundary at an intersection of approximately 90° is as follows unless otherwise determined by the criteria outlined in Queensland Streets 1993 and the EDROC Manual: ▪ Access Place to Access Street – 4.0 m; ▪ Access Place/ Street to Collector Street - 4.0 m; ▪ Access/Collector Street to Trunk Collector - 6.0 m; ▪ Collector/Trunk Collector to Road Network – 6.0 m; ▪ Local Industrial Street to Local Industrial Street – 6.0 m; ▪ Local Industrial Street to Industrial Avenue – 8.0 m.
			A13.2	Where the intersection angle is other than 90°, the truncation is by a chord or chords to a circle of radius equal to the above truncation lengths.
			A13.3	Where the intersection includes a roundabout, the truncation is the area required to accommodate the relevant roundabout template as outlined in the EDROC Manual.
			A13.4	The area truncated is dedicated as road reserve free of cost to Council.
			A13.5	Prior to the endorsement by Council the relevant Plan of Subdivision, all fences, trees and other obstructions whatsoever are removed from the truncated area.
D RES. IND. COM. E RES. IND. COM.	P14	The geometric design of cul-de-sac recognises the street's primary function.	A14	Turning areas at the head of cul-de-sac conform to the criteria outlined in the EDROC Manual. Note: ▪ The preferred turning area for streets within Residential and park Residential estates is the 'Circular Head' type. The cul-de-sac design should, where possible, maximise the number of lots with regular road frontages. ▪ For industrial streets the use of cul-de-sac should be avoided, although if unavoidable, should ensure that turning areas provide for a single movement turn for heavy vehicles. ▪ Generally a pathway should be provided at the end of every cul-de-sac to connect to the open space system, Pedestrian and/or street network or the road system. Also, a minimum length of kerb frontage is required for each lot to provide for on-street parallel parking unless alternative provision for parking is made.

SUPERSEDED

		PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
D	RES.	P15	Kerb radii at intersections are kept to a minimum in order to: ▪ satisfy required turning templates (including those for service and emergency vehicles); ▪ keep Pedestrian crossing distances to a minimum; and ▪ control the speeds of turning vehicles.	A15	The minimum kerb radii at the following intersections (unless otherwise determined by the criteria outlined in the EDROC Manual) are: ▪ access place to access street – 7.5 m; ▪ access place/street to collector street - 9.0 m; ▪ access/collector streets to Trunk Collector – 9.0 m; ▪ collector/Trunk Collector to Road Network – 11.0 m; ▪ Local Industrial Street to Local Industrial Street – 11.0 m; ▪ Local Industrial Street to Industrial Avenue – 11.0 m; and ▪ Industrial Avenue to Road Network – 11.0 m.
	IND.				
	COM.				
E	RES.				
	IND.				
	COM.				

SUPERSEDED

ELEMENT 9: UTILITIES

Objective:

To provide for residential, commercial, industrial and areas that are adequately serviced with sewerage, water, electricity, street lighting, gas and communication services in a timely, equitable, cost-effective and coordinated manner that supports sustainable development practices.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P1	Utility services, including sewerage, water, electricity, street lighting and communication services: ▪ are provided for each lot; ▪ are cost-effective over their life cycle; ▪ minimise potential adverse environmental impacts in the short and long term; ▪ do not pose a risk to human health or the amenity of the locality; ▪ are provided equitably; and ▪ in respect to water supply, are adequate to meet the needs of likely future development in terms of water quantity, water quality and reliability, including fire fighting needs where in a Potential Bushfire Area.	A1.1	All lots are provided with the following utility services: ▪ electricity; ▪ communication services; and ▪ street lighting.
			A1.2	Except in the Rural Zone or Park Residential Zone, all lots are connected to Council's sewerage scheme.[58]
			A1.3	Lots in the Rural Zone or Park Residential Zone[59] either: ▪ meet Acceptable Measure A1.2 above; or ▪ are of sufficient size and dimensions and have physical characteristics, including soil type and topography, to enable the subsequent provision of on-site sewage disposal facilities that comply with *Australian Standard AS 3500.2 – 1996 – National Plumbing and Drainage – Sanitary Plumbing and Drainage – Performance Requirements* and would not be detrimental to the stability of the land.
			A1.4	All lots are connected to Council's reticulated water supply or, where located in the Rural Zone, provide an on-site potable water supply sufficient to meet the needs of the intended future use.
			A1.5	Where located in a Potential Bushfire Area shown on the Regulatory Map, the requirements contained in the Potential Bushfire Areas Code for the supply of water for fire fighting purposes are met.
			A1.6	Provision is made for the supply of underground electricity to each lot to the satisfaction of the relevant servicing authority.
			A1.7	The provision of all utility services is in accordance with the EDROC Manual.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P2	Wherever possible, compatible public utility services are co-located in common trenching in order to minimise the land required for underground services.	A2	The alignment of services is in accordance with sample drawing EDROC-1 in the EDROC Manual.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. / C IND. / C COM. / D RES. / D IND. / D COM. / E RES. / E IND. / E COM.	P3	Where development is staged, each stage is fully serviced before a further stage is commenced.	A3	No Acceptable Measure is prescribed.
B RES. / B IND. / B COM. / C RES. / C IND. / C COM. / D RES. / D IND. / D COM. / E RES. / E IND. / E COM.	P4	Water supply and sewerage networks are accessible, easy to maintain and cost-effective (based on life-cycle costs).	A4.1	All water supply mains and sewer pressure mains are located within a dedicated reserve or easement.
			A4.2	All sewers are installed in accordance with the *Sewerage and Water Supply Act 1949* and with the written permission of the property owner.
B RES. / B IND. / B COM. / C RES. / C IND. / C COM. / D RES. / D IND. / D COM. / E RES. / E IND. / E COM.	P5	Adequate Buffers are maintained between utilities and Houses to protect Residential amenity and health.	A5	No Acceptable Measure is prescribed. Note: See Elements 14 and 15 and Schedule 3 to this code for Buffer requirements.
C RES. / C IND. / C COM. / D RES. / D IND. / D COM. / E RES. / E IND. / E COM.	P6	Potential sewage overflows into the stormwater system are avoided.	A6	Adequate sewage overflow storage is provided and licensed by the Environmental Protection Authority.

SUPERSEDED

STORMWATER DRAINAGE AND INTEGRATED CATCHMENT MANAGEMENT

ELEMENT 10: STORMWATER DRAINAGE AND INTEGRATED CATCHMENT MANAGEMENT

Objective:

To provide major and minor drainage systems that:

(a) adequately protect people and the natural and built environments, in terms of flooding immunity and water quality;

(b) are cost-effective in terms of initial cost and maintenance;

(c) contribute positively to environmental enhancement of catchment areas;

(d) provide stormwater quality management systems which ensure that disturbance to natural stream systems is minimised; and

(e) ensure that stormwater discharge to receiving waters during and after construction does not degrade the quality of water in the receiving environments.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	MAJOR DRAINAGE SYSTEM			
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P1	The major stormwater drainage system: ▪ has the capacity to safely convey stormwater flows under normal operating conditions; ▪ is designed to ensure that there are no flow paths that would increase risk to public safety or property; and ▪ is located within a corridor of sufficient width to contain design flows and allow for freeboard and maintenance access.	A1.1[60]	The design and construction of the major stormwater drainage system is in accordance with any applicable Stormwater Catchment Management Strategy and Structure Plan.
			A1.2	The major drainage system is designed in accordance with the relevant provisions of the EDROC Manual.
			A1.3	Where the permanent downstream system is not in place, the major drainage system design outflow is matched to the conditions that existed before development.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P2	Community benefit is maximised through the retention of natural streams and vegetation wherever practicable.	A2[61]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P3	All new lots have an acceptable level of risk of inundation with respect to property and public safety.	A3.1	All urban Residential, commercial and industrial land lots are located above the Q100 flood level.
			A3.2	For lots in the Park Residential Zone or Rural Zone: ▪ at least 600 m² of each lot is above the Q100 flood level and suitable for a building platform; and ▪ an additional area of at least 1400 m² is available on each lot at natural Ground Level but above the Q10 flood level and suitable for an effluent disposal system.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P4	Floodways are designed such that there is an acceptable level of risk with respect to property and public safety.	A4.1	Flows within floodways are limited in depth, width and velocity using the design criteria outlined in the EDROC Manual.
			A4.2	Flow depth, width and velocity on roads is limited using the design criteria outlined in the EDROC Manual.
	SITE DRAINAGE			
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P5	The lot layout provides for: ▪ drainage which does not cause damage or nuisance flows to adjoining properties; ▪ a drainage system that can be economically maintained with ready access provided to all relevant components; and ▪ adequate Buffers to dams located within rural Residential development Sites.	A5.1	Where Site conditions permit, roof and lot drainage is directed into the street drainage network of the minor drainage system in accordance with the EDROC Manual. OR
			A5.2	Where Site conditions do not permit Site drainage into the street drainage network, rear of lot and roof drainage is designed and constructed in accordance with the design criteria outlined in the EDROC Manual. Note: For minor urban Subdivisions, where an inter-lot drainage system does not exist, it may be necessary to obtain a lawful point of discharge by the acquisition of stormwater drainage easements over one or more downstream properties. AND/OR
			A5.3	Where any dam exists or is to be constructed on any lot, the high water level of the dam and the top and toe of all dam walls and embankments are not closer than 2 m to any lot boundary.

SUPERSEDED

		PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
		STORMWATER QUALITY			
		P6	The stormwater drainage system minimises the environmental impact of urban run-off on the water quality of surface receiving waters and on other aspects of the natural environment, such as creek configuration and existing vegetation.	A6	The design and layout of the Subdivision allows for water quality control systems to be accommodated in accordance with any applicable Stormwater Catchment Management Strategy.
C	RES.				
	IND.				
	COM.				
D	RES.				
	IND.				
	COM.				
E	RES.				
	IND.				
	COM.				
		P7	The stormwater drainage system design integrates stormwater infrastructure with open space management objectives.	A7[62]	The lot reconfiguration design and layout is in accordance with any applicable Structure Plan.
C	RES.				
	IND.				
	COM.				
D	RES.				
	IND.				
	COM.				
E	RES.				
	IND.				
	COM.				
		P8	Adequate measures are taken during construction to ensure that the landform is stabilised and erosion is controlled.	A8	The full range of practices, procedures and devices set out in the Soil Erosion and Sediment Control Guidelines 1996 are provided, where appropriate.
C	RES.				
	IND.				
	COM.				
D	RES.				
	IND.				
	COM.				
E	RES.				
	IND.				
	COM.				

SUPERSEDED

STREETSCAPE

ELEMENT 11: STREETSCAPE

Objective:

To encourage streetscapes that:

(1) reinforce the function of the street;

(2) enhance the amenity of premises;

(3) compliment the built form, landscape and environmental conditions and the character of the locality.

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
C RES. / C IND. / C COM. / D RES. / D IND. / D COM. / E RES. / E IND. / E COM.	P1 The streetscape design : ▪ creates an attractive Residential, commercial or industrial streetscape, as the case may be, with clear character and identity; ▪ is consistent with the desired local character where this has been specified in a Structure Plan or the zone or precinct intent for the area[63]; ▪ provides street tree planting appropriate for the area; ▪ incorporates significant features of the Site such as views, vistas, existing vegetation, landmarks and Places of Cultural Heritage Significance; ▪ is complementary to the function of the street; ▪ reinforces desired traffic speed and behaviour; ▪ is of a scale appropriate to the street reserve width and the scale of likely subsequent development; ▪ is safe and allows casual street surveillance; ▪ assists in micro-climate management; ▪ maximises absorptive landscaped areas for infiltration of stormwater where appropriate; and ▪ respects and enhances existing streetscape character, where in established areas, and Places of Cultural Heritage Significance.	A1 No Acceptable Measure is prescribed. Note: To demonstrate satisfaction of the Performance Criterion, it is likely that a Streetscape Concept Plan will need to be submitted that: a) shows the street reserve and indicative locations of the carriageway, parking bays, footpaths, cycleway systems, any speed control devices, utility services and, where practicable, driveways, bus stops, street lighting and substations; b) shows the location of existing vegetation to be removed or conserved; c) shows the location, species and general character of tree planting and hard and soft landscape treatment; d) shows the location and style of street furniture, giving particular notice to those provided in contiguous areas; e) shows indicative treatment of floodways, drainage lines and, where relevant, noise-attenuation barriers; f) includes a landscape plan which takes into account Planning Scheme Policy No. 3 - Street Trees and any Structure Plan for the area[64]; g) notes areas of bluestone kerb and channelling and provides a sympathetic design to these features; and h) for commercial development, reflects the higher level of Pedestrian useage and recognises the street as a place of public congregation through: ▪ the provision of additional seating, tables, rubbish bins and landscape elements; and ▪ the use of streetscaping to create interest and a comfortable environment.

SUPERSEDED

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. / IND. / COM. D RES. / IND. / COM. E RES. / IND. / COM.	P2	Streetscaping incorporates street trees which: ▪ enhance the aesthetics of the area; ▪ do not compromise public safety; ▪ provide shade in summer; ▪ complement any existing streetscaping; ▪ minimise any potential detrimental impact on public and private infrastructure and structures.	A2[65]	The provision of street trees is in accordance with Planning Scheme Policy No. 3 - Street Trees at a rate of at least 1 tree per 20 m of street frontage. Note: Council's preferred option is a cash contribution in-lieu with Council providing the street trees later in the development process: ▪ to minimise the loss/damaging of trees from construction and delivery vehicles; and ▪ to better ensure consistency of species, themes and planting between Subdivisions.

SITE PLANNING

ELEMENT 12: SITE PLANNING

Objective:

To achieve:

(1) a range and mix of lot sizes to suit a variety of Dwelling and Household types and commercial and industrial purposes, and with areas and dimensions that meet user requirements;

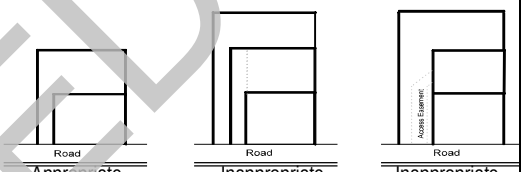
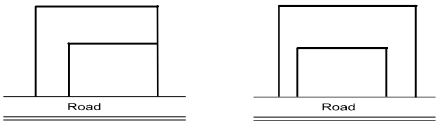
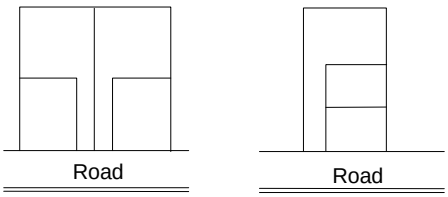
(2) lot configurations which maintain environmental values;

(3) lot orientation that enables microclimate management and energy-conservation principles to be incorporated into subsequent development; and

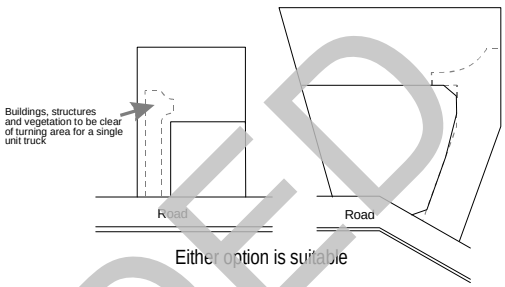
(4) lots for commercial and industrial development that are consistent with the intent of the applicable commercial or industry zone and precinct.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
	MINIMUM LOT SIZES AND DIMENSIONS			
B RES. / IND. / COM. C RES. / IND. / COM. D RES. / IND. / COM. E RES. / IND. / COM.	P1[66]	Except in relation to Small-Lot Housing as provided for in this Element, lots have dimensions and minimum areas that: ▪ are consistent with the intent of the relevant zone and precinct; ▪ are appropriate to the topography and physical characteristics of the land; and ▪ adequately cater for likely and intended future uses, services and works on the lots.	A1.1 A1.2	Lots have the sizes and dimensions, applicable to the zone and precinct in which the premises are located, specified in Schedule 2 to this code. OR Where located in the Neighbourhood Residential, Mixed Housing or Residential Conservation Zone and Schedule 2 specifies a minimum lot size and frontage/width for lots with a cross-slope of 6% or greater, the minimum lot size and frontage/width may be the same as for lots of less than 6% cross-slope if an area on each lot, sufficient to contain a House, 'Associated Structures' and recreation space, is benched and the Excavation and/or Filling to side and rear boundaries is retained.

SUPERSEDED

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	HATCHET LOT	
B RES. / B IND. / B COM. / C RES. / C IND. / C COM. / D RES. / D IND. / D COM. / E RES. / E IND. / E COM.	P2[67] Lot reconfigurations: ▪ minimise and discourage Hatchet Lots in Residential , commercial and industry Zones; and ▪ do not prejudice the subsequent reconfiguration and development of adjoining or balance lots.	A2.1[68] Lot reconfigurations in the commercial and industry Zones do not include Hatchet Lots. A2.2[69] The reconfiguration of lots that were created on or after 11 April, 2003 and that are within a Residential zone, do not create a Hatchet Lot.
B RES. / B IND. / B COM. / C RES. / C IND. / C COM. / D RES. / D IND. / D COM. / E RES. / E IND. / E COM.	P3[70] Where a Hatchet Lot is provided, the location and configuration of the access strip and main body and associated fencing does not compromise: ▪ the streetscape qualities of the area; ▪ the Residential amenity of the area; or ▪ the Street System.	A3.1 Only 1 Hatchet Lot is created behind any full frontage lot as shown in the diagram immediately below:  Appropriate Inappropriate Inappropriate A3.2 The access strip to the Hatchet Lot is located on only 1 side of the lot with direct frontage to the street as illustrated in the diagram immediately below:  Appropriate Inappropriate A3.3 The access strip to the Hatchet Lot is utilised for access to only 1 lot as illustrated in the diagram immediately below:  Appropriate Inappropriate

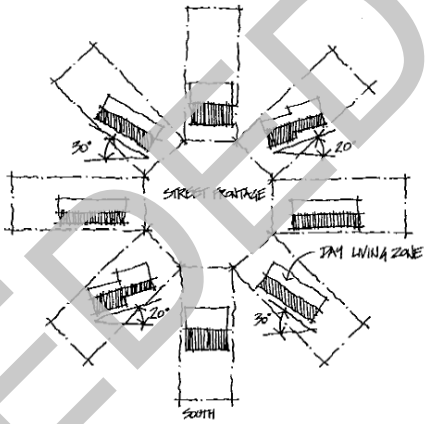
SUPERSEDED

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
		A3.4 The shape of the access strip within the Hatchet Lot generally complies with the requirements shown in the diagram immediately below so that a single unit truck (for residential/commercial purposes) or a semi-trailer (for industry) can enter and leave the lot in forward gear. (Details of the manoeuvring areas within Hatchet Lots are to be demonstrated on the proposal plan).  Either option is suitable A3.5[71] The Hatchet Lots are regularly shaped and/or have side boundaries that are perpendicular to the street frontage.
	BOUNDARY ADJUSTMENTS	
B RES. IND. COM.	P4 The boundary adjustment lot reconfigurations: ▪ do not result in the existing development contravening other relevant requirements of the planning scheme or the *Standard Building Regulation 1993,* or the ability of likely subsequent development to do so; ▪ do not detrimentally impact on the function of, or access to, service infrastructure; ▪ are consistent with the existing development's planning approval; and ▪ do not detrimentally affect the ability of Council to recoup outstanding fees and charges against the property.	A4 The boundary adjustment reconfiguration: ▪ meets the relevant minimum lot sizes and dimensions required in Schedule 2 to this code; ▪ does not require any adjustment to services or infrastructure; ▪ does not contravene any valid existing development approval applying to the premises; ▪ results in existing buildings and structures complying with the setback requirements of the *Standard Building Regulation 1993*; ▪ results in lots that are substantially the same in shape and orientation as the initial lots; and ▪ is in respect to premises against which there are no outstanding fees and charges.
	GENERAL LOT ORIENTATION	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P5 Lots are orientated so that personal and property security, deterrence of crime and vandalism, and surveillance of footpaths and public spaces is facilitated.	A5 Lots are orientated toward streets, pathways and public open spaces.
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P6 Lots: ▪ are orientated to facilitate the siting of Dwellings to take advantage of micro-climatic benefits; and ▪ have dimensions to allow adequate solar access.	A6 a) In respect to solar access, the lots meet the dimension requirements of Schedule 2 to this code. b) No Acceptable Measure is prescribed for microclimate orientation.

SUPERSEDED

	PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	EASEMENTS	
A RES. IND. COM. C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P7 Easements have a clearly defined intent and do not: ▪ detrimentally affect the Road Network or Street System; ▪ detrimentally affect the amenity of any surrounding Residential premises; or ▪ contravene any current planning approval applying to the premises.	A7 No Acceptable Measure is prescribed.
	SMALL-LOT HOUSING	
B RES. C RES. D RES. E RES.	P8[72] Where any lot in the Neighbourhood Residential Zone (other than in the Escarpment Residential Precinct and the Stables Precinct), the Mixed Housing Zone or the Residential Conservation Zone does not meet the minimum area specified in Schedule 2 to this code, the Small-Lot Housing lot is: ▪ of sufficient area to allow for the establishment of a Dwelling with adequate private open space, setbacks, vehicle access, parking and clothes drying areas; and ▪ consistent with the intensity of development expressed in the intent of the relevant zone and precinct. Note: In order to demonstrate that the development satisfies Performance Criteria P8, the application must be accompanied by a Neighbourhood and Site Description and a Design Response that meets the requirements of Planning Scheme Policy No.1 – Development Application Requirements.[76]	A8.1[73][74] Lots in the Neighbourhood Residential Zone (other than in the Escarpment Residential Precinct and the Stables Precinct) have a minimum area of 400 m^2. Note: In the Escarpment Residential Precinct and the Stables Precinct, Small-Lot Housing is not supported. Lot sizes specified in Schedule 2 therefore apply. A8.2[75] Lots in the Mixed Housing Zone have a minimum area of 350 m^2. A8.3[77] Lots in the Residential Conservation Zone have a minimum area of: ▪ 400 m^2 in the Heritage Character Precinct; and ▪ 450 m^2 elsewhere.
B RES. C RES. D RES. E RES.	P9[78] Where any lot in the Neighbourhood Residential Zone (other than in the Escarpment Residential Precinct and the Stables Precinct), the Mixed Housing Zone or the Residential Conservation Zone does not meet the minimum area specified in Schedule 2 to this code, the design of the Small-Lot Housing lot(s) and the subsequent Dwelling(s) are integrated and coordinated to ensure: ▪ the lots are of practical sizes and dimensions; ▪ a mix of allotment sizes; ▪ the provision of adequate private open space and service areas; ▪ energy-efficiency design and solar access; ▪ adequate vehicular access and on-site car parking; ▪ the privacy and access to adequate sunlight of adjoining premises; and ▪ the provision of an attractive streetscape.	A9 Small-Lot Housing design meets the following: a) Dimensions: ▪ allotments are square or rectilinear; ▪ lots of from 400 m^2 to 500 m^2 in area are capable of containing a rectangle measuring 10 x 15 m behind the Building Setback from the street frontage; and ▪ lots of from 350 m^2 to 399 m^2 in area are capable of containing a rectangle measuring 9 x 15 m behind the Building Setback from the street frontage.[79] b) Lot Mix: ▪ small-lots are not located adjacent to road intersections; ▪ for new estates, the average lot size in the stage of Subdivision in which the small-lots are proposed is at least 600 m^2 with any balance areas proposed for further Subdivision excluded from the calculation.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
Note: In order to demonstrate that Small-Lot Housing developments with lot areas of less than 500 m² satisfy this Performance Criterion, it will be necessary to include plan(s) which include the following details: ▪ lot boundaries; ▪ roads; ▪ public and private open space areas; ▪ building layout, elevations and orientation; ▪ on- and off-site car parking areas; ▪ landscaping and fencing; and ▪ relative location of adjoining buildings and private open space areas.	c) Site Grade: the development is drained to a lawful point of discharge in accordance with the Development Works Code. d) Orientation: the layout facilitates building orientation on the small-lot in accordance with the following diagram of preferred orientation range.  e) Building Design: the Dwelling design meets Acceptable Measures A12.2 and A12.3 of the House Code.
VEGETATION PROTECTION	
P10 The lot reconfiguration minimises the loss of, and potential impact on, protected trees as defined in *Local Law No. 50 – Protection of Trees*.	A10.1 No protected trees are removed. A10.2 No underground infrastructure service, road pavement, kerb and channel, footpath or other impervious surface is located within 1 m of a protected tree. A10.3 Where proposed to be included in lots (other than a lot to be provided for a public purpose such as parkland, drainage and the like), protected trees are located: ▪ within 5 m of the front boundary of the lot; or ▪ not closer to the front boundary of the lot than half the depth of the lot.

B	RES.
	IND.
	COM.
C	RES.
	IND.
	COM.
D	RES.
	IND.
	COM.
E	RES.
	IND.
	COM.

SUPERSEDED

GENERAL REQUIREMENTS

ELEMENT 13: SEPARATION DISTANCES

Objective:

To provide adequate separation between residential and environmentally-sensitive uses, and other potentially incompatible uses.

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
C RES. IND. COM. D RES. IND. COM. E RES. IND. COM.	P1	Lot Reconfigurations for residential or other environmentally-sensitive uses do not encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses.	A1	Lots for residential or other environmentally-sensitive uses are not located: a) within the distances from specific uses or locations outlined in Schedule 3 to this code; or b) within a Key Resource Area shown on the Regulatory Map; or c) within 100 m of Euston Road. Note: If unable to satisfy Acceptable Measure A1 above, a report prepared by a suitably qualified person will be required that includes sufficient detail to allow an adequate assessment to be made of the potential environmental impacts of the existing or approved use on the development and the suitability of proposed mitigation measures. The report will need to include: ▪ a description and justification of the development proposal; ▪ a description of the existing environment and its values and significance; ▪ a statement of the potential impacts on the proposal by the existing uses; ▪ a statement of the measures to be used to avoid or mitigate those potential adverse impacts; and ▪ a statement of the means to be used to monitor the effectiveness of the mitigation measures.
C IND. COM. D IND. COM. E IND. COM.	P2	Commercial and industrial lot configurations abutting Residential Areas or environmentally-sensitive uses allow for the provision of measures, including Buffer areas, to adequately mitigate any potential visual, acoustic or other impact.	A2[80]	a) Where a Structure Plan applies to the premises, the lot reconfiguration design and layout is in accordance with the applicable Structure Plan. b) Where there is no Structure Plan applying to the premises, no Acceptable Measure is prescribed.

SUPERSEDED

ELEMENT 14: GAS PIPELINE

Objective:

To ensure that lot reconfigurations do not increase the density of development adjacent to major gas pipelines (e.g. the Roma to Brisbane Gas Pipeline).

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
A / C / D / E (RES. / IND. / COM.)	P1	Lot reconfigurations within 200 m of any high pressure gas pipeline do not: ▪ increase the density of development; ▪ affect the long term operation of the pipe line; ▪ put 'at risk' the safety and lives of people; or ▪ put 'at risk' the safety of property.	A1	No Acceptable Measure is prescribed.

ELEMENT 15: BUSHFIRE HAZARDS

Objective:

To ensure that lot reconfigurations within bushfire areas are undertaken in accordance with the purpose of the Potential Bushfire Areas Code.[81]

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
A / C / D / E (RES. / IND. / COM.)	P1	The lot reconfiguration satisfies the relevant Performance Criteria of the Potential Bushfire Areas Code.	A1	The lot reconfiguration meets the relevant Acceptable Measures of the Potential Bushfire Areas Code.

ELEMENT 16: STEEP AND / OR POTENTIALLY UNSTABLE LAND[82]

Objective:

To ensure that lot reconfigurations on steep or potentially unstable land are undertaken in accordance with the purpose of the Steep and/or Potentially Unstable Land Code.[83]

	PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
A / C / D / E (RES. / IND. / COM.)	P1	The lot reconfiguration satisfies the relevant Performance Criteria of the Steep and/or Potentially Unstable Land Code.[84]	A1	The lot reconfiguration meets the Acceptable Measures of the Steep and/or Potentially Unstable Land Code.[85]

SUPERSEDED

Schedule 1

Street Design Acceptable Measures

DESCRIPTION	LOCAL ACCESS PLACE /ACCESS STREET	LOCAL COLLECTOR STREET	TRUNK COLLECTOR	LOCAL INDUSTRIAL STREET	INDUSTRIAL AVENUE
Traffic Catchment (max.)	50 lots (500 vpd)	300 lots (3000 vpd)	1000 lots (10000 vpd)	8 hectares (3000 vpd)	30 hectares (10000 vpd)
Design Speed (max.)	40 kph	50 kph	60 kph	50 kph	60 kph
Carriageway Lanes (No.)	▪ 0 to 20 lots - 1 plus parking ▪ 21 to 50 lots – 2 plus parking	2 plus parking	2 plus 2 parking	2 plus 2 parking	2 plus 2 parking
Carriageway Widths (measured between channel inverts) ▪ Normal situation	▪ 0 to 20 lots – 6 m ▪ 21 to 50 lots – 7.5 m	7.5 m	12.0 m	12.0 m	14.0 m
▪ Bus route lane (if req'd)	n/a	9.0 m	12.0 m	n/a	n/a
Verge Width (min.)	3.0 m	3.5 m	4.5 m	4.0 m	4.0 m
Street Tree Allocation (min. width) (clear of underground services, footpaths and kerbs)	2 m within each verge	2 m within each verge	2 m within each verge	2 m within each verge	2 m within each verge
Road Reserve Width ▪ Average	▪ 0 to 20 lots - 14.5 m ▪ 21 to 50 lots – 18.0 m	18.0 m	24.0 m	20.0 m	22.0 m
▪ Minimum	11.5 m	14.5 m (Explanation 9)	n/a	n/a	n/a
Carriageway Longitudinal Drainage ▪ Kerbing required?	Yes	Yes	Yes	Yes	Yes
▪ Swale Drains permitted? (Rural Residential only)	Yes, with pavement edge restraint	Yes, with pavement edge restraint	Yes, with pavement edge restraint	No	No

SUPERSEDED

DESCRIPTION	LOCAL ACCESS PLACE /ACCESS STREET	LOCAL COLLECTOR STREET	TRUNK COLLECTOR	LOCAL INDUSTRIAL STREET	INDUSTRIAL AVENUE
Kerb Types (if required)					
▪ Longitudinal kerb and channel	Layback (Explanation 2)	Layback (Explanation 2)	Layback (Explanation 2)	Layback (Explanation 2)	Layback (Explanation 2)
▪ Traffic islands	Semi-mountable	Semi-mountable	Semi-mountable	Semi-mountable	Semi-mountable
▪ Kerb connectors required at Subdivisional stage?	Yes	Yes	Yes	No, stub connection to underground SWD system	No, stub connection to underground SWD system
Swale Drain Configuration (if allowed)	▪ Clear of road shoulder ▪ Maximum 1 in 6 slope	▪ Clear of road shoulder and/or concrete footpath ▪ Maximum 1 in 6 slope	▪ Clear of road shoulder and/or concrete footpath ▪ Maximum 1 in 6 slope	n/a	n/a
Footpaths					
▪ Required?	No	Yes	Yes	No	No
▪ Width	n/a	1.5 m, one side only	1.5 m, both sides	n/a	n/a
Dual Use Footpath/Cycleway					
▪ Required to be assessed?	No	To be assessed (refer Toowoomba Cycle and Pedestrian Strategy)	To be assessed (refer Toowoomba Cycle and Pedestrian Strategy)	No	No
▪ Width	n/a	If required - 2.0 m on one side	If required - 2.0 m on one side	n/a	n/a
Parking Requirements	(Explanation 4)	(Explanation 4)	(Explanation 4)	(Explanation 4)	(Explanation 4)
Carriageway Grades					
▪ Desirable max.	15%	12%	12%	6%	6%
▪ Absolute max.	17.5%	16%	16%	10%	8%
▪ Desirable min.	1%	1%	1%	1%	1%
▪ Absolute min.	0.3%	0.3%	0.3%	0.3%	0.3%
Vertical Sight Distance					
▪ general minimum distance	40 m (Explanation 4)	60 m (Explanation 4)	110 m (Explanation 4)	110 m (Explanation 4)	110 m (Explanation 4)
Carriageway Cross-fall					
▪ 1- way, 2- way or both	2- way	2- way	2- way	2- way	2- way
▪ Cross-fall (min./max.)	2.5% / 3%	2.5% / 3%	2.5% / 3%	2.5% / 3%	2.5% / 3%
Carriageway Seal Required (new roads)	Asphaltic concrete	Asphaltic concrete	Asphaltic concrete	Asphaltic concrete	Asphaltic concrete

SUPERSEDED

DESCRIPTION	LOCAL ACCESS PLACE /ACCESS STREET	LOCAL COLLECTOR STREET	TRUNK COLLECTOR	LOCAL INDUSTRIAL STREET	INDUSTRIAL AVENUE
Road Widenings					
▪ Seal type	n/a	(Explanation 5)	(Explanation 5)	(Explanation 5)	(Explanation 5)
▪ Cross-fall (min./max.)	n/a	2%/5%	2%/5%	2%/5%	2%/5%
Pavement Design Method	Austroads	Austroads	DMR	DMR	DMR
Minimum Pavement Depths	175 mm	175 mm	175 mm	175 mm	175 mm
Speed Control Devices					
▪ Required?	Yes	Yes	No	No	No
▪ If required, preferred type (horizontal/vertical)	Horizontal	Horizontal	n/a	n/a	n/a
Maximum Street Length	(Explanation 4)	(Explanation 4)	(Explanation 4)	(Explanation 4)	(Explanation 4)
Superelevation of Carriageway required?	No	No	No	No	No
Private Access to Property – maximum grade	(Explanation 8)	(Explanation 8)	(Explanation 8)	(Explanation 8)	(Explanation 8)
Features in Paving (e.g. paving, patterned concrete to thresholds, in-fills etc.)	Acceptable in feature areas	Acceptable at intersections	Not acceptable	Not acceptable	Not acceptable
Turning Facility at the end of Cul-de-sac					
a) Single movement turns					
▪ Preferred?	Yes	n/a	n/a	Yes	n/a
▪ Min. radius in head (clear of parking)	9.0 m	n/a	n/a	11.0 m	n/a
▪ Approach radius	18.0 m	n/a	n/a	22.0 m	n/a
▪ Min. footpath width at any point	2.5 m	n/a	n/a	2.5 m	n/a
b) 3 point turns (Tee, Offset Square, Wye)					
▪ Preferred?	No	n/a	n/a	No	n/a
▪ Subject to approval?	Yes	n/a	n/a	No	n/a
▪ Min. footpath width at any point	2.5 m	n/a	n/a	2.5 m	n/a
Street Lighting	(Explanation 1)	(Explanation 1)	(Explanation 1)	(Explanation 1)	(Explanation 1)

SUPERSEDED

DESCRIPTION	LOCAL ACCESS PLACE /ACCESS STREET	LOCAL COLLECTOR STREET	TRUNK COLLECTOR	LOCAL INDUSTRIAL STREET	INDUSTRIAL AVENUE
Utility Service Allocations					
a) Overhead Electrical permitted?	No	No	(Explanation 6)	No	No
b) Telecom (underground) in single trench					
▪ Required?	n/a	n/a	If overhead power	n/a	n/a
▪ Alignment			0.5 m		
c) Electrical (underground) and Telecom in shared trench					
▪ Required?	Yes	Yes	(Explanation 6)	Yes	Yes
▪ Alignment	0.3 m clearance to the Registered Property alignment	0.3 m clearance to the Registered Property alignment	0.3 m clearance to the Registered Property alignment	0.3 m clearance to the Registered Property alignment	0.3 m clearance to the Registered Property alignment
d) Water reticulation					
▪ Required?	Yes	Yes	Yes	Yes	Yes
▪ Alignment	1.5 m	1.5 m	1.5 m	1.5 m	1.5 m
e) Sewerage reticulation					
▪ Required?	Yes	Yes	Yes	Yes	Yes
▪ Alignment	(Explanation 7)	(Explanation 7)	(Explanation 7)	(Explanation 7)	(Explanation 7)
f) Natural gas reticulation					
▪ Required?	No	No	No	No	No
▪ Alignment	1.0 m	1.0 m	1.0 m	1.0 m	1.0 m

Table Explanations:

1. The required design standard is to be discussed with Toowoomba City Council.
2. Traffic islands should have semi-mountable kerbs, unless mountable kerbs are specified to allow access for larger vehicles. Barrier kerb and channel is required for all park frontages, unless satisfactory provisions are made to prevent vehicular access to Parks (e.g. fences).
3. The minimum width for a shared facility is 2.0 m. The Toowoomba Cycle and Pedestrian Strategy may indicate additional requirements.
4. In accordance with the relevant section of Queensland Streets.
5. Where the road being widened is in poor condition, a 3 coat bitumen seal may be permitted.
6. If overhead power exists along the frontage of the Subdivision, it may remain. Poles may require relocation for street lighting requirements.
7. Generally provided within the lot.
8. Property access should conform with standard verge cross-sections (See Planning Scheme Policy No. 4 – Driveway Crossovers). The maximum cross-fall within a street reserve is 15%. The maximum driveway grade is 25% with a maximum change in grade of 10%.
9. Increase the Local Collector Street road reserve width–average and minimum by 1.5 m if incorporated in a bus route.

SUPERSEDED

Schedule 2[86]

Lot Sizes and Dimensions

ZONE(S)	LOT TYPE	PRECINCT(S)	MINIMUM LOT AREA/MAX. DENSITY♦		MINIMUM FRONTAGE/WIDTH♦	MAX. FRONTAGE TO DEPTH RATIO *
▪ Neighbourhood Residential ▪ Mixed Housing ▪ Residential Conservation	Regular.	▪ Escarpment Residential. ▪ Motel.	1000 m².		25 m.	1:2.
		Stables.	1200 m².		20 m.	1:3.
		All other circumstances.	Slope# <6%.	500 m².	17 m.	1:2.
			Slope# 6-8%.	800 m².	25 m.	
			Slope# >8%.	1000 m².	30 m.	
	Corner.	▪ Escarpment Residential. ▪ Motel.	1000 m².		25 m.	1:2.
		Stables.	1200 m².		20 m.	1:3.
		All other circumstances.	Slope# <6%.	500 m².	20 m.	No Acceptable Measure prescribed.
			Slope# 6-8%.	800 m².	25 m.	
			Slope# >8%.	1000 m².	30 m.	
	Hatchet.	▪ Escarpment Residential. ▪ Motel.	1000 m².		6 m/25 m.	1:2.
		Stables.	1200 m².		6 m/20 m.	1:3.
		All other circumstances	Slope# <6%.	500 m².	4 m/17 m.	1:2.
			Slope# 6-8%.	800 m².	4 m/25 m.	
			Slope# >8%.	1000 m².	4 m/30 m.	
	Community Title Scheme.	▪ Escarpment Residential. ▪ Motel.	1000 m² (except for communal lots) .		25 m.	No Acceptable Measure prescribed.
		Stables.	1200 m² (except for communal lots).		20 m.	No Acceptable Measure prescribed.
		All other circumstances.	500 m² (except for communal lots).		17 m.	No Acceptable Measure prescribed.

SUPERSEDED

ZONE(S)	LOT TYPE	PRECINCT(S)	MINIMUM LOT AREA/MAX. DENSITY♦	MINIMUM FRONTAGE/WIDTH♦	MAX. FRONTAGE TO DEPTH RATIO *
Regional Centre	Regular and Corner.	▪ City Core. ▪ Particular Use. ▪ Special Development.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.
		All other circumstances.	1000 m^2.	25 m.	1:2.
	Hatchet.	▪ City Core. ▪ Particular Use. ▪ Special Development.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.
		All other circumstances	1000 m^2.	6 m/25 m.	1:2.
	Community Title Scheme.	▪ City Core. ▪ Particular Use. ▪ Special Development.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.
		All other circumstances.	1000 m^2 (except for communal lots) .	25 m.	1:6.
▪ Sub-Regional Centres ▪ Suburban Centres	All.	All.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.
Open Space[87]	All.	All precincts where they are located within the Regional Landscape and Rural Production Area (SEQRP)	100 ha	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.
		All other circumstances	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.
Special Use[88]	All.	All precincts where they are located within the Regional Landscape and Rural Production Area (SEQRP)	100 ha	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.
		All other circumstances	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.	No Acceptable Measure prescribed.

SUPERSEDED

ZONE(S)	LOT TYPE	PRECINCT(S)	MINIMUM LOT AREA/MAX. DENSITY♦	MINIMUM FRONTAGE/WIDTH♦	MAX. FRONTAGE TO DEPTH RATIO *
Industry	Regular and Corner.	Light Industry.	1000 m².	20 m.	1:2.5.
		General Industry where not in the Restricted Industrial Subdivision Area shown in Schedule 4 to this code.	2000 m².	40 m.	1:2.
		General Industry where within the Restricted Industrial Subdivision Area shown in Schedule 4 to this code.	4000 m².	50 m.	1:2.
	Hatchet.	Light Industry	1000 m².	10 m/20 m.	1:2.5.
		General Industry where not in the Restricted Industrial Subdivision Area shown in Schedule 4 to this code.	2000 m².	15 m/40 m	1:2.
		General Industry where within the Restricted Industrial Subdivision Area shown in Schedule 4 to this code	4000 m².	20 m/50 m.	1:2.
	Community Title Scheme.	Light Industry.	1000 m² (except for communal lots).	20 m.	No Acceptable Measure prescribed.
		General Industry where not in the Restricted Industrial Subdivision Area shown in Schedule 4 to this code.	2000 m² (except for communal lots).	40 m.	No Acceptable Measure prescribed.
		General Industry where within the Restricted Industrial Subdivision Area shown in Schedule 4 to this code.	4000 m² (except for communal lots).	50 m.	No Acceptable Measure prescribed.
Park Residential	Regular and Corner.	Bushland Residential.	4000 m² with an average of 1 lot per ha.	30 m.	1:3.
		Rural Residential.	4000 m².	40 m.	1:2.5.
	Hatchet.	Bushland Residential	4000 m² with an average of 1 lot per hectare	10m/30 m	No Acceptable Measure prescribed
		Rural Residential.	4000 m².	10 m/40 m.	No Acceptable Measure prescribed.
	Community Title Scheme.	Bushland Residential.	4000 m² (except for communal lots) with an average of 1 lot per ha.	30 m.	No Acceptable Measure prescribed.
		Rural Residential.	4000 m² (except for communal lots).	40 m.	No Acceptable Measure prescribed.

SUPERSEDED

ZONE(S)	LOT TYPE	PRECINCT(S)	MINIMUM LOT AREA/MAX. DENSITY♦	MINIMUM FRONTAGE/WIDTH♦	MAX. FRONTAGE TO DEPTH RATIO *
Rural[89]	Regular and Corner.	Future Urban Land.	10 ha	75 m.	No Acceptable Measure prescribed.
		Special Escarpment.	100 ha.	125 m.	No Acceptable Measure prescribed.
		All other circumstances.	4 ha.	75 m.	No Acceptable Measure prescribed.
	Hatchet.	Future Urban Land.	10 ha.	20 m/75 m.	No Acceptable Measure prescribed.
		Special Escarpment	100 ha.	20 m/125 m.	No Acceptable Measure prescribed.
		All other circumstances.	4 ha.	20 m/75 m.	No Acceptable Measure prescribed.
	Community Title Scheme.	Future Urban Land.	10 ha (except for communal lots).	75 m.	No Acceptable Measure prescribed.
		Special Escarpment	100 ha (except for communal lots).	125 m.	No Acceptable Measure prescribed.
		All other circumstances.	4 ha (except for communal lots).	75 m.	No Acceptable Measure prescribed.

Table Explanations:

* in the case of Hatchet Lots, the frontage to depth ratio is the width to depth ratio disregarding access strip frontage.

across allotment slope.

♦ unless Small-Lot Housing – see Element 12.

+ for hatchet shaped lots the minimum lot area does not include the access strip.[90]

SUPERSEDED

Schedule 3

Separation distances between uses that have a potentially significant impact and uses that are environmentally sensitive (e.g. Residential)

USE/ACTIVITY	RECOMMENDED SEPARATION DISTANCE
Agricultural Uses ▪ Chemical spray drift ▪ Odour ▪ Noise ▪ Dust, smoke and ash ▪ Sediment and stormwater run-off	1000 m Note: Refer to *Planning Guidelines: Separating Agricultural and Residential Land Uses 1997.*
Feedlots	
1-50 Standard Cattle Units	1300 m
51-100 Standard Cattle Units	1800 m
101-500 Standard Cattle Units	4000 m
501-1000 Standard Cattle Units	5800 m
>1000 Standard Cattle Units	9200 m Note: Refer to *Guidelines for the Establishment and Operation of Cattle Feedlots' 1988.*
Piggeries	
1-500 Standard Pig Units	1000 m
501-5000 Standard Pig Units	4000 m
>5000 Standard Pig Units	10000 m
Dairy Bails and Yards	300 m
Poultry Sheds and Manure Disposal Areas	400 m Note: Refer to *Guidelines for Poultry Farming in Queensland 1988.*
Cattle Dips and Yards	200 m
Kennels	1500 m
Sewerage Treatment Plants	1200 m Note: Refer to Buffer distance considerations outlined in the *Queensland Water Commission Sewerage Guidelines.*
Motor Sport Establishments	1000 m
Extractive Industry	1000 m
Forestry	200 m
Crematoria	150 m
Stockyards and Salesyards	500 m
Abattoirs	500 m
Landfill	3000 m

SUPERSEDED

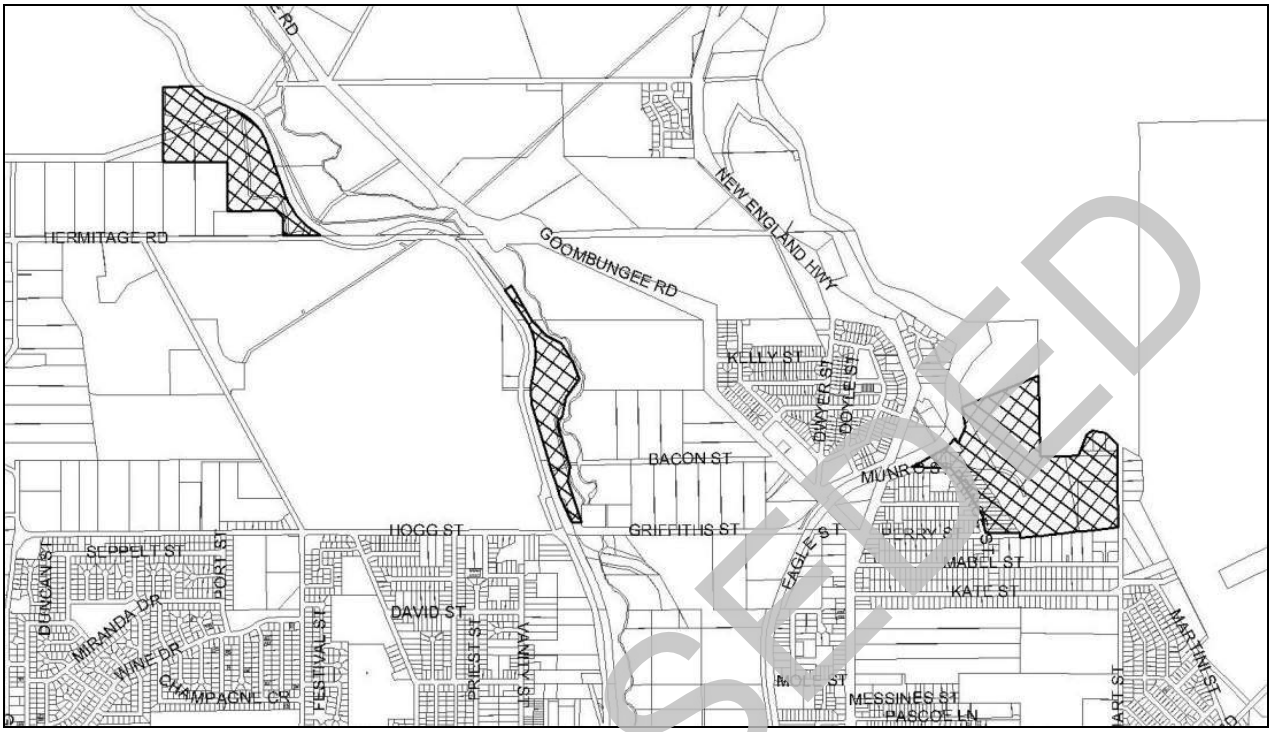
USE/ACTIVITY	RECOMMENDED SEPARATION DISTANCE
Refuse Transfer Station	
▪ General Refuse	300 m
▪ Green Waste	150 m

Table Explanations:

- Separation/Buffer distances are measured from the lot boundary and/or area utilised for the use in question. The area to be buffered is dependant on the ultimate approved area to be utilised in the activity.
- Buffer considerations extend to uses outside of the Toowoomba City boundary.

SUPERSEDED

Schedule 4 – Restricted Industrial Subdivision Area[91]



Restricted Industrial Subdivision Area

SUPERSEDED

Schedule 4 – Restricted Industrial Subdivision Area[92]



Restricted Industrial Subdivision Area

SUPERSEDED

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 30/09/05 – Amendment No.4
[3] Amended 24/02/06 – Amendment No.6
[4] Amended 27/02/04 – Amendment No.1
[5] Amended 27/02/04 – Amendment No.1
[6] Amended 27/02/04 – Amendment No.1
[7] Amended 24/02/06 – Amendment No.6

[8] Amended 24/02/06 – Amendment No.6
[9] Amended 24/02/06 – Amendment No.6
[10] Amended 24/02/06 – Amendment No.6
[11] Amended 24/02/06 – Amendment No.6
[12] Amended 24/02/06 – Amendment No.6
[13] Amended 24/02/06 – Amendment No.6
[14] Amended 24/02/06 – Amendment No.6
[15] Amended 24/02/06 – Amendment No.6
[16] Amended 24/02/06 – Amendment No.6
[17] Amended 24/02/06 – Amendment No.6
[18] Amended 24/02/06 – Amendment No.6
[19] Amended 24/02/06 – Amendment No.6
[20] Amended 24/02/06 – Amendment No.6
[21] Amended 24/02/06 – Amendment No.6
[22] Amended 24/02/06 – Amendment No.6
[23] Amended 24/02/06 – Amendment No.6
[24] Amended 24/02/06 – Amendment No.6
[25] Amended 24/02/06 – Amendment No.6
[26] Amended 24/02/06 – Amendment No.6
[27] Amended 24/02/06 – Amendment No.6
[28] Amended 24/02/06 – Amendment No.6
[29] Amended 24/02/06 – Amendment No.6
[30] Amended 24/02/06 – Amendment No.6
[31] Amended 24/02/06 – Amendment No.6
[32] Amended 24/02/06 – Amendment No.6
[33] Amended 24/02/06 – Amendment No.6
[34] Amended 24/02/06 – Amendment No.6
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[40] Amended 24/02/06 – Amendment No.6
[41] Amended 24/02/06 – Amendment No.6
[42] Amended 24/02/06 – Amendment No.6
[43] Amended 24/02/06 – Amendment No.6
[44] Amended 30/09/05 – Amendment No.4
[45] Amended 30/09/05 – Amendment No.4
[46] Amended 30/09/05 – Amendment No.4
[47] Amended 30/09/05 – Amendment No.4
[48] Amended 24/02/06 – Amendment No.6
[49] Amended 24/02/06 – Amendment No.6
[50] Amended 24/02/06 – Amendment No.6
[51] Amended 24/02/06 – Amendment No.6
[52] Amended 24/02/06 – Amendment No.6
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[56] Amended 24/02/06 – Amendment No.6
[57] Amended 24/02/06 – Amendment No.6
[58] Amended 27/02/04 – Amendment No.1
[59] Amended 27/02/04 – Amendment No.1
[60] Amended 24/02/06 – Amendment No.6
[61] Amended 24/02/06 – Amendment No.6
[62] Amended 24/02/06 – Amendment No.6
[63] Amended 24/02/06 – Amendment No.6

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[64] Amended 24/02/06 – Amendment No.6
[65] Amended 23/03/07 – Amendment No.5
[66] Amended 30/09/05 – Amendment No.4
[67] Amended 27/02/09 – Amendment No.14
[68] Amended 27/02/09 – Amendment No.14
[69] Amended 27/02/09 – Amendment No.14
[70] Amended 25/07/08 – Amendment No.9
[71] Amended 25/07/08 – Amendment No.9
[72] Amended 30/09/05 – Amendment No.4
[73] Amended 30/09/05 – Amendment No.4
[74] Amended 25/07/08 – Amendment No.9
[75] Amended 25/07/08 – Amendment No.9
[76] Amended 25/07/08 – Amendment No.9
[77] Amended 25/07/08 – Amendment No.9
[78] Amended 30/09/05 – Amendment No.4
[79] Amended 25/07/08 – Amendment No.9
[80] Amended 24/02/06 – Amendment No.6
[81] Amended 27/02/04 – Amendment No.1
[82] Amended 27/02/04 – Amendment No.1
[83] Amended 27/02/04 – Amendment No.1
[84] Amended 27/02/04 – Amendment No.1
[85] Amended 27/02/04 – Amendment No.1
[86] Amended 30/09/05 – Amendment No.4
[87] Amended 24/02/06 – Amendment No.6
[88] Amended 24/02/06 – Amendment No.6
[89] Amended 24/02/06 – Amendment No.6
[90] Amended 30/09/05 – Amendment No.4
[91] Amended 30/09/05 – Amendment No.4
[92] Amended 30/09/05 – Amendment No.4

SUPERSEDED

SUPERSEDED

9.12 Subdivisional Works Code

9.12.1 Purpose

(1) The purpose of this code is to ensure that works associated with lot reconfigurations are designed and constructed to:

(a) protect or adequately ameliorate potential adverse effects on the environment;

(b) provide a level of public infrastructure service equivalent to Australian best-practice standards; and

(c) optimise the life-cycle costs of public infrastructure.

9.12.2 Applicability

(1) This code applies to:

(a) operational works associated with a lot reconfiguration; and

(b) development where another code applicable to the particular development refers to this code.

9.12.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
CARRIAGEWAYS			
P1	Carriageways are designed and constructed to: ▪ comply with Australian best-practice standards, methodology and design; and ▪ adequately accommodate existing and anticipated traffic types and volumes.	A1	Carriageways are designed and constructed in accordance with: a) Parts A and D of the EDROC Manual; b) Austroads: ▪ Part 2 Roadway Capacity; ▪ Part 5 Intersections at Grade; ▪ Part 6 Roundabouts; ▪ Part 7 Traffic Signals; ▪ Part 8 Traffic Control Devices; ▪ Part 12 Roadway Lighting; ▪ Part 13 Pedestrians; and ▪ Part 14 Bicycles; c) AUS-SPEC No. 1; and d) the *Manual of Uniform Traffic Control Devices 1995.*
WATER SUPPLY AND SEWERAGE			
P2	Water and sewerage reticulation are designed and constructed to: ▪ comply with Australian best-practice standards, methodology and design; and ▪ provide adequate capacity for existing and anticipated development.	A2	Water and sewerage reticulation systems are designed and constructed in accordance with: ▪ Parts C and D of the EDROC Manual; and ▪ AUS-SPEC No. 1.
KERB AND CHANNELLING			
P3	Kerb and channelling are designed and constructed to: ▪ comply with Australian best-practice standards, methodology and design; and ▪ provide adequate capacity for existing and anticipated development and flows.	A3	Kerb and channelling are designed and constructed in accordance with: ▪ Parts B and D of the EDROC Manual; and ▪ AUS-SPEC No. 1.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
STREET TREE PLANTING			
P4	Street trees are selected and planted to: ▪ comply with best-practice horticultural standards; ▪ provide for the long term health of the street trees; and ▪ minimise impacts on utilities and infrastructure.	A4	Street trees are selected and planted in accordance with Planning Scheme Policy No. 3 - Street Trees.
FOOTPATHS AND CYCLEWAYS			
P5	Footpaths and cycleways are designed and constructed to: ▪ comply with Australian best-practice standards, methodology and design; ▪ adequately accommodate existing and anticipated traffic types and volumes; ▪ provide a safe, stable surface for intended users; ▪ be easily maintained; and ▪ an appropriate width and longitudinal gradient and provide kerb ramps and sight distance to adequately cater for the number of expected pedestrians, cyclists and user groups.	A5	Footpaths and cycleways are designed and constructed in accordance with: a) Parts A and D of the EDROC Manual; b) Austroads: ▪ Part 6 Roundabouts; ▪ Part 7 Traffic Signals; ▪ Part 8 Traffic Control Devices; ▪ Part 12 Roadway Lighting; ▪ Part 13 Pedestrians; and ▪ Part 14 Bicycles c) AUS-SPEC No. 1; and d) the Manual of Uniform Traffic Control Devices 1995.
STORMWATER DRAINAGE			
P6	Stormwater drainage is designed and constructed to: ▪ comply with Australian best-practice standards, methodology and design; and ▪ provide adequate capacity for existing and anticipated development and flows.	A6	Stormwater Drainage is designed and constructed in accordance with: ▪ Parts B and D of the EDROC Manual; ▪ any applicable Stormwater Catchment Management Strategy; and ▪ AUS-SPEC No. 1.
STREET LIGHTING			
P7	Street lighting is designed and constructed to: ▪ comply with Australian best-practice standards, methodology and design; and ▪ provide adequate street lighting commensurate with the surrounding uses and public safety needs.	A7	Street lighting is designed and constructed in accordance with the EDROC Manual.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
GENERAL			
P8	While undertaking development works, the Site and adjoining road are maintained in a tidy, safe and hygienic manner and are not to cause unacceptable air emissions.	A8.1	Any waste generated whilst undertaking works on the Site is disposed of at an approved waste disposal facility either directly or via an approved waste receptacle and collection service. Under no circumstances are: a) fires lit to dispose of waste; or e) wastes used as fill or buried on-site; where waste materials include: ▪ `regulated waste' (as defined for the purposes of the *Environmental Protection Act 1994*); ▪ commercial and industrial waste; ▪ construction/demolition waste; ▪ domestic clean-up waste; ▪ domestic waste; ▪ garden waste; ▪ concrete/builders rubble; and ▪ vegetation.
		A8.2	Stockpiles of aggregate, sand or other materials brought onto the Site are sprayed with water to minimise dust nuisance. The frequency of spraying is increased during hot, dry periods or where wind conditions are such that a dust nuisance is likely to occur.
		A8.3	Any cleared vegetation is removed from the Site or chipped and is not burned. Note: The *Environmental Protection (Air) Policy 1997* under the *Environmental Protection Act 1994* sets appropriate standards for this issue and as such breaches of standards can also be enforced under the *Environmental Protection Act 1994*.

SUPERSEDED

SUPERSEDED

Chapter 10 – Advertising Signs

CONTENTS

10.1 Introduction
10.2 Advertising Signs Assessment Table
10.3 Advertising Signs Code
Schedule A – Definitions and Standards for Advertising Signs
Schedule B – Locational Requirements for Advertisements on Buildings

SUPERSEDED

SUPERSEDED

10. CHAPTER 10 – ADVERTISING SIGNS

10.1 Introduction

(1) The Advertising Signs Assessment Table establishes the assessment level, in all zones, for the different types of Advertising Signs.

Note:

This planning scheme does not regulate temporary Advertising Signs. Temporary Advertising Signs are regulated by Local Law No.8 – Control of Advertising.[1]

(2) The different types of Advertising Signs are defined in Schedule A of the Advertising Signs Code.

(3) For the purposes of this chapter only, the following terms have the meaning opposite.

TERM	MEANING
Residential Area	land, other than a road reserve, within the Neighbourhood Residential, Mixed Housing or Residential Conservation Zone.
Commercial Area	land, other than a road reserve, within the Regional Centre, Sub-Regional Centres or Suburban Centres Zone.
Industrial Area	land, other than a road reserve, within the Industry Zone.
Rural and Open Space Area	land, other than a road reserve, within the Rural, Park Residential or Open Space Zone.
Other Areas	land, other than a road reserve, not within one of the above Residential, Commercial, Industrial or Rural and Open Space Areas.

[1] Amended 30/09/05 – Amendment No.4

SUPERSEDED

SUPERSEDED

10.2 Advertising Signs Assessment Table

ADVERTISING SIGNS ASSESSMENT TABLE

S means self-assessable.	# means if in conjunction with an existing lawful Commercial (other than Home-based Business), Industrial, Community or Recreation Use on the premises and not in the Residential Conservation Zone.
C means code assessable.	♦ means if for a property auction or approved Automotive Showroom on the premises.
I means impact assessable.	N/A means not applicable due to the definition of the sign.

Sign Type	Residential Area	Commercial Area	Industrial Area	Rural And Open Space Area	Other Areas	Road Reserve
Awning Signs						
▪ Awning Fascia	▪ S# ▪ C otherwise	S	S	I	S	N/A
▪ Under Awning	▪ S# ▪ C otherwise	S	S	I	S	N/A
▪ Above Awning	I	I	I	I	I	N/A
▪ Created Awning	▪ S# ▪ C otherwise	S	S	I	S	N/A
Billboard Sign	I	I	I	I	I	I
Blind Sign	▪ S# ▪ C otherwise	S	S	I	S	N/A
Bunting/Streamers	▪ S♦ ▪ I otherwise	▪ S♦ ▪ I otherwise	▪ S♦ ▪ I otherwise	▪ S♦ ▪ I otherwise	▪ S♦ ▪ I otherwise	I
Business Plate Sign	S	S	S	S	S	I
Canopy Sign	▪ S# ▪ C otherwise	S	S	I	S	N/A
Changeable Message Sign	▪ S# ▪ C otherwise	S	S	I	S	I
Fence Sign	I	S	S	I	C	I
Flag Pole Sign	I	S	S	I	S	I
Ground Sign	C	S	S	I	C	I
Hamper Sign	▪ S# ▪ C otherwise	S	S	I	S	N/A
Information Sign	S#	S	S	S	S	I
Miscellaneous Sign	I	I	I	I	I	I
Mobile Sign	▪ S# ▪ C otherwise	S	S	I	C	I
Off-Site Sign	I	I	S	I	I	I
Pole Signs						
▪ Freestanding	▪ S# ▪ I otherwise	S	S	I	C	I
▪ Pylon	I	S	S	I	C	I

SUPERSEDED

ADVERTISING SIGNS ASSESSMENT TABLE

S means self-assessable.
C means code assessable.
I means impact assessable.

[#] means if in conjunction with an existing lawful Commercial (other than Home-based Business), Industrial, Community or Recreation Use on the premises and not in the Residential Conservation Zone.
♦ means if for a property auction or approved Automotive Showroom on the premises.
N/A means not applicable due to the definition of the sign.

Sign Type	Residential Area	Commercial Area	Industrial Area	Rural And Open Space Area	Other Areas	Road Reserve
Projected Image Sign	I	I	I	I	I	I
Projecting Wall Signs						
▪ Vertical	I	I	I	I	I	N/A
▪ Horizontal	C	S	S	I	S	N/A
Road Reserve Signs						
▪ Internally Illuminated Street	N/A	N/A	N/A	N/A	N/A	I
▪ 'A' Frame	N/A	N/A	N/A	N/A	N/A	C
▪ Road Structure	N/A	N/A	N/A	N/A	N/A	I
▪ Estate	N/A	N/A	N/A	N/A	N/A	I
Roof Signs (Sky, Integrated Roof, Written Roof & Created Roof Signs)	I	I	I	I	I	N/A
Signs on Vehicles	S	S	S	S	S	S
Structure Sign	I	C	C	I	C	I
Wall Sign	▪ S[#] ▪ I otherwise	S	S	I	S	N/A
Window Sign	▪ S[#] ▪ C otherwise	S	S	I	S	N/A
3-D Replica Sign	I	I	C	I	I	I

SUPERSEDED

10.3 Advertising Signs Code

10.3.1 Purpose

The purpose of this code is to ensure that Advertising Signs:

(1) are constructed and maintained to essential standards of public safety; and

(2) complement, and do not detract from, desirable characteristics of the natural and built environment in which the Advertising Signs are exhibited.

10.3.2 Applicability

This code applies to development being the placing of an Advertising Sign on premises, whether or not in association with a material change of use.

10.3.3 Performance Criteria and Acceptable Measures

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
ALL ADVERTISING SIGNS IN ALL AREAS	
P1 The advertising sign: ▪ is structurally sound; ▪ integrates into the design of the premises so as to be attractive and informative without dominating the visual landscape; ▪ complements the principal architectural elements of the building's articulation; ▪ respects and does not detract from the streetscape of the locality where it is erected; ▪ where located on or adjoining premises containing a place listed in Appendix 1 – Places of Potential Cultural Heritage Significance, complements and respects the heritage values of the listed building and its surrounds; ▪ does not, when viewed together with all other proposed, approved and/or existing signs on the site, create visual clutter or dominate the streetscape;[1] ▪ reduces existing visual clutter within the streetscape by replacing existing signs with fewer signs or more appropriately designed and located signs;[2] ▪ does not unduly obstruct, or distract, vehicular or pedestrian traffic; ▪ does not, due to Height or illumination, interfere with the use, operation or safety of Toowoomba Airport; ▪ does not protrude in a manner that could injure pedestrians; ▪ is constructed of quality materials which are able to be maintained in a neat, clean and tidy manner at all times; and ▪ where possible, is incorporated within a landscaped environment.	A1.1 For self-assessable development, the Advertising Sign: ▪ meets the standards for the particular type of sign described in Schedule A to this code; ▪ is structurally sound; ▪ does not alter the silhouette of a building by extending vertically beyond or above walls, parapets or roofs; ▪ does not expose an unsightly view of the rear of the sign; ▪ does not flash or revolve; ▪ does not involve the production of sounds or smells; ▪ does not move or give the impression of movement; ▪ does not penetrate the Airport Obstacle Limitation Surfaces of Toowoomba Airport as shown on the Regulatory Map; and ▪ where located on premises adjacent to a State-controlled Road, meets the requirements, if any, of the Department of Main Roads. A1.2 For code and impact assessable development, no Acceptable Measure is specified.

SUPERSEDED

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
ADVERTISING SIGNS IN COMMERCIAL AREAS	
P2 In Commercial Areas, the Advertising Sign: ▪ is placed in a manner that does not detract from other signage in the locality having regard to the style, scale, alignment or pattern displayed; ▪ respects the visual rights of neighbouring premises and does not obscure, dominate or overcrowd the view of existing or prospective premises on neighbouring Sites; ▪ clearly identifies the name and street number of the business or activity operating on the premises if it is not already clearly identified; and ▪ respects the amenity of residences in any adjacent Residential Area.	A2.1 For self-assessable development, the Advertising Sign meets the standards for the particular type of sign described in Schedule A to this code. A2.2 For code and impact assessable development, no Acceptable Measure is specified.
ADVERTISING SIGNS IN INDUSTRIAL AREAS	
P3 In Industrial Areas, the Advertising Sign: ▪ is located, and is of a scale, colour, type and material, to complement the streetscape and the architecture of the buildings and landscaping on the Site; and ▪ clearly identifies the name and street number of the business or activity undertaken on the premises if it is not already clearly identified; and ▪ respects the amenity of residences in any adjacent Residential Area.	A3.1 For self-assessable development, the Advertising Sign meets the standards for the particular type of sign described in Schedule A to this code. A3.2 For code and impact assessable development, no Acceptable Measure is specified.
ADVERTISING SIGNS IN RESIDENTIAL AREAS	
P4 In Residential Areas, the Advertising Sign: ▪ comprises a minor component of the overall residential environment; ▪ is discrete and sympathetic to the residential built form and amenity of the locality; and ▪ where in the Residential Conservation Zone, is compatible with, and does not detract from, the heritage and streetscape values of the locality.	A4.1 For self-assessable development, the Advertising Sign meets the standards for the particular type of sign described in Schedule A to this code. A4.2 For code and impact assessable development, no Acceptable Measure is specified.
ADVERTISING SIGNS IN RURAL AND OPEN SPACE AREAS	
P5 In Rural and Open Space Areas, the Advertising Sign: ▪ is a minor and discrete element of the rural and natural landscape and complements that landscape in terms of location, scale, materials, colour and setting; ▪ does not intrude into areas of scenic value or degrade the quality of views from major scenic viewpoints; and ▪ is only for the purposes of displaying property names, tourist information, or details of sporting or other activities undertaken on the Site.	A5.1 For self-assessable development, the Advertising Sign meets the standards for the particular type of sign described in Schedule A to this code. A5.2 For code and impact assessable development, no Acceptable Measure is specified.

SUPERSEDED

PERFORMANCE CRITERIA		ACCEPTABLE MEASURES	
ADVERTISING SIGNS IN OTHER AREAS AND ROAD RESERVES			
P6	Within Other Areas and Road Reserves, the Advertising Sign: ▪ does not cause a nuisance, inconvenience or annoyance to occupiers of adjoining land; ▪ respects the amenity of residences in any adjacent Residential Area; and ▪ accounts for the physical suitability of the Site for that purpose.	A6.1	For self-assessable development, the Advertising Sign meets the standards for the particular type of sign described in Schedule A to this code.
		A6.2	For code and impact assessable development, no Acceptable Measure is specified.

[1] Amended 23/03/07 – Amendment No.7
[2] Amended 23/03/07 – Amendment No.7

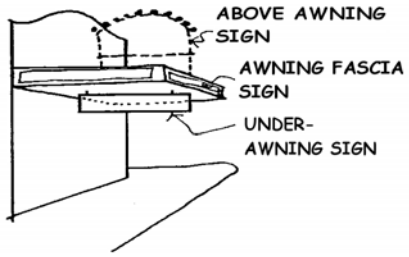
SUPERSEDED

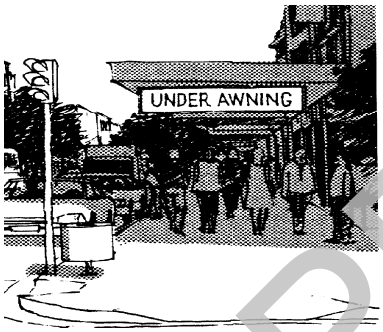
SUPERSEDED

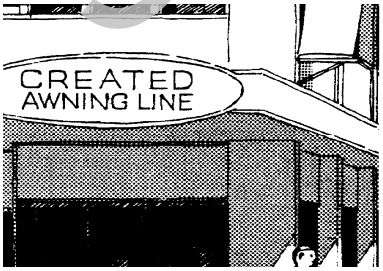
Schedule A

Definitions and Standards for Advertising Signs

Awning Signs







Definition:

An Advertising Sign attached, painted or otherwise affixed to an awning. It includes the following types:

Awning Fascia Sign

An Advertising Sign painted or attached to the front or side face of an awning.

Above Awning Sign

An Advertising Sign attached to the roof of the awning.

Under Awning Sign

An Advertising Sign attached to the underside of an awning.

Created Awning Line Sign

A pre-manufactured Advertising Sign attached to and extending beyond the fascia of an awning.

Standards:

All signs are displayed on or adjacent to the property to which the advertisement relates.

The Awning Fascia Sign:

- is contained within the outline of a fascia;
- is fixed to the fascia and projects not more than 0.2 m from the fascia;
- is not illuminated other than by baffled exposed lamps; and
- is located in accordance with Schedule B.

The Under Awning Sign:

- is the only Under Awning Sign for the tenancy;
- is no more than 2.5 m in length and 0.5 m in Height;
- is not closer than 2.4 m to the ground;
- does not project beyond the awning or within 1.5 m of a side boundary;
- is securely fixed by supports to the underside of the awning (which may require certification by a registered professional engineer); and
- is located in accordance with Schedule B.

The Above Awning Sign:

- is the only Above Awning Sign on the awning;
- does not exceed a Height of 0.5 m above the top of the awning;
- does not cover or hide any architectural features of a building; and
- is not illuminated other than by baffled lamps.

The Created Awning Sign:

- does not extend more than 0.5 m above the fascia to which it is attached;
- is not closer than 2.4 m to the ground;
- is not longer than 50% of the length of the fascia to which it is attached and is centrally located on the fascia;
- is not illuminated other than by baffled lamps; and
- is located in accordance with Schedule B.

SUPERSEDED

Billboard Sign



Definition:

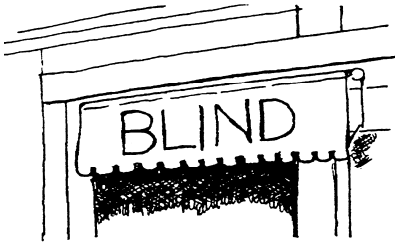
An Advertising Sign where the display surface has the width greater than the Height and positioned on the ground or mounted on one or more vertical supports.

Standards:

The **Billboard Sign**:

- is on the premises to which the advertisement relates;
- is sited so that any unsightly back cannot be seen from a public place;
- has a structure area that would not cause the total structure area of all Billboard Signs on the site to exceed 12 m^{2};[1]
- is no more than 4 m in Height above natural Ground Level; and
- is not illuminated other than internally or by baffled lamps.

Blind Sign



Definition:

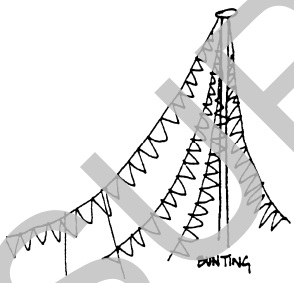
An Advertising Sign painted on, or otherwise affixed to, solid or flexible material suspended from the edge of an awning, verandah or wall.

Standards:

The **Blind Sign**:

- is on the premises to which the advertisement relates;
- has a clearance of 2.4 m between the footway pavement and any rigid part of the sign, and 2.1 m between the footway pavement and any flexible part of the sign;
- does not exceed 50% of the area of the blind; and
- is not illuminated other than by baffled lamps.

Bunting/Streamer



Definition:

Bunting is a series of small flags or pennants suspended from a rope or cable, or a long suspended ribbon of cloth or similar non-rigid material.

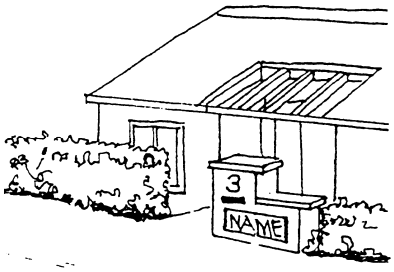
Standards:

The **Bunting/Streamers**:

- are displayed in association with an Automotive Showroom or an auction, sale or fete;
- where for an auction, sale or fete, are erected no earlier than 2 weeks before the event and removed by the day following the event;
- are on the premises to which they relate;
- do not hang below 2.6 m from the ground; and
- are securely fixed to structures, not within a public place, which are capable of the wind loadings.

SUPERSEDED

Business Plate Sign



Definition:

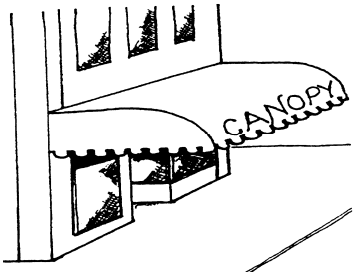
An Advertising Sign identifying the name and/or trade or business of the occupant of the premises.

Standards:

The Business Plate Sign:

- is on the premises to which the advertisement relates;
- is the only Business Plate Sign for the tenancy;
- does not exceed 0.5 m^2 in a Residential Area or 2 m^2 otherwise;
- unless painted or freestanding, is affixed to a wall or fence;
- is not illuminated other than by baffled lamps; and
- does not project more than 0.1 m from a wall or fence.

Canopy Sign



Definition:

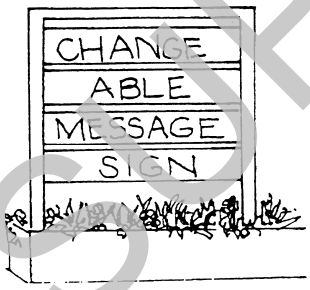
An Advertising Sign painted on or otherwise affixed to a canopy, whether the canopy is constructed from flexible or solid material.

Standards:

The Canopy Sign:

- is on the premises to which the advertisement relates;
- has a maximum clearance of 2.4 m between the footway pavement and any rigid part of the canopy, and 2.1 m between the footway pavement and any flexible part of the canopy;
- does not exceed 50% of the area of the canopy;
- is located in accordance with Schedule B; and
- is not illuminated other than by baffled lamps.

Changeable Message Sign



Definition:

An Advertising Sign, usually freestanding, designed to allow the advertising message to be readily changed.

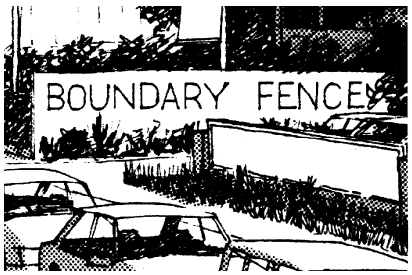
Standards:

The Changeable Message Sign:

- is on the premises to which the advertisement relates;
- is limited to not more than one double-sided Changeable Message Sign per street frontage;
- has a maximum area of 2 m^2; and
- is not illuminated other than by baffled lamps.

SUPERSEDED

Fence Sign



Definition:

An Advertising Sign painted or otherwise affixed to a fence along the boundary of a Site.

Standards:

The Fence Sign:

- is on the premises to which the advertisement relates;
- is the only Fence Sign on the premises;
- does not exceed 25% of the area of the fence or 10 m^2, whichever is the lesser;
- is limited to a maximum advertisement Height of 1 m; and
- is not illuminated other than by baffled lamps.

Flag Pole Sign



Definition:

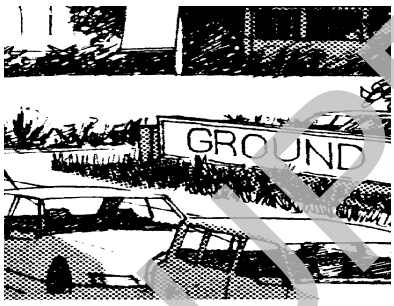
A fabric Advertising Sign hung from a pole for the purpose of advertising or identifying a commercial establishment or activity but does not include the flying of the Australian, Queensland or similar flags.

Standards:

The Flag Pole Sign:

- is on the premises to which the advertisement relates;
- is limited to one Flag Pole Sign per street frontage except for Automotive Showrooms where it is limited to one for every 30 m of street frontage ;
- has a maximum flag area of 2 m^2; and
- does not exceed 6.5 m in Height.

Ground Sign



Definition:

An Advertising Sign that sits on the ground usually erected at or near a driveway or entrance to a property and displays a business name or logo.

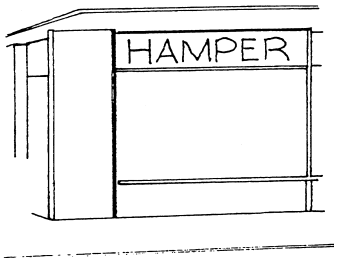
Standards:

The Ground Sign:

- is on premises to which the advertisement relates;
- is displayed within a developed landscape environment;
- is complementary to the design of the building to which it relates;
- has a structure area that would not cause the total structure area of all ground signs on the site to exceed 4 m^2;[2]
- has a maximum Height of 1.5 m;[3]
- has an advertisement area not exceeding 75% of the face of the structure;
- is not closer than 1 m to the front boundary of the Site; and
- is not illuminated other than by baffled lamps.

SUPERSEDED

Hamper Sign



Definitions:

An Advertising Sign painted or otherwise affixed between a door-head and an awning, or similarly above a window and the awning.

Standards:

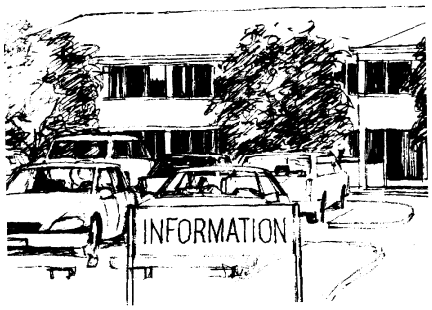
The Hamper Sign:

- is on the premises to which the advertisement relates;
- projects not more than 0.3 m from the wall to which it is attached; and
- is located in accordance with Schedule B.

Information Sign

Definitions:

An Advertising Sign providing information related to the use of facilities or features of an activity undertaken on a Site (for example a church displaying service times). A menu board for a food outlet is not considered to be an information sign.



Standards:

The Information Sign:

- is on the premises to which the advertisement relates;
- is the only Information Sign on the premises;
- is single sided with the face parallel to the street frontage but may be double-sided where on a corner Site;
- has a maximum face area of 2 m^2;
- contains no advertising other than:
  - the name or logo of the organisation having tenure of the premises with the name or logo being not more than 30% of the area of the sign; and/or
  - where the site is within an Open Space Area, the name or logo of a sponsor of the organisation having tenure of the premises, with the name and/or logo of the sponsor being not more than 20% of the area of the sign; and[4]
- does not hide architectural features of a building.

Miscellaneous Sign

Definitions:

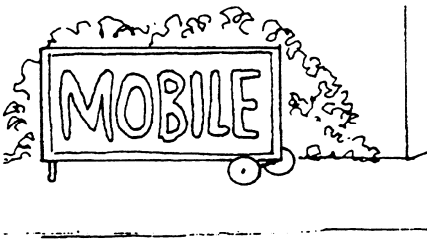
Any permanent Advertising Sign not otherwise defined within this Schedule.

Standards:

There are no specific standards.

SUPERSEDED

Mobile Sign



Definitions:

A portable, freestanding, lightweight, Advertising Sign which can be easily moved about a Site.

Standards:

The Mobile Sign:

- is on the premises to which the advertisement relates;
- is the only Mobile Sign on the premises;
- has a maximum Height of 1.5 m and a maximum width of 1.5 m;
- is not illuminated other than by baffled lamps; and
- is secured to prevent danger to pedestrians and traffic in high wind situations.

Off-Site Sign



Definitions:

An Advertising Sign, which does not relate to the premises on which it is located, primarily used for the purpose of directing attention to an activity on another Site. It includes a Billboard Sign not on the Site to which the activity relates and some signs specifically mounted on vehicles.

Standards:

The Off-Site Sign:

- is sited on premises used for commercial or industrial purposes;
- is for directional purposes and contains only the name and address and logo of the relevant premises and the distance thereto;
- is within 400 m of the relevant premises;
- has a maximum surface area of 0.6 m^2 per side with no more than 2 sides;
- is limited to 1 sign per business; and
- is integrated, where possible, with other signage on the Site.

Note:

These signs are considered to be an unsuitable form of advertising and unlikely to be given approval. Any application will be considered against the standards contained within this Schedule and the applicable Performance Criteria.

Pole Signs

Definitions:

An Advertising Sign which is independent of a building and supported by 1 or more columns[1]. The display area may consist of multiple panels or slats, which can be replaced. The signs generally display a logo, products, service or goods, which are available for sale or other business activities on the Site where the sign is erected.

It includes the following types:

Pylon Sign

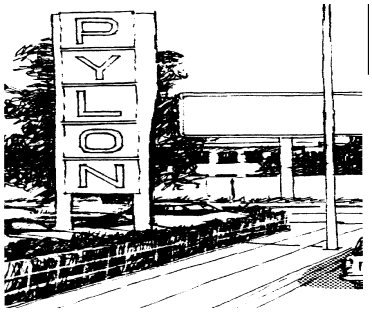
A Pole Sign, which has a large display surface with a Height greater than 4.5 m, and its Height greater than its width.

Freestanding Sign

A Pole Sign which has a display surface with a Height to 4.5 m, and its Height greater than its width.

SUPERSEDED

[1] **A sign more than 3.0 m in Height from natural Ground Level may require a Development Permit for Building Work.**



Standards:

The Pylon Sign:

- is on the premises to which the advertisement relates;
- is either:
  - the only Pole Sign on the premises; or
  - where the premises has frontage to an Arterial Rroad, Sub-Arterial Road or Trunk Collector Road shown on the Regulatory Map, does not result in there being more than 1 Pole Sign on the premises for each 100 m (or part thereof) of frontage to those roads;
- is located on premises with an area of greater than 1000 m^2;
- has a maximum height of 8 m, a maximum width of 2.5 m and a maximum display area of 10 m^2 per side of a double-sided sign;
- is not illuminated other than internally or by baffled lamps; and
- is double-sided or erected so the back of the sign is not visible from a public place.

The Freestanding Sign:

- is on the premises to which the advertisement relates;
- is either:
  - the only Pole Sign on the premises; or
  - where the premises has frontage to an Arterial Road, Sub-Arterial Road or Trunk Collector Road shown on the Regulatory Map, does not result in there being more than 1 Pole Sign on the premises for each 100 m (or part thereof) of frontage to those roads;
- has a maximum area of 4 m^2 per side with no more than 2 sides;
- has a maximum Height of 4.5 m;
- is not illuminated other than internally or by baffled lamps; and
- is double-sided or erected so the back of the sign is not visible from a public place.

Projected Image Sign



Definitions:

An illuminated Advertising Sign projected onto a surface as a static or moving image.

Standards:

There are no specific standards.

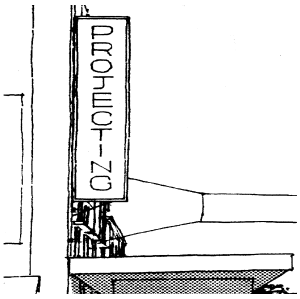
Note:

Advertising by use of moving projected images is generally considered undesirable and unlikely to be given approval. Consideration may be given to a proposed sign on the Site to which the advertisement relates where the message is static and the display area complies with other relevant sign criteria contained within this Schedule and the applicable Performance Criteria.

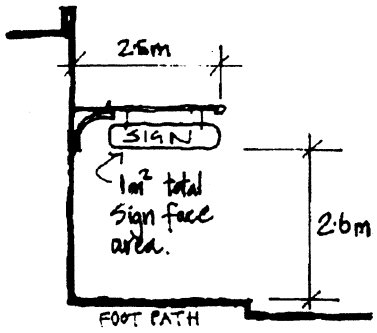
SUPERSEDED

Projecting Wall Signs

Vertical Projecting Wall Sign



Horizontal Projecting Wall Sign



Definitions:

A double-faced Advertising Sign projecting at right angles from a wall of a building.

There are 2 types:

Vertical Projecting Wall Sign

Horizontal Projecting Wall Sign

Standards:

The Projecting Wall Sign:

- is on the premises to which the advertisement relates;
- is the only Projecting Wall Sign on the premises;
- if a Vertical Projecting Wall Sign, has a maximum display area of 2 m^2 with a maximum width of 0.5 m;
- if a Horizontal Projecting Wall Sign, has maximum dimensions and projections and minimum clearances as shown on the diagram opposite;
- does not project above the gutter line of the building;
- has a minimum clearance of 2.6 m to the footpath;
- is not illuminated other than internally or by baffled lamps; and
- does not cover or hide any architectural features of a building.

Note:

- Vertical Projecting Wall Signs are generally considered undesirable and would not normally be allowed where other forms of advertising could be utilised.
- Horizontal Projecting Wall Signs are considered to be most appropriate where no awning exists.

Road Reserve Signs

Definitions:

Any Advertising Sign within a road reserve that is administered by a local or state government authority.

It does not include a sign regulated by or through the *Transport Operation (Road Use Management) Act 1995*.

It includes the following types:

Internally Illuminated Street Sign

An internally illuminated Advertising Sign erected on a street sign pole.

'A' Frame Sign

A sandwich board, usually fronting business premises, displayed within the road reserve.

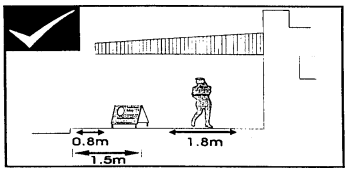
Road Structure Sign

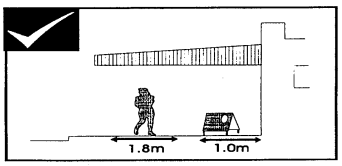
An Advertising Sign (other than an Internally Illuminated Street Sign) displayed on a bus shelter, rubbish bin, telephone box or other permanent structure within the road reserve.

Estate Sign

An Advertising Sign displaying the name of a residential, commercial or industrial estate at its entrance.

SUPERSEDED





Standards:

Internally Illuminated Street Signs

There are no specific standards.

Note:

These signs are considered an unsuitable form of advertising and unlikely to be given approval. Any application will be considered against the applicable Performance Criteria.

The 'A' Frame Sign:

- is covered by a current public liability risk insurance policy for a minimum of $10000000 including a cross-liability clause;
- does not result in there being more than 1 'A' Frame Sign per road frontage of the business premises;
- has a minimum width of 0.6 m, a minimum Height of 0.6 m and a maximum Height of 1.2 m;
- is removed from the roadway when the business is closed; and
- is located in accordance with the diagrams opposite.

Road Structure Signs

There are no specific standards.

Note:

These signs are considered an unsuitable form of advertising and unlikely to be given approval. Any application will be considered against the applicable Performance Criteria.

The Estate Sign:

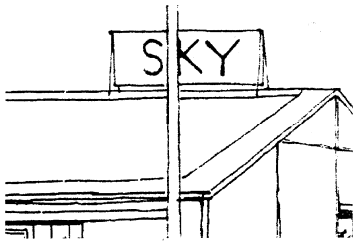
- is designed to be contained in a landscaped environment;
- is constructed with durable and low-maintenance materials; and
- is limited to 1 advertisement per entrance per estate.

Note:

It is preferred that Estate Signs be assessed with a Development Application for Lot Reconfiguration. This may involve the payment of a maintenance fee as determined by Council to cover costs incurred for future maintenance of the sign.

SUPERSEDED

Roof Signs







Definitions:

An Advertising Sign erected on or above a roof or parapet of a building and includes the following types:

Sky Sign

An Advertising Sign positioned on the top of a building so that when it is viewed from the ground the advertisement has the sky as a backdrop.

Integrated Roof Sign

An Advertising Sign positioned at the top of a building where the roof of that building remains the predominant backdrop to the advertisement when viewed from the ground. The sign is usually designed as part of the roof structure.

Written Roof Sign

An Advertising Sign that is painted or otherwise affixed to the roof cladding of a building.

Created Roof Sign

A manufactured Advertising Sign integrated with the roof, facade or wall of a building, and which may protrude above the roof.

Standards:

Note:

Roof Signs are considered an unsuitable form of advertising and unlikely to be given approval. Any application will be considered against the applicable Performance Criteria.

The Sky Sign:

- is on the premises to which the advertisement relates;
- is the only Roof Sign on the premises; and
- is not illuminated other than internally or by baffled lamps.

The Integrated Roof Sign:

- is on the premises to which the advertisement relates;
- is the only Roof Sign on the premises;
- has a maximum display area of 10% of the area of the roof hip; and
- is not illuminated other than internally or by baffled lamps.

The Written Roof Sign:

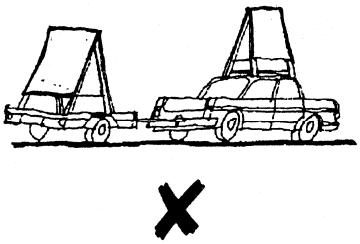
- is on the premises to which the advertisement relates; and
- in conjunction with any other Written Roof Sign, is the lesser of 10 m^2 or 50% of the area of the roof.

The Created Roof Sign:

- is on the premises to which the advertisement relates;
- is the only Roof Sign on the premises;
- complements the architectural style of the building;
- does not protrude greater than 0.5 m above any part of the roof line or parapet; and
- has a display area of not greater than 5 m^2.

SUPERSEDED

Signs on Vehicles



Definitions:

An Advertising Sign painted or otherwise affixed to a vehicle.

Standards:

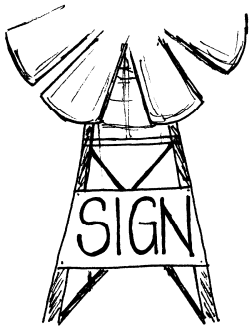
The Advertising Sign is painted or affixed:

a) to a vehicle being used principally for the conveyance of goods or passengers; or

b) to a vehicle being used principally for displaying an advertisement provided the advertisement is:

- advertising a political candidate or party up to 4 weeks before an election and not more than 2 days after the election; or
- advertising that the vehicle is for sale and the vehicle is:
  - parked in an Automotive/Equipment Showroom or Vehicle Workshop; or
  - parked on the premises of the owner of the vehicle.

Structure Sign



Definitions:

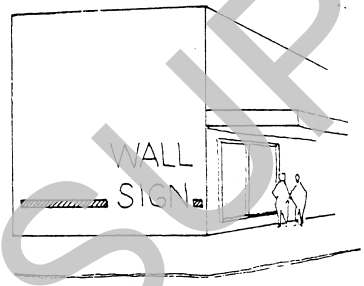
An Advertising Sign painted on or otherwise affixed to any structure, such as a storage tank, windmill, tower or similar, that is not a building.

Standards:

The Structure Sign:

- is on the premises to which the advertisement relates;
- is the only Structure Sign on the premises;
- does not cover more than 25% of the area of the structure;
- is enclosed within the frame of the structure and does not protrude beyond the structure's framework; and
- is not illuminated other than by baffled lamps.

Wall Sign



Definitions:

An Advertising Sign painted or otherwise affixed flat to a wall.

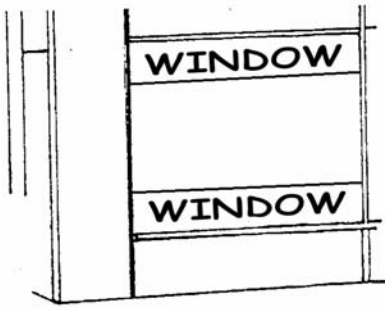
Standards:

The Wall Sign:

- is on the premises to which the advertisement relates;
- has a display area that would not cause the total display area of all Wall Signs on the subject elevation to exceed the lesser of 30 m^2 or 25% of the total wall area of the subject elevation;[5]
- does not extend further than the Height of the building;
- is not illuminated by other than baffled lamps;
- does not project further than 0.4 m from the wall to which it is affixed; and
- is located in accordance with Schedule B.

SUPERSEDED

Window Sign



Definitions:

An Advertising Sign displayed on a window.

Standards:

The **Window Sign**:

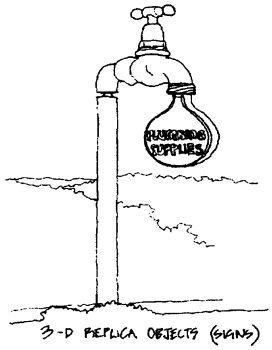
a) is on the premises to which the advertisement relates; and

b) does not result in :

- that part of the Ground Floor windows between 0.8 m and 2 m above the floor level; or
- any non-Ground Floor window;

being more than 25% opaque.

3-D Replica Sign



Definitions:

An Advertising Sign which is designed to replicate or copy an object or shape. The replica may be attached to or constructed as part of a building. The replica may be freestanding or form part of a Pole Sign.

Standards:

The **3-D Replica Sign**:

- is the only 3-D Replica Sign on the premises;
- is only for a product or service available on the premises on which it is displayed; and
- if free-standing or attached to a Pole Sign, meets the heights specified in this schedule for that sign.

Note:

For development applications to place signs of this type, Council may require supporting streetscape photographs showing the proposed sign superimposed in the correct scale.

[1] Amended 23/03/07 – Amendment No.5
[2] Amended 23/03/07 – Amendment No.5
[3] Amended 23/03/07 – Amendment No.5
[4] Amended 25/07/08 – Amendment No.9
[5] Amended 23/03/07 – Amendment No.5

SUPERSEDED

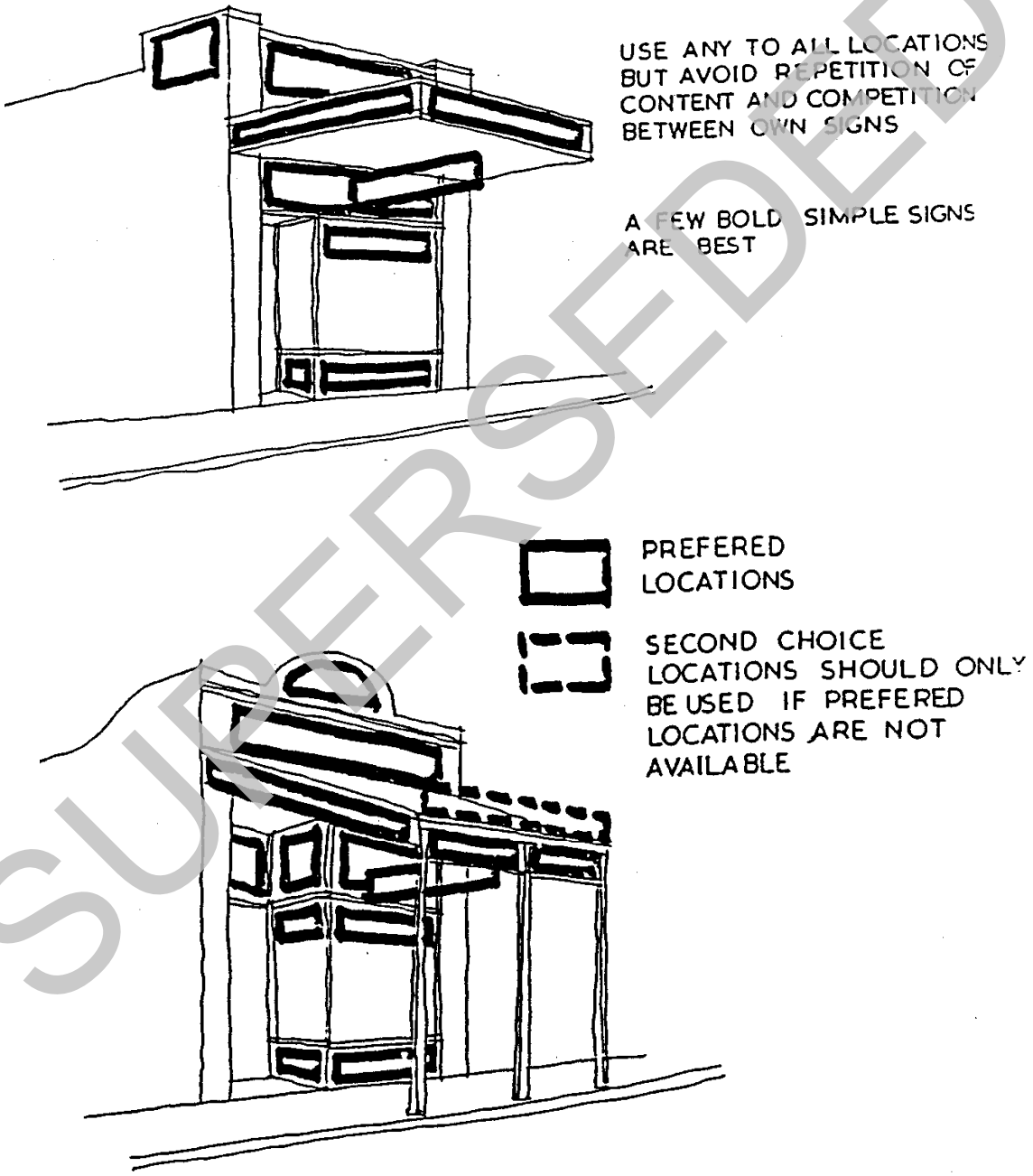
Schedule B

Locational Requirements for Advertising Signs on Buildings

(1) The following diagrams show preferred and undesirable Advertising Sign locations on buildings.

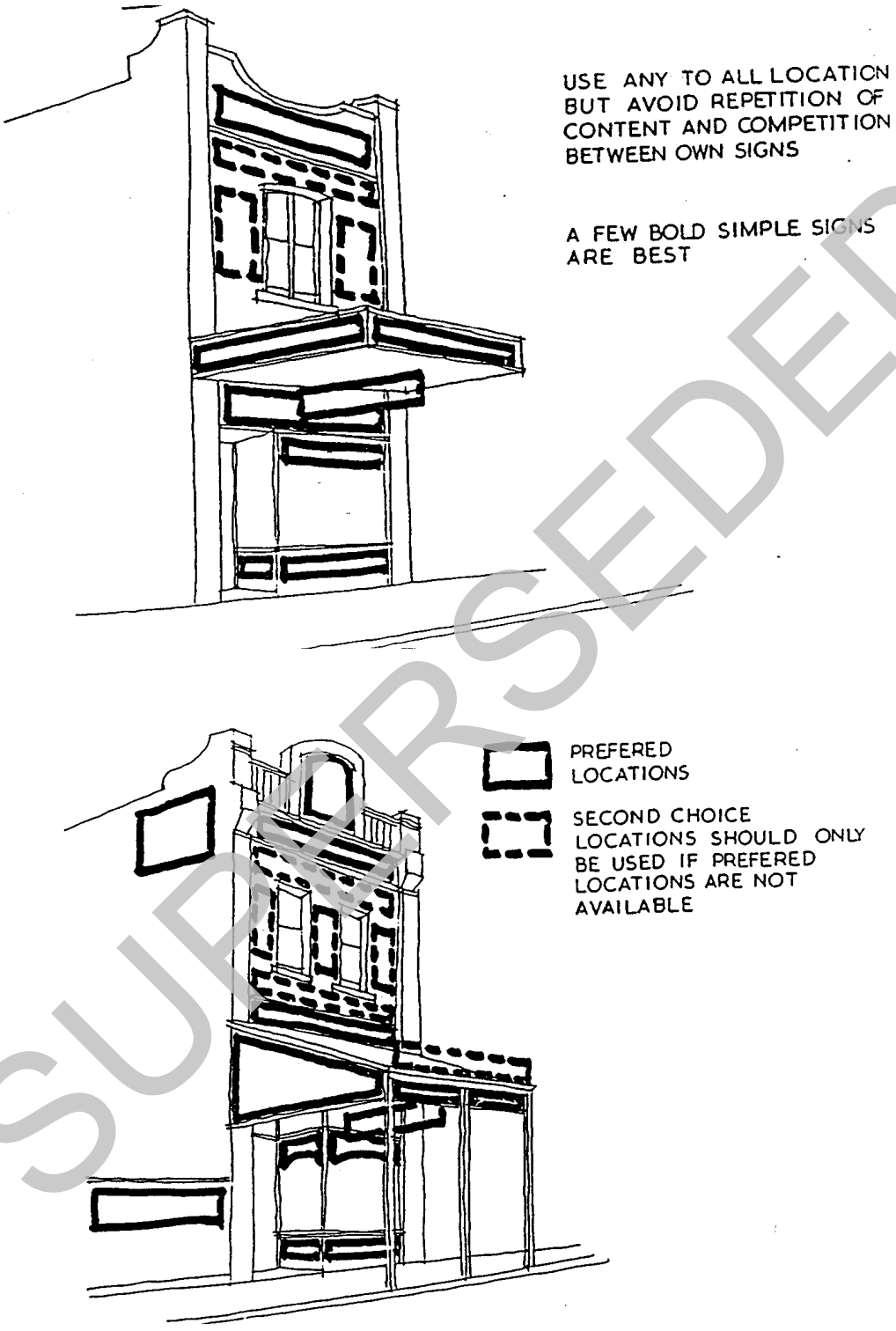
(2) Advertising Signs attached to buildings are to be provided in the preferred locations or, if they are not available, the second choice locations.

PREFERRED LOCATIONS FOR A SINGLE STOREY BUILDING



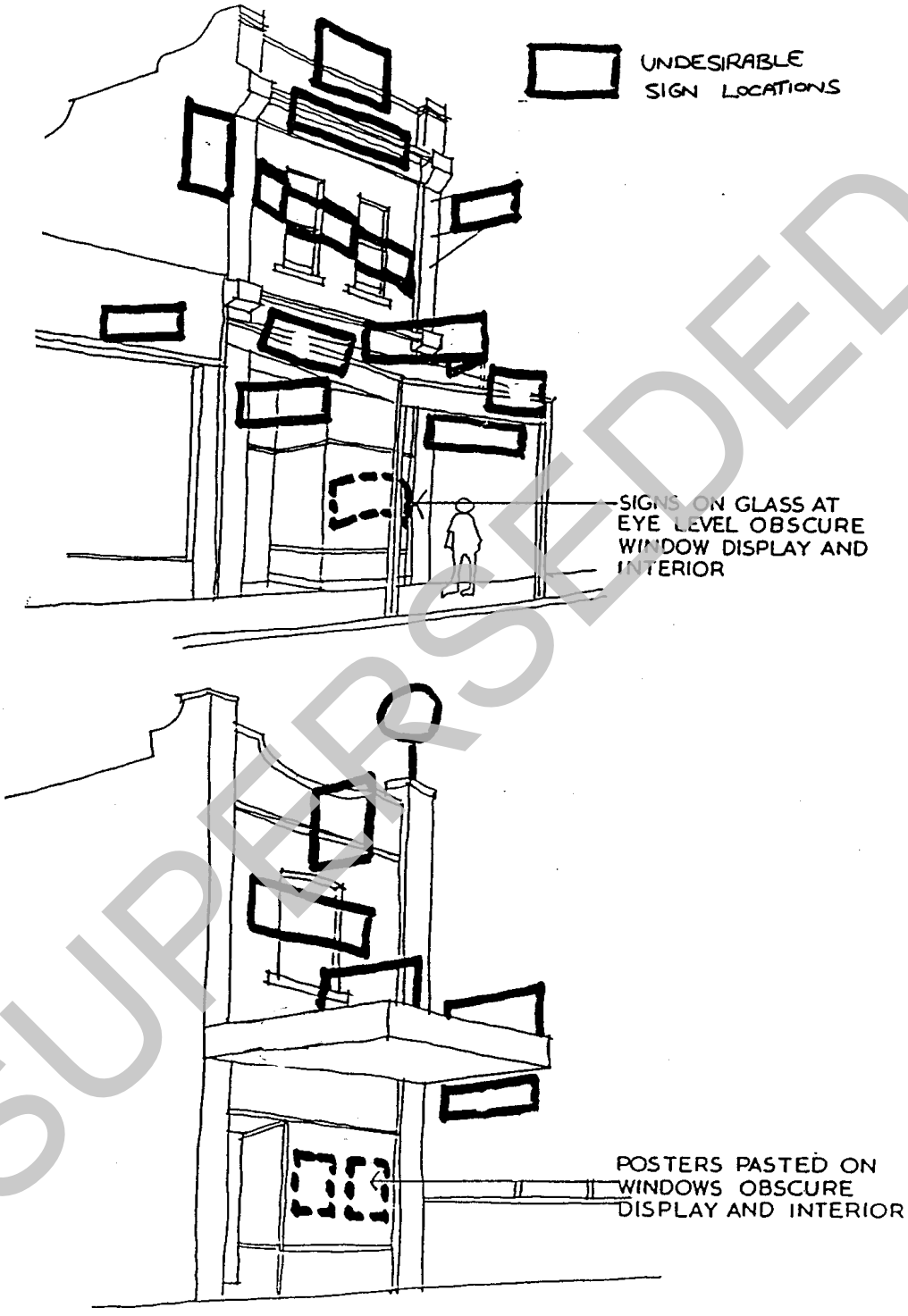
SUPERSEDED

PREFERRED LOCATIONS FOR A TWO STOREY BUILDING



SUPERSEDED

UNDESIRABLE LOCATIONS FOR A TWO STOREY BUILDING



SUPERSEDED

SUPERSEDED

Chapter 11 – Provision of Infrastructure

CONTENTS

11.1 Introduction
11.2 Land Designated for Community Infrastructure
Schedule A - Lands Designated by Council
Schedule B - Lands Noted as having Ministerial Designations

SUPERSEDED

SUPERSEDED

11. CHAPTER 11 – PROVISION OF INFRASTRUCTURE

11.1 Introduction

(1) Orderly and sequenced development allows for the efficient and affordable provision (and ongoing operations and maintenance) of utility and social infrastructure. A rational and orderly pattern of development over time is required under this planning scheme.

(2) It is intended that all fair and equitable costs generated by development in respect to:

(a) water supply;

(b) sewerage;

(c) road and public transport systems (including bikeways and pathways) and parking;

(d) stormwater drainage systems and associated environmental protection measures; and

(e) local community facilities (including local parkland);

be borne by that development.

(3) Contributions towards items of development infrastructure may be required:

(a) as a condition of development approval under an applicable transitional Planning Scheme Policy; or

(b) through an applicable Infrastructure Charges Plan.

(4) Development of land in the Rural Zone, Park Residential Zone[1] or Environmental Precinct of the Open Space Zone for urban purposes is considered to be out of sequence and may require an Infrastructure Agreement to be entered into for the supply of development infrastructure.

[1] Amended 27/02/04 – Amendment No.1

SUPERSEDED

SUPERSEDED

11.2 Land Designated for Community Infrastructure

Land designated for community infrastructure is indicated on the Regulatory Map. The details of the designations are:

(1) included in Schedule A to this section, where designated by Council; and

(2) noted in Schedule B to this section, where Council has received written notice stating that a minister has made a designation.

SUPERSEDED

Schedule A - Lands Designated by Council

Zone Map Ref No.	Type of Infrastructure under Schedule 5 of the Act	Description of Land	Designation			Development, Use or Impact Management Requirements
			Ref No.	Made	Repealed	

SUPERSEDED

Schedule B - Lands Noted as Having Ministerial Designations

Regulatory Map Ref No.	Type of Infrastructure under Schedule 5 of the Act	Description of Land	Designation			Development, Use or Impact Management Requirements
			Ref No.	Made	Repealed	
1	1(h) Hospitals and associated Institutions (being public health facilities (acute and community) plus support facilities including residential accommodation, ancillary commercial and medical services, engineering and maintenance services, teaching and research facilities, car parking, helipad and accommodation for emergency services).	Toowoomba Base Hospital including Lots 517, 518, 519, 520 and 1048 on RP AG3844 and Lot 965 on RP CP905952, Parish of Drayton, County of Aubigny.	00.0060	8 Sept 2000		Nil.
2	1(h) Hospitals and associated Institutions (being public health facilities, specialising in mental health services plus support facilities, ancillary commercial and medical services, teaching and research facilities, car parking and accommodation for emergency services).	Baillie Henderson Hospital including: Lot 58 on Plan AG228 (Parish of Toowoomba, County of Aubigny) being 85-165 Bedford Street. Lot 925 on Plan AG4154 (1-59 Hogg Street), Lot 10 on Plan AG89 (123-185 Goombungee Road), Lot 12 on Plan D10221 (12 Little Street and 46 Victoria Street), and Lot 17 on Plan D13362 (6-8 Snell Street), Parish of Drayton, County of Aubigny. Note: Lot 234 on Plan SP104644 (88-90 Hogg Street and 134-162 Tor Street), Lots 902 and1095 on Plan D1072 (135-165 Tor Street), Lot 2 on Plan RP17559 (92-96 Hogg Street) and Lot 18 on Plan D13362 (6 Royal Street) repealed.	00.0061	8 Sept 2000	Partly on 15 Nov 2002	Nil.

SUPERSEDED

Regulatory Map Ref No.	Type of Infrastructure under Schedule 5 of the Act	Description of Land	Designation			Development, Use or Impact Management Requirements
			Ref No.	Made	Repealed	
3	1(f) educational facility (being a place of vocational educational training of a range of courses including support functions, including car parking and recreational areas, museum, together with a range of commercial activities allied with a TAFE Institute).	Southern Queensland Institute of TAFE, Bridge Street including Lot 890, CP891559 and Lot 1102, Registered Plan AG4085.	-	24 Nov 2000		Nil.
4	1(s) any other facility not mentioned in paragraphs (a) to (r) and intended primarily to accommodate government functions being (police facilities including, but not limited to, regional and district headquarters, police stations, watch houses, offices, storage, amenities, interview and detention rooms, workshops for radio electronics and motor vehicles, car parking, also law courts, cells storage, office functions, amenities, secure parking, library and also other government offices and commercial activities with support facilities for all the above functions).	Lot 12 on Plan D10392 and Lot 1 and part of Lot 2 on Plan RP911059, Parish of Drayton, County of Aubigny in Neil and Hume Streets, Toowoomba.	-	14 Dec 2001		Nil.
5	1(k) operating works under the *Electricity Act 1994* (being in particular the construction and maintenance of electricity works in the form of high voltage transmission lines).	Middle Ridge – Tangkam – Oakey Transmission Line including Easement A, Lot 6 on Plan RP138948, Parish of Drayton, County of Aubigny.	-	24 March 2000		Nil.
6	1(f) education facilities.	University of Southern Queensland being Lot 1080 on AG2932 and Lot 1 on RP135652, Parish of Drayton, County of Aubigny.	-	14 Jan 2000		Nil.
7	1(k) operating works under the *Electricity Act 1994* (being in particular Powerlink Queensland's proposed Millmerran to Middle Ridge 330 kV transmission line project which	Lot 929 on AG4271, Parish of Drayton, County of Aubigny		11 February 2004		Nil

SUPERSEDED

Regulatory Map Ref No.	Type of Infrastructure under Schedule 5 of the Act	Description of Land	Designation			Development, Use or Impact Management Requirements
			Ref No.	Made	Repealed	
	comprises substations, a transmission line and an access track)					
8[1]	This community infrastructure is described under the *Integrated Planning Act 1997*, schedule 5 as: (d) community and cultural facilities, including child-care facilities, community centres, meeting halls, galleries and libraries; (f) educational facilities; (r) storage and works depots and the like including administrative facilities associated with the provision of the community infrastructure mentioned in paragraphs (a) to (q).	Lot 21 on SP109728, Parish of Drayton, County of Aubigny		20 March 2008		Nil
9[2]	This community infrastructure is described under the *Integrated Planning Act 1997*, schedule 5 as: (g) emergency services facilities.	Lot 3 and 4 on RP59931, Parish of Drayton, County of Aubigny		29 January 2010		Nil
10[3]	This community infrastructure is described under the *Integrated Planning Act 1997*, schedule 5 as: (g) emergency services facilities.	Lot 28 on SP102793, Parish of Drayton, County of Aubigny		29 January 2010		Nil
11[4]	1. Matters included as part of the designation under the *Sustainable Planning Act 2009*, section 202:	Lot 457 on RP883156 and Part Lot 1 on RP212184, Parish of Drayton		12 October 2010		The designation for community infrastructure is made subject to the following requirements – 1. Only works associated with the Toowoomba Aerodrome Upgrade Project as detailed in the Toowoomba Aerodrome Upgrade Project, Submission and Assessment Report, and Funding Agreement for Project Number 10016-07-155 are to be carried out under this desgination. Any longer term plans will require a master planning project to be carried out.

[1] Updated 20/03/08 – Notice of Ministerial designation of land for community infrastructure

SUPERSEDED

[2] Updated 29/01/10 – Notice of Ministerial designation of land for community infrastructure
[3] Updated 29/01/10 – Notice of Ministerial designation of land for community infrastructure
[4] Updated 12/10/10 – Notice of Ministerial designation of land for community infrastructure

SUPERSEDED

Chapter 12 – Performance Indicators

CONTENTS

12.1 Introduction
12.2 Performance Indicators

SUPERSEDED

SUPERSEDED

12. CHAPTER 12 - PERFORMANCE INDICATORS

12.1 Introduction

(1) Performance Indicators will be used to assess the effectiveness of the planning scheme in achieving the Desired Environmental Outcomes in Chapter 2.

(2) The Desired Environmental Outcomes for the City will be achieved not only through the implementation of the planning scheme but also through Council's Corporate Plan, and processes and plans outside the control of Council.

(3) Performance Indicators are not part of the development assessment process but are intended solely to assess the performance of this planning scheme.

(4) This performance assessment will be an integral part of future reviews of the planning scheme. Under the Act, the planning scheme is required to be reviewed every 6 years; however, it is anticipated that Council will undertake ongoing monitoring of the planning scheme at more regular intervals. The primary data sources will be Development Assessment records and advice, use, floor space and other surveys of development activity, GIS data, State of the Environment Reporting data and Council's liveability surveys. The monitoring process may result in adjustments to the planning scheme.

SUPERSEDED

SUPERSEDED

12.2 Performance Indicators

PERFORMANCE INDICATORS	DEOS THE PERFORMANCE INDICATORS ASSIST IN ASSESSING
Commercial and industrial activities, services and facilities across the City and in Zones indicated by factors such as vacancy rates, amount of commercial, industrial and other space available and take-up rates.	DEO 1 – ECONOMIC DEVELOPMENT ▪ Sufficient commercial and industrial space. ▪ Appropriate locations for industrial activities. ▪ Good range of local and regional employment opportunities. ▪ Toowoomba's regional centre and Principal Activity Centre status is maintained and strengthened[1]. ▪ Adequate tourism opportunities and Home-based Business activity. ▪ Commercial activities located to best-serve interests of community. ▪ Non-Residential Uses clustered into nodes. DEO 2 – LIVEABILITY ▪ Adequate access by residents to Centres, other employment areas and facilities. ▪ Acceptable industrial activities in close proximity to Residential Areas. ▪ Non-Residential Uses not unduly spreading into Residential Areas. DEO 3 – INFRASTRUCTURE PROVISION ▪ Access by residents to community infrastructure. DEO 4 – NATURAL ENVIRONMENT ▪ Clustering of non-residential activities to reduce private vehicle useage and thus reduce levels of pollution and increased air quality. DEO 5 – LEISURE ▪ Accessible locations for recreational, sporting, cultural and other social activities.
Places and areas of cultural heritage and environmental significance that are conserved.	DEO 1 – ECONOMIC DEVELOPMENT ▪ Amenity of the City to attract visitors and business. DEO 2 – LIVEABILITY ▪ Conservation of significant places and areas. ▪ Distinctive and attractive urban areas. ▪ Amenity of residential and other areas of the City. ▪ Access to natural environment. DEO 4 – NATURAL ENVIRONMENT ▪ Ecologically important and remnant bushland conserved. ▪ Creeks and ecological processes conserved. ▪ Maintain regional wildlife corridor role of the escarpment. ▪ Minimise levels of air and water pollution and soil erosion. DEO 6 – CULTURAL HERITAGE ▪ Conservation of places that have Cultural Heritage Significance.

SUPERSEDED

PERFORMANCE INDICATORS	DEOS THE PERFORMANCE INDICATORS ASSIST IN ASSESSING
Community satisfaction with development outcomes.	ALL DESIRED ENVIRONMENTAL OUTCOMES Community satisfaction with the location and design and other outcomes of development and its impacts will indicate that the planning scheme is achieving satisfactory outcomes for the community.
Area and location of land zoned Open Space (per head of population) and in public ownership.	DEO 1 – ECONOMIC DEVELOPMENT ▪ Contributes to the City amenity and attraction of the City to visitors and business. DEO 2 – LIVEABILITY ▪ Distinctive and attractive City. ▪ Good access to open space, recreation and sporting facilities. ▪ Contributes to sense of place. DEO 4 – NATURAL ENVIRONMENT ▪ Conserve ecologically or visually important areas, including the creeks. ▪ Development sensitive to physical attributes and environmental capability. ▪ Public ownership potentially allows greater level of protection for areas of significance. DEO 5 – LEISURE ▪ Open space is sufficient to meet the needs of the community and demand for regional facilities. ▪ Develop regional open space network. ▪ Equally accessible open space network. ▪ Useable and attractive open space network.
Number of traditional, small-lot and Dual Occupancy housing and Multiple Dwelling Unit approvals and building completions by suburb, including percentage of new Households within 400 m of a local park.	DEO 1 – ECONOMIC DEVELOPMENT ▪ Residential Uses in, and in close proximity to, the regional centre. DEO 2 – LIVEABILITY ▪ The mix of housing types achieved across the City. ▪ Access by residents to housing and lifestyle choice. ▪ Location of housing reflects environmental capability of land and provides access by residents to Centres, other employment areas, facilities, services and open space. ▪ Housing not located where bush fire, land instability and flooding risks are high. DEO 3 – INFRASTRUCTURE PROVISION ▪ Efficient land development. ▪ Ensure that future development options not compromised. ▪ Access by residents to all infrastructure. DEO 4 – NATURAL ENVIRONMENT ▪ Location of housing in close proximity to employment, recreation and community facilities may encourage reduced private vehicle use and increased public transport use. ▪ Low density development along the escarpment. DEO 5 – LEISURE ▪ Residents have equal access to the open space network.

SUPERSEDED

PERFORMANCE INDICATORS	DEOS THE PERFORMANCE INDICATORS ASSIST IN ASSESSING
Number of developments approved contrary to the planning scheme, including the Structure Plans and number refused due to conflict.[2]	ALL DESIRED ENVIRONMENTAL OUTCOMES A high number of developments approved contrary to the planning scheme will indicate that the planning scheme is not reflecting Council policy, is not sufficiently flexible to respond to economic or demographic changes and that the amount of development approved 'out of sequence'.

[1] Amended 24/02/06 – Amendment No.6
[2] Amended 24/02/06 – Amendment No.6

SUPERSEDED

SUPERSEDED

APPENDIX 1

PLACES OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE

Schedule 1[1,2,3,4,5]

Places of Potential Cultural Heritage Significance in the Residential Conservation Zone

(1) The following table in this Schedule contains the addresses and real property descriptions of Places of Potential Cultural Heritage Significance in the Residential Conservation Zone.

(2) These places were classified by the Toowoomba 1996 Heritage Inventory as 'significant'.

(3) For the purposes of correctly identifying the place, where there is a conflict between the address of a place and its real property description then the conflict is to be resolved by reference to the ID number and the accompanying information in the Toowoomba 1996 Heritage Inventory.

Notes:

1. **Further information about each place is contained in the Toowoomba 1996 Heritage Inventory which is periodically updated and is available for inspection at Council's Ruthven Street office.**

2. **The ID number is a number allocated to each place in the Heritage Inventory. An ID may be situated on two different real property descriptions. Conversely, 2 IDs may be situated on the same real property description.**

No.	STREET	LP	ID
2A	Aland Street	AG1961/908	3831
2	Aland Street	AG1961/909	3830
4	Aland Street	RP16775/41	3833
6	Aland Street	RP16779/3	4059
3	Albert Lane	RP16949/115	
7	Albert Lane	RP117756/3	
11	Albert Lane	RP63834/3	
13	Albert Lane	RP63834/2	
15	Albert Lane	RP63834/1	
1	Albert Street	RP47415/3	
3	Albert Street	RP16949/82	
4	Albert Street	RP81419/10	
5	Albert Street	RP16949/83	
6	Albert Street	RP81419/11	
7	Albert Street	SP137471/85	
8	Albert Street	RP79093/12	
10	Albert Street	RP117756/1	
12	Albert Street	RP16963/12	
14	Albert Street	RP44792/2	

No.	STREET	LP	ID
14	Albert Street	RP16963/11	
16	Albert Street	RP16963/9	
17	Albert Street	RP16949/91	
19	Albert Street	RP16949/92	
21	Albert Street	RP42343/6	
22	Albert Street	RP61297/2	
23	Albert Street	RP48126/7	
25	Albert Street	RP48126/6	
29A	Albert Street	RP50016/2	
31	Albert Street	RP50016/1	
35	Albert Street	RP16949/205	
39	Albert Street	RP43251/7	
41	Albert Street	RP43251/6	
43	Albert Street	RP43251/5	
68	Alford Street	RP17779/3	3776
1	Alice Street	RP5640/9	2279
1	Alice Street	RP5640/8	2279
2	Alice Street	RP41426/4	2280
3	Alice Street	RP5640/11	2281

SUPERSEDED

No.	Street	LP	ID
3	Alice Street	RP5640/10	2281
4	Alice Street	RP41426/3	2282
5	Alice Street	RP5640/13	2283
5	Alice Street	RP5640/12	2283
6	Alice Street	RP62609/2	2284
7	Alice Street	RP5639/6	2285
8	Alice Street	RP43191/2	2286
9	Alice Street	RP5639/4	2287
9	Alice Street	RP5639/5	2287
10	Alice Street	RP5639/10	2288
11	Alice Street	RP5639/3	2289
12	Alice Street	RP5639/9	2290
14	Alice Street	RP5639/8	3486
1	Allan Street	RP838199/5	1824
3	Allan Street	RP16549/26	1827
5	Allan Street	RP16549/27	1829
5	Allan Street	RP16549/28	1829
7	Allan Street	RP49330/2	1831
10	Allan Street	RP16549/39	1834
12	Allan Street	RP16549/38	1835
14	Allan Street	RP16549/37	1836
14	Allan Street	RP16549/36	1836
16	Allan Street	RP16549/35	1837
18	Allan Street	RP16549/34	1838
1	Allenby Street	RP73571/2	
1A	Allenby Street	RP112708/3	
10	Allenby Street	RP60899/19	
14	Allenby Street	RP60899/17	
15	Allenby Street	RP62236/2	
4	Anderson Street	RP47057/2	2293
5	Anderson Street	RP5648/8	2294
7	Anderson Street	RP61747/1	2296
8	Anderson Street	RP5648/17	2297
9	Anderson Street	RP61747/5	2298
10	Anderson Street	RP186373/1	2299
11	Anderson Street	RP5648/4	2300
12	Anderson Street	RP5648/19	2301
14	Anderson Street	RP5648/21	2303
14	Anderson Street	RP5648/20	2303
1	Anthony Street	RP16664/20	4313
2	Anthony Street	RP16664/36	4314
3	Anthony Street	RP16664/21	4315
4	Anthony Street	RP16664/35	4316
5	Anthony Street	RP16664/22	4317
6	Anthony Street	RP16664/34	4318
7	Anthony Street	RP16664/23	4319
8	Anthony Street	RP16665/6	4320
9	Anthony Street	RP16664/24	4321
10	Anthony Street	RP16665/5	4322
1	Anzac Avenue	RP50318/2	2101
3	Anzac Avenue	RP50318/1	2102
5	Anzac Avenue	RP66468/1	2103
7	Anzac Avenue	RP66468/4	2105
9	Anzac Avenue	RP16996/4	
11	Anzac Avenue	RP16949/53	2108
12	Anzac Avenue	RP16935/3	2109
13	Anzac Avenue	RP16949/54	2110
14	Anzac Avenue	RP16935/2	2111
15	Anzac Avenue	RP16956/5	2112
16	Anzac Avenue	RP16936/12	2113
17	Anzac Avenue	RP16956/4	2114
18	Anzac Avenue	RP16933/13	2115
19	Anzac Avenue	RP57396/3	2116
20	Anzac Avenue	RP16933/14	2117
21	Anzac Avenue	RP57396/2	2118
23	Anzac Avenue	RP57396/1	2120
24	Anzac Avenue	RP16933/17	2100
24	Anzac Avenue	RP16933/18	2100
24	Anzac Avenue	RP16933/19	2100
24	Anzac Avenue	RP16933/20	2100
25	Anzac Avenue	RP45972/1	2121
26A	Anzac Avenue	RP53523/4	2122
26	Anzac Avenue	RP16933/21	2099
26	Anzac Avenue	RP16940/68	2099
27	Anzac Avenue	RP45972/2	2123
28	Anzac Avenue	RP53523/3	2098
29	Anzac Avenue	RP45972/3	2124
30A	Anzac Avenue	RP53523/1	4040
30	Anzac Avenue	RP53523/2	2125
31	Anzac Avenue	RP45972/4	2126
32	Anzac Avenue	RP16940/62	2127
32	Anzac Avenue	RP52279/2	2127
34	Anzac Avenue	RP52279/1	2129
34	Anzac Avenue	RP16940/60	2129

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No.	Street	LP	ID
35	Anzac Avenue	RP16949/76	2130
36	Anzac Avenue	RP16940/59	2131
37A	Anzac Avenue	RP55768/2	3392
41	Anzac Avenue	RP47415/2	2136
42	Anzac Avenue	RP56086/1	2137
43	Anzac Avenue	RP47415/1	2138
45	Anzac Avenue	RP16961/1	2139
45	Anzac Avenue	RP16961/2	2139
46	Anzac Avenue	RP856513/11	2140
47	Anzac Avenue	RP43185/3	2141
48	Anzac Avenue	RP16940/49	2142
48	Anzac Avenue	RP16940/48	2142
49	Anzac Avenue	RP43185/5	2143
51	Anzac Avenue	RP16961/6	2146
52	Anzac Avenue	RP51211/3	2147
53	Anzac Avenue	RP16961/7	2148
53	Anzac Avenue	RP16961/8	2148
54	Anzac Avenue	RP51211/1	2149
56	Anzac Avenue	RP50324/1	2151
57	Anzac Avenue	RP16949/121	2152
58	Anzac Avenue	RP50809/2	2153
59	Anzac Avenue	RP16949/122	2154
62	Anzac Avenue	RP16942/1	2157
65	Anzac Avenue	RP16950/1	2160
65	Anzac Avenue	RP16950/2	2160
67	Anzac Avenue	RP16950/3	2161
71	Anzac Avenue	RP16964/2	4233
71	Anzac Avenue	RP16964/3	4233
75	Anzac Avenue	RP16964/7	2163
75	Anzac Avenue	RP16964/8	2163
81	Anzac Avenue	RP112708/1	2170
99	Anzac Avenue	RP60899/10	2183
1	Argyle Street	RP54605/20	1513
2	Argyle Street	RP16878/3	1514
5	Argyle Street	RP62210/25	1518
9	Argyle Street	RP16872/29	1521
9	Argyle Street	RP16872/28	1521
9	Argyle Street	RP16872/27	1521
14	Argyle Street	RP16876/8	1526
14	Argyle Street	RP16876/5	1526
15	Argyle Street	RP16872/33	1527
15	Argyle Street	RP16872/32	1527

No.	Street	LP	ID
16	Argyle Street	RP16875/3	1528
16	Argyle Street	RP16876/4	1528
1	Arthur Street	RP75744/3	181
2	Arthur Street	RP52753/24	183
4	Arthur Street	RP5655/28	185
4	Arthur Street	RP5655/29	185
4	Arthur Street	RP5655/30	185
4	Arthur Street	RP5655/31	185
5	Arthur Street	RP53349/1	186
6	Arthur Street	RP5655/25	187
6	Arthur Street	RP5655/26	187
8	Arthur Street	RP894048/22	189
9-11	Arthur Street	RP93510/2	190
9-11	Arthur Street	RP5665/1	190
9-11	Arthur Street	RP5665/2	190
9-11	Arthur Street	RP5665/3	190
9-11	Arthur Street	RP5666/4	190
9-11	Arthur Street	RP99567/2	190
9-11	Arthur Street	RP53349/3	190
12	Arthur Street	RP45039/1	3542
14	Arthur Street	RP5655/5	192
14	Arthur Street	RP5655/6	192
14	Arthur Street	RP45039/2	192
16	Arthur Street	RP5655/3	194
16	Arthur Street	RP5655/4	194
18	Arthur Street	RP138890/2	3543
19	Arthur Street	D1041/200	196
20	Arthur Street	SP150531/11	197
20	Arthur Street	SP150531/12	197
21	Arthur Street	D1041/199	198
22	Arthur Street	RP5649/2	199
23A	Arthur Street	RP51537/9	3545
23	Arthur Street	D1041/198	3544
24	Arthur Street	D1041/157	200
25	Arthur Street	RP51537/2	201
26	Arthur Street	D1041/158	202
27	Arthur Street	RP5637/35	203
28	Arthur Street	D1041/159	205
29	Arthur Street	RP122709/1	206
30	Arthur Street	D1041/160	207
31	Arthur Street	RP5640/1	208
32	Arthur Street	RP68151/2	209

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No.	Street	LP	ID
33	Arthur Street	RP88641/1	211
33	Arthur Street	RP5640/2	211
34	Arthur Street	RP51153/1	212
35	Arthur Street	RP88641/2	213
36A	Arthur Street	RP55692/1	215
36	Arthur Street	RP51153/2	214
36	Arthur Street	RP51153/5	214
37	Arthur Street	RP62609/1	216
38	Arthur Street	RP55692/2	217
39	Arthur Street	RP43191/1	218
40	Arthur Street	RP55692/3	219
41	Arthur Street	RP5638/1	220
43	Arthur Street	RP5638/2	222
46	Arthur Street	RP47749/2	223
48	Arthur Street	RP64412/1	224
58	Arthur Street	RP74381/1	227
1A	Ascot Street	RP54405/7	
5	Ascot Street	RP17227/68	
7	Ascot Street	RP17227/65	
10	Ascot Street	RP17221/73	
11	Ascot Street	RP142894/3	
15	Ascot Street	RP101766/1	
16	Ascot Street	RP17221/78	
17	Ascot Street	RP17227/56	
21	Ascot Street	RP17227/52	
24	Ascot Street	RP85098/1	
27	Ascot Street	RP17227/48	
3	Atkinson Street	RP16764/28	3351
4	Atkinson Street	RP55556/4	3171
6	Atkinson Street	RP16764/33	3172
7	Atkinson Street	RP16764/25	3354
8	Atkinson Street	RP16764/35	3174
8	Atkinson Street	RP16764/34	3174
9	Atkinson Street	RP16764/22	3175
9	Atkinson Street	RP16764/23	3175
10	Atkinson Street	RP16764/37	3355
10	Atkinson Street	RP16764/36	3355
11	Atkinson Street	RP16764/21	3177
12	Atkinson Street	RP16764/40	3179
14	Atkinson Street	RP16764/41	3181
2	Beirne Street	RP16759/28	3487
3	Beirne Street	RP55665/1	3488

No.	Street	LP	ID
5	Beirne Street	RP16760/1	3490
6	Beirne Street	RP16759/30	3491
7	Beirne Street	RP16760/2	3492
8	Beirne Street	RP16759/31	3493
9	Beirne Street	RP16760/4	3494
9	Beirne Street	RP16760/3	3494
10	Beirne Street	RP16759/32	3495
14	Beirne Street	RP16759/34	3498
7	Belgium Street	RP16786/6	3630
11	Belgium Street	RP16786/8	3632
13	Belgium Street	RP16786/9	3633
2	Bernard Street	RP17011/32	
4	Bernard Street	RP17011/33	
5A	Bernard Street	RP17013/27	
6	Bernard Street	RP17011/34	
8	Bernard Street	RP17011/35	
12	Bernard Street	SP146578/38	
9	Birdwood Street	RP89655/8	
11	Birdwood Street	RP89655/11	
3	Bothwell Street	RP84396/40	
4	Bothwell Street	RP66331/134	
6	Bothwell Street	RP17021/130	
7	Bothwell Street	RP17021/45	
8	Bothwell Street	RP17021/128	
10	Bothwell Street	RP17021/125	
11	Bothwell Street	RP17021/49	
12	Bothwell Street	RP17021/124	
13A	Bothwell Street	RP17021/55	
14	Bothwell Street	RP17021/121	
15	Bothwell Street	RP93004/1	
16	Bothwell Street	RP17021/118	
17	Bothwell Street	RP93004/2	
18	Bothwell Street	RP17021/117	
20	Bothwell Street	RP84553/1	
21	Bothwell Street	RP17021/63	
23	Bothwell Street	RP84941/1	
28	Bothwell Street	RP17021/177	
1	Boulton Terrace	RP54935/17	1529
4	Boulton Terrace	RP16387/21	1531
6	Boulton Terrace	RP16387/20	1533
8	Boulton Terrace	RP16387/19	1535
9	Boulton Terrace	RP54935/13	1536

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No.	Street	LP	ID
10	Boulton Terrace	RP79488/2	1537
11	Boulton Terrace	RP54935/12	1538
11	Boulton Terrace	RP54935/11	1538
12	Boulton Terrace	RP16387/17	1540
13	Boulton Terrace	RP54935/10	1541
14	Boulton Terrace	RP16387/16	1543
15	Boulton Terrace	RP16387/11	1542
16	Boulton Terrace	RP16387/15	1544
18	Boulton Terrace	RP16387/14	1545
20	Boulton Terrace	RP16387/13	1546
22	Boulton Terrace	RP16387/12	1547
1	Bracker Street	RP5375/2	4351
3	Bracker Street	RP5375/3	4352
7	Bracker Street	RP5376/4	4323
2	Braemar Street	RP95256/3	2971
3	Braemar Street	RP61122/17	2973
10	Braemar Street	RP53050/11	2980
1	Bridge Street	RP97379/7	670
1	Bridge Street	RP5680/8	670
5	Bridge Street	RP133214/1	3805
7	Bridge Street	RP65590/10	681
12	Bridge Street	RP84737/1	685
13-15	Bridge Street	RP53175/40	688
13-15	Bridge Street	RP53175/39	688
16	Bridge Street	RP58021/1	669
19	Bridge Street	RP53175/30	692
19	Bridge Street	RP57613/1	692
22	Bridge Street	RP5674/11	695
22	Bridge Street	RP5674/12	695
23	Bridge Street	RP53175/28	696
24	Bridge Street	RP5674/9	697
24	Bridge Street	RP5674/10	697
25	Bridge Street	RP53175/27	698
26	Bridge Street	RP5674/8	699
27	Bridge Street	RP43555/20	700
28	Bridge Street	RP5674/5	701
28	Bridge Street	RP5674/6	701
28	Bridge Street	RP5674/7	701
29	Bridge Street	RP43555/19	702
30	Bridge Street	RP5674/1	703
30	Bridge Street	RP5674/2	703
30	Bridge Street	RP5674/3	703

No.	Street	LP	ID
31	Bridge Street	RP43555/18	704
32	Bridge Street	RP53118/5	705
34A	Bridge Street	RP53118/1	709
34	Bridge Street	RP53118/2	708
36C	Bridge Street	RP55640/5	713
37	Bridge Street	RP43555/16	714
38A	Bridge Street	RP55640/2	716
39	Bridge Street	RP53752/2	717
40	Bridge Street	RP55640/1	718
41A	Bridge Street	RP43555/14	720
42A	Bridge Street	RP900884/50	722
43	Bridge Street	RP43555/13	723
46	Bridge Street	RP104163/4	726
47	Bridge Street	RP227955/17	728
48	Bridge Street	RP17816/6	729
49A	Bridge Street	RP17790/15	732
49	Bridge Street	RP17790/16	731
50	Bridge Street	RP17816/8	733
51	Bridge Street	RP842423/14	734
52	Bridge Street	RP110538/2	735
53	Bridge Street	RP17790/12	737
53	Bridge Street	RP17790/13	737
54	Bridge Street	RP50262/3	738
54	Bridge Street	RP70015/2	738
55	Bridge Street	RP17790/11	740
56	Bridge Street	RP50262/1	741
57	Bridge Street	RP17790/10	742
58	Bridge Street	RP17809/3	1616
58	Bridge Street	RP17809/4	1616
59	Bridge Street	RP17790/9	743
60	Bridge Street	RP17809/1	1617
60	Bridge Street	RP17809/2	1617
61	Bridge Street	RP148528/2	1613
63	Bridge Street	RP17790/2	744
63	Bridge Street	RP17790/3	744
65	Bridge Street	RP17790/1	1620
66	Bridge Street	RP17808/10	1621
67	Bridge Street	RP17789/2	1622
68	Bridge Street	RP17808/9	1623
69	Bridge Street	RP85870/1	1624
70A	Bridge Street	RP17808/7	1626
70	Bridge Street	RP17808/8	1625

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No.	Street	LP	ID
71	Bridge Street	RP17787/15	1627
71	Bridge Street	RP17787/16	1627
72	Bridge Street	RP17808/3	1628
73	Bridge Street	RP17787/13	1629
73	Bridge Street	RP17787/14	1629
74A	Bridge Street	RP17808/1	1631
74	Bridge Street	RP17808/2	1630
75	Bridge Street	RP17787/11	1632
75	Bridge Street	RP17787/12	1632
77	Bridge Street	RP17787/9	1633
77	Bridge Street	RP17787/10	1633
79	Bridge Street	RP905940/8	1635
80	Bridge Street	RP91842/36	1636
81	Bridge Street	RP17787/6	1637
82	Bridge Street	RP17792/38	3546
82	Bridge Street	RP17792/37	3546
84	Bridge Street	RP17792/67	1638
84	Bridge Street	RP17792/68	1638
85A	Bridge Street	RP87021/2	1639
86	Bridge Street	RP17792/64	1640
86	Bridge Street	RP17792/65	1640
86	Bridge Street	RP17792/66	1640
87	Bridge Street	RP17782/32	1641
89	Bridge Street	RP17782/31	1642
91	Bridge Street	RP17782/30	1643
93	Bridge Street	RP17782/29	1644
95	Bridge Street	RP17782/28	1645
97	Bridge Street	RP73331/3	1646
99A	Bridge Street	RP52585/1	1648
99	Bridge Street	RP73331/1	1647
101	Bridge Street	RP17782/18	1649
102	Bridge Street	RP16712/122	3547
102	Bridge Street	RP16712/123	3547
103	Bridge Street	RP17782/17	1650
104	Bridge Street	RP16712/121	3548
106	Bridge Street	RP16712/119	3549
106	Bridge Street	RP16712/120	3549
107	Bridge Street	RP42766/2	4094
108	Bridge Street	RP16712/117	3550
108	Bridge Street	RP16712/118	3550
109	Bridge Street	RP42766/1	4093
110	Bridge Street	RP16712/115	3551

No.	Street	LP	ID
110	Bridge Street	RP16712/116	3551
111	Bridge Street	RP152684/1	4091
111	Bridge Street	RP864868/7	4092
112	Bridge Street	RP16712/91	3552
112	Bridge Street	RP16712/92	3552
114	Bridge Street	RP89344/90	3553
117	Bridge Street	RP17782/4	4088
117	Bridge Street	RP17782/4	4089
118	Bridge Street	SP101303/60	4070
118	Bridge Street	SP101303/60	4071
119	Bridge Street	RP16720/171	4087
119	Bridge Street	RP16720/172	4087
119	Bridge Street	RP16720/173	4087
122A	Bridge Street	RP55778/1	3555
122	Bridge Street	RP55778/2	3554
123	Bridge Street	RP154764/2	4085
124	Bridge Street	RP68887/2	3556
125	Bridge Street	RP154764/1	4084
127	Bridge Street	RP16720/135	4083
127	Bridge Street	RP16720/136	4083
129	Bridge Street	RP16724/2	4082
130	Bridge Street	RP42498/3	2983
131	Bridge Street	RP16724/1	4081
132	Bridge Street	RP16619/6	2984
133	Bridge Street	RP16723/1	4080
134	Bridge Street	RP16619/5	2985
135	Bridge Street	RP16723/2	4079
136	Bridge Street	RP16617/21	2986
140A	Bridge Street	RP55701/1	2988
140	Bridge Street	RP55701/2	2987
142	Bridge Street	RP16624/1	2391
142	Bridge Street	RP16624/2	2391
144	Bridge Street	RP138899/1	4563
146	Bridge Street	RP16630/12	4564
148	Bridge Street	RP16630/11	4565
149	Bridge Street	RP16610/6	1652
150	Bridge Street	RP16630/10	4566
151	Bridge Street	RP16610/4	1654
152	Bridge Street	RP16630/9	4567
153	Bridge Street	RP16610/3	3558
155	Bridge Street	RP16610/2	1655
157	Bridge Street	RP16610/1	1656

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No.	Street	LP	ID
159	Bridge Street	RP16612/8	1657
161	Bridge Street	RP16612/1	1658
163	Bridge Street	RP16610/28	3559
165	Bridge Street	RP16610/27	1659
167	Bridge Street	RP16610/51	3560
169	Bridge Street	RP16610/49	3561
172	Bridge Street	RP897843/3	745
174A	Bridge Street	RP49750/3	747
174	Bridge Street	RP16442/1	746
174	Bridge Street	RP16442/2	746
174	Bridge Street	RP49540/1	746
176	Bridge Street	RP49750/2	748
177	Bridge Street	D10391/3	1663
178	Bridge Street	RP54615/23	749
182	Bridge Street	RP16433/2	750
195	Bridge Street	AG3368/81	3837
199	Bridge Street	AG3300/79	3839
200	Bridge Street	RP895569/4	
201	Bridge Street	AG3364/78	3840
202	Bridge Street	RP895570/1	
204	Bridge Street	RP17055/59	
205	Bridge Street	RP161726/1	3842
205	Bridge Street	RP161726/2	3842
207	Bridge Street	AG3382/75	3843
208	Bridge Street	RP17055/57	
209	Bridge Street	AG3365/74	3844
211	Bridge Street	AG3395/73	3845
212	Bridge Street	RP59638/2	
213	Bridge Street	AG3310/72	3846
216	Bridge Street	RP17055/18	
217	Bridge Street	AG3338/70	3848
219	Bridge Street	AG3317/69	3849
221-223	Bridge Street	RP882901/67	3850
222	Bridge Street	RP43639/1	
225	Bridge Street	AG4306/66	3852
226A	Bridge Street	RP76579/2	
226	Bridge Street	RP17021/139	
228A	Bridge Street	RP81102/2	
228	Bridge Street	RP76579/1	
229	Bridge Street	RP16473/2	4057
229	Bridge Street	RP16473/1	4057
230	Bridge Street	RP81102/1	
231	Bridge Street	RP16474/2	4058
231	Bridge Street	RP16473/4	4058
231	Bridge Street	RP16473/3	4058
232	Bridge Street	RP17021/96	
233	Bridge Street	SP102783/6	3854
233	Bridge Street	SP102783/7	3854
234	Bridge Street	RP17021/94	
236	Bridge Street	RP17021/92	
238	Bridge Street	RP17021/36	
240	Bridge Street	RP17021/34	
242	Bridge Street	RP50847/2	
244	Bridge Street	RP50847/1	
246	Bridge Street	RP17048/29	
254	Bridge Street	RP55270/1	
256	Bridge Street	RP55270/14	
260	Bridge Street	RP17026/6	
262	Bridge Street	RP17026/4	
264	Bridge Street	RP75468/1	
266	Bridge Street	RP17026/2	
268	Bridge Street	RP61408/2	
270A	Bridge Street	RP62732/16	
274	Bridge Street	RP117581/1	
1	Brodribb Street	SP126714/8	3531
3	Brodribb Street	RP16209/36	2186
5	Brodribb Street	RP16209/38	2188
5	Brodribb Street	RP16209/39	2188
7	Brodribb Street	RP16209/40	2189
7	Brodribb Street	RP16209/41	2189
9	Brodribb Street	RP16209/42	2190
9	Brodribb Street	RP16209/43	2190
11	Brodribb Street	RP16209/45	2192
12	Brodribb Street	SP109982/4	3379
13	Brodribb Street	RP16209/46	2193
13	Brodribb Street	RP56455/1	2193
15	Brodribb Street	RP56455/2	2194
15	Brodribb Street	RP16209/48	2194
17	Brodribb Street	RP16208/8	2195
4	Bruce Street	RP16820/57	764
4	Bruce Street	RP16820/56	764
6	Bruce Street	RP16820/59	765
6	Bruce Street	RP16820/58	765
10	Bruce Street	RP56798/2	768

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No.	Street	LP	ID
12	Bruce Street	RP56798/1	769
1	Burns Street	RP16828/5	1548
3	Burns Street	RP16820/14	1552
3	Burns Street	RP16820/15	1552
4	Burns Street	RP85369/1	1554
5	Burns Street	RP16820/12	1556
7	Burns Street	RP16820/10	1558
7	Burns Street	RP16820/11	1558
8	Burns Street	RP16820/36	1559
10	Burns Street	RP16820/35	1562
11	Burns Street	RP16820/7	1563
12	Burns Street	RP16820/34	1564
13	Burns Street	RP16820/6	1565
14	Burns Street	RP144404/1	1566
15	Burns Street	RP16820/5	1567
17	Burns Street	RP90927/3	1568
17	Burns Street	RP90927/1	1568
2	Burstow Street	RP5689/1	755
4	Burstow Street	RP5689/2	756
16	Burstow Street	RP16826/3	758
20	Burstow Street	RP16826/6	760
5A	Campbell Street	RP54987/1	2487
5	Campbell Street	RP54987/3	2485
9	Campbell Street	D1042/23	2492
10	Campbell Street	RP51770/17	2493
11	Campbell Street	RP5672/5	2494
13	Campbell Street	RP5672/2	2496
15	Campbell Street	RP5672/1	2497
18	Campbell Street	RP51770/13	2500
21	Campbell Street	RP17818/7	2502
22	Campbell Street	RP190467/1	2503
24	Campbell Street	RP51770/9	2505
24	Campbell Street	RP51770/10	2505
27	Campbell Street	RP17818/26	2508
27	Campbell Street	RP17818/25	2508
29	Campbell Street	RP17820/5	2509
29	Campbell Street	RP17820/6	2509
31	Campbell Street	RP17820/3	2510
31	Campbell Street	RP17820/4	2510
33	Campbell Street	RP48223/3	2511
35	Campbell Street	RP48223/1	2512
39	Campbell Street	RP17815/1	2515

No.	Street	LP	ID
40	Campbell Street	RP867564/7	2516
41	Campbell Street	RP17815/2	2517
42	Campbell Street	RP5661/2	2518
42	Campbell Street	RP5661/1	2518
43	Campbell Street	RP17812/3	2519
44	Campbell Street	RP125400/1	2520
45	Campbell Street	RP17812/6	2521
46A	Campbell Street	RP51509/1	2522
46	Campbell Street	RP74245/1	2989
47	Campbell Street	RP42941/2	2523
48	Campbell Street	RP51509/3	2524
50	Campbell Street	RP84272/1	2526
51	Campbell Street	RP17814/5	2527
53	Campbell Street	RP17814/4	2529
54	Campbell Street	RP5641/2	2530
54	Campbell Street	RP5637/7	2530
55	Campbell Street	RP51474/2	2531
56	Campbell Street	RP5637/5	2532
56	Campbell Street	RP5641/1	2532
57	Campbell Street	RP162611/2	2533
58	Campbell Street	RP5637/4	2534
59	Campbell Street	RP17802/4	2535
60	Campbell Street	RP62896/2	2536
61	Campbell Street	RP17802/3	2537
62	Campbell Street	RP47192/2	2538
65	Campbell Street	RP17805/3	2542
67	Campbell Street	RP17805/2	2544
68	Campbell Street	RP5635/7	2545
68	Campbell Street	RP5635/8	2545
70	Campbell Street	RP5635/5	2547
70	Campbell Street	RP5635/6	2547
74	Campbell Street	RP5635/1	2549
74	Campbell Street	RP5635/2	2549
75	Campbell Street	RP46692/2	2551
76	Campbell Street	RP807349/7	2552
77	Campbell Street	RP16710/12	2553
78A	Campbell Street	RP84970/2	2555
78	Campbell Street	RP48179/5	2554
78	Campbell Street	RP48179/6	2554
79	Campbell Street	RP16710/11	2556
80	Campbell Street	RP16694/41	4589
80	Campbell Street	RP16694/42	4588

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No.	Street	LP	ID
80	Campbell Street	RP16694/43	2557
80	Campbell Street	RP16694/44	2557
81	Campbell Street	RP16710/10	2558
82	Campbell Street	RP16694/39	2559
82	Campbell Street	RP16694/40	2559
83	Campbell Street	RP16710/9	2560
84	Campbell Street	RP16694/37	2561
84	Campbell Street	RP16694/38	2561
85A	Campbell Street	RP73930/1	2563
85	Campbell Street	RP159846/2	2562
86	Campbell Street	RP16694/35	2564
86	Campbell Street	RP16694/36	2564
87	Campbell Street	RP16708/2	2565
88	Campbell Street	RP16694/33	2566
88	Campbell Street	RP16694/34	2566
89	Campbell Street	RP16708/1	2567
90	Campbell Street	RP16694/31	2568
90	Campbell Street	RP16694/32	2568
91	Campbell Street	RP85851/3	2569
92	Campbell Street	RP825875/28	2570
93	Campbell Street	RP44320/4	2571
94	Campbell Street	RP16694/25	2572
94	Campbell Street	RP16694/26	2572
94	Campbell Street	RP16694/27	2572
97	Campbell Street	RP44320/1	2990
98	Campbell Street	RP16694/19	2575
98	Campbell Street	RP16694/20	2575
98	Campbell Street	RP16694/21	2575
99A	Campbell Street	RP16653/2	4169
100	Campbell Street	SP113443/17	2576
101	Campbell Street	RP16656/2	4170
102	Campbell Street	RP16694/15	2577
102	Campbell Street	RP16694/16	2577
104C	Campbell Street	RP56235/1	2581
104	Campbell Street	RP16694/11	2578
104	Campbell Street	RP16694/12	2578
104	Campbell Street	RP16694/13	2578
104	Campbell Street	RP16694/14	2578
106-108	Campbell Street	RP16664/17	4162
106-108	Campbell Street	RP16664/16	4162
107	Campbell Street	RP51218/3	4155
109	Campbell Street	RP51218/1	4372

No.	Street	LP	ID
109	Campbell Street	RP51218/1	4443
110	Campbell Street	RP16664/15	4163
112	Campbell Street	RP16664/13	4164
112	Campbell Street	RP16664/14	4164
114	Campbell Street	RP16664/12	4165
116	Campbell Street	RP16664/11	4166
129	Campbell Street	RP16414/5	771
131	Campbell Street	RP93323/1	772
133	Campbell Street	RP93323/2	773
139	Campbell Street	RP122984/1	1725
141	Campbell Street	RP64293/17	776
143	Campbell Street	RP64293/19	777
145	Campbell Street	RP16394/20	778
147	Campbell Street	RP16394/21	779
149	Campbell Street	RP41325/1	780
150	Campbell Street	RP16376/5	1726
151	Campbell Street	RP16392/15	781
151	Campbell Street	RP16392/14	781
153	Campbell Street	SP103764/16	1728
154	Campbell Street	RP16372/2	782
155	Campbell Street	RP16392/19	783
155	Campbell Street	RP16392/18	783
156	Campbell Street	RP16372/1	784
158	Campbell Street	RP16359/15	786
160	Campbell Street	RP47877/18	1729
160	Campbell Street	RP47877/17	1729
162	Campbell Street	RP70053/2	1731
165	Campbell Street	RP54935/1	790
166	Campbell Street	RP48680/2	1732
168	Campbell Street	RP48680/1	791
170	Campbell Street	RP65101/2	792
171	Campbell Street	RP46091/2	
173	Campbell Street	RP46091/1	
175	Campbell Street	RP17017/9	
176	Campbell Street	RP16347/1	795
177	Campbell Street	RP17017/10	
178	Campbell Street	RP16348/1	1734
178	Campbell Street	RP16347/2	1734
181	Campbell Street	RP16997/112	
182	Campbell Street	RP16347/4	1736
184	Campbell Street	RP16340/8	1737
186	Campbell Street	RP169498/3	1738

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No.	Street	LP	ID
187	Campbell Street	RP17018/15	
188	Campbell Street	RP169498/1	1739
189	Campbell Street	RP16997/116	
191A	Campbell Street	RP17020/1	
191	Campbell Street	RP17020/2	
192	Campbell Street	RP134740/1	
193A	Campbell Street	RP49547/2	
194	Campbell Street	RP17002/3	
195	Campbell Street	RP49547/1	
196	Campbell Street	RP17002/2	
197	Campbell Street	RP17021/178	
198	Campbell Street	RP17002/1	
200	Campbell Street	RP84076/1	
201A	Campbell Street	RP50539/1	
201	Campbell Street	RP17021/66	
202	Campbell Street	RP69017/1	
204	Campbell Street	RP55101/1	
205	Campbell Street	RP17023/7	
206	Campbell Street	RP17003/46	
208	Campbell Street	RP17003/35	
209	Campbell Street	RP17023/5	
210A	Campbell Street	RP17003/36	
210	Campbell Street	RP17003/37	
211	Campbell Street	RP17023/4	
212	Campbell Street	RP17003/40	
213	Campbell Street	RP17023/3	
215	Campbell Street	RP17023/1	
216	Campbell Street	RP17003/44	
217	Campbell Street	RP17026/49	
219	Campbell Street	RP17026/50	
222A	Campbell Street	RP51040/4	
224A	Campbell Street	RP51040/1	
224B	Campbell Street	RP51040/2	
226	Campbell Street	SP126710/29	
228A	Campbell Street	RP74665/1	
229	Campbell Street	SP110793/39	
230	Campbell Street	RP63390/3	
231	Campbell Street	SP116266/42	
232	Campbell Street	SP176365/17	
233A	Campbell Street	RP88975/1	
234	Campbell Street	RP47918/3	
238A	Campbell Street	RP203781/17	

No.	Street	LP	ID
238	Campbell Street	RP47918/1	
243	Campbell Street	RP69625/2	
244	Campbell Street	RP17011/31	
246A	Campbell Street	RP17011/29	
246	Campbell Street	RP17011/30	
247	Campbell Street	RP17028/1	
248A	Campbell Street	RP90458/1	
248	Campbell Street	RP90458/2	
250	Campbell Street	RP88788/17	
252A	Campbell Street	RP17011/13	
254	Campbell Street	RP17011/14	
256	Campbell Street	RP72283/2	
1	Carlton Street	RP16554/23	2616
1	Carlton Street	RP16554/22	2616
1	Carlton Street	RP16554/21	2616
2	Carlton Street	RP16554/12	2617
2	Carlton Street	RP16554/11	2617
3	Carlton Street	RP16554/26	2618
3	Carlton Street	RP16554/25	2618
3	Carlton Street	RP16554/24	2618
4	Carlton Street	RP16554/15	2621
4	Carlton Street	RP16554/14	2621
4	Carlton Street	RP16554/13	2621
6	Carlton Street	RP16554/17	2624
6	Carlton Street	RP16554/16	2624
7	Carlton Street	RP56459/1	2627
7	Carlton Street	RP56459/3	2627
8	Carlton Street	RP111699/1	2623
10	Carlton Street	RP111699/2	2626
12	Carlton Street	RP56817/3	2629
14	Carlton Street	RP56817/2	2631
1	Cavell Street	RP17816/23	1569
2A	Cavell Street	RP17816/31	1571
5	Cavell Street	RP17816/20	1574
6	Cavell Street	RP17816/33	1575
7	Cavell Street	RP17816/19	1576
8	Cavell Street	RP17816/34	1577
10	Cavell Street	RP17816/36	1580
10	Cavell Street	RP17816/37	1580
11	Cavell Street	RP17816/17	1581
13	Cavell Street	RP17816/16	1582
14	Cavell Street	RP17816/38	1583

SUPERSEDED

No.	Street	LP	ID
15	Cavell Street	RP17816/15	1584
16	Cavell Street	RP17816/39	1585
17	Cavell Street	RP17816/14	1586
18	Cavell Street	RP17816/40	1587
19	Cavell Street	RP17846/17	1589
21	Cavell Street	RP17846/18	1591
23	Cavell Street	RP17846/19	1593
25	Cavell Street	RP17846/20	1595
26	Cavell Street	RP17846/16	1596
28	Cavell Street	RP17846/14	1598
28	Cavell Street	RP17846/15	1598
29	Cavell Street	RP17846/22	1600
30	Cavell Street	RP17846/12	1601
31	Cavell Street	RP17846/23	1602
32	Cavell Street	RP17846/11	1603
33	Cavell Street	RP17846/24	1604
34	Cavell Street	RP17846/10	1605
35	Cavell Street	RP17846/25	1606
36	Cavell Street	RP17846/8	1607
36	Cavell Street	RP17846/9	1607
37	Cavell Street	RP17846/26	1608
38	Cavell Street	RP17846/7	1609
40	Cavell Street	RP17846/6	1611
2	Cay Street	RP17026/7	
3	Cay Street	RP17026/47	
4	Cay Street	RP17026/8	
5A	Cay Street	RP17026/45	
5	Cay Street	RP17026/46	
6A	Cay Street	RP17026/10	
6	Cay Street	RP17026/9	
7-9	Cay Street	SP164273/43	
8	Cay Street	RP17026/11	
10	Cay Street	RP17026/12	
14	Cay Street	RP85885/14	
20	Cay Street	RP61663/17	
22	Cay Street	RP61663/19	
23	Cay Street	RP17026/38	
25	Cay Street	RP17026/37	
26	Cay Street	RP17026/21	
27	Cay Street	RP17026/36	
28	Cay Street	RP17026/22	
29	Cay Street	RP17026/35	

No.	Street	LP	ID
31	Cay Street	RP17026/34	
32A	Cay Street	RP17026/24	
32	Cay Street	RP17026/23	
33	Cay Street	RP17026/33	
34	Cay Street	RP17026/25	
35	Cay Street	RP17026/32	
37	Cay Street	RP17026/31	
38	Cay Street	RP17026/27	
40	Cay Street	RP63099/2	
42	Cay Street	RP63099/1	
3	Cecil Street	SP116264/14	1389
4	Cecil Street	RP127649/1	1390
6	Cecil Street	RP139330/1	1393
7A	Cecil Street	RP40098/1	510
8	Cecil Street	RP894482/9	1395
10	Cecil Street	RP16266/3	1396
1A	Charles Street	RP17226/60	
3	Charles Street	RP17226/62	
4	Charles Street	RP54405/1	
5	Charles Street	RP17226/64	
7	Charles Street	RP17226/66	
9A	Charles Street	RP75355/70	
9	Charles Street	RP17226/68	
11	Charles Street	RP164834/2	
13A	Charles Street	RP17226/76	
13	Charles Street	RP68115/2	
14	Charles Street	RP17227/19	
15	Charles Street	RP17226/77	
16	Charles Street	RP17227/20	
22	Charles Street	RP147544/1	
23	Charles Street	RP17226/85	
24	Charles Street	RP17227/27	
26	Charles Street	RP17227/28	
28	Charles Street	RP47996/29	
30	Charles Street	RP84395/2	
32	Charles Street	RP84395/1	
36	Charles Street	RP17227/35	
1A	Charlotte Street	RP17055/74	
1	Charlotte Street	RP69478/34	
5	Charlotte Street	RP57067/1	
7	Charlotte Street	RP57067/2	
9	Charlotte Street	RP43639/10	

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No.	Street	LP	ID
10	Charlotte Street	RP17055/32	
11	Charlotte Street	RP43639/9	
12	Charlotte Street	RP17055/30	
13	Charlotte Street	RP72196/3	
14	Charlotte Street	RP17055/28	
15	Charlotte Street	RP77190/1	
16	Charlotte Street	RP43639/12	
17	Charlotte Street	RP77190/2	
18	Charlotte Street	RP43639/13	
19	Charlotte Street	RP49778/22	
20	Charlotte Street	RP17021/159	
21	Charlotte Street	RP131513/3	
22	Charlotte Street	RP17021/162	
23	Charlotte Street	RP131513/2	
24	Charlotte Street	RP17021/164	
26	Charlotte Street	RP17021/166	
28	Charlotte Street	RP17021/169	
2	Christmas Street	RP16479/23	989
2	Christmas Street	RP16480/7	989
3	Christmas Street	RP61134/2	991
5	Christmas Street	RP61134/3	993
6	Christmas Street	RP16479/25	994
7	Christmas Street	RP16479/42	995
8	Christmas Street	RP16479/26	996
9	Christmas Street	RP16479/43	997
10	Christmas Street	RP16479/27	998
12	Christmas Street	RP16479/28	1000
15	Christmas Street	RP16479/46	1002
18	Christmas Street	RP16479/31	1005
20	Christmas Street	RP16479/32	1007
23	Christmas Street	RP16479/50	1010
24	Christmas Street	RP16479/34	1011
25	Christmas Street	RP16483/7	1012
25	Christmas Street	RP16483/8	1012
27	Christmas Street	RP16483/6	1014
29	Christmas Street	RP16483/5	1016
30	Christmas Street	RP87885/1	1017
32	Christmas Street	RP16479/38	1019
34	Christmas Street	RP16479/39	1020
36	Christmas Street	RP16482/3	1021
38	Christmas Street	RP16482/2	1022
1	Clairmont Street	RP16972/5	

No.	Street	LP	ID
2	Clairmont Street	RP16949/368	
4	Clairmont Street	RP44351/2	
5	Clairmont Street	RP16972/3	
6	Clairmont Street	RP44351/1	
8	Clairmont Street	RP61829/2	
9	Clairmont Street	RP57657/1	
10	Clairmont Street	RP42343/1	
12	Clairmont Street	RP42343/2	
13	Clairmont Street	RP76865/2	
18	Clairmont Street	RP42343/5	
24	Clairmont Street	RP16962/5	
28	Clairmont Street	RP80897/3	
1	Clark Street	RP82975/2	3562
2	Clark Street	RP46175/6	3563
3	Clark Street	RP82975/3	228
4	Clark Street	RP46175/7	229
5	Clark Street	RP53620/1	230
6	Clark Street	RP46175/8	231
8	Clark Street	RP46701/2	232
8	Clark Street	RP46701/1	232
10	Clark Street	RP52435/19	3564
21	Clark Street	RP52435/1	233
22	Clark Street	RP52538/20	234
23	Clark Street	RP52435/2	235
24	Clark Street	RP52538/21	236
25	Clark Street	RP52435/3	237
27	Clark Street	RP52435/4	239
28	Clark Street	RP52538/36	240
29	Clark Street	RP52435/5	241
31	Clark Street	RP52435/6	243
32	Clark Street	RP52435/24	244
34	Clark Street	RP52435/25	246
35	Clark Street	RP54476/4	3500
36	Clark Street	RP52435/26	247
37	Clark Street	RP52435/9	248
38	Clark Street	RP52435/27	249
39	Clark Street	RP52435/10	250
40	Clark Street	RP52435/28	251
42	Clark Street	RP52159/8	253
43	Clark Street	RP44659/3	254
44	Clark Street	RP52159/7	255
45	Clark Street	RP135657/2	256

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No.	Street	LP	ID
46	Clark Street	RP52159/6	3565
48	Clark Street	RP44659/13	257
1	Clifford Street	SP102795/1	2198
3	Clifford Street	RP16250/3	2201
9	Clifford Street	RP16252/1	2203
11	Clifford Street	RP16252/2	2204
13	Clifford Street	RP40071/3	2205
15	Clifford Street	RP40071/2	2206
17	Clifford Street	RP895561/6	2207
19	Clifford Street	SP112564/11	2209
21	Clifford Street	RP16230/2	2211
23	Clifford Street	RP16230/3	2213
25	Clifford Street	RP16231/2	2215
29	Clifford Street	RP16234/2	2219
31	Clifford Street	RP16234/3	2220
33	Clifford Street	RP48064/3	2221
1	Collins Street	RP41396/24	258
1	Connell Street	RP5655/11	2322
1	Connell Street	RP5655/12	2322
1	Connell Street	RP5655/13	2322
2	Connell Street	RP5655/42	2323
2	Connell Street	RP5655/41	2323
3	Connell Street	RP5655/14	2324
3	Connell Street	RP5655/15	2324
4	Connell Street	RP5655/40	2325
4	Connell Street	RP5655/39	2325
5	Connell Street	RP5654/9	2326
5	Connell Street	RP5654/10	2326
6	Connell Street	RP5655/38	2327
6	Connell Street	RP5655/37	2327
7	Connell Street	RP5654/11	2328
7	Connell Street	RP5654/12	2328
8	Connell Street	RP899792/12	2329
9	Connell Street	RP5654/13	2331
9	Connell Street	RP5656/3	2331
10	Connell Street	RP121275/2	2332
11	Connell Street	RP5656/4	2333
12	Connell Street	RP5654/7	2334
12	Connell Street	RP5654/8	2334
14	Connell Street	RP5653/27	2335
14	Connell Street	RP5653/26	2335
15	Connell Street	RP50743/2	2336
16	Connell Street	RP5653/25	2337
16	Connell Street	RP5653/24	2337
17	Connell Street	RP50743/1	2338
20	Connell Street	RP43164/1	2340
3	Cooper Street	RP16773/29	3358
5	Cooper Street	RP16773/28	3360
7	Cooper Street	RP16773/26	3363
8	Cooper Street	RP16764/10	3364
8	Cooper Street	RP16764/9	3364
9	Cooper Street	RP16773/25	3365
10	Cooper Street	RP16764/11	3366
13	Cooper Street	RP16773/23	3371
15	Cooper Street	RP16773/22	3373
16	Cooper Street	RP51977/2	3374
17	Cooper Street	RP16773/21	3375
18	Cooper Street	RP51977/1	3376
19	Cooper Street	RP16773/20	3377
1	Cory Street	RP41252/2	1839
4	Cory Street	RP16316/49	1843
4	Cory Street	RP16316/48	1843
5	Cory Street	RP16316/31	1844
5	Cory Street	RP16316/32	1844
6	Cory Street	RP16316/47	1845
6	Cory Street	RP16316/46	1845
9	Cory Street	RP16322/1	1849
9	Cory Street	RP16316/36	1849
9	Cory Street	RP16321/1	1849
10	Cory Street	RP16324/1	1850
10	Cory Street	RP16323/2	1850
38	Cranley Street	RP16789/35	3724
38	Cranley Street	RP16789/36	3724
40	Cranley Street	RP16789/32	3726
40	Cranley Street	RP16789/33	3726
40	Cranley Street	RP16789/34	3726
42	Cranley Street	RP16789/30	3728
42	Cranley Street	RP16789/31	3728
46	Cranley Street	RP16789/25	3733
46	Cranley Street	RP16789/26	3733
54	Cranley Street	RP16789/17	3740
54	Cranley Street	RP16789/18	3740
56	Cranley Street	RP16789/15	3703
56	Cranley Street	RP16789/16	3703

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No.	Street	LP	ID
61	Cranley Street	RP58766/18	3745
63	Cranley Street	RP58766/16	3746
65	Cranley Street	RP16788/15	3750
67	Cranley Street	RP16788/14	3704
69	Cranley Street	RP16788/13	3747
71	Cranley Street	RP16788/11	3748
71	Cranley Street	RP16788/12	3748
73	Cranley Street	RP16788/8	3705
73	Cranley Street	RP16788/9	3705
1	Cumming Street	RP16460/20	1397
2B	Cumming Street	RP77770/1	1398
2C	Cumming Street	RP77770/2	1399
3	Cumming Street	RP16460/19	1400
4	Cumming Street	RP124248/4	1402
5	Cumming Street	RP16460/18	1403
6	Cumming Street	RP16472/9	1404
6	Cumming Street	RP16472/10	1404
7	Cumming Street	RP16460/17	1405
9	Cumming Street	RP16462/9	1407
10	Cumming Street	RP16472/7	1408
12	Cumming Street	RP16472/6	1410
14	Cumming Street	RP16472/5	1411
15	Cumming Street	RP16462/7	1412
17	Cumming Street	RP64370/5	1415
18	Cumming Street	RP16472/3	1416
19	Cumming Street	RP16462/4	1417
20-22	Cumming Street	RP16472/1	1418
20-22	Cumming Street	RP16472/2	1418
21	Cumming Street	RP16462/3	1419
23	Cumming Street	RP16462/2	1420
25	Cumming Street	RP16462/1	1422
26	Cumming Street	RP16460/52	1423
27	Cumming Street	RP16460/8	1424
29	Cumming Street	RP16460/7	1426
30	Cumming Street	RP16460/54	1427
32	Cumming Street	RP16460/55	1429
33	Cumming Street	RP16460/5	1430
34	Cumming Street	RP16460/56	1431
35	Cumming Street	RP16460/4	1432
36	Cumming Street	RP16460/57	1433
37	Cumming Street	RP46611/3	1434
38	Cumming Street	RP16460/58	1435
39	Cumming Street	RP46611/1	1436
40	Cumming Street	RP16473/15	1437
40	Cumming Street	RP16473/16	1437
42	Cumming Street	RP16473/13	1438
42	Cumming Street	RP16473/14	1438
44	Cumming Street	RP16473/11	1439
44	Cumming Street	RP16473/12	1439
48	Curzon Street	RP51770/8	3016
50	Curzon Street	RP51770/7	3017
52	Curzon Street	RP55849/3	3018
54	Curzon Street	RP55849/2	3020
55	Curzon Street	RP91915/2	3021
55	Curzon Street	RP91915/1	3021
56	Curzon Street	RP55849/1	3022
57	Curzon Street	RP52847/2	3023
59	Curzon Street	RP52847/3	3026
60	Curzon Street	RP55728/3	4041
61	Curzon Street	RP52847/4	3028
63	Curzon Street	RP5655/32	3029
63	Curzon Street	RP5655/33	3029
65	Curzon Street	RP5655/34	3030
65	Curzon Street	RP5655/35	3030
65	Curzon Street	RP5655/36	3030
66	Curzon Street	RP5658/14	3032
66	Curzon Street	RP5658/15	3032
68	Curzon Street	RP825744/16	3034
69-71	Curzon Street	RP5652/5	3035
69-71	Curzon Street	RP5652/6	3035
69-71	Curzon Street	RP5652/7	3035
69-71	Curzon Street	RP5652/8	3035
73	Curzon Street	RP5652/9	3036
73	Curzon Street	RP5652/10	3036
74	Curzon Street	RP838178/4	3038
75	Curzon Street	RP5653/21	3039
75	Curzon Street	RP5653/20	3039
1	Dally Street	RP43596/7	3501
2	Dally Street	RP43596/9	3502
3	Dally Street	RP43596/6	3503
4	Dally Street	RP908815/10	3504
5	Dally Street	RP43596/5	3505
6	Dally Street	RP908815/11	3506
1	Dawnie Street	RP113802/1	2352

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No.	Street	LP	ID
3	Delacey Street	RP176219/3	2637
4	Delacey Street	RP16604/15	2638
5	Delacey Street	RP171761/1	2639
6	Delacey Street	RP16604/16	2640
9	Delacey Street	RP16594/24	2643
11	Delacey Street	RP16596/3	2645
12	Delacey Street	RP16604/19	2646
13	Delacey Street	RP16596/2	2648
15	Delacey Street	RP41656/2	2650
17	Delacey Street	RP41656/1	2651
19	Delacey Street	RP16593/21	2652
2	Devon Street	RP17217/9	
1	Doncaster Street	RP77776/3	
3	Doncaster Street	RP68115/1	
12	Doncaster Street	RP55653/3	
15	Doncaster Street	RP85863/3	
23	Doncaster Street	RP17222/52	
25	Doncaster Street	RP72983/5	
28	Doncaster Street	RP17222/65	
30	Doncaster Street	RP17222/64	
32	Doncaster Street	RP17222/63	
34	Doncaster Street	RP17222/62	
40	Doncaster Street	RP90807/7	
42	Doncaster Street	RP77221/56	
7	Duncraggon Street	RP58406/7	2658
13A	Dunmore Street	RP17817/4	1866
14A	Dunmore Street	RP79894/1	1868
15	Dunmore Street	RP17817/6	1870
15	Dunmore Street	RP17817/5	1870
16	Dunmore Street	RP17817/21	1871
19	Dunmore Street	RP17817/8	1873
19	Dunmore Street	RP17817/7	1873
20	Dunmore Street	RP897076/23	1874
21	Dunmore Street	RP17817/9	1875
22	Dunmore Street	RP17817/25	1876
22	Dunmore Street	RP50191/1	1876
23	Dunmore Street	RP17817/10	1877
24	Dunmore Street	RP17817/26	1878
25	Dunmore Street	RP17817/11	1879
26	Dunmore Street	RP17817/27	1880
27	Dunmore Street	RP17817/12	1881
28	Dunmore Street	RP119944/1	1882

No.	Street	LP	ID
30	Dunmore Street	RP17817/31	1884
31	Dunmore Street	RP17817/14	1885
32	Dunmore Street	RP17817/32	1886
33	Dunmore Street	RP17817/15	1887
34	Dunmore Street	RP17817/33	1888
36	Dunmore Street	RP17817/34	1890
37	Dunmore Street	RP17811/21	1891
37	Dunmore Street	RP17811/20	1891
38	Dunmore Street	RP17811/18	1892
38	Dunmore Street	RP17811/19	1892
39	Dunmore Street	RP17811/23	1893
39	Dunmore Street	RP17811/22	1893
41	Dunmore Street	RP17811/25	1895
41	Dunmore Street	RP17811/24	1895
42	Dunmore Street	RP17811/13	1896
42	Dunmore Street	RP17811/14	1896
42	Dunmore Street	RP17811/15	1896
43	Dunmore Street	RP17811/27	1897
43	Dunmore Street	RP17811/26	1897
44	Dunmore Street	RP17811/11	1898
44	Dunmore Street	RP17811/12	1898
45	Dunmore Street	RP17811/29	1899
45	Dunmore Street	RP17811/28	1899
47	Dunmore Street	RP17811/30	1901
48	Dunmore Street	RP17811/7	1902
48	Dunmore Street	RP17811/8	1902
51	Dunmore Street	RP17811/34	1905
51	Dunmore Street	RP17811/33	1905
1	Edith Street	RP94116/2	
2	Edith Street	RP89726/1	
5	Edith Street	RP17220/18	
6	Edith Street	RP17220/23	
8	Edith Street	RP17220/24	
10	Edith Street	RP17220/25	
14	Edith Street	RP17220/27	
17	Edith Street	RP17220/12	
4	Edmund Street	RP17055/60	
6	Edmund Street	RP17055/61	
8	Edmund Street	RP17055/62	
10	Edmund Street	RP17055/63	
11	Edmund Street	RP50821/47	
12-14	Edmund Street	RP17055/65	

SUPERSEDED

No.	Street	LP	ID
13	Edmund Street	RP50821/49	
15	Edmund Street	RP47318/50	
20	Edmund Street	RP17055/68	
22	Edmund Street	RP17055/69	
26	Edmund Street	RP17055/71	
1A	Edward Street	RP77277/21	3198
2	Edward Street	RP16720/117	3199
3	Edward Street	RP77277/23	3200
4	Edward Street	RP16720/116	3201
5	Edward Street	RP82809/24	3202
6	Edward Street	RP16720/115	3203
8	Edward Street	RP16720/114	3205
10	Edward Street	RP16720/113	3207
11	Edward Street	RP87024/28	3208
12	Edward Street	RP40964/10	3209
13	Edward Street	RP87024/2	3210
15	Edward Street	RP16712/93	3212
15	Edward Street	RP16712/94	3212
16	Edward Street	RP16720/109	3213
16	Edward Street	RP16720/108	3213
17	Edward Street	RP16712/95	3214
17	Edward Street	RP16712/96	3214
18	Edward Street	RP16720/107	3215
18	Edward Street	RP16720/106	3215
19	Edward Street	RP90900/97	3216
20	Edward Street	RP74234/114	3217
22	Edward Street	RP74234/111	3219
23	Edward Street	RP111634/2	3220
24	Edward Street	RP16712/110	3221
24	Edward Street	RP16717/3	3221
26	Edward Street	RP16717/2	3222
28	Edward Street	RP16717/1	3223
28	Edward Street	RP16712/107	3223
1A	Eleanor Street	RP16694/50	1181
1A	Eleanor Street	RP16694/49	1181
1	Eleanor Street	RP16694/52	1180
1	Eleanor Street	RP16694/51	1180
2	Eleanor Street	RP16697/42	1182
3	Eleanor Street	RP16694/54	1183
3	Eleanor Street	RP16694/53	1183
4	Eleanor Street	RP16697/40	1184
5	Eleanor Street	RP44956/3	1185

No.	Street	LP	ID
6	Eleanor Street	RP16700/3	1186
7	Eleanor Street	RP44956/2	1187
8	Eleanor Street	RP16700/2	1188
9	Eleanor Street	RP44956/1	1189
10	Eleanor Street	RP16700/1	1190
11A	Eleanor Street	RP16694/60	1192
11	Eleanor Street	RP16694/59	1191
12	Eleanor Street	RP16697/34	1193
12	Eleanor Street	RP16697/35	1193
16	Eleanor Street	RP16697/31	1196
17	Eleanor Street	RP16694/63	1197
18	Eleanor Street	RP16697/30	1198
19	Eleanor Street	RP16694/64	1199
20	Eleanor Street	RP16697/28	1200
20	Eleanor Street	RP16697/29	1200
21	Eleanor Street	RP16694/66	1201
21	Eleanor Street	RP16694/65	1201
22	Eleanor Street	RP16697/26	1203
22	Eleanor Street	RP16697/27	1203
23	Eleanor Street	RP16694/70	1204
23	Eleanor Street	RP16694/69	1204
24	Eleanor Street	RP16697/25	1205
25	Eleanor Street	RP16696/2	1206
25	Eleanor Street	RP16694/72	1206
25	Eleanor Street	RP16694/71	1206
26	Eleanor Street	RP16697/24	1207
27	Eleanor Street	RP16696/1	1208
28	Eleanor Street	RP16699/2	1209
28	Eleanor Street	RP16699/23	1209
29	Eleanor Street	RP16694/76	1210
30	Eleanor Street	RP16699/21	1211
30	Eleanor Street	RP16699/1	1211
31	Eleanor Street	RP16694/78	1212
31	Eleanor Street	RP16694/77	1212
32	Eleanor Street	RP16698/3	1213
33	Eleanor Street	RP73657/2	1214
34	Eleanor Street	RP16698/2	1215
36	Eleanor Street	RP16698/1	1217
38	Eleanor Street	RP16697/16	1218
40	Eleanor Street	RP16697/15	1219
42	Eleanor Street	RP16697/14	1220
44	Eleanor Street	RP16697/13	1221

SUPERSEDED

No.	Street	LP	ID
46	Eleanor Street	RP16697/11	1222
46	Eleanor Street	RP16697/12	1222
2	Eton Street	RP45867/2	1441
6	Eton Street	RP45463/23	1445
8	Eton Street	RP45463/19	1447
9	Eton Street	RP5505/49	1448
9	Eton Street	RP5505/48	1448
11A	Eton Street	RP123390/2	1451
14	Eton Street	RP73683/1	1455
15	Eton Street	RP5484/36	1457
16	Eton Street	RP5484/24	1458
18	Eton Street	RP5484/23	1460
18	Eton Street	RP47480/2	1460
19	Eton Street	RP5484/34	1461
20	Eton Street	RP5484/21	1462
20	Eton Street	RP47480/1	1462
21	Eton Street	RP5484/32	1463
21	Eton Street	RP5484/33	1463
22	Eton Street	RP5484/20	1464
24	Eton Street	RP5484/19	1466
26	Eton Street	RP5484/18	1469
28	Eton Street	RP5484/17	1470
1	Eve Street	RP147205/2	3507
3	Eve Street	RP16759/45	3509
5	Eve Street	RP16759/44	3510
5	Eve Street	RP90901/4	3510
2	Fanny Street	RP17071/3	4171
2	Fanny Street	RP62980/2	4171
2	Fanny Street	RP62980/2	4172
2	Fanny Street	RP53290/19	4171
1	Fernside Street	RP55728/2	3566
4-6	Fernside Street	RP123392/2	3570
5	Fernside Street	RP52753/22	3571
2	Fogarty Street	RP16707/13	3576
2	Fogarty Street	RP16707/12	3576
3	Fogarty Street	RP16706/4	3577
4	Fogarty Street	RP16707/11	3578
4	Fogarty Street	RP16707/10	3578
6	Fogarty Street	RP16707/9	3580
6	Fogarty Street	RP16707/8	3580
8	Fogarty Street	RP16707/7	3581
8	Fogarty Street	RP16707/6	3581

No.	Street	LP	ID
10	Fogarty Street	RP16709/5	3582
1	Francis Street	RP17758/1	2662
3	Francis Street	RP17758/2	2664
5	Francis Street	RP17758/3	2665
6	Francis Street	RP17762/1	2666
7	Francis Street	RP46278/3	2667
10	Francis Street	RP17766/1	2670
10	Francis Street	RP17764/2	2670
11	Francis Street	RP17662/1	2671
1	Frederick Street	RP5487/14	1472
2	Frederick Street	D10233/9	1473
3	Frederick Street	RP5488/16	1475
3	Frederick Street	RP5488/15	1475
6	Frederick Street	RP42322/7	1476
1	French Street	RP16719/3	3872
3	French Street	RP16719/2	3874
5	French Street	RP16719/1	3876
6	French Street	RP16712/160	3877
6	French Street	RP16712/161	3877
7	French Street	RP74598/2	3878
8	French Street	RP16712/158	4055
8	French Street	RP16712/159	4055
9	French Street	RP74598/1	3879
10	French Street	RP46580/1	3880
15	French Street	RP55236/3	3885
16	French Street	RP16712/151	3886
16	French Street	RP16712/152	3886
18	French Street	RP16711/74	3888
18	French Street	RP16711/75	3888
19	French Street	RP55236/1	4056
21	French Street	RP16714/3	3820
28	French Street	RP16711/83	3892
28	French Street	RP16711/82	3892
6	Garget Street	RP5496/39	3583
8	Garget Street	RP5496/40	520
9	Garget Street	RP5496/14	521
9	Garget Street	RP5496/13	521
11	Garget Street	RP5496/8	523
11	Garget Street	RP5496/9	523
11	Garget Street	RP5496/12	523
2A	Gaydon Street	RP55270/17	
3	Gaydon Street	RP49778/4	

SUPERSEDED

No.	Street	LP	ID
5	Gaydon Street	RP49778/5	
7	Gaydon Street	RP49778/6	
8	Gaydon Street	SP191368/2	
9	Gaydon Street	RP49778/7	
10	Gaydon Street	RP49778/16	
12	Gaydon Street	RP49778/17	
13	Gaydon Street	RP49778/9	
14	Gaydon Street	RP49778/18	
15	Gaydon Street	RP49778/10	
17	Gaydon Street	RP49778/11	
139	Geddes Street	RP5499/19	528
140	Geddes Street	RP100496/2	529
141	Geddes Street	D10399/21	530
142	Geddes Street	RP100496/3	532
145	Geddes Street	RP147795/2	534
146	Geddes Street	RP5570/3	535
148	Geddes Street	RP5573/1	537
149	Geddes Street	RP41542/1	539
151	Geddes Street	RP47062/10	541
152A	Geddes Street	RP92051/2	543
152A	Geddes Street	RP92051/1	543
152	Geddes Street	RP116017/1	542
153	Geddes Street	RP47062/11	544
154	Geddes Street	RP5566/2	545
154	Geddes Street	RP5566/3	545
155	Geddes Street	RP47062/12	546
156	Geddes Street	RP5566/20	547
157	Geddes Street	RP47062/13	548
158	Geddes Street	RP5566/21	549
159	Geddes Street	RP47062/42	550
159	Geddes Street	RP47062/41	550
161	Geddes Street	RP89976/1	551
163	Geddes Street	RP45867/1	552
164	Geddes Street	RP40670/13	553
165	Geddes Street	RP45867/3	554
166	Geddes Street	RP40670/14	555
168	Geddes Street	RP40670/15	557
168	Geddes Street	RP40670/16	557
169	Geddes Street	RP5518/4	558
170	Geddes Street	RP40670/17	559
170	Geddes Street	RP40670/18	559
171	Geddes Street	D10171/20	560

No.	Street	LP	ID
172	Geddes Street	RP40670/19	562
172	Geddes Street	RP40670/20	562
173	Geddes Street	D10171/18	563
174	Geddes Street	RP40670/29	564
174	Geddes Street	RP40670/30	564
176C	Geddes Street	RP58227/1	568
176	Geddes Street	RP40670/31	3584
176	Geddes Street	RP40670/32	3584
180	Geddes Street	RP5581/3	572
181	Geddes Street	RP71677/2	3586
182	Geddes Street	RP5583/20	3587
182	Geddes Street	RP5583/19	3587
183	Geddes Street	RP77934/2	573
184	Geddes Street	RP5583/18	574
184	Geddes Street	RP5583/17	574
185	Geddes Street	RP70424/2	3588
186	Geddes Street	RP5583/15	575
188	Geddes Street	RP79422/1	577
189	Geddes Street	RP70393/2	578
190	Geddes Street	RP5583/4	579
191	Geddes Street	RP70546/2	580
192	Geddes Street	RP5583/3	581
193	Geddes Street	RP70147/2	582
194	Geddes Street	RP5583/2	583
194	Geddes Street	RP5583/1	583
195	Geddes Street	RP70171/2	584
196	Geddes Street	RP138932/3	585
198B-200	Geddes Street	RP16795/17	588
198B-200	Geddes Street	RP16795/16	588
198	Geddes Street	RP904409/1	586
199	Geddes Street	RP54385/4	587
199	Geddes Street	RP54385/3	587
201	Geddes Street	RP54385/2	3589
203	Geddes Street	RP54385/1	590
205	Geddes Street	RP56703/8	592
207A	Geddes Street	RP5442/11	596
207	Geddes Street	RP56703/10	595
208	Geddes Street	RP90922/10	597
209	Geddes Street	RP5442/12	598
211	Geddes Street	RP5442/13	600
211	Geddes Street	RP5442/14	600

SUPERSEDED

No.	Street	LP	ID
212	Geddes Street	RP94482/1	603
214	Geddes Street	RP100796/1	604
215	Geddes Street	RP123010/3	4048
217	Geddes Street	RP16783/11	3896
217	Geddes Street	RP47883/1	3896
219	Geddes Street	RP47883/2	4047
219	Geddes Street	RP16783/13	4047
221	Geddes Street	RP16783/14	3897
224	Geddes Street	RP16793/9	4033
224	Geddes Street	RP16793/10	4033
227	Geddes Street	RP16786/2	4046
227	Geddes Street	RP16786/1	4046
229	Geddes Street	RP109767/2	4045
231	Geddes Street	RP16788/35	3900
231	Geddes Street	RP16788/36	3900
234	Geddes Street	RP17141/34	610
234	Geddes Street	RP17141/33	610
237	Geddes Street	RP16789/78	4063
237	Geddes Street	RP16789/79	4063
237	Geddes Street	RP16789/77	4063
239	Geddes Street	RP850905/81	3902
240	Geddes Street	RP17141/28	3894
242	Geddes Street	RP96653/25	614
244	Geddes Street	RP97881/4	616
248	Geddes Street	RP93732/2	618
249	Geddes Street	RP17142/55	3907
249	Geddes Street	RP17142/56	3907
253	Geddes Street	RP17142/59	3909
253	Geddes Street	RP17142/60	3909
255	Geddes Street	RP17143/36	3818
1	Gentle Street	RP17765/2	2672
2	Gentle Street	RP16720/187	3044
3	Gentle Street	RP57118/2	3045
5	Gentle Street	RP17757/96	3046
5	Gentle Street	RP17757/97	3046
6	Gentle Street	RP16720/153	2674
6	Gentle Street	RP16720/152	2674
8	Gentle Street	RP16720/120	2676
8	Gentle Street	RP16720/121	2676
9	Gentle Street	RP17757/91	2677
9	Gentle Street	RP17757/92	2677
11	Gentle Street	RP17757/88	2678

No.	Street	LP	ID
11	Gentle Street	RP17757/89	2678
11	Gentle Street	RP17757/90	2678
12	Gentle Street	RP16720/119	3047
12	Gentle Street	RP16720/118	3047
15	Gentle Street	RP17757/86	3049
16	Gentle Street	RP52413/1	2680
17	Gentle Street	RP17766/2	2682
18	Gentle Street	RP90370/1	2683
20	Gentle Street	RP126202/2	2685
22	Gentle Street	RP16720/51	2687
22	Gentle Street	RP16720/50	2687
22	Gentle Street	RP16720/49	2687
22	Gentle Street	RP16720/48	2687
22	Gentle Street	RP16720/47	2687
27	Gentle Street	RP122997/3	2690
29	Gentle Street	RP91395/1	3050
31	Gentle Street	RP17759/2	2691
43	Geoffrey Street	RP17783/35	275
43	Geoffrey Street	RP17783/34	275
4	George Street	RP16855/11	631
4	George Street	RP16855/12	631
5	George Street	RP57205/25	632
6	George Street	RP16854/9	633
7	George Street	RP16850/26	634
8	George Street	RP16853/8	635
9	George Street	RP159325/29	636
11	George Street	RP838190/33	639
12	George Street	RP54298/4	640
12	George Street	RP54298/5	640
14	George Street	RP54298/3	641
3	Godfrey Street	RP50130/1	2694
4A	Godfrey Street	RP61515/2	3051
4	Godfrey Street	RP5663/6	2695
6	Godfrey Street	RP61515/1	2697
7	Godfrey Street	RP5640/7	2698
8	Godfrey Street	RP5664/1	2699
9	Godfrey Street	RP5640/6	2700
10	Godfrey Street	RP5663/16	2701
11	Godfrey Street	RP5640/5	2702
12	Godfrey Street	RP5664/3	2703
13	Godfrey Street	RP5640/4	2704
14	Godfrey Street	RP5664/4	2705

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No.	Street	LP	ID
15	Godfrey Street	RP5640/3	2706
17	Godfrey Street	RP51153/3	2708
19	Godfrey Street	RP51153/4	2709
21	Godfrey Street	D1041/128	2752
22	Godfrey Street	RP5651/1	2712
23	Godfrey Street	D1041/127	2713
24	Godfrey Street	RP5651/2	2714
24	Godfrey Street	RP5651/3	2714
25	Godfrey Street	D1041/126	2715
26	Godfrey Street	RP108362/1	2716
27	Godfrey Street	RP5645/1	2717
30	Godfrey Street	RP56583/4	3053
31	Godfrey Street	RP5644/13	2720
31	Godfrey Street	RP5644/12	2720
31	Godfrey Street	RP5644/11	2720
3	Godsall Street	RP16701/2	1226
5	Godsall Street	RP16697/48	1227
5	Godsall Street	RP16697/47	1227
7	Godsall Street	RP16697/51	1228
7	Godsall Street	RP16697/50	1228
7	Godsall Street	RP16697/49	1228
9	Godsall Street	RP16697/53	1229
9	Godsall Street	RP16697/52	1229
11	Godsall Street	RP16697/57	1230
11	Godsall Street	RP16697/56	1230
11	Godsall Street	RP16697/55	1230
11	Godsall Street	RP16697/54	1230
15	Godsall Street	RP16697/60	1232
17	Godsall Street	RP16697/62	1233
17	Godsall Street	RP16697/61	1233
19	Godsall Street	RP16697/64	1234
19	Godsall Street	RP16697/63	1234
21	Godsall Street	RP16697/66	1235
21	Godsall Street	RP16697/65	1235
23	Godsall Street	RP16697/68	1236
23	Godsall Street	RP16697/67	1236
25	Godsall Street	RP16697/69	1237
27	Godsall Street	RP16697/70	1238
29	Godsall Street	RP16697/72	1239
29	Godsall Street	RP16697/71	1239
31	Godsall Street	RP16697/74	1240
31	Godsall Street	RP16697/73	1240

No.	Street	LP	ID
15	Goggs Street	RP16208/7	3234
17	Goggs Street	RP16208/6	3236
19	Goggs Street	RP16208/5	3237
21	Goggs Street	RP16208/4	3238
23	Goggs Street	RP16208/3	3239
25	Goggs Street	RP16208/2	3242
26	Goggs Street	RP151676/1	3243
28	Goggs Street	RP151677/1	3244
30	Goggs Street	RP142670/1	3245
34	Goggs Street	RP844652/1	3246
36	Goggs Street	RP16203/5	3247
38	Goggs Street	RP16203/4	3248
40	Goggs Street	RP16203/3	3249
42	Goggs Street	RP16203/2	3250
44	Goggs Street	RP16203/1	3251
5	Goodwood Street	RP17221/63	
9	Goodwood Street	RP17221/59	
10	Goodwood Street	RP17221/17	
11	Goodwood Street	RP17221/58	
12A	Goodwood Street	RP17221/14	
12	Goodwood Street	RP17221/16	
13	Goodwood Street	RP90807/57	
17	Goodwood Street	RP95856/1	
19	Goodwood Street	RP95856/3	
20	Goodwood Street	RP17221/9	
24	Goodwood Street	RP94068/2	
2	Gore Street	RP46982/3	4355
4	Gore Street	RP5371/3	4356
6	Gore Street	RP5371/2	4357
8	Gore Street	RP5371/1	4358
10	Gore Street	RP51519/1	4359
5	Gowrie Street	RP61822/2	1911
10[6]	Gowrie Street	RP16444/2	1914
10[7]	Gowrie Street	RP16444/3	1914
11	Gowrie Street	RP77232/1	1915
15	Gowrie Street	RP16404/1	1917
16	Gowrie Street	RP16421/1	1918
17	Gowrie Street	RP16401/3	1919
18	Gowrie Street	RP16421/2	1920
19	Gowrie Street	RP16403/5	1921
20	Gowrie Street	RP16419/1	1922
21	Gowrie Street	RP16394/13	1923

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No.	Street	LP	ID
21	Gowrie Street	RP16394/14	1923
23	Gowrie Street	RP911754/15	1925
24	Gowrie Street	RP16419/3	1926
25	Gowrie Street	RP16358/14	1927
29	Gowrie Street	RP16356/1	1932
30	Gowrie Street	RP16417/5	1933
31	Gowrie Street	RP16356/2	1934
32	Gowrie Street	RP912109/6	1935
33	Gowrie Street	RP16356/3	1937
34	Gowrie Street	RP94437/2	1938
35	Gowrie Street	RP16356/4	1939
36	Gowrie Street	RP16368/1	1940
38	Gowrie Street	RP16366/3	1942
40	Gowrie Street	RP16366/2	1943
42	Gowrie Street	SP121071/3	1944
44A	Gowrie Street	SP121071/6	1945
44	Gowrie Street	SP121071/5	3857
1	Grenier Street	RP16610/36	1701
2	Grenier Street	RP16611/1	1702
3	Grenier Street	RP16610/35	1703
4	Grenier Street	RP16611/2	1704
5	Grenier Street	RP16610/34	1705
7	Grenier Street	RP16610/33	1708
8	Grenier Street	RP911750/21	1709
9	Grenier Street	RP16610/32	1710
10	Grenier Street	RP16610/23	1711
10	Grenier Street	RP16610/24	1711
11	Grenier Street	RP16610/31	1712
14	Grenier Street	RP16618/5	4097
15	Grenier Street	RP16617/23	4099
18	Grenier Street	RP16618/8	4105
20	Grenier Street	RP16618/9	4106
22	Grenier Street	RP16617/16	4107
24	Grenier Street	RP16617/17	4108
25	Grenier Street	RP63249/2	4109
26	Grenier Street	RP16620/6	4110
26	Grenier Street	RP16620/1	4110
27	Grenier Street	RP16617/28	4111
28	Grenier Street	RP16620/2	4112
29	Grenier Street	RP129065/1	4113
30	Grenier Street	RP16620/3	4114
32	Grenier Street	RP16620/5	4116

No.	Street	LP	ID
32	Grenier Street	RP16620/4	4116
33	Grenier Street	RP16658/2	4117
34	Grenier Street	RP43851/11	4118
34	Grenier Street	RP43851/6	4118
35	Grenier Street	RP16657/3	4119
36	Grenier Street	RP16650/5	4120
36	Grenier Street	RP16650/4	4120
37	Grenier Street	RP16649/23	4121
38	Grenier Street	RP16654/3	4122
40	Grenier Street	RP16654/2	4124
41	Grenier Street	RP16659/3	4125
42	Grenier Street	RP16654/1	4126
43	Grenier Street	RP16659/2	4127
44	Grenier Street	RP16655/1	4128
45	Grenier Street	RP16659/1	4129
48	Grenier Street	RP16649/18	4168
49	Grenier Street	RP16649/28	4132
50	Grenier Street	RP16656/1	4133
50	Grenier Street	RP16656/1	4135
1	Groom Street	RP16706/2	3380
2	Groom Street	RP16708/3	3381
4	Groom Street	RP16708/4	3383
5	Groom Street	RP16704/3	3384
6	Groom Street	RP16708/5	3385
8	Groom Street	RP58236/1	3387
8	Groom Street	RP85851/2	3387
10	Groom Street	RP16705/3	3388
12	Groom Street	RP16705/2	3389
18	Groom Street	RP57055/3	3390
6	Hampshire Street	RP16575/20	4017
7	Hampshire Street	RP16575/8	4018
7	Hampshire Street	RP16575/9	4018
8	Hampshire Street	RP16575/18	4019
9	Hampshire Street	RP16575/10	4020
9	Hampshire Street	RP16575/11	4020
10	Hampshire Street	RP16575/17	4021
10	Hampshire Street	RP16575/16	4021
14	Hampshire Street	RP46683/3	4024
4	Hamwood Street	RP16394/11	645
4	Hamwood Street	RP16394/12	645
5	Hamwood Street	RP16394/4	646
6	Hamwood Street	RP49272/1	648

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No.	Street	LP	ID
7	Hamwood Street	RP16397/1	649
8	Hamwood Street	RP49272/2	650
10	Hamwood Street	RP49272/3	652
11	Hamwood Street	RP58733/1	653
11	Hamwood Street	RP16392/5	653
12	Hamwood Street	RP41325/2	654
14	Hamwood Street	RP41458/2	656
14	Hamwood Street	RP16392/13	656
15	Hamwood Street	RP44461/2	657
16	Hamwood Street	RP16392/11	658
16	Hamwood Street	RP41458/1	658
17	Hamwood Street	RP50469/4	659
21	Hamwood Street	RP50469/6	3592
23	Hamwood Street	RP50469/7	664
5	Hawthorn Street	RP5635/20	1757
5	Hawthorn Street	RP5635/19	1757
9	Hawthorn Street	RP44327/4	1759
11	Hawthorn Street	RP44327/3	1760
13	Hawthorn Street	RP44327/2	1761
3	Henderson Street	RP49961/8	
10	Henderson Street	RP50025/5	
11	Henderson Street	RP84076/2	
16	Henderson Street	RP43879/4	
17	Henderson Street	RP69017/2	
18	Henderson Street	RP43879/5	
19	Henderson Street	RP55101/2	
20	Henderson Street	RP56034/6	
21	Henderson Street	RP17003/48	
23	Henderson Street	RP55197/32	
24	Henderson Street	RP50965/3	
25	Henderson Street	RP53473/31	
27	Henderson Street	RP53473/29	
28	Henderson Street	RP50965/5	
29	Henderson Street	RP17003/27	
30	Henderson Street	RP50965/6	
35	Henderson Street	RP51360/3	
49	Henderson Street	RP51040/7	
51	Henderson Street	RP51040/8	
53	Henderson Street	RP89655/2	
24	Herries Street	RP90730/1	2
28	Herries Street	RP158467/1	4
30	Herries Street	RP164759/1	5

No.	Street	LP	ID
32	Herries Street	RP164759/2	6
34	Herries Street	D1030/194	7
34	Herries Street	D1030/193	7
36A	Herries Street	RP5625/1	9
38	Herries Street	RP55520/1	10
40	Herries Street	RP87437/1	11
44A	Herries Street	RP162614/1	4034
44	Herries Street	RP162614/2	13
48	Herries Street	RP5626/1	15
50	Herries Street	RP5627/1	16
60A	Herries Street	RP16816/27	22
60	Herries Street	RP16816/28	21
61	Herries Street	RP16888/3	23
62	Herries Street	RP16816/26	24
63	Herries Street	RP16888/2	3824
64	Herries Street	RP40212/1	25
64	Herries Street	RP40212/2	25
66	Herries Street	RP157921/1	27
67	Herries Street	RP41003/11	28
67	Herries Street	RP41003/12	28
68	Herries Street	RP16816/10	29
69	Herries Street	RP16886/9	31
71A	Herries Street	RP54036/2	34
71	Herries Street	RP16885/6	33
71	Herries Street	RP66812/8	33
72	Herries Street	RP16816/8	35
73	Herries Street	RP54036/1	36
74	Herries Street	RP16816/7	3825
75	Herries Street	RP50458/2	37
76A	Herries Street	RP53751/1	38
76	Herries Street	RP53751/2	3826
76	Herries Street	RP16816/6	3826
77	Herries Street	RP50458/1	3827
79	Herries Street	RP87639/1	40
79	Herries Street	RP45592/5	40
80	Herries Street	RP16817/2	41
82A	Herries Street	RP81926/1	45
82A	Herries Street	RP81926/2	45
83	Herries Street	RP50826/3	44
84	Herries Street	RP861188/1	47
84	Herries Street	RP861188/1	48
85	Herries Street	RP16826/8	49

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No.	Street	LP	ID
85	Herries Street	RP16826/9	49
90	Herries Street	RP5499/15	52
91A	Herries Street	RP806037/4	53
92	Herries Street	RP5499/8	54
93	Herries Street	RP5529/3	55
94	Herries Street	RP5499/7	56
95A	Herries Street	RP5529/1	58
95	Herries Street	RP5529/2	57
97	Herries Street	RP5530/6	3828
97	Herries Street	RP5530/7	3828
101	Herries Street	RP5530/1	62
101	Herries Street	RP5530/2	62
103	Herries Street	RP5540/1	64
104	Herries Street	D10153/32	65
104	Herries Street	D10153/31	65
105	Herries Street	RP5540/2	66
107	Herries Street	SP110781/10	68
110	Herries Street	RP5498/1	71
115	Herries Street	RP5541/1	75
117	Herries Street	RP5536/6	3515
185	Herries Street	RP48064/1	3516
187	Herries Street	RP114633/2	3517
189	Herries Street	RP202403/2	3518
191	Herries Street	RP202403/1	3519
206	Herries Street	RP58365/4	3524
208	Herries Street	RP16218/1	3525
210	Herries Street	RP53888/1	3526
216	Herries Street	RP16209/6	3529
216	Herries Street	RP16209/7	3529
218	Herries Street	SP109276/1	3530
2	Hickey Street	RP5660/16	2366
2	Hickey Street	RP5660/17	2366
2	Hickey Street	RP5660/18	2366
4	Hickey Street	RP5660/19	2369
4	Hickey Street	RP5660/20	2369
5	Hickey Street	RP125400/3	2371
7	Hickey Street	RP42744/2	2373
7	Hickey Street	RP57903/1	2373
11	Hickey Street	RP52238/1	2375
13	Hickey Street	RP52238/2	2376
15	Hickey Street	RP52238/3	2377
17	Hickey Street	RP52238/4	2378

No.	Street	LP	ID
19	Hickey Street	RP52630/5	2379
23	Hill Street	RP43230/4	3256
23	Hill Street	RP49250/1	3256
25	Hill Street	RP49250/2	3257
26	Hill Street	RP889636/1	3258
27	Hill Street	RP89240/2	3259
28	Hill Street	RP16228/2	3260
29	Hill Street	RP16249/16	3261
29	Hill Street	RP16249/15	3261
30	Hill Street	RP16228/3	3262
32	Hill Street	RP16228/4	3264
33	Hill Street	RP16249/20	3265
33	Hill Street	RP16249/19	3265
36	Hill Street	RP113804/2	3270
38	Hill Street	RP113804/1	3269
40	Hill Street	RP164027/4	3272
41	Hill Street	RP108265/10	3273
42	Hill Street	RP164027/3	3274
43	Hill Street	RP108265/11	3275
44	Hill Street	RP164027/2	3276
45	Hill Street	RP156617/2	3277
47	Hill Street	RP16255/1	2816
83	Hill Street	RP16950/6	4235
83	Hill Street	RP16950/7	4235
87	Hill Street	SP117354/3	
93	Hill Street	RP16965/8	
95	Hill Street	RP16965/10	
97	Hill Street	RP16965/12	
99	Hill Street	RP16965/36	
101	Hill Street	RP16965/38	
103	Hill Street	RP16965/39	
105	Hill Street	AG2367/40	
107	Hill Street	RP94068/1	
114	Hill Street	RP79077/1	
115A	Hill Street	RP77221/1	
117	Hill Street	RP72983/4	
118	Hill Street	SP202992/19	
119	Hill Street	RP72983/3	
122	Hill Street	RP83842/5	
123	Hill Street	RP72983/1	
127	Hill Street	RP17222/4	
128	Hill Street	RP94921/2	

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No.	Street	LP	ID
129	Hill Street	RP17222/5	
131	Hill Street	RP17222/7	
132A	Hill Street	RP17220/1	
132	Hill Street	RP62236/1	
133	Hill Street	RP17222/9	
136	Hill Street	RP17220/3	
140	Hill Street	RP17220/6	
142	Hill Street	RP17220/7	
146	Hill Street	RP17220/9	
158	Hill Street	RP17217/8	
102	Holberton Street	RP17036/4	
104	Holberton Street	RP17036/5	
106	Holberton Street	RP17036/6	
108A	Holberton Street	RP17036/8	
108	Holberton Street	RP17036/7	
110	Holberton Street	RP17036/9	
112	Holberton Street	SP187045/11	
118	Holberton Street	RP66842/5	
120	Holberton Street	RP80867/1	
124	Holberton Street	RP62650/2	
126	Holberton Street	RP72283/1	
130A	Holberton Street	RP17011/6	
130	Holberton Street	RP17011/5	
132B	Holberton Street	RP17013/14	
134A	Holberton Street	RP17013/16	
134	Holberton Street	RP17013/15	
137	Holberton Street	RP64663/55	
140	Holberton Street	RP76271/4	
141	Holberton Street	RP17228/2	
142	Holberton Street	SP141733/35	
143	Holberton Street	RP125890/2	
148	Holberton Street	RP43251/4	
151	Holberton Street	RP54405/11	
157	Holberton Street	RP17221/41	
158	Holberton Street	RP45146/1	
162	Holberton Street	RP45146/3	
163	Holberton Street	RP51602/4	
165	Holberton Street	RP51602/3	
166	Holberton Street	RP94313/1	
178	Holberton Street	RP60899/13	
180	Holberton Street	RP60899/12	
5	Hope Street	RP17217/29	

No.	Street	LP	ID
4	Hopkins Street	RP16773/36	3514
4	Hopkins Street	RP16773/35	3514
4	Hopkins Street	RP16773/34	3514
30	Hume Street	RP129699/1	4139
32	Hume Street	RP47405/2	3059
32	Hume Street	RP47405/1	3059
33	Hume Street	RP16565/1	3058
36	Hume Street	RP17755/2	3060
38	Hume Street	RP75923/1	3063
40	Hume Street	RP75923/2	3064
41	Hume Street	RP16563/72	3065
41	Hume Street	RP16563/73	3065
42	Hume Street	RP75923/3	3066
43	Hume Street	RP16561/1	3067
44A	Hume Street	RP17757/17	3069
44	Hume Street	RP17757/18	3068
45	Hume Street	RP16561/2	3070
46	Hume Street	RP17757/16	3071
46	Hume Street	RP17757/15	3071
47	Hume Street	RP16561/3	3072
48	Hume Street	RP65195/1	3073
49	Hume Street	RP16554/10	3074
49	Hume Street	RP16554/9	3074
50	Hume Street	RP58145/1	3075
51	Hume Street	RP16554/8	3076
51	Hume Street	RP16554/7	3076
51	Hume Street	RP16554/6	3076
52	Hume Street	RP58145/2	3077
53	Hume Street	RP16554/5	3078
53	Hume Street	RP16554/4	3078
54	Hume Street	RP89460/1	3080
55	Hume Street	RP882885/1	3081
56	Hume Street	RP17757/7	3082
56	Hume Street	RP17757/6	3082
57	Hume Street	RP40731/7	3083
59	Hume Street	RP40731/6	3085
60	Hume Street	RP17760/1	1062
61	Hume Street	RP40731/5	3086
62	Hume Street	RP17760/2	1063
64A	Hume Street	RP121249/4	1065
66	Hume Street	RP16720/14	1066
66	Hume Street	RP16720/13	1066

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No.	Street	LP	ID
67	Hume Street	RP114382/2	3091
68	Hume Street	RP16720/12	1067
68	Hume Street	RP16720/23	1067
70	Hume Street	RP16720/11	1068
70	Hume Street	RP16720/24	1068
71	Hume Street	RP16610/12	3093
73	Hume Street	RP16610/11	3094
74	Hume Street	RP16721/3	1070
75	Hume Street	RP16610/10	3095
75	Hume Street	RP16610/9	3095
77	Hume Street	RP16610/8	3096
77	Hume Street	RP16610/7	3096
79	Hume Street	RP220148/1	3097
80	Hume Street	RP16720/3	1073
81	Hume Street	RP42498/2	3098
82	Hume Street	RP16720/1	1075
83	Hume Street	RP16617/3	3099
84	Hume Street	RP52109/1	3280
85	Hume Street	RP16617/4	3100
86	Hume Street	RP46759/1	3101
87	Hume Street	RP16617/5	3102
88	Hume Street	RP46759/2	3103
89	Hume Street	RP16617/6	3104
90	Hume Street	RP16711/6	3105
90	Hume Street	RP16711/7	3105
91	Hume Street	RP16617/7	3106
93	Hume Street	RP16617/8	3108
96	Hume Street	RP85543/1	3111
97	Hume Street	RP16617/10	3112
99	Hume Street	RP45307/1	3114
100	Hume Street	RP63259/2	3115
101	Hume Street	RP45307/2	3116
103	Hume Street	RP16650/7	3118
103	Hume Street	RP16650/8	3118
104	Hume Street	RP16703/1	3119
106	Hume Street	RP16703/2	3121
107	Hume Street	RP16651/3	3122
108	Hume Street	RP163707/2	3123
109	Hume Street	RP16651/4	3124
109	Hume Street	RP16652/1	3124
111	Hume Street	RP16652/2	3126
112	Hume Street	RP16704/1	4064

No.	Street	LP	ID
113	Hume Street	RP16652/3	3127
114	Hume Street	RP57055/1	3128
115	Hume Street	RP16653/3	3129
116	Hume Street	RP57055/2	3132
117	Hume Street	RP16664/18	1076
119	Hume Street	RP16664/19	1077
120	Hume Street	RP56235/4	1078
120	Hume Street	RP16694/5	1078
122	Hume Street	RP16694/6	1080
122	Hume Street	RP16694/7	1080
123	Hume Street	RP16681/1	1081
123	Hume Street	RP16682/1	1081
124	Hume Street	RP73657/1	1082
125	Hume Street	RP16682/2	1083
125	Hume Street	RP16681/3	1083
126	Hume Street	RP891028/1	1084
127	Hume Street	RP16681/4	1085
127	Hume Street	RP16681/5	1085
128	Hume Street	RP16697/3	1086
128	Hume Street	RP16697/4	1086
129	Hume Street	RP16681/16	1087
129	Hume Street	RP16681/17	1087
130	Hume Street	RP16697/5	1088
130	Hume Street	RP16697/6	1088
131	Hume Street	RP16681/18	1089
132	Hume Street	RP16697/7	1090
132	Hume Street	RP16697/8	1090
210	Hume Street	RP5462/21	1095
210	Hume Street	RP5462/20	1095
210	Hume Street	RP5462/1	1095
212	Hume Street	RP5459/1	1096
216	Hume Street	RP87286/2	1098
218	Hume Street	RP52435/17	1099
218	Hume Street	RP52435/16	1099
220	Hume Street	RP54476/1	1100
222	Hume Street	RP54476/3	1101
225	Hume Street	RP5410/1	1103
225	Hume Street	RP5410/2	1103
227A	Hume Street	RP5410/4	1105
227	Hume Street	RP5410/3	1106
228	Hume Street	RP52435/13	1107
229	Hume Street	RP5410/5	1108

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No.	Street	LP	ID
230	Hume Street	RP44659/1	1109
231	Hume Street	RP5410/6	1110
234	Hume Street	RP44659/2	1112
235	Hume Street	RP50753/4	3133
236	Hume Street	RP5446/39	1113
237	Hume Street	RP50753/6	1114
239	Hume Street	RP50753/7	1115
240	Hume Street	RP152469/5	1116
240	Hume Street	RP152469/4	1116
240	Hume Street	RP152469/3	1116
240	Hume Street	RP152469/2	1116
240	Hume Street	RP152469/1	1116
241	Hume Street	RP50753/9	3134
242	Hume Street	RP43666/1	3135
243-245	Hume Street	RP49789/2	3136
244	Hume Street	RP43666/3	4191
247	Hume Street	RP5426/2	4193
248	Hume Street	RP5434/2	4194
249	Hume Street	RP5426/3	4195
251	Hume Street	RP147002/1	4197
254	Hume Street	RP52093/3	2723
255	Hume Street	RP202394/1	4201
256	Hume Street	RP52093/1	2724
258	Hume Street	RP164716/1	2725
259	Hume Street	RP42665/3	2726
260	Hume Street	RP16780/1	2727
261	Hume Street	RP16774/1	357
263	Hume Street	RP16774/2	2729
265	Hume Street	RP16774/3	2731
266	Hume Street	RP16780/21	2733
266	Hume Street	RP16780/22	2733
266	Hume Street	RP86592/1	2733
272	Hume Street	RP86592/2	2735
276-278	Hume Street	RP891552/5	2737
277	Hume Street	RP864748/5	4257
279	Hume Street	RP864748/6	2738
281	Hume Street	RP16764/4	2740
283	Hume Street	RP16764/3	2741
287	Hume Street	RP55556/1	2742
288A	Hume Street	RP61391/4	2751
289A	Hume Street	RP55556/3	2745
289	Hume Street	RP55556/2	2744

No.	Street	LP	ID
301	Hume Street	RP84056/1	3594
2	Ida Street	RP16775/15	3396
2	Ida Street	RP16775/16	3396
3	Ida Street	RP16775/33	3397
4	Ida Street	RP97318/14	3398
7	Ida Street	RP16775/35	3401
5	Isabel Street	RP16274/55	2241
6	Isabel Street	RP16274/51	2242
6	Isabel Street	RP16274/52	2242
7	Isabel Street	RP43680/1	2243
7	Isabel Street	RP16274/56	2243
8	Isabel Street	RP16278/1	2244
8	Isabel Street	RP16274/49	2244
8	Isabel Street	RP16274/50	2244
9	Isabel Street	RP16274/58	2245
11	Isabel Street	RP16274/59	2247
12	Isabel Street	RP16274/45	2248
12	Isabel Street	RP16274/46	2248
13	Isabel Street	RP16279/2	2249
13	Isabel Street	RP16274/60	2249
14	Isabel Street	RP16274/43	2250
14	Isabel Street	RP16274/44	2250
15	Isabel Street	SP102792/62	2251
18	Isabel Street	RP43805/12	2254
20	Isabel Street	RP43805/11	2255
24	Isabel Street	RP43805/9	2257
26	Isabel Street	RP43805/8	2258
28	Isabel Street	RP43805/7	2259
1	Ivory Street	RP16488/8	945
1	Ivory Street	RP16488/9	945
1	Ivory Street	RP16488/10	945
5	Ivory Street	RP16488/14	948
5	Ivory Street	RP16488/15	948
6	Ivory Street	RP856543/3	1151
109B-111	James Street	RP885055/2	950
112A	James Street	RP5471/8	952
113	James Street	RP5518/1	953
113	James Street	RP5518/1	955
116	James Street	RP5471/6	956
117	James Street	RP5518/2	957
119	James Street	RP5518/3	959
120	James Street	RP5471/2	960

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No.	Street	LP	ID
120	James Street	RP5471/3	960
121	James Street	RP5516/1	961
122	James Street	RP5471/1	962
123	James Street	RP5514/21	963
123	James Street	RP5515/1	963
127A	James Street	RP92147/13	967
127	James Street	RP5519/16	967
128	James Street	RP5469/4	968
130	James Street	RP896234/1	971
131	James Street	RP45549/2	2039
131	James Street	RP42650/5	2039
132	James Street	RP46175/1	973
133	James Street	RP45549/1	2039
134	James Street	RP46175/2	974
135	James Street	RP89185/1	975
136	James Street	RP46175/3	976
137	James Street	RP89185/2	977
138	James Street	RP46175/4	978
141	James Street	RP5484/9	980
142	James Street	RP82975/1	981
143	James Street	RP5484/7	982
143	James Street	RP5484/8	982
144A	James Street	RP65309/1	984
144	James Street	RP56057/1	983
144	James Street	RP55382/4	983
144	James Street	RP92477/1	983
145	James Street	RP5484/6	985
146	James Street	RP55382/1	986
146	James Street	RP55375/1	986
147	James Street	RP5484/5	987
2	Jane Street	RP5496/18	667
43	Jellicoe Street	RP17774/2	3622
43	Jellicoe Street	RP17774/1	3622
43	Jellicoe Street	RP17774/3	3622
44	Jellicoe Street	RP41396/1	259
47	Jellicoe Street	RP17771/4	260
47	Jellicoe Street	RP17771/5	260
94	Jellicoe Street	RP16563/6	2767
94	Jellicoe Street	RP16563/5	2767
94	Jellicoe Street	RP16563/4	2767
95B	Jellicoe Street	RP216754/1	2771
96	Jellicoe Street	RP88020/1	2769

No.	Street	LP	ID
97	Jellicoe Street	RP54654/2	2772
99	Jellicoe Street	RP54654/3	2774
100	Jellicoe Street	RP16558/1	2776
105	Jellicoe Street	RP52830/1	2780
107	Jellicoe Street	RP52830/3	2782
107	Jellicoe Street	RP52830/2	2782
108	Jellicoe Street	RP81677/1	2783
109	Jellicoe Street	RP50552/4	2784
109	Jellicoe Street	RP50552/1	2784
110	Jellicoe Street	RP16576/1	2785
111	Jellicoe Street	RP50552/3	2786
111	Jellicoe Street	RP50552/2	2786
113	Jellicoe Street	RP16530/10	2787
117	Jellicoe Street	RP16530/14	2788
117	Jellicoe Street	RP16530/13	2788
119	Jellicoe Street	RP16530/15	2789
121	Jellicoe Street	RP16529/3	2790
123	Jellicoe Street	RP16532/2	2791
123	Jellicoe Street	RP16532/1	2791
125	Jellicoe Street	RP16532/4	2792
125	Jellicoe Street	RP16532/3	2792
2A	Jenkins Street	RP17023/12	
4	Jenkins Street	RP17023/13	
6	Jenkins Street	RP17023/14	
8	Jenkins Street	RP17023/15	
10	Jenkins Street	RP17023/16	
11	Jenkins Street	SP110758/14	
13	Jenkins Street	RP49778/24	
15	Jenkins Street	RP49778/23	
1	Joffre Street	RP17820/12	1948
1	Joffre Street	RP17820/11	1948
2	Joffre Street	RP162052/1	1949
3	Joffre Street	RP17820/10	1951
3	Joffre Street	RP17820/9	1951
4	Joffre Street	RP17818/30	1952
4	Joffre Street	RP17818/29	1952
5	Joffre Street	RP17820/8	1953
5	Joffre Street	RP17820/7	1953
6	Joffre Street	RP17818/28	1954
6	Joffre Street	RP17818/27	1954
1	Kennedy Street	RP16720/122	3282
1	Kennedy Street	RP16720/123	3282

SUPERSEDED

No.	Street	LP	ID
2	Kennedy Street	RP16720/151	3283
3	Kennedy Street	RP16720/124	3284
5	Kennedy Street	RP16720/125	3286
6	Kennedy Street	RP16720/148	3287
7	Kennedy Street	RP16720/127	3288
8	Kennedy Street	RP16720/147	3597
10	Kennedy Street	RP16720/146	3291
11	Kennedy Street	RP16720/131	3292
12	Kennedy Street	RP16720/145	3293
12	Kennedy Street	RP16720/144	3293
14	Kennedy Street	RP16720/143	3295
14	Kennedy Street	RP16720/142	3295
16	Kennedy Street	RP16720/141	3296
16	Kennedy Street	RP16720/140	3296
1	Kenneth Street	RP16549/45	1828
1	Kenneth Street	RP16549/44	1828
1	Kenneth Street	RP16549/43	1828
1	Kenneth Street	RP16549/42	1828
1	Kenneth Street	RP16549/18	1826
1	Kenneth Street	RP16549/17	1826
1	Kenneth Street	RP16549/16	1826
2B	Kenneth Street	RP16564/1	1984
2	Kenneth Street	RP62152/2	2773
3A	Kenneth Street	RP16549/50	1986
4	Kenneth Street	RP16564/3	1987
5	Kenneth Street	RP16549/51	1988
7	Kenneth Street	RP16549/52	1990
7	Kenneth Street	RP16549/53	1990
8	Kenneth Street	RP16563/59	1992
8	Kenneth Street	RP16563/58	1992
9	Kenneth Street	RP16549/55	1993
11	Kenneth Street	RP16549/56	1995
11	Kenneth Street	RP16549/57	1995
12	Kenneth Street	RP16561/6	1996
16	Kenneth Street	RP63811/2	1998
1	Kenric Street	RP54967/2	3297
6	Kenric Street	RP16213/56	3302
6	Kenric Street	RP16213/55	3302
8	Kenric Street	RP16213/54	3303
10	Kenric Street	RP16213/53	3305
12	Kenric Street	RP16216/1	3308
14	Kenric Street	RP16216/2	3309

No.	Street	LP	ID
15	Kenric Street	RP16209/27	3310
16	Kenric Street	RP16216/3	3311
17	Kenric Street	RP16209/26	3312
18	Kenric Street	RP16212/47	3313
20	Kenric Street	RP16212/46	3315
5	Kent Street	RP16831/25	1246
5	Kent Street	RP16831/24	1246
6	Kent Street	RP16845/11	1247
7	Kent Street	RP16831/27	1248
7	Kent Street	RP16831/26	1248
8	Kent Street	RP16844/9	1249
8	Kent Street	RP16844/10	1249
10	Kent Street	RP16844/7	1252
10	Kent Street	RP16844/8	1252
11	Kent Street	RP16831/32	1253
14	Kent Street	RP16843/3	1255
14	Kent Street	RP16843/4	1255
1	Kingston Street	RP16329/8	1955
2	Kingston Street	RP44075/7	1956
3	Kingston Street	RP16329/7	1957
4	Kingston Street	RP44075/6	1958
5	Kingston Street	RP16329/6	1959
6	Kingston Street	RP44075/5	1960
7	Kingston Street	RP16328/5	1961
7	Kingston Street	RP16328/4	1961
8	Kingston Street	RP44075/4	1962
9	Kingston Street	RP51501/3	1963
13	Kingston Street	RP54707/4	1965
1	Kirk Street	RP5381/19	4353
3	Kirk Street	RP5380/18	4354
5	Kirk Street	RP5380/17	4324
8-10	Kirk Street	RP5384/7	4426
8-10	Kirk Street	RP5384/8	4426
9	Kirk Street	RP5379/15	4325
14	Kirk Street	RP5384/5	4424
16	Kirk Street	RP5384/4	4423
2-52	Kitchener Street	AG2606/214	4218
1	Knight Street	RP16720/156	3317
5	Knight Street	RP16720/159	3598
7	Knight Street	RP79721/1	3599
9	Knight Street	RP79721/2	3319
15	Knight Street	RP16720/166	3322

SUPERSEDED

No.	Street	LP	ID
15	Knight Street	RP16720/167	3322
17	Knight Street	RP16720/170	4086
17	Knight Street	RP16720/169	4086
17	Knight Street	RP16720/168	4086
19	Knight Street	RP16712/124	3323
19	Knight Street	RP16712/125	3323
19	Knight Street	RP16712/126	3323
23	Knight Street	RP16712/127	3324
23	Knight Street	RP16712/128	3324
23	Knight Street	RP16712/129	3324
25	Knight Street	RP16712/130	3325
25	Knight Street	RP16712/131	3325
3	Lamington Street	RP17809/5	2399
3	Lamington Street	RP17809/6	2399
5	Lamington Street	RP17809/8	2401
3	Langton Street	BUP2740/8	4051
2	Laurel Lane	RP50383/1	3601
4	Laurel Lane	RP16230/4	3602
9	Laurel Lane	RP902112/5	3266
4	Lawrence Street	RP5407/2	2000
6	Lawrence Street	RP5407/1	2001
8	Lawrence Street	RP5406/6	2002
1	Leonard Street	RP47062/9	1256
2	Leonard Street	RP47062/14	1257
3	Leonard Street	RP47062/8	1258
4	Leonard Street	RP47062/15	1259
5	Leonard Street	RP47062/7	1260
6	Leonard Street	RP47062/16	1261
7	Leonard Street	RP47062/6	1262
8	Leonard Street	RP47062/17	1263
9	Leonard Street	RP47062/5	1264
10	Leonard Street	RP47062/18	1265
11	Leonard Street	RP47062/4	1266
12	Leonard Street	RP47062/19	1267
13	Leonard Street	RP47062/3	1268
14	Leonard Street	RP47062/20	1269
18	Leonard Street	RP60172/1	1271
2	Lilley Street	RP17792/15	1763
2	Lilley Street	RP17792/16	1763
3	Lilley Street	RP17797/2	1764
5	Lilley Street	RP17797/1	1765
6	Lilley Street	RP17796/14	1766
7	Lilley Street	RP911718/175	1767
8	Lilley Street	RP17796/12	1768
9	Lilley Street	RP17792/79	1769
9	Lilley Street	RP17792/78	1769
9	Lilley Street	RP17792/77	1769
10	Lilley Street	RP17795/2	1770
10	Lilley Street	RP17792/11	1770
12	Lilley Street	RP17792/9	1771
14	Lilley Street	RP17792/8	1772
16	Lilley Street	RP17792/7	1773
18	Lilley Street	RP17792/6	1774
20	Lilley Street	RP17792/5	1775
2	Lindsay Street	RP17792/63	1779
4	Lindsay Street	RP17792/62	1780
4	Lindsay Street	RP17792/61	1780
6	Lindsay Street	RP17792/60	1781
6	Lindsay Street	RP17792/59	1781
10	Lindsay Street	RP17792/56	1783
10	Lindsay Street	RP17793/1	1783
12	Lindsay Street	RP17793/2	1784
12	Lindsay Street	RP17792/54	1784
14	Lindsay Street	RP17792/53	1785
14	Lindsay Street	RP17792/52	1785
16	Lindsay Street	RP17792/51	1786
16	Lindsay Street	RP17792/50	1786
18	Lindsay Street	RP17792/4	1787
18	Lindsay Street	RP17792/3	1787
20	Lindsay Street	RP17792/2	1788
20	Lindsay Street	RP17792/1	1788
22	Lindsay Street	RP17799/8	1789
22	Lindsay Street	RP17800/2	1789
26	Lindsay Street	RP87549/1	1791
32A	Lindsay Street	RP48179/2	1796
34	Lindsay Street	RP48179/3	1797
38	Lindsay Street	RP44327/1	1799
40	Lindsay Street	D10175/1	1778
40	Lindsay Street	D10175/1	4072
54	Lindsay Street	RP5633/2	1800
62	Lindsay Street	RP82631/2	1803
66	Lindsay Street	RP82631/3	1805
76	Lindsay Street	RP40913/36	1272
78	Lindsay Street	RP16842/1	1274

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No.	Street	LP	ID
80	Lindsay Street	RP16842/2	1275
82	Lindsay Street	RP16852/35	1277
82	Lindsay Street	RP16852/34	1277
83	Lindsay Street	RP16828/2	1278
84	Lindsay Street	RP97538/1	1279
85	Lindsay Street	RP114694/2	1280
86	Lindsay Street	RP16863/35	1281
86	Lindsay Street	RP16863/34	1281
87	Lindsay Street	RP114694/3	1282
88A	Lindsay Street	SP109444/36	1284
88	Lindsay Street	SP109444/37	1283
89	Lindsay Street	RP54206/2	1285
90	Lindsay Street	RP16873/35	1286
90	Lindsay Street	RP16873/34	1286
91	Lindsay Street	RP16820/47	1287
91	Lindsay Street	RP16820/48	1287
92	Lindsay Street	RP16874/1	1288
93	Lindsay Street	RP16820/49	1289
93	Lindsay Street	RP16820/50	1289
94	Lindsay Street	RP16876/35	1290
94	Lindsay Street	RP16876/34	1290
97-99	Lindsay Street	RP16821/1	1292
101	Lindsay Street	RP87639/2	1293
103	Lindsay Street	RP45592/3	1294
105	Lindsay Street	RP45592/2	1295
107	Lindsay Street	RP45592/1	1296
1	Listohan Street	RP40731/21	2818
2	Listohan Street	RP40731/8	3326
3	Listohan Street	RP40731/20	2819
4	Listohan Street	RP40731/9	2820
5	Listohan Street	RP40731/19	2821
6	Listohan Street	RP40731/10	2822
7	Listohan Street	RP40731/18	2823
8	Listohan Street	RP40731/22	2824
9	Listohan Street	RP40731/17	2825
10	Listohan Street	RP40731/23	2826
1	Logie Street	RP45307/3	4326
3	Logie Street	RP16658/1	4327
3	Logie Street	RP16660/2	4327
4	Logie Street	RP52426/2	4328
5	Logie Street	RP16661/1	4593
6	Logie Street	RP63932/1	2919

No.	Street	LP	ID
157	Long Street	RP5442/21	372
157	Long Street	RP5442/20	372
159	Long Street	RP5442/22	374
160	Long Street	RP86036/1	375
161	Long Street	RP49636/4	376
162	Long Street	RP16783/6	377
163	Long Street	RP49636/3	378
164	Long Street	RP16783/4	379
164	Long Street	RP16783/5	379
165	Long Street	RP91992/3	380
166	Long Street	RP16783/2	381
166	Long Street	RP16783/3	381
167	Long Street	RP91992/2	382
168	Long Street	RP16783/1	383
169	Long Street	RP216437/2	384
171	Long Street	RP51074/33	387
174	Long Street	RP53050/15	390
175	Long Street	RP51074/37	4069
178	Long Street	RP16780/10	393
179	Long Street	RP94350/3	394
181	Long Street	RP5432/4	396
182	Long Street	RP16780/7	398
182	Long Street	RP16780/8	398
183	Long Street	RP42665/4	399
185	Long Street	RP42665/6	400
185	Long Street	RP91886/2	400
189	Long Street	RP42665/7	403
190	Long Street	RP16780/4	404
191	Long Street	RP47456/12	405
192	Long Street	RP16780/3	406
193	Long Street	RP47456/13	407
194	Long Street	RP16780/2	408
197	Long Street	RP47456/15	4207
198	Long Street	RP16773/49	409
199	Long Street	RP47456/16	4208
201	Long Street	RP5422/18	4209
202	Long Street	RP16773/47	411
203	Long Street	RP5422/20	4210
203	Long Street	RP5422/19	4210
205	Long Street	RP5422/21	4211
205	Long Street	RP5422/22	4211
206	Long Street	RP16773/45	413

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No.	Street	LP	ID
207	Long Street	RP5422/23	4212
208	Long Street	RP16773/44	414
210	Long Street	RP16773/43	415
212	Long Street	RP101728/42	416
213	Long Street	RP5418/3	4215
216	Long Street	RP16770/5	418
216	Long Street	RP16770/6	418
218	Long Street	RP16770/4	419
220	Long Street	RP16770/3	420
222	Long Street	RP16770/2	421
224	Long Street	RP16770/1	422
228	Long Street	RP16775/20	424
228	Long Street	RP16775/19	424
230	Long Street	RP16775/22	425
230	Long Street	RP16775/21	425
232	Long Street	RP16775/23	426
234	Long Street	RP68756/2	427
1	Louisa Street	RP47456/24	2827
2	Louisa Street	RP47456/3	2828
3	Louisa Street	RP47456/23	2829
4	Louisa Street	RP47456/4	2830
5	Louisa Street	RP47456/22	2831
6	Louisa Street	RP47456/5	2832
7	Louisa Street	RP47456/21	2833
8	Louisa Street	RP47456/6	4042
9	Louisa Street	RP47456/20	2834
10	Louisa Street	RP47456/7	2835
11	Louisa Street	RP47456/19	2836
12	Louisa Street	RP47456/8	2837
14	Louisa Street	RP47456/9	2838
15	Louisa Street	RP47456/18	2839
16	Louisa Street	RP47456/10	2840
17	Louisa Street	RP47456/17	2841
18	Louisa Street	RP47456/11	2842
1	Lydwin Crescent	RP16710/1	3817
4	Lydwin Crescent	RP16710/26	3969
8	Lydwin Crescent	RP40524/1	3973
11	Lydwin Crescent	RP16710/6	3976
13	Lydwin Crescent	RP16710/7	3978
22	Lydwin Crescent	RP16710/29	4062
87C	Mackenzie Street	RP900884/51	722
90	Mackenzie Street	RP55640/8	82
91	Mackenzie Street	RP17816/25	84
92A	Mackenzie Street	RP55640/15	3808
93	Mackenzie Street	RP17816/26	86
95	Mackenzie Street	RP80469/2	88
96	Mackenzie Street	RP55640/18	3809
98	Mackenzie Street	RP5673/5	91
98	Mackenzie Street	RP5673/4	91
99A-101	Mackenzie Street	RP891498/1	93
99A-101	Mackenzie Street	RP891498/2	93
99	Mackenzie Street	RP17816/30	92
100	Mackenzie Street	RP52892/1	3810
102A	Mackenzie Street	RP5673/23	94
102A	Mackenzie Street	RP49952/1	94
102	Mackenzie Street	RP213293/24	3608
103	Mackenzie Street	RP17817/3	95
104	Mackenzie Street	RP49952/2	96
104	Mackenzie Street	RP5673/21	96
105	Mackenzie Street	RP79884/2	97
106	Mackenzie Street	RP5672/4	98
109	Mackenzie Street	RP17818/14	100
109	Mackenzie Street	RP17818/15	100
109	Mackenzie Street	RP17818/16	100
119	Mackenzie Street	RP5663/26	104
119	Mackenzie Street	RP5663/25	104
119	Mackenzie Street	RP5663/27	104
119	Mackenzie Street	RP5663/24	104
119	Mackenzie Street	RP5663/28	104
119	Mackenzie Street	RP5663/23	104
119	Mackenzie Street	RP5663/29	104
119	Mackenzie Street	RP5663/22	104
119	Mackenzie Street	RP5663/30	104
119	Mackenzie Street	RP5663/21	104
119	Mackenzie Street	RP5663/31	104
119	Mackenzie Street	RP5663/20	104
119	Mackenzie Street	RP5663/32	104
119	Mackenzie Street	RP5663/19	104
121B	Mackenzie Street	RP77607/2	106
121	Mackenzie Street	RP5663/18	3609
121	Mackenzie Street	RP5663/17	3609
122	Mackenzie Street	RP138890/1	107
123A	Mackenzie Street	RP53092/2	108

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No.	Street	LP	ID
123	Mackenzie Street	RP42606/2	3610
124	Mackenzie Street	RP5655/19	109
124	Mackenzie Street	RP5655/18	109
125B	Mackenzie Street	RP141392/2	112
125	Mackenzie Street	RP42606/1	110
126	Mackenzie Street	RP5655/17	113
126	Mackenzie Street	RP5655/16	113
128	Mackenzie Street	RP5654/14	115
129	Mackenzie Street	RP53440/2	117
130	Mackenzie Street	RP83505/2	118
132	Mackenzie Street	RP5656/1	119
136	Mackenzie Street	RP216299/3	121
138	Mackenzie Street	RP50743/4	122
140	Mackenzie Street	RP80305/3	3611
144	Mackenzie Street	D1040/89	125
2[8]	Margaret Street	S180284/2	4692
6	Margaret Street	RP81839/3	433
6	Margaret Street	RP75762/2	433
7	Margaret Street	RP54193/5	435
7	Margaret Street	RP54193/12	435
8	Margaret Street	RP120840/1	436
10	Margaret Street	RP40566/1	438
16	Margaret Street	RP157117/2	443
19	Margaret Street	RP5653/17	445
19	Margaret Street	RP5653/18	445
19	Margaret Street	RP5653/19	445
25	Margaret Street	RP5653/8	3613
25	Margaret Street	RP5653/9	3613
25	Margaret Street	RP5653/10	3613
27	Margaret Street	RP5653/5	3614
27	Margaret Street	RP5653/6	3614
27	Margaret Street	RP5653/7	3614
29	Margaret Street	RP5653/2	3615
29	Margaret Street	RP5653/3	3615
29	Margaret Street	RP5653/4	3615
35	Margaret Street	RP5647/1	3616
43	Margaret Street	RP56583/3	455
45	Margaret Street	RP56583/2	456
49	Margaret Street	RP46295/1	458
49	Margaret Street	RP5644/9	458
49	Margaret Street	RP5644/10	458
51	Margaret Street	RP5644/6	459
51	Margaret Street	RP5644/7	459
51	Margaret Street	RP46295/2	459
53	Margaret Street	RP5644/1	460
53	Margaret Street	RP5644/2	460
53	Margaret Street	RP5644/3	460
53	Margaret Street	RP5644/4	460
53	Margaret Street	RP5644/5	460
55	Margaret Street	D1041/118	461
57	Margaret Street	D1041/117	462
59	Margaret Street	RP50476/1	463
61	Margaret Street	RP50477/1	464
63	Margaret Street	SP104630/31	4073
67	Margaret Street	D1041/35	469
68	Margaret Street	RP904410/1	470
69	Margaret Street	D1041/34	471
73	Margaret Street	RP805999/1	474
90	Margaret Street	RP5686/1	482
94	Margaret Street	RP905081/12	3617
96	Margaret Street	RP49707/1	3618
96	Margaret Street	D1094/9	3618
96	Margaret Street	RP5685/1	3618
98	Margaret Street	D1094/7	3619
98	Margaret Street	RP49707/2	3619
100	Margaret Street	D1094/4	484
100	Margaret Street	D1094/5	484
100	Margaret Street	D1094/6	484
102	Margaret Street	D1094/3	485
106	Margaret Street	AG4266/1193	4218
268	Margaret Street	RP108265/6	491
272	Margaret Street	RP159945/1	493
276	Margaret Street	RP41239/5	495
278	Margaret Street	RP41239/4	496
280	Margaret Street	RP41239/2	497
280	Margaret Street	RP41239/3	497
317	Margaret Street	RP69080/1	504
319	Margaret Street	RP81176/1	3621
321	Margaret Street	RP16264/14	505
325	Margaret Street	RP40136/2	508
327	Margaret Street	RP40136/1	509
329	Margaret Street	RP40098/2	511
331	Margaret Street	RP16264/20	512
331	Margaret Street	RP16264/19	512

SUPERSEDED

No.	Street	LP	ID
337	Margaret Street	RP16269/3	514
2	Market Street	D10139/8	2006
4	Market Street	D10139/9	2008
6	Market Street	D10139/10	2009
9	Market Street	RP135657/1	2010
11	Market Street	RP44659/15	2013
11	Market Street	RP5445/2	2013
15	Market Street	RP44659/16	2016
15	Market Street	RP5445/1	2016
16	Market Street	D10139/14	2015
28	Mary Street	RP123385/1	263
30	Mary Street	RP17786/44	265
30	Mary Street	RP17786/43	265
31	Mary Street	RP41396/10	266
31	Mary Street	RP41396/11	266
33	Mary Street	RP41396/14	268
34	Mary Street	RP17786/40	269
34	Mary Street	RP17786/39	269
39	Mary Street	RP41396/25	3623
41	Mary Street	RP41396/26	3532
43	Mary Street	RP17783/30	4364
45	Mary Street	RP17783/31	276
46	Mary Street	RP72321/1	261
47	Mary Street	RP17783/32	277
51	Mary Street	RP17783/62	281
51	Mary Street	RP17783/63	281
54A	Mary Street	RP57504/1	284
54	Mary Street	RP57504/2	283
55	Mary Street	RP17784/6	285
56	Mary Street	RP17787/40	287
56	Mary Street	RP17787/39	287
57	Mary Street	RP44398/4	288
59	Mary Street	RP44398/2	290
60-62	Mary Street	RP17787/36	3533
60-62	Mary Street	RP17787/35	3533
63	Mary Street	RP17782/36	293
64	Mary Street	RP88084/2	294
70	Mary Street	RP17808/4	301
71	Mary Street	RP17792/27	302
71	Mary Street	RP17792/26	302
72	Mary Street	RP17808/5	303
73	Mary Street	RP17792/25	3534
73	Mary Street	RP17792/24	3534
74	Mary Street	RP17808/6	304
75	Mary Street	RP17792/22	305
75	Mary Street	RP17792/21	305
76	Mary Street	RP125897/1	306
77	Mary Street	RP17792/20	307
77	Mary Street	RP17792/19	307
78	Mary Street	RP125897/2	308
79	Mary Street	RP17791/1	309
79	Mary Street	RP17792/18	309
80	Mary Street	RP102195/1	3535
81	Mary Street	RP17791/2	310
82	Mary Street	RP17846/5	311
82	Mary Street	RP102195/3	311
84	Mary Street	RP17811/38	313
84	Mary Street	RP17811/37	313
85	Mary Street	RP17802/30	314
87	Mary Street	RP17802/29	317
88	Mary Street	RP17811/2	318
88	Mary Street	RP17811/1	318
89	Mary Street	RP17802/9	319
90	Mary Street	RP17813/2	3536
90	Mary Street	RP43235/1	3536
91	Mary Street	RP17802/8	320
92	Mary Street	RP17813/3	321
93	Mary Street	RP162611/1	322
94	Mary Street	RP47192/3	323
96	Mary Street	RP47192/4	325
98	Mary Street	RP47192/5	327
99	Mary Street	RP5635/13	328
101	Mary Street	RP5635/14	330
101	Mary Street	RP5635/15	330
104	Mary Street	RP189447/2	332
106	Mary Street	RP5639/2	333
108	Mary Street	RP5639/1	334
110	Mary Street	RP57420/2	335
112	Mary Street	RP5638/6	336
112	Mary Street	RP5638/5	336
114	Mary Street	RP47749/3	338
116	Mary Street	RP47749/4	339
118	Mary Street	RP47749/5	340
120	Mary Street	D1041/109	3537

SUPERSEDED

No.	Street	LP	ID
120	Mary Street	D1041/110	3537
122	Mary Street	D1041/139	342
125A	Mary Street	RP50477/3	3538
126	Mary Street	RP163890/2	345
127	Mary Street	RP50477/2	346
128	Mary Street	RP163890/1	347
130	Mary Street	RP50476/3	348
131	Mary Street	RP16837/19	349
133	Mary Street	RP155868/2	351
135	Mary Street	RP97837/18	3540
139	Mary Street	RP16857/1	353
141	Mary Street	RP96673/2	3541
143	Mary Street	RP16869/18	354
145	Mary Street	RP16877/16	355
145	Mary Street	RP16877/17	355
147	Mary Street	RP16879/18	356
1	Mc Carthy Street	RP17055/76	
3	Mc Carthy Street	RP17055/77	
5	Mc Carthy Street	RP17055/78	
6	Mc Carthy Street	RP103742/2	
7	Mc Carthy Street	RP17055/79	
9	Mc Carthy Street	RP17055/89	
13	Mc Carthy Street	RP17055/92	
1	Mc Cook Street	RP16780/40	3139
2	Mc Cook Street	RP16786/11	3140
3	Mc Cook Street	RP16780/39	3141
4	Mc Cook Street	RP45474/3	3142
6	Mc Cook Street	RP45474/2	3144
13	Mc Cook Street	RP41582/3	3149
15	Mc Cook Street	RP41582/2	3150
17	Mc Cook Street	RP41582/1	3151
1	Mc Donnell Street	RP92477/2	2017
1	Mc Donnell Street	RP5462/18	2017
1	Moffatt Street	RP16610/58	1691
3	Moffatt Street	RP16604/6	1692
5	Moffatt Street	RP16604/5	1694
6	Moffatt Street	RP59295/1	2486
7	Moffatt Street	RP16604/4	1695
8	Moffatt Street	RP16607/46	1696
8	Moffatt Street	RP16607/47	1696
9	Moffatt Street	RP16604/3	1697
12	Moffatt Street	RP50195/1	1700

No.	Street	LP	ID
1--3	Moloney Street	RP85070/2	2843
2A	Moloney Street	RP74416/2	1742
5	Moloney Street	RP67305/2	2844
6	Moloney Street	RP17757/52	1743
6	Moloney Street	RP17757/51	1743
7	Moloney Street	RP142046/1	2845
9	Moloney Street	RP116254/2	2846
10	Moloney Street	RP17757/56	1745
10	Moloney Street	RP17757/55	1745
15	Moloney Street	RP79091/2	2849
17	Moloney Street	RP17757/33	2851
18	Moloney Street	RP17762/3	1749
21	Moloney Street	RP93693/2	2852
23	Moloney Street	RP151113/2	2853
24	Moloney Street	RP54358/1	1751
24	Moloney Street	RP54358/2	1751
25	Moloney Street	RP48850/2	2854
25	Moloney Street	RP17757/26	2854
27	Moloney Street	RP825739/24	2855
28	Moloney Street	RP58145/4	1753
33	Moloney Street	RP17757/19	2857
33	Moloney Street	RP17757/20	2857
35	Moloney Street	RP65195/3	2858
2	Monash Street	RP138179/2	
4	Monash Street	RP62732/14	
5A	Monash Street	RP62733/4	
5	Monash Street	RP62733/5	
6	Monash Street	RP62732/13	
7	Monash Street	SP187041/31	
8	Monash Street	RP62732/12	
9	Monash Street	RP62733/2	
10	Monash Street	RP62732/11	
11	Monash Street	RP62733/1	
12	Monash Street	RP62732/10	
13	Monash Street	RP66999/1	
14	Monash Street	RP62732/9	
15	Monash Street	RP66999/2	
16	Monash Street	RP62732/8	
17	Monash Street	RP66842/1	
18	Monash Street	RP62732/7	
19	Monash Street	RP66842/2	
21	Monash Street	RP66842/3	

SUPERSEDED

No.	Street	LP	ID
22	Monash Street	RP62732/5	
23	Monash Street	RP66842/4	
24	Monash Street	RP62732/4	
25	Monash Street	RP80867/2	
26	Monash Street	RP62732/3	
28	Monash Street	RP62732/2	
30	Monash Street	RP62732/1	
39	Monash Street	RP17011/9	
40	Monash Street	RP17028/14	
44	Monash Street	SP191506/27	
48	Monash Street	RP17011/26	
50	Monash Street	RP17013/30	
52	Monash Street	RP17013/32	
43A	Mort Street	RP856543/1	1120
45	Mort Street	RP856543/2	1121
47	Mort Street	RP16490/2	1122
59	Mort Street	RP908813/2	1128
59	Mort Street	RP908813/1	1128
65	Mort Street	RP16480/5	1129
75	Mort Street	RP16460/22	1133
77	Mort Street	RP16460/23	1134
83	Mort Street	RP16471/40	1136
85	Mort Street	RP16460/84	1137
87	Mort Street	RP149883/2	1138
87	Mort Street	RP149883/1	1138
107-109	Mort Street	RP16412/2	1148
111	Mort Street	RP49575/2	3640
115	Mort Street	RP16414/4	1155
119	Mort Street	RP16414/2	1157
121	Mort Street	RP16414/1	1158
123	Mort Street	RP16378/1	1159
125	Mort Street	RP16378/2	1160
127	Mort Street	RP16377/2	1161
129A	Mort Street	RP16376/2	1164
129	Mort Street	RP16376/3	1163
131	Mort Street	RP16376/1	1166
133	Mort Street	RP16374/2	1167
145	Mort Street	RP912670/2	1483
86	Neil Street	RP67544/1	4329
88	Neil Street	RP5372/2	4330
88	Neil Street	RP5369/4	4330
90	Neil Street	RP5369/6	4365

No.	Street	LP	ID
94	Neil Street	RP5379/12	4366
94	Neil Street	RP5379/13	4366
98	Neil Street	RP5384/1	4433
110	Neil Street	RP5410/22	2018
112	Neil Street	RP5410/21	2019
114	Neil Street	RP5410/20	2020
116	Neil Street	RP5410/19	2021
118	Neil Street	RP50294/5	2022
120	Neil Street	GTP105221/1	2023
120	Neil Street	GTP105221/0	2023
122	Neil Street	RP48089/3	2024
124	Neil Street	RP48089/2	2025
126	Neil Street	RP48089/1	2026
1-7	Newmarket Street	RP17222/18	
2B	Newmarket Street	RP17222/37	
4	Newmarket Street	RP17222/36	
6	Newmarket Street	RP17222/35	
8	Newmarket Street	RP85545/1	
10	Newmarket Street	RP85545/2	
15	Newmarket Street	RP102631/2	
30	Newmarket Street	RP17222/23	
10	Norman Street	RP71677/1	2869
18	Norman Street	RP70393/1	2876
19	Norman Street	RP81729/2	2877
28	Norman Street	RP54385/9	2886
6	Northland Street	RP17021/144	
11	Northland Street	RP17021/107	
12	Northland Street	RP17021/151	
14	Northland Street	RP17021/153	
15	Northland Street	RP17021/110	
16	Northland Street	RP72196/1	
1[9]	Norwood Street	RP50864/3	1354
1A[10]	Norwood Street	RP50864/2	1355
1B[11]	Norwood Street	RP50864/1	1356
2	Norwood Street	RP16411/3	1357
3	Norwood Street	RP16440/3	1358
5	Norwood Street	RP16440/2	1360
6	Norwood Street	RP52824/2	1361
7	Norwood Street	RP16440/1	1362
8	Norwood Street	RP52824/1	1363
9	Norwood Street	RP16439/1	1364
10	Norwood Street	RP16394/3	1365

SUPERSEDED

No.	Street	LP	ID
11	Norwood Street	RP54615/18	1366
12	Norwood Street	RP16394/2	1367
13	Norwood Street	RP54615/15	1368
14	Norwood Street	RP16394/1	1369
17	Norwood Street	RP54615/13	1371
18	Norwood Street	RP49413/2	1372
18	Norwood Street	RP16392/4	1372
19	Norwood Street	RP54615/11	1373
20	Norwood Street	RP16392/2	1374
20	Norwood Street	RP49413/1	1374
21	Norwood Street	RP54615/8	1375
22	Norwood Street	RP44461/1	1376
23	Norwood Street	RP54615/3	1377
24	Norwood Street	RP50469/3	1378
26	Norwood Street	RP50469/2	1379
29	Norwood Street	RP54615/2	1382
30	Norwood Street	RP16387/23	1383
30	Norwood Street	RP16387/22	1383
1	Parkinson Street	RP16770/25	3410
4	Parkinson Street	RP16770/8	167
5	Parkinson Street	RP16770/23	3413
6	Parkinson Street	RP16770/9	3414
7	Parkinson Street	RP16770/22	3415
8	Parkinson Street	RP16770/10	3416
9	Parkinson Street	RP16770/21	3417
10	Parkinson Street	RP16770/11	3418
11	Parkinson Street	RP16770/20	3419
12	Parkinson Street	RP16770/12	3420
13	Parkinson Street	AG2710/961	3421
1	Partridge Street	RP16720/55	3422
1	Partridge Street	RP16720/56	3422
2	Partridge Street	RP16720/82	3423
2	Partridge Street	RP16720/81	3423
3	Partridge Street	RP16720/57	3424
3	Partridge Street	RP16720/58	3424
4A	Partridge Street	RP16720/78	3426
5	Partridge Street	RP16720/59	3427
7	Partridge Street	RP16720/60	3429
7	Partridge Street	RP16720/61	3429
9	Partridge Street	RP16720/62	3431
11	Partridge Street	RP16722/1	3432
12	Partridge Street	RP104470/4	3433
13	Partridge Street	RP16722/2	3434
15	Partridge Street	RP16711/56	3437
15	Partridge Street	RP16711/55	3437
18	Partridge Street	RP16711/68	3440
18	Partridge Street	RP16711/69	3440
19	Partridge Street	RP73945/51	3441
20	Partridge Street	RP16711/70	3443
20	Partridge Street	RP16711/71	3443
1	Peardon Street	RP5410/13	2028
2	Peardon Street	RP5410/10	2030
3	Peardon Street	RP5410/15	2031
4	Peardon Street	RP5410/9	2032
6	Peardon Street	RP5410/8	2034
7	Peardon Street	RP5410/17	2035
8	Peardon Street	RP5410/7	2036
1	Peel Street	RP53050/16	3445
4	Peel Street	RP53050/5	3446
7	Peel Street	RP53050/19	3447
145	Perth Street	RP5581/4	4181
147	Perth Street	RP54385/5	3641
148	Perth Street	RP5442/6	3642
149	Perth Street	RP54385/6	3643
151	Perth Street	RP54385/7	3644
153	Perth Street	RP55143/8	3646
154	Perth Street	RP58406/5	3647
156	Perth Street	RP58406/4	3649
160	Perth Street	RP58406/1	3652
161	Perth Street	RP5445/17	2584
162	Perth Street	RP5436/6	2585
162	Perth Street	RP5436/7	2585
162	Perth Street	RP5436/8	2585
162	Perth Street	RP5436/9	2585
163	Perth Street	RP5445/16	2586
165	Perth Street	RP5445/15	4054
166	Perth Street	RP5436/4	2587
166	Perth Street	RP5436/5	2587
167	Perth Street	RP84877/2	2588
168	Perth Street	RP50233/2	2589
168	Perth Street	RP5436/3	2589
170	Perth Street	RP85971/2	2591
170	Perth Street	RP5436/1	2591
170	Perth Street	RP50233/1	2591

SUPERSEDED

No.	Street	LP	ID
171	Perth Street	RP97477/1	2592
172	Perth Street	RP85971/1	2593
176	Perth Street	RP43666/2	2597
177	Perth Street	RP48089/6	2598
178	Perth Street	RP116163/2	2599
182	Perth Street	RP116163/3	2602
184	Perth Street	RP59129/1	2603
186	Perth Street	RP47456/1	2604
188	Perth Street	RP47456/2	2605
190	Perth Street	RP47456/25	2606
192	Perth Street	RP5423/1	4061
194	Perth Street	RP5420/1	2607
196	Perth Street	RP5422/5	2608
198	Perth Street	RP5422/4	2609
200	Perth Street	RP5422/3	2610
202	Perth Street	RP5422/1	2611
202	Perth Street	RP5422/2	2611
204	Perth Street	RP5419/13	2612
206	Perth Street	RP5419/14	2613
208	Perth Street	RP5419/15	2614
210	Perth Street	RP5419/16	2615
214	Perth Street	RP62855/2	3865
216	Perth Street	RP170061/1	4268
4A	Phillip Street	RP50823/3	2042
4	Phillip Street	RP5499/2	2041
12	Phillip Street	RP47062/1	2046
14	Phillip Street	RP47062/2	2047
17	Phillip Street	RP5496/29	2051
18	Phillip Street	RP60172/3	2049
19	Phillip Street	RP5496/33	2052
20	Phillip Street	RP160729/55	2053
20	Phillip Street	RP160729/54	2053
21	Phillip Street	RP5496/34	2054
25	Phillip Street	RP136336/10	2056
25	Phillip Street	RP136336/9	2056
27	Phillip Street	RP136336/8	2057
29	Phillip Street	RP136336/7	2058
31	Phillip Street	RP136336/6	2059
38	Phillip Street	RP71154/1	2898
39	Phillip Street	RP5484/39	2063
40	Phillip Street	RP228675/4	2899
41	Phillip Street	RP46175/11	2066

No.	Street	LP	ID
42	Phillip Street	RP94445/1	3452
43	Phillip Street	RP46175/10	2067
45	Phillip Street	RP46175/9	2068
46	Phillip Street	RP76433/1	2901
47	Phillip Street	RP5460/1	2069
48	Phillip Street	RP70758/1	2902
50	Phillip Street	RP164030/1	2903
52	Phillip Street	RP81729/1	2904
53	Phillip Street	RP52538/35	2071
54	Phillip Street	RP94426/1	2905
55	Phillip Street	RP52538/34	2073
55	Phillip Street	RP52538/33	2073
56	Phillip Street	RP86377/1	2906
57	Phillip Street	RP52435/31	2074
59	Phillip Street	RP5455/1	2075
60	Phillip Street	RP55143/1	2907
61	Phillip Street	RP5455/2	2076
62	Phillip Street	RP49956/3	2908
63A	Phillip Street	RP52435/29	2077
64	Phillip Street	RP49956/4	2909
65	Phillip Street	RP49401/9	2079
66	Phillip Street	RP86814/1	4044
67	Phillip Street	RP49401/10	2080
69	Phillip Street	RP49401/1	2081
71	Phillip Street	RP44659/12	2082
74	Phillip Street	RP5438/2	3656
75	Phillip Street	SP138403/2	2084
77	Phillip Street	SP112563/20	3658
83	Phillip Street	RP5436/15	3660
83	Phillip Street	RP5436/16	3660
1	Pitt Street	RP16857/2	1297
3	Pitt Street	RP111655/2	1299
5	Pitt Street	RP111655/1	1301
7	Pitt Street	RP16860/26	1303
8	Pitt Street	RP16866/9	1304
14	Pitt Street	RP16865/3	1311
14	Pitt Street	RP16865/4	1311
15	Pitt Street	RP61345/1	1312
16	Pitt Street	SP109444/38	1313
9	Polo Street	RP16965/67	
1	Potter Street	RP16780/20	3153
2	Potter Street	RP99565/30	3154

SUPERSEDED

No.	Street	LP	ID
2	Potter Street	RP99565/1	3154
3	Potter Street	RP16780/19	3155
8	Potter Street	RP16780/27	3161
11	Potter Street	RP16780/14	3164
13	Potter Street	RP16780/13	3166
11	Price Lane	RP16417/10	1177
11	Price Lane	RP16417/11	1177
1	Queen Street	RP16880/21	1314
3	Queen Street	RP53607/23	1315
3	Queen Street	RP53607/22	1315
11	Queen Street	RP44778/2	1319
11	Queen Street	RP16876/29	1319
13	Queen Street	RP16876/31	1320
13	Queen Street	RP44778/1	1320
1	Raff Street	RP16610/63	1713
3	Raff Street	RP16610/62	1714
4	Raff Street	RP16613/3	1715
5	Raff Street	RP16610/61	1716
6	Raff Street	RP16613/2	1717
7	Raff Street	RP16610/60	1718
7	Raff Street	RP16610/59	1718
8	Raff Street	RP16613/1	1719
9	Raff Street	RP16610/57	2387
10	Raff Street	RP16610/43	1720
12	Raff Street	RP909980/44	1721
13	Raff Street	RP16610/55	1722
13	Raff Street	RP16610/54	1722
14	Raff Street	RP909980/45	3454
16-18	Raff Street	RP909980/46	1723
17	Raff Street	RP16624/3	2910
17	Raff Street	RP16624/4	2910
19	Raff Street	RP16624/5	2911
20	Raff Street	RP55701/3	4331
23	Raff Street	RP16625/3	2913
25	Raff Street	RP16625/4	2914
26	Raff Street	RP16617/52	4332
26	Raff Street	RP16617/35	4332
27	Raff Street	RP16617/46	2915
28	Raff Street	RP16617/36	4367
29	Raff Street	RP16617/47	2916
30	Raff Street	RP856522/37	4368
31	Raff Street	RP16617/48	2917
34	Raff Street	RP16617/39	4333
35	Raff Street	RP63932/3	2918
36	Raff Street	RP52426/1	4370
38	Raff Street	RP81151/1	4334
39	Raff Street	RP104039/2	2921
40	Raff Street	RP81151/2	4335
41	Raff Street	RP16649/43	2922
42-44	Raff Street	RP886810/34	4336
48	Raff Street	RP16649/51	4337
50	Raff Street	RP16649/52	4338
52	Raff Street	RP16649/37	4339
54	Raff Street	RP16649/38	4340
1	Ranfurly Street	RP17021/6	
3	Ranfurly Street	RP17021/7	
4	Ranfurly Street	RP17021/87	
5A	Ranfurly Street	RP17021/9	
5	Ranfurly Street	RP17021/8	
7	Ranfurly Street	RP17021/10	
9	Ranfurly Street	RP17021/11	
10	Ranfurly Street	RP57660/82	
11	Ranfurly Street	RP17021/12	
13	Ranfurly Street	RP17047/13	
14	Ranfurly Street	RP57660/79	
15	Ranfurly Street	RP17021/15	
17	Ranfurly Street	RP17021/18	
18	Ranfurly Street	RP17021/77	
19	Ranfurly Street	RP17021/20	
20	Ranfurly Street	RP17021/74	
21	Ranfurly Street	RP149990/2	
22	Ranfurly Street	RP17021/72	
23	Ranfurly Street	RP125395/1	
1	Rens Street	RP44075/10	1966
1	Rens Street	RP44075/11	1966
2	Rens Street	RP44075/12	1967
4	Rens Street	RP44075/13	1968
6	Rens Street	RP44075/14	1969
10	Rens Street	RP815711/9	1496
10	Rens Street	RP815711/9	1499
10	Rens Street	RP815711/9	1970
10	Rens Street	RP815711/9	1971
10	Rens Street	RP815711/9	1972
40	Rivett Street	RP106363/1	3585

SUPERSEDED

No.	Street	LP	ID
1	Robinson Street	RP70394/2	1823
3	Robinson Street	RP16584/2	2086
6	Robinson Street	RP83515/1	2088
10	Robinson Street	RP88111/2	2090
16	Robinson Street	RP16595/3	2093
20	Robinson Street	RP16595/1	2095
4	Rome Street	RP16949/48	
22	Rome Street	RP44465/4	
27	Rome Street	RP60332/4	
28	Rome Street	RP44465/1	
29	Rome Street	RP60332/6	
30	Rome Street	RP40479/2	
31	Rome Street	RP56997/8	
33A	Rome Street	RP897833/2	
33	Rome Street	RP16949/300	
35	Rome Street	RP897833/1	
40	Rome Street	RP16983/1	
42	Rome Street	RP16982/1	
43A	Rome Street	RP50708/2	
43	Rome Street	RP50708/3	
44	Rome Street	RP16982/2	
45	Rome Street	RP50708/1	
46	Rome Street	RP16981/1	
48	Rome Street	RP16981/3	
49	Rome Street	RP16975/1	
50	Rome Street	RP16981/5	
51	Rome Street	RP66432/2	
53	Rome Street	RP66432/1	
57	Rome Street	RP16972/41	
60	Rome Street	RP16980/2	
61	Rome Street	RP16972/39	
63	Rome Street	RP16972/37	
64	Rome Street	RP45571/2	
65	Rome Street	RP16972/35	
66	Rome Street	RP50295/3	
73	Rome Street	RP16972/27	
74	Rome Street	RP80403/19	
77	Rome Street	RP60451/1	
78	Rome Street	RP54816/1	
82	Rome Street	RP54816/3	
2	Roseberry Street	RP16479/56	797
5	Roseberry Street	RP53981/4	799
7	Roseberry Street	RP53981/3	801
8	Roseberry Street	RP16479/59	803
8	Roseberry Street	RP16479/58	803
10	Roseberry Street	RP16479/60	802
12	Roseberry Street	RP16479/61	804
14	Roseberry Street	RP16483/9	3866
18	Roseberry Street	RP16479/64	805
20	Roseberry Street	RP125401/1	806
5	Rosewood Street	RP54615/27	1325
7	Rosewood Street	RP54615/26	1327
8	Rosewood Street	RP54615/17	1328
9	Rosewood Street	RP54615/25	1329
10	Rosewood Street	RP54615/16	1330
11	Rosewood Street	RP54615/24	1331
12	Rosewood Street	RP54615/14	1332
16	Rosewood Street	RP54615/10	1336
18	Rosewood Street	RP54615/9	1337
20	Rosewood Street	RP54615/7	1338
22	Rosewood Street	RP54615/6	1339
24	Rosewood Street	RP54615/5	1340
26	Rosewood Street	RP54615/4	1341
120	Russell Street	SP126079/6	1488
124	Russell Street	RP123042/1	1491
126	Russell Street	RP157135/2	1493
128	Russell Street	RP112997/1	1495
130	Russell Street	RP56506/1	1497
133	Russell Street	RP44075/18	1500
134	Russell Street	RP16264/36	1501
134	Russell Street	RP16264/35	1501
135	Russell Street	RP137410/2	1502
137	Russell Street	RP126898/1	1506
139	Russell Street	RP54707/1	1507
141	Russell Street	RP16316/39	1508
141	Russell Street	RP16316/40	1508
143	Russell Street	RP16316/37	1509
143	Russell Street	RP16316/38	1509
145	Russell Street	RP16321/2	1510
146	Russell Street	RP55677/2	
147	Russell Street	RP16320/2	1511
149-151	Russell Street	RP93818/1	1512
152	Russell Street	RP85912/1	
154	Russell Street	RP74897/1	

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No.	Street	LP	ID
156	Russell Street	RP16984/1	
157	Russell Street	RP16954/4	
158	Russell Street	RP16984/2	
159	Russell Street	RP47583/2	
161	Russell Street	RP48239/3	
162A	Russell Street	RP16993/1	
162	Russell Street	RP16993/38	
164	Russell Street	RP16949/382	
166	Russell Street	RP803858/380	
167	Russell Street	RP16949/34	
169	Russell Street	RP16955/3	
170	Russell Street	RP16987/1	
171	Russell Street	RP42160/4	
172	Russell Street	RP16949/377	
173	Russell Street	RP42160/3	
174	Russell Street	RP16992/3	
175	Russell Street	RP42160/2	
176	Russell Street	RP16992/2	
177A	Russell Street	RP59043/2	
178	Russell Street	RP16992/1	
181	Russell Street	RP45271/2	
182	Russell Street	RP16949/373	
184	Russell Street	RP16949/372	
185	Russell Street	RP45271/4	
187	Russell Street	RP45271/5	
188	Russell Street	RP16991/3	
189	Russell Street	RP45271/6	
191	Russell Street	RP16978/1	
192	Russell Street	RP16991/1	
194	Russell Street	RP185385/1	
195	Russell Street	RP16978/3	
197	Russell Street	RP16979/3	
198	Russell Street	RP16968/3	
200	Russell Street	RP16968/1	
202	Russell Street	RP16967/47	
203	Russell Street	RP16949/331	
205	Russell Street	RP16980/9	
206	Russell Street	RP88315/20	
207	Russell Street	RP16980/11	
208	Russell Street	RP16967/22	
209	Russell Street	RP16980/12	
211	Russell Street	RP16980/14	

No.	Street	LP	ID
213	Russell Street	RP16969/3	
214	Russell Street	RP16967/28	
216	Russell Street	RP844718/30	
225	Russell Street	RP80403/1	
229	Russell Street	RP16949/255	
231	Russell Street	RP16949/256	
235	Russell Street	RP61392/1	
237	Russell Street	RP61392/2	
177	Ruthven Street	RP91301/1	2756
180	Ruthven Street	RP165164	2757
198	Ruthven Street	RP16584/1	1674
210	Ruthven Street	RP16593/13	1679
216	Ruthven Street	RP16593/16	1682
680	Ruthven Street	RP5419/3	4206
687	Ruthven Street	RP100715/3	4205
687	Ruthven Street	RP100715/1	4205
688	Ruthven Street	RP5419/18	134
690	Ruthven Street	RP5419/19	135
691	Ruthven Street	RP4966/17	2649
692	Ruthven Street	RP5418/2	137
701	Ruthven Street	RP68756/1	139
703	Ruthven Street	RP48654/2	140
704	Ruthven Street	RP16775/6	141
705	Ruthven Street	RP16750/1	142
706-708	Ruthven Street	RP16778/9	143
706-708	Ruthven Street	RP16778/7	143
709	Ruthven Street	RP155873/1	145
710	Ruthven Street	RP62069/1	146
712	Ruthven Street	RP62069/2	148
713	Ruthven Street	RP16748/3	149
713	Ruthven Street	RP16748/4	149
714	Ruthven Street	RP62069/3	150
716	Ruthven Street	RP16779/1	152
717	Ruthven Street	RP16748/63	153
717	Ruthven Street	RP16748/64	153
719	Ruthven Street	RP16753/4	155
719	Ruthven Street	RP16753/3	155
721	Ruthven Street	RP16753/2	156
721	Ruthven Street	RP16753/1	156
723	Ruthven Street	RP16754/2	157
724	Ruthven Street	RP43596/3	158
726	Ruthven Street	RP43596/4	160

SUPERSEDED

No.	Street	LP	ID
727	Ruthven Street	RP16753/33	161
731	Ruthven Street	RP68007/2	3169
740	Ruthven Street	RP58881/1	3662
2	Shipley Street	RP17792/39	1974
3	Shipley Street	RP17792/70	1975
5	Shipley Street	RP195299/1	1977
6	Shipley Street	RP17792/41	1978
7	Shipley Street	RP17794/73	1979
8	Shipley Street	RP894046/42	1980
10	Shipley Street	RP17792/44	1981
19	Sinclair Street	RP222251/1	2406
21	Sinclair Street	RP190467/2	2407
23	Sinclair Street	RP51770/4	2408
3	Sir Street	RP16720/21	3987
3	Sir Street	RP16720/22	3987
4	Sir Street	RP16720/46	3988
8	Sir Street	RP16720/44	3992
9	Sir Street	RP16721/4	3993
11	Sir Street	RP16721/5	3995
13	Sir Street	RP16721/6	3997
14	Sir Street	RP899800/39	3998
15	Sir Street	RP16721/7	4000
17	Sir Street	RP16720/32	4002
19	Sir Street	RP52109/2	4371
21	Sir Street	RP46759/4	4004
23	Sir Street	RP46759/3	4006
25	Sir Street	RP16711/26	4008
25	Sir Street	RP16711/25	4008
1	Somerset Street	RP5436/17	2936
1	Somerset Street	RP5436/18	2936
2	Somerset Street	RP62797/2	2928
3	Somerset Street	RP5436/19	2937
3	Somerset Street	RP5436/38	2937
4	Somerset Street	RP81426/14	2930
5	Somerset Street	RP5436/21	2931
5	Somerset Street	RP5436/20	2931
7	Somerset Street	RP5432/19	2933
7	Somerset Street	RP5432/20	2933
3	Somme Street	RP40731/12	3456
5	Somme Street	RP40731/13	2942
6	Somme Street	RP905937/37	2943
7	Somme Street	RP40731/14	2944

No.	Street	LP	ID
8	Somme Street	RP16610/39	2945
9	Somme Street	RP40731/15	2946
10	Somme Street	RP16613/4	2947
11	Somme Street	RP40731/16	2948
13	Somme Street	RP16610/69	3664
19	Somme Street	RP887586/1	3019
168	South Street	RP68543/1	2410
169	South Street	RP196605/1	2427
170C	South Street	RP17142/4	2719
170	South Street	RP17142/3	2409
170	South Street	RP17142/2	2409
170	South Street	RP17142/1	2409
171	South Street	RP16789/46	2428
171	South Street	RP16789/45	2428
172	South Street	RP17142/6	2429
172	South Street	RP17142/5	2429
174	South Street	RP17142/8	2430
174	South Street	RP17142/7	2430
176	South Street	RP17142/10	2432
176	South Street	RP17142/9	2432
178	South Street	RP98368/1	2434
182	South Street	RP96000/2	2438
183	South Street	RP16789/61	2439
183	South Street	RP16789/60	2439
185A	South Street	RP73906/2	2441
186	South Street	RP17151/1	2442
187	South Street	RP16789/66	2443
187	South Street	RP16789/65	2443
190	South Street	RP77001/1	2446
192	South Street	RP182039/1	2448
194	South Street	RP17152/19	2449
194	South Street	RP17152/18	2449
196	South Street	RP48919/20	2450
198	South Street	RP48919/22	2451
199	South Street	RP49609/3	3683
200	South Street	RP58690/1	2452
200	South Street	RP53460/1	2452
201	South Street	RP49609/4	2453
203	South Street	RP16759/43	2454
204	South Street	RP17155/8	2455
204	South Street	RP17155/7	2455
206	South Street	RP17155/9	2456

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No.	Street	LP	ID
208	South Street	RP17155/11	2457
208	South Street	RP17155/10	2457
209	South Street	RP16762/2	2458
209	South Street	RP16759/40	2458
210	South Street	RP17154/5	2459
211	South Street	RP90901/3	2460
213	South Street	RP90901/1	2461
213	South Street	RP90901/2	2461
215	South Street	RP16759/27	2463
216	South Street	RP17154/2	3687
218	South Street	RP17154/1	2464
219	South Street	RP16759/25	3689
220	South Street	RP908417/68	2465
221	South Street	RP16759/23	3691
223	South Street	RP16759/21	3693
223	South Street	RP16759/22	3693
224	South Street	RP181062/1	3694
226	South Street	RP86642/2	3696
230	South Street	RP17166/63	3699
1A	St Louis Street	RP897076/24	1874
2	St Louis Street	RP45116/3	2467
2	St Louis Street	RP45116/2	2467
4	St Louis Street	RP45116/1	2469
7	St Louis Street	RP116201/2	2471
2	Stephen Street	RP47651/7	3458
3	Stephen Street	RP5422/7	3459
4	Stephen Street	RP47651/4	3460
6	Stephen Street	RP47651/3	3463
7	Stephen Street	RP5422/11	3464
7	Stephen Street	RP5422/10	3464
8	Stephen Street	RP47651/2	3465
9	Stephen Street	RP5419/12	3466
10	Stephen Street	RP47651/6	3467
11	Stephen Street	RP5419/10	3468
11	Stephen Street	RP5419/11	3468
12	Stephen Street	RP5419/25	3469
12	Stephen Street	RP5419/26	3469
13A	Stephen Street	RP58359/2	3471
13	Stephen Street	RP5419/9	3470
14	Stephen Street	RP5419/24	3472
16	Stephen Street	RP5419/23	3473
18	Stephen Street	RP5419/22	3474

No.	Street	LP	ID
1	Stirling Street	D1094/24	1342
2	Stirling Street	RP16820/23	1343
2	Stirling Street	RP16820/22	1343
3	Stirling Street	RP5687/1	1345
3	Stirling Street	D1094/25	1345
4	Stirling Street	RP58416/26	1346
5	Stirling Street	RP53296/2	1347
5	Stirling Street	RP5687/2	1347
6	Stirling Street	RP16820/27	1348
7	Stirling Street	D1094/29	1349
7	Stirling Street	D1094/28	1349
8	Stirling Street	RP51898/1	1350
8	Stirling Street	RP51898/28	1350
9	Stirling Street	RP5688/2	1351
9	Stirling Street	D1094/30	1351
10	Stirling Street	RP51898/2	1352
11	Stirling Street	D10100/2	1353
11	Stirling Street	D1094/32	1353
11	Stirling Street	RP5688/1	1353
11	Stirling Street	RP45067/2	1353
116	Stuart Street	RP17780/17	3774
119-121	Stuart Street	RP50712/5	3771
120A	Stuart Street	RP17781/6	4242
120	Stuart Street	RP17779/1	3777
122A	Stuart Street	RP17781/4	4243
122	Stuart Street	RP17781/5	3778
123	Stuart Street	RP81989/1	3779
124	Stuart Street	RP69961/4	3781
125	Stuart Street	RP16720/186	3783
125	Stuart Street	RP16720/185	3783
128	Stuart Street	RP40084/5	3788
129	Stuart Street	RP16720/181	3789
129	Stuart Street	RP16720/180	3789
130	Stuart Street	RP40084/4	3790
131	Stuart Street	RP16720/179	3792
131	Stuart Street	RP16720/178	3792
132	Stuart Street	RP40084/2	3793
134	Stuart Street	RP40084/1	3795
135	Stuart Street	RP16720/176	3797
135	Stuart Street	RP16720/175	3797
136	Stuart Street	RP147832/2	3798
16	Taylor Street	RP16328/10	1029

SUPERSEDED

No.	Street	LP	ID
16	Taylor Street	RP16328/11	1029
17	Taylor Street	RP16363/3	1030
19	Taylor Street	RP16363/2	1032
20	Taylor Street	RP112150/1	1033
21	Taylor Street	RP16363/1	1035
22	Taylor Street	RP16316/21	1036
22	Taylor Street	RP16316/22	1036
22	Taylor Street	RP16316/23	1036
23-25	Taylor Street	RP16361/2	1037
24	Taylor Street	RP16316/19	1039
24	Taylor Street	RP16316/20	1039
27	Taylor Street	RP16356/6	1040
29	Taylor Street	RP16356/7	1041
30-38	Taylor Street	RP16952/2	
31	Taylor Street	RP16356/8	1042
33	Taylor Street	RP16356/9	1043
35	Taylor Street	RP40454/10	1044
37	Taylor Street	RP16356/11	1045
37	Taylor Street	RP40454/11	1045
39	Taylor Street	RP16356/12	1046
40	Taylor Street	RP16973/2	
41	Taylor Street	RP16356/13	1048
43	Taylor Street	RP44488/1	1049
44	Taylor Street	RP911748/7	
45	Taylor Street	RP44488/2	1050
47	Taylor Street	RP44488/4	1051
48	Taylor Street	RP16973/9	
49	Taylor Street	RP123011/1	1052
52	Taylor Street	RP56997/2	
53A	Taylor Street	RP76412/1	1054
54	Taylor Street	RP88178/1	
55	Taylor Street	RP62569/2	1055
56	Taylor Street	RP16949/313	
57	Taylor Street	RP62569/1	1056
59	Taylor Street	RP16340/7	1057
62	Taylor Street	SP165336/11	
64	Taylor Street	RP16976/10	
65	Taylor Street	RP864812/11	1061
69	Taylor Street	RP77885/1	
71	Taylor Street	RP50025/2	
73	Taylor Street	RP50025/1	
74	Taylor Street	RP16976/2	

No.	Street	LP	ID
79	Taylor Street	RP72084/1	
80	Taylor Street	RP208157/1	
83	Taylor Street	RP48730/2	
87A	Taylor Street	RP50965/1	
87	Taylor Street	RP64237/2	
90	Taylor Street	RP16972/16	
93	Taylor Street	RP17009/3	
95	Taylor Street	RP17009/5	
97	Taylor Street	RP17009/6	
98-100	Taylor Street	RP230002/22	
99A	Taylor Street	RP59891/1	
104	Taylor Street	RP57633/2	
107	Taylor Street	RP17012/8	
109	Taylor Street	RP137409/2	
120	Taylor Street	RP89904/1	
122	Taylor Street	RP77776/1	
126	Taylor Street	RP132015/1	
129	Taylor Street	RP144137/2	
131	Taylor Street	SP130889/24	
133	Taylor Street	RP17013/22	
137	Taylor Street	RP17013/20	
139	Taylor Street	RP17013/18	
140	Taylor Street	RP81728/2	
141	Taylor Street	RP80776/1	
146	Taylor Street	RP137222/1	
1	Thomas Street	RP16681/6	4341
1	Thomas Street	RP16681/7	4341
2	Thomas Street	RP900593/1	1092
2	Thomas Street	RP900593/1	4442
3	Thomas Street	RP885057/8	4342
4	Thomas Street	RP16681/23	4343
4	Thomas Street	RP16681/24	4343
5	Thomas Street	RP16681/10	4344
5	Thomas Street	RP16681/11	4344
6	Thomas Street	RP16681/25	4345
6	Thomas Street	RP16681/26	4345
7	Thomas Street	RP16681/12	4346
7	Thomas Street	RP16681/13	4346
8	Thomas Street	RP73716/27	4347
10	Thomas Street	RP73716/29	4349
352	Tor Street	RP17226/5	
364	Tor Street	RP113211/2	

SUPERSEDED

No.	Street	LP	ID
368	Tor Street	RP204249/1	
396	Tor Street	RP108577/11	
1	Tozer Street	RP43879/3	
3	Tozer Street	RP43879/2	
6	Tozer Street	RP72084/3	
5	Turner Street	RP54405/5	
2	Vacy Street	RP16920/1	4228
1	Vera Street	RP52920/96	
2	Vera Street	RP17055/46	
6	Vera Street	RP67230/1	
7	Vera Street	RP55237/1	
9	Vera Street	RP55237/2	
1	Victor Street	RP5499/9	3673
2	Victor Street	RP5499/14	3674
3	Victor Street	RP5499/10	3675
4	Victor Street	RP5499/13	3676
5	Victor Street	RP50823/4	3677
1B	Wallace Street	RP74897/4	
1	Wallace Street	RP57396/4	
4	Wallace Street	RP40099/1	
7	Wallace Street	RP16949/352	
8	Wallace Street	RP16960/1	
9	Wallace Street	RP16949/353	
10	Wallace Street	RP16949/109	
11	Wallace Street	RP16949/354	
16	Wallace Street	RP16949/106	
17	Wallace Street	RP16988/2	
21	Wallace Street	RP16989/1	
24	Wallace Street	RP16949/101	
25	Wallace Street	RP16949/360	
28	Wallace Street	RP16949/99	
30	Wallace Street	RP16949/98	
31	Wallace Street	RP16949/363	
32	Wallace Street	RP74530/2	
33	Wallace Street	RP16949/364	
34	Wallace Street	RP74530/1	
35	Wallace Street	RP16949/365	
37	Wallace Street	RP16990/2	
38	Wallace Street	RP43233/2	
40	Wallace Street	RP43233/1	
42	Wallace Street	RP16949/218	
45	Wallace Street	RP16968/13	
46	Wallace Street	RP113062/2	
51	Wallace Street	RP199368/1	
56	Wallace Street	RP72879/1	
57	Wallace Street	RP16967/38	
3	Walton Street	RP16594/12	2951
4	Walton Street	RP41641/2	2952
5	Walton Street	RP16592/11	2953
6	Walton Street	RP41640/1	2954
7	Walton Street	RP16592/10	2955
8	Walton Street	RP41640/2	2956
10	Walton Street	RP16593/17	2958
1	Waratah Street	SP177472/7	
3	Waratah Street	RP47918/5	
4	Waratah Street	RP49745/1	
5	Waratah Street	RP51480/3	
6	Waratah Street	RP49745/2	
7	Waratah Street	RP51480/2	
8	Waratah Street	RP49745/3	
10	Waratah Street	RP17012/9	
11	Waratah Street	RP17012/39	
7	Warra Street	RP40479/1	
11	Warra Street	RP89417/2	
13	Warra Street	RP122998/1	
1	Warren Street	RP17802/28	1807
2	Warren Street	RP17802/10	1808
3	Warren Street	RP17804/3	1809
4-6	Warren Street	RP17802/12	1810
4-6	Warren Street	RP17802/11	1810
5	Warren Street	RP17804/2	1811
7	Warren Street	RP17803/6	1812
7	Warren Street	RP17802/25	1812
7	Warren Street	RP17804/1	1812
8	Warren Street	RP17802/13	1813
9	Warren Street	RP17803/5	1814
11	Warren Street	RP17803/4	1816
14	Warren Street	RP17806/2	1820
14	Warren Street	RP17806/3	1820
15	Warren Street	RP17799/4	1821
15	Warren Street	RP17799/5	1821
17	Warren Street	RP17799/1	1822
17	Warren Street	RP17799/2	1822
17	Warren Street	RP17799/3	1822

SUPERSEDED

No.	Street	LP	ID
2	West Street	RP16489/1	1117
2	West Street	RP16489/2	1117
2	West Street	RP16489/3	1117
2	West Street	RP16489/4	1117
3	West Street	RP17068/19	808
3	West Street	RP17068/20	808
5	West Street	RP17068/21	810
5	West Street	RP17068/22	810
6	West Street	RP53736/23	811
11	West Street	RP17068/25	821
17	West Street	RP53290/2	825
18	West Street	RP16482/1	826
19	West Street	RP17070/1	839
19	West Street	RP17070/1	4172
20	West Street	RP46611/2	827
22	West Street	RP16473/10	828
22	West Street	RP16473/9	828
22	West Street	RP16473/8	828
27A	West Street	RP180047/2	833
29	West Street	RP105769/1	834
35	West Street	RP86366/2	837
37	West Street	RP909962/12	838
38	West Street	RP175391/1	841
39	West Street	RP17058/10	842
41[12]	West Street	PS173959/9	844
42	West Street	RP54935/8	851
44	West Street	RP54935/7	852
45	West Street	RP44068/2	846
47	West Street	RP74859/2	847
49	West Street	RP142045/2	848
51	West Street	RP17059/2	849
53-59	West Street	SP149664/1	858
53-59	West Street	SP149664/1	4441
53-59	West Street	SP149664/1	4654
56	West Street	RP16341/1	860
58	West Street	RP16341/2	861
60B	West Street	RP59270/3	864
61	West Street	RP52578/2	
62	West Street	RP49895/1	866
63	West Street	RP52578/1	4052
63	West Street	RP43590/1	4052
64	West Street	RP80773/3	867
65	West Street	RP43590/2	868
65	West Street	RP17054/9	868
66	West Street	RP16316/18	869
66	West Street	RP16316/17	869
67	West Street	RP17054/7	870
67	West Street	RP17054/6	870
68	West Street	RP16316/16	871
68	West Street	RP16316/15	871
69	West Street	RP86899/2	872
70	West Street	RP16316/14	875
70	West Street	RP16316/13	875
71	West Street	RP90942/1	874
72	West Street	RP16322/11	875
72	West Street	RP16322/10	875
73	West Street	RP69027/2	876
74	West Street	BUP5492/2	878
75	West Street	RP16997/104	877
76A	West Street	RP66486/2	3811
77	West Street	RP16997/103	879
78	West Street	RP16264/27	880
79	West Street	RP17055/84	881
80	West Street	RP139877/2	882
80	West Street	RP139877/1	882
81	West Street	RP17055/85	883
83	West Street	RP17055/86	885
84	West Street	RP16270/2	886
85	West Street	RP17055/87	887
88	West Street	RP41239/6	889
99	West Street	RP175424/3	897
107	West Street	RP90345/1	3812
108	West Street	RP16209/63	902
108	West Street	RP16209/62	902
112	West Street	RP16209/59	904
112	West Street	RP16209/58	904
114	West Street	RP16209/57	905
118	West Street	RP16210/3	907
120	West Street	RP16210/2	908
121	West Street	RP40958/1	909
122	West Street	RP16210/1	910
123	West Street	RP42165/1	911
124	West Street	RP16209/50	912
125	West Street	RP42165/2	913

SUPERSEDED

No.	Street	LP	ID
126	West Street	RP16209/49	914
128	West Street	RP16208/1	916
132	West Street	RP50327/1	917
133A	West Street	RP52237/2	919
133	West Street	RP52237/1	918
135	West Street	RP44102/93	921
137	West Street	RP44102/91	923
141	West Street	RP84948/3	926
143	West Street	RP16946/1	3669
143	West Street	RP16946/2	3669
147	West Street	RP46151/2	928
149	West Street	RP58665/2	929
149	West Street	RP101505/2	929
151	West Street	RP46151/5	930
153	West Street	RP46151/6	931
155	West Street	RP99423/1	932
157	West Street	RP16926/3	933
159	West Street	RP16926/2	934
161	West Street	RP16926/1	935
163	West Street	RP16919/140	936
165	West Street	RP16919/141	937
167A	West Street	RP16919/143	939
167	West Street	RP16919/142	938
169	West Street	RP16919/144	940
2	Winchester Street	RP16608/1	1690
2	Winchester Street	D10395/2	1690
3	Windmill Street	RP16773/38	3802
3	Windmill Street	RP16773/37	3802
29A	Wirra Wirra Street	RP53175/37	3804
29A	Wirra Wirra Street	RP53175/36	3804
55	Wirra Wirra Street	RP70988/3	2967
57	Wirra Wirra Street	RP70988/2	2968
1A	Wombyra Street	RP60899/11	4227
1	Wombyra Street	RP114782/2	
3	Wombyra Street	RP17220/38	
5	Wombyra Street	RP17220/37	
7	Wombyra Street	RP17220/36	
9	Wombyra Street	RP17220/35	
13	Wombyra Street	RP17220/33	
15	Wombyra Street	RP17220/32	
21	Wombyra Street	RP17217/22	

SUPERSEDED

Schedule 2[13,14]

Places of Potential Heritage Significance in the Regional Centre Zone

(1) The following table in this Schedule contains the addresses, real property descriptions and sites plans identifying the extent of Places of Potential Cultural Heritage Significance (shaded area) in the Regional Centre Zone.

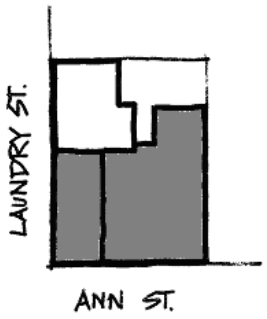
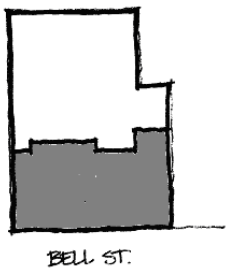
(2) These places were classified by the Toowoomba City Centre Heritage Study 2001 as Places of Potential Cultural Heritage Significance.

(3) Specific buildings and/or structures of potential significance within individual sites were identified by the Toowoomba Regional Centre Zone – Heritage Place Supplementary Survey 2007.

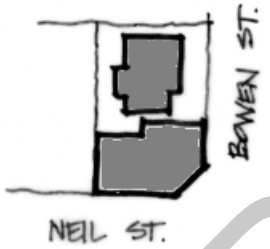
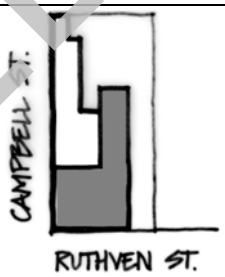
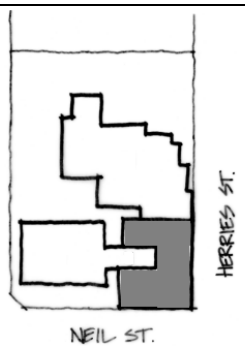
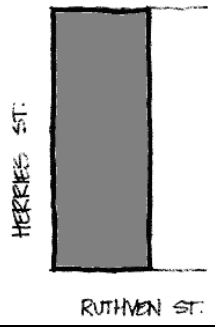
(4) For the purposes of identifying the correct place, where there is a conflict between the address of a place and its real property description then the conflict is to be resolved by reference to the ID number and the accompanying information in the Toowoomba City Centre Heritage Study 2001.

Notes:

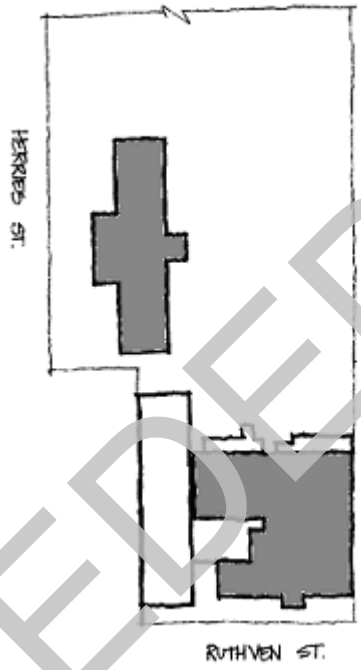
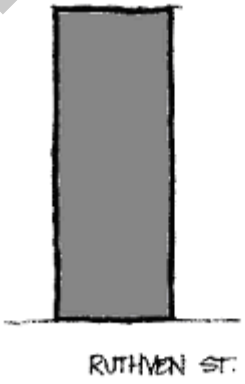
1. **Further information about each place is contained in the Toowoomba City Centre Heritage Study 2001 and Toowoomba Regional Centre Zone – Heritage Place Supplementary Survey 2007 which are periodically updated and are available for inspection at Council's Ruthven Street office.**
2. **The ID number is a number allocated to each place in the Toowoomba City Centre Heritage Study 2001. An ID may be situated on two different real property descriptions. Conversely, 2 IDs may be situated on the same real property description.**

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
6	Ann Street	RP16674/23 RP16674/24 RP129701/1	400	
28	Bell Street	RP185978/1	244	

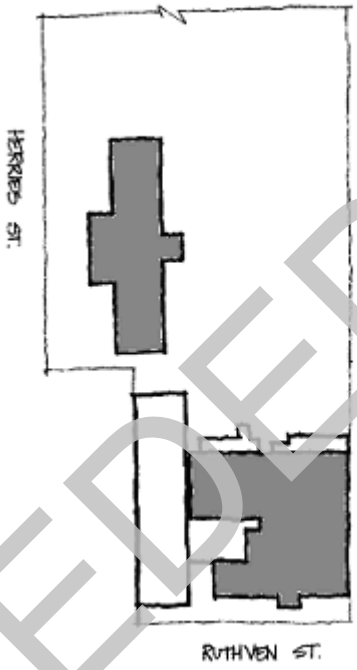
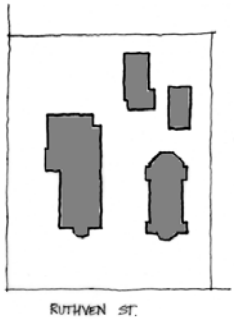
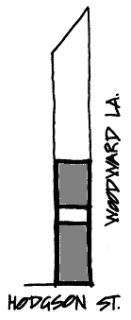
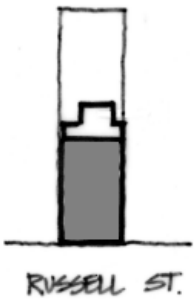
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
2	Bowen Street	RP59809/22	272	
21	Bowen Street (Aka 12 Hodgson Street)	RP87290/3	450	
140	Campbell Street (Aka 296 Ruthven Street)	RP16674/1 RP16674/2	406	
135	Herries Street	RP193940/1	178	
149	Herries Street (Aka 545-549 Ruthven Street)	RP5045/1 RP5045/2 RP5047/2 D10137/1	140	

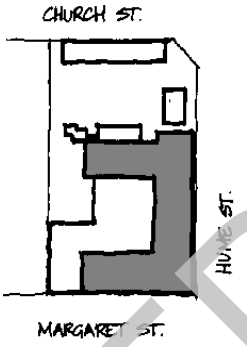
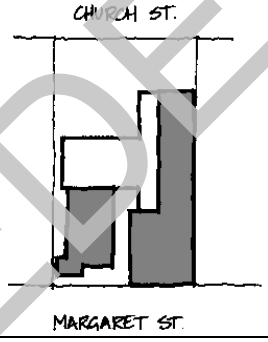
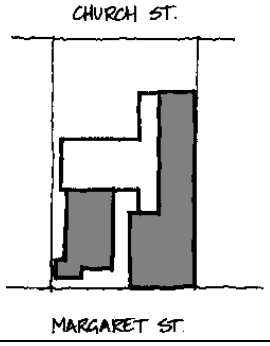
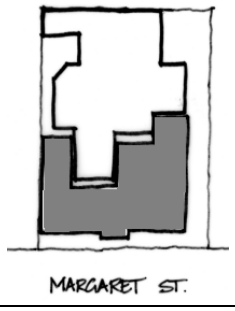
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
151-153	Herries Street (Aka 541-543 Ruthven Street & 48-58 Victoria Street)	RP5046/1 CP810597/16	142	
151-153	Herries Street (Aka 541 Ruthven Street & 48-58 Victoria Street)	RP5050/1	143	

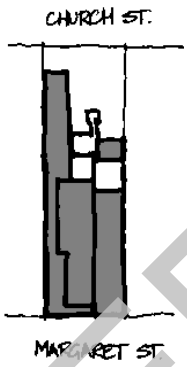
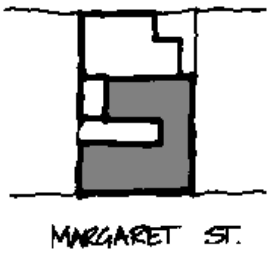
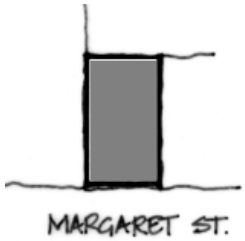
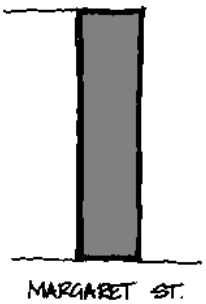
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
151-153	Herries Street (Aka 541 Ruthven Street & 48-58 Victoria Street)	CP810597/16 D10137/3 RP5045/7 RP5045/8 RP5045/9 RP5045/10 RP5045/11 RP5045/12 D10246/13	177	
152 152	Herries Street (Aka 590-592 Ruthven Street) Herries Street (Aka 590-592 Ruthven Street)	RP56944/1 RP56944/2 RP56944/3	96 97	
8	Hodgson Street	RP5235/23	449	
5 46-48	Keefe Street (Aka 38-40 Russell Street) Russell Street	RP5109/5 D1062/15 D1062/16 RP5109/4	299	

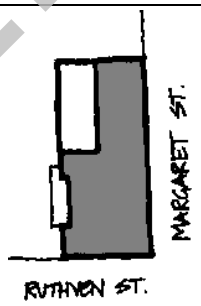
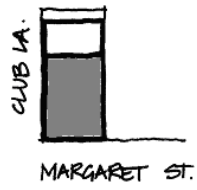
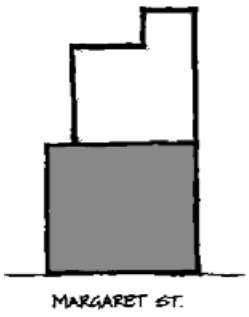
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
121	Margaret Street (Aka 2-4 Church Street)	SP108136/8	366	
131	Margaret Street (Aka 6 Church Street)	RP79230/7	368	
133	Margaret Street (Aka 8 Church Street)	RP45654/2 RP45654/3	369	
136	Margaret Street	RP103528/10 D10152/24	189	
152-156	Margaret Street	RP46556/2 RP46556/1	33	

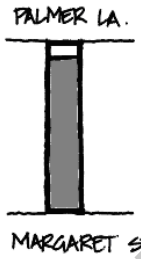
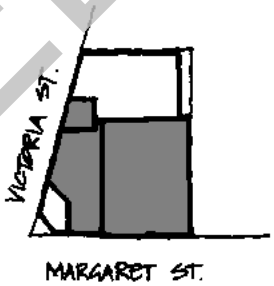
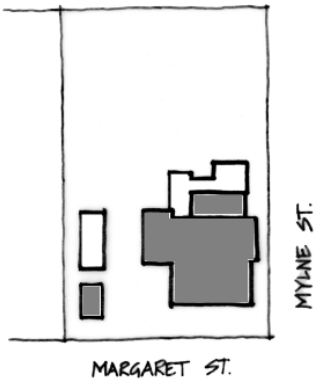
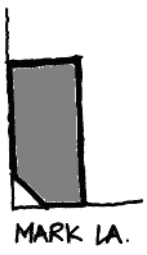
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
151-155	Margaret Street (Aka 20-22 Church Street)	RP5143/2 RP54374/1 RP5136/2 RP5136/1	374	
171	Margaret Street	RP175997/1	223	
177A-181	Margaret Street	RP80008/1 RP80008/2	224	
178-180	Margaret Street	RP175653/1	27	
183-187	Margaret Street	RP44842/1	225	
189-189A	Margaret Street	BUP106737/1-13 SP100755/1	226	

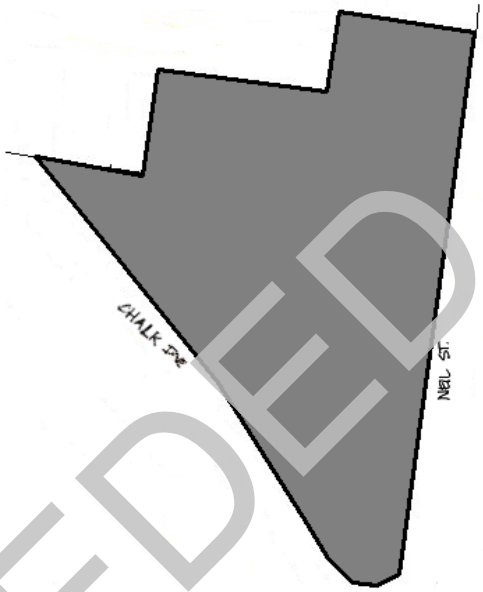
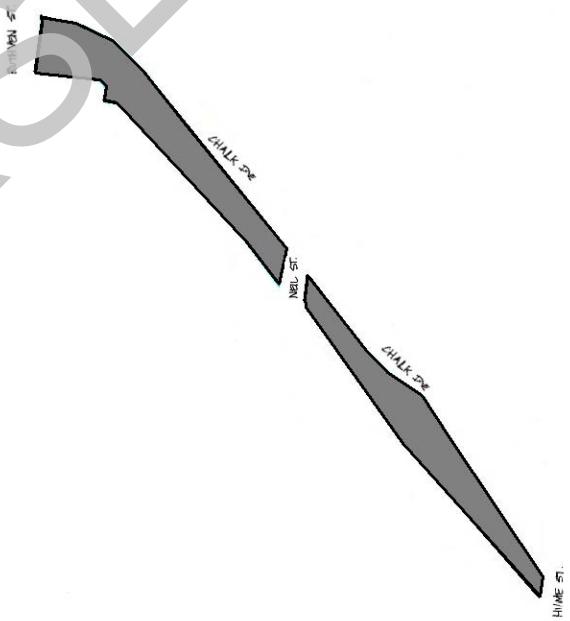
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
188 & 194-196	Margaret Street	D10146/5 D10146/6	24	
195-197	Margaret Street	RP5152/1 RP5153/2	227	
206	Margaret Street (Aka 431 Ruthven Street)	RP55821/1	163	
209-215	Margaret Street	RP92597/1	229	
245-253 [15]	Margaret Street	RP90710/2	308	

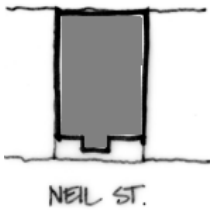
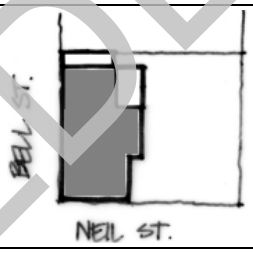
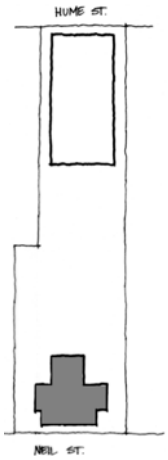
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
263-265	Margaret Street	RP5101/7 RP48843/2 RP48843/1	305	
265-267	Margaret Street	RP48843/1 RP5101/5	304	
267 & 267A	Margaret Street (Aka 16-18 Victoria Street)	RP5101/5 RP5101/4	303	
293	Margaret Street (Aka 7-13 Mylne Street)	RP16274/13 RP16274/14 RP16274/15 RP16263/16 RP16263/17 RP16263/18 RP16263/19 RP16263/20 RP16274/53 RP16276/31	364	
5	Mark Lane	RP97662/4	312	

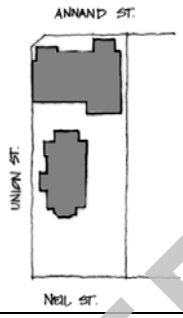
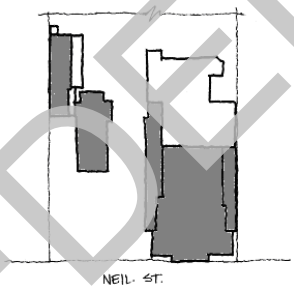
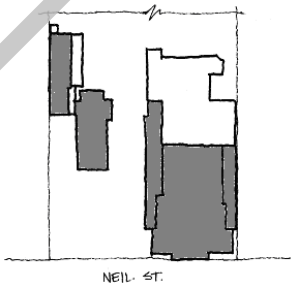
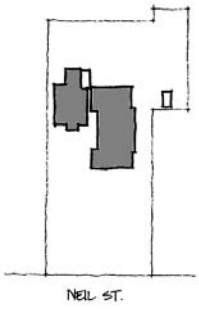
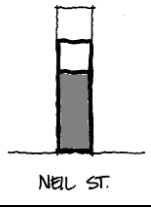
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
1A-3	Neil Street	AG208/3 RP16677/5 RP16672/1 RP16672/2 RP129701/2 RP16674/26 RP16674/27 RP16674/28 RP151665/1	388	
5 5	Neil Street (Aka 318 Ruthven Street) Neil Street (Aka 318 Ruthven Street)	AG4330/213 AG4330/213	365 447	

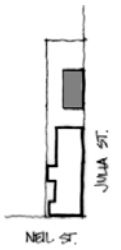
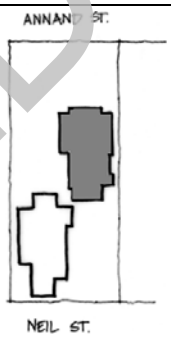
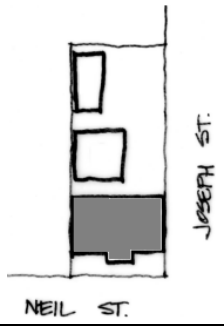
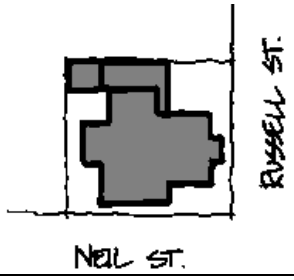
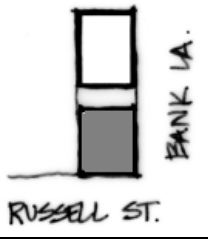
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
7	Neil Street	RP59809/24	273	
31	Neil Street (Aka 169 Margaret Street)	RP5151/1	222	
36	Neil Street	RP5145/2 RP5145/1 RP101913/1 RP101913/2	378	
40	Neil Street	RP907890/30	375 & 376	
50	Neil Street	D10392/12	187	

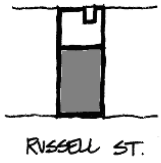
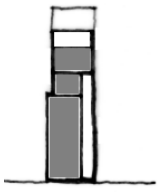
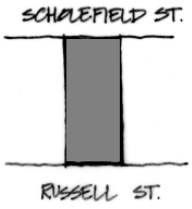
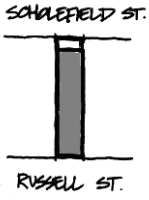
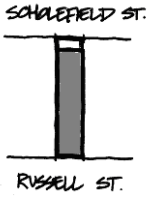
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NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
51	Neil Street (Aka 1-7 Union Street)	RP89053/1	36 & 61	
54	Neil Street	RP911059/2	186	
56	Neil Street	SP102793/27	185	
58	Neil Street	RP5306/1	184	
61	Neil Street	RP87853/1	40	

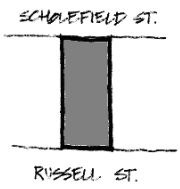
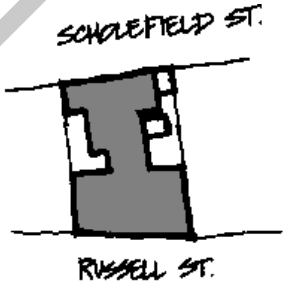
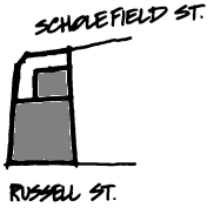
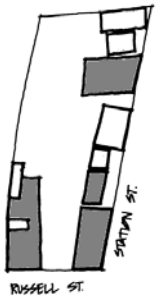
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
62	Neil Street	RP94282/2	221	
75-77	Neil Street	RP90029/1 RP5327/1	44	
77	Neil Street	RP5327/1 RP5327/2	50	
105-107	Neil Street	RP40186/3 RP40186/4	119	
2	Russell Street	RP5213/1 RP5213/2	256	
14	Russell Street	RP82759/1	252	

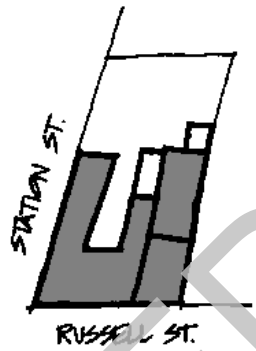
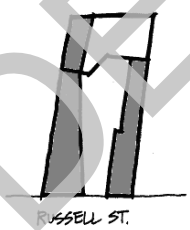
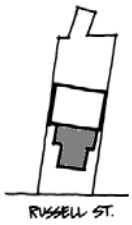
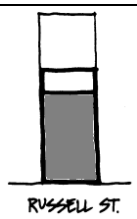
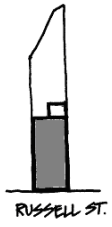
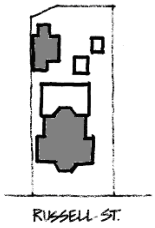
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
13-17	Russell Street	RP5223/33 RP5226/1	279	
19	Russell Street	RP5227/34	280	
19A	Russell Street	RP50676/1	281	
24	Russell Street	RP5106/5 D1062/12	296	
28-32	Russell Street	RP5112/2 RP5113/1 RP5113/2 D1062/13 RP5111/2	297	
37-39	Russell Street (6 Scholefield Street)	RP5116/2	314	
41	Russell Street	RP16311/7	315	
41A	Russell Street	RP16311/8	316	

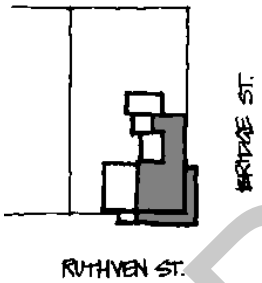
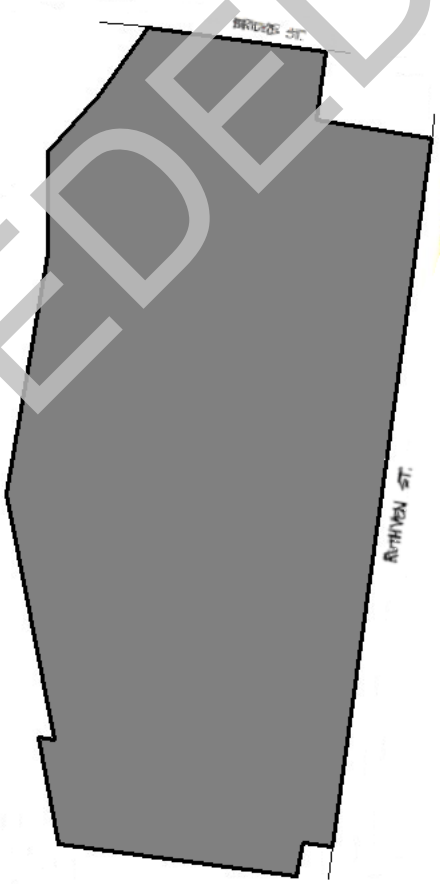
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NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
43A & 51	Russell Street	RP16311/9 RP16311/10 RP47225/2 RP102344/1 RP102344/3	317	
51	Russell Street	RP102344/1 RP102344/3	318	
53	Russell Street	RP57244/14 RP57244/15 RP102344/4 RP102344/2	319	
55-63	Russell Street	RP16311/13 RP16311/14	320	
65	Russell Street	RP16311/15	321	
67-71	Russell Street	RP88055/17	322	
76-78	Russell Street (Aka 6 Station Street)	RP222846/1	324 & 326	

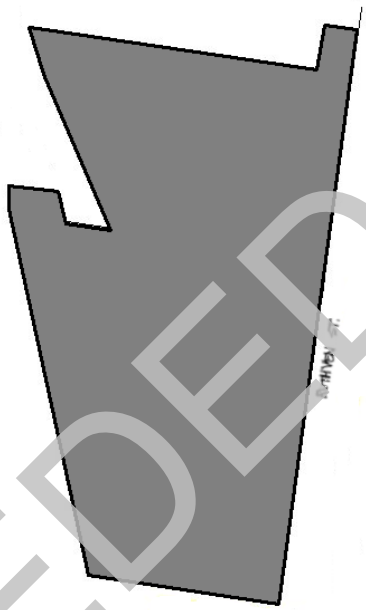
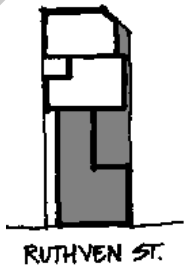
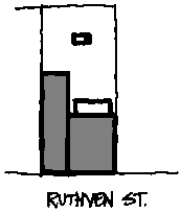
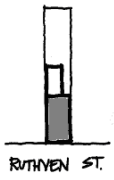
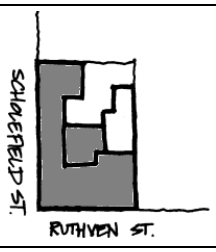
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
80-82	Russell Street	RP196613/1	334	
84-86	Russell Street	RP16286/2 RP16293/1 RP176000/3 RP16293/2 RP56624/2	335	
88	Russell Street	SP130917/8	336	
107	Russell Street	RP16334/6 RP16334/7	351	
108	Russell Street (Aka 9-13 Baty Lane)	RP91062/2	357	
112	Russell Street (Aka 11-13 Baty Lane)	RP91062/1	356	

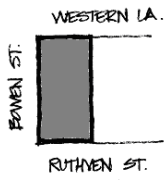
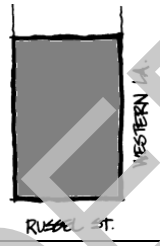
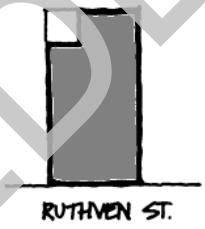
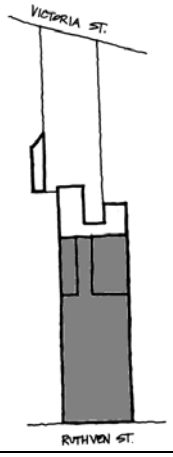
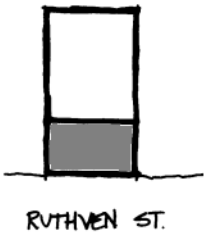
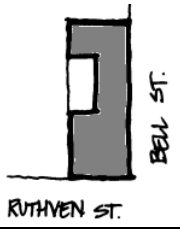
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
239	Ruthven Street (Aka 156 Bridge Street)	RP864820/3	422	
241-249 251-267	Ruthven Street (Aka 158 Bridge Street) Ruthven Street	RP861226/1 RP861226/2 RP861226/4 RP16635/2 RP16635/3 RP16638/1 RP16638/3 RP16643/1 RP867782/4	423 424	

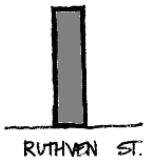
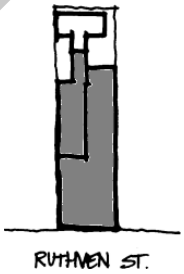
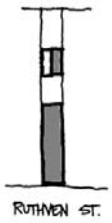
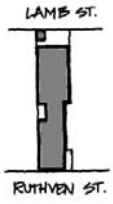
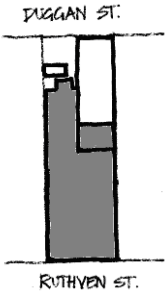
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
269-291	Ruthven Street	CP898489/2	425	
301-303	Ruthven Street	AG4205/1	429	
325	Ruthven Street	RP5124/1	433	
339	Ruthven Street	RP5117/7	435	
343-347 1A	Ruthven Street Scholefield Street	RP112596/2 RP112596/1	437	

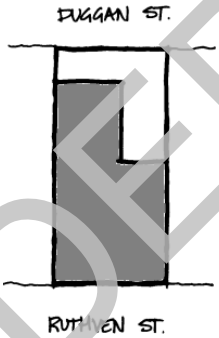
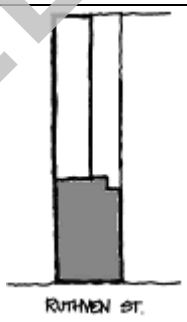
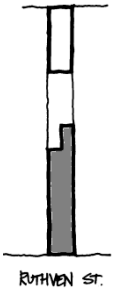
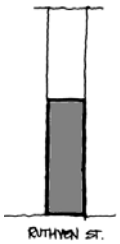
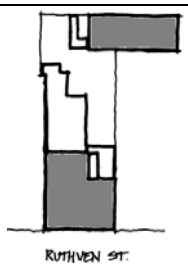
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
348-350	Ruthven Street	RP5232/8	262	
352-360	Ruthven Street (Aka 25-31 Russell Street)	RP49868/1 RP93677/4 RP93677/6	260	
353-359	Ruthven Street	RP49498/1 RP49498/2 RP49498/3 RP49498/4 RP49498/5 RP49498/6	294	
381-391	Ruthven Street (Aka 12 Victoria Street)	RP5100/2 RP51382/1 RP77683/1 RP77683/3	290	
382	Ruthven Street	RP161076/1	248	
386-388	Ruthven Street	RP161076/2	247	

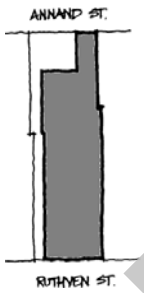
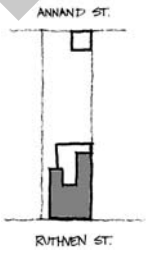
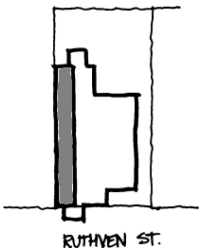
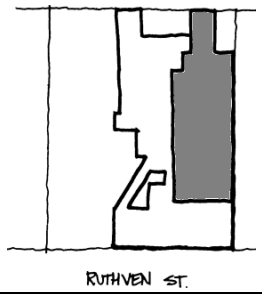
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
403-405	Ruthven Street	RP5090/5	288	
407-409	Ruthven Street	RP104833/2	287	
415-423	Ruthven Street	RP49257/1 RP49257/2 RP49257/3 RP49257/4	285	
416-422	Ruthven Street	RP5165/1 RP5167/1 RP5173/1 RP5174/1	242	
424-426	Ruthven Street	RP41725/1 RP41725/4	241	
433-437	Ruthven Street	RP5082/2 RP5083/1	162	
451-455	Ruthven Street (Aka 8 Duggan Street)	RP82043/14 RP82043/13 RP82043/15 RP82043/8 RP82043/11 RP82043/7 RP5086/1	159	

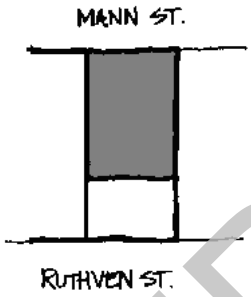
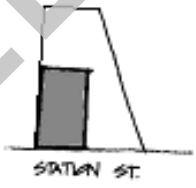
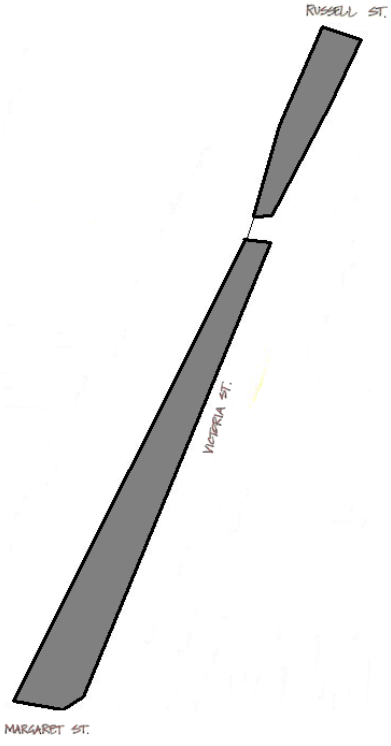
SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
456-460	Ruthven Street	RP5276/1 RP5276/2	21	
461-467	Ruthven Street (Aka 10-12 Duggan Street)	RP92112/3 RP92112/2	157	
462	Ruthven Street	RP89053/21 D10346/23	19 & 20	
468	Ruthven Street (Aka 5 Annand Street)	RP89053/19	18	
468-474	Ruthven Street (Aka 5-7 Annand Street)	RP189810/1 RP42033/2 RP89053/19	17	
482-486	Ruthven Street (Aka 11-13 Annand Street)	RP5271/6 RP89053/13 AG3465/993 RP5272/2	14 & 59	

SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
476	Ruthven Street (Aka 9-13 Annand Street)	RP89053/14 RP89053/15 RP89053/16 RP5273/2 RP5273/3 D10311/27 D10417/4	15	
487-489	Ruthven Street (Aka 18-20 Duggan Street)	RP82044/14 RP82044/15 RP82044/16	153	
522-526	Ruthven Street	SP170111/3	9	
525-531	Ruthven Street	RP92827/2 RP92827/3 RP92827/6 RP5054/1	144	
546	Ruthven Street (Aka 35-41 Annand Street)	RP85255/1 RP89052/1	4	

SUPERSEDED

NO.	STREET	LP	ID	EXTENT OF THE PLACE OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE (Shaded Area)
625	Ruthven Street	RP83038/2	68	
2	Scouts Way	RP5352/1 RP5353/1	100 & 101	
1	Station Street	RP16286/3 RP16286/4	347	
1-3 1-3	Victoria Street (Men's Lavatory) Victoria Street (West Creek between Russell and Margaret Streets)	CP912669/1161 RP16292/4 RP146577/3 CP912669/1161 D1024/3 D1024/2 RP16292/4 RP146577/3	323 333	

SUPERSEDED

[1] Amended 27/02/04 – Amendment No.1
[2] Amended 30/09/05 – Amendment No.4

[3] Amended 27/02/09 – Amendment No.14
[4] Amended 22/05/09 – Amendment No.12
[5] Amended 18/12/09 – Amendment No.11
[6] Amended 23/03/07– Amendment No.5
[7] Amended 23/03/07– Amendment No.5
[8] Amended 23/03/07 – Amendment No.7
[9] Amended 23/03/07 – Amendment No.5
[10] Amended 23/03/07 – Amendment No.5
[11] Amended 23/03/07 – Amendment No.5
[12] Amended 18/12/09 – Amendment No.11
[13] Amended 27/02/04 – Amendment No.1
[14] Amended 18/12/09 – Amendment No.11
[15] Amended 09/04/10 – Amendment No.18

SUPERSEDED

SUPERSEDED

APPENDIX 2

INCONSISTENT DEVELOPMENT APPROVALS

APPROVAL NO.	DATE OF APPROVAL	PROPERTY DESCRIPTION	DEVELOPMENT APPROVED
MCU1/2003/82[1]	28 October 2003	188 James Street, TOOWOOMBA (Lot 14 SP112449 & Lots 15-17 RP16196)	Retail Showroom
MCU1/2004/3683 [2]	23 November 2004	28 Rome Street, Toowoomba (Lot 1, RP44465)	Extension to educational establishment and catering shop

SUPERSEDED

[1] Amended 3/12/04 – Amendment No.1
[2] Amended 30/09/04 – Amendment No.4

SUPERSEDED

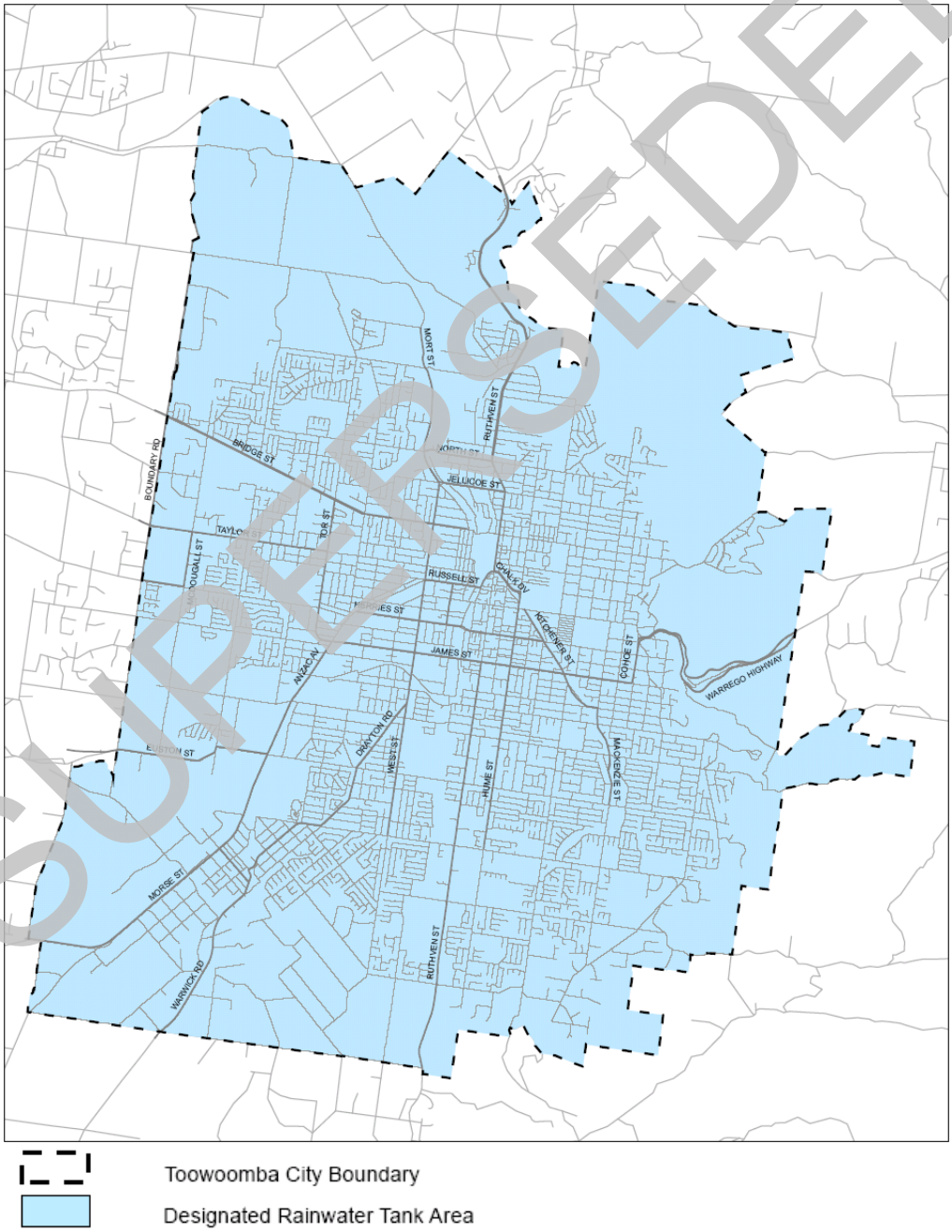
APPENDIX 3[1]

RAINWATER TANK PROVISIONS FOR THE *STANDARD BUILDING REGULATION 1993*, PART 3A

(1) This appendix has been prepared in accordance with *Standard Building Regulation 1993*, part 3A.

(2) Map 1 identifies the parts of the local government area that are designated rainwater tank areas.

Map 1 Toowoomba City Designated Rainwater Tank Areas as adopted on the 14 November, 2006.



SUPERSEDED

(3) In accordance with SBR, section 51B (2), water for a rainwater tank will be used for both:

- a use external to the building—at least one tap; and
- a use internal to the building—flushing of each toilet and the use of a cold water tap for each washing machine.

(4) In accordance with SBR, section 51E, the alternative acceptable solution to QDC, part 25, A2(a) for minimum storage capacity of rainwater tanks is as follows:

Class 1 building for the purposes defined in the planning scheme	Minimum Tank Capacity (Litres)
House (site area of 550 m² or less)	5,000
House (site area of more than 550 m²)	9,000
Dual Occupancy	5,000 per Dwelling
Multiple Dwelling Unit	5,000 per Dwelling
Any other Class 1 building	3000 per 100 m² of roof area (Minimum capacity 3000 litres)

[1] Amended 23/03/07 – Amendment No.7

SUPERSEDED

PLANNING SCHEME POLICIES

Planning Scheme Policy No. 1 – Development Application Requirements
Planning Scheme Policy No. 3 – Street Trees
Planning Scheme Policy No. 4 – Driveway Crossovers
Planning Scheme Policy No. 5 – Car Parking Contributions
Planning Scheme Policy No. 6 – Infrastructure Contributions for Stormwater Network
Planning Scheme Policy No. 7 – Infrastructure Contributions for Public Parks and Land for Community Facilities Network
Planning Scheme Policy No. 8 – Infrastructure Contributions for Water Supply Network
Planning Scheme Policy No. 9 – Infrastructure Contributions for Sewerage Network
Planning Scheme Policy No. 10 – Referenced Documents
Planning Scheme Policy No. 11 – Infrastructure Contributions for Transport Network

SUPERSEDED

SUPERSEDED

DEVELOPMENT APPLICATION REQUIREMENTS

PLANNING SCHEME POLICY NO. 1

1. PURPOSE

(1) The purpose of this policy is to set out the requirements for:

(a) the preparation, submission and advertising of development applications under the planning scheme; and

(b) the naming of new roads to be created by lot reconfiguration proposals.

2. APPLICABILITY

(1) This Policy applies to all development applications made under the Toowoomba Planning Scheme.

(2) Schedule 2 to this Policy sets out the details of the adoption, commencement and amendment of this Policy.

3. STATEMENT

3.1 Development application requirements[1]

3.1.1 All Development Applications

(1) All development applications must be properly made in accordance with the relevant provisions of the Integrated Planning Act 1997 and its Regulations.

(2) All development applications must be "well made" meeting the following standards (as relevant):

(a) **Be "properly made"** - the application satisfies the statutory requirements to be deemed "properly made" pursuant to section 3.2.1 of the Integrated Planning Act 1997;

(b) **Include a Planning / Proposal Report** – the application includes a report which analyses the planning merits of the proposal in respect of the whole planning scheme (for impact assessable development) or the applicable codes (for code assessable development);

(c) **Include supporting technical studies** – the application is accompanied by supporting studies or associated technical information reasonably required to assess the development proposal; and

(d) **Meet the minimum documentation standards** – the scope and standard of submitted application documentation including forms, reports, and plans comply with Council's minimum documentation standard.

Notes

For further information on "well made" development applications please refer to Information Sheet INF002 – Well Made Applications.

SUPERSEDED

3.2 Minimum Documentation Standards[2]

3.2.1 Minimum Documentation Standards for Material Change of Use Applications[3]

(1) In addition to the requirements of the Integrated Development Assessment System Form, applications for development specified as code or impact assessable in the Zone Assessment Tables of the planning scheme (see Chapter 4) are to include:

(a) plans drawn to a scale by a suitably qualified person at a scale of 1:500, or multiples thereof, and preferably on A3 size paper; and

(b) plans showing:

i) the north point and scale;

ii) the Real Property Office reference to the title;

iii) any adjoining roads and public reserves;

iv) existing and proposed ground level contours at 500 mm height intervals at least and cross-sections where more than 500 mm of excavation and/or filling is proposed[4];

v) the position of any watercourse, creek, dam, waterhole or spring and any land within the Q2 and Q100 flood;

vi) the proposed drainage of the site;

vii) the size and location of all existing buildings and structures on the land that are to be retained.

viii) any existing or proposed interallotment water, sewerage or stormwater drainage line on the land;

ix) all easements and proposed road re-alignments and truncations adjoining or affecting the land to be developed;

x) if the development is to be staged, the boundaries and sequence of the stages;

xi) existing vegetation and indicating which vegetation is to be retained;

xii) any additional information necessary to demonstrate compliance with the provisions of the planning scheme (e.g. location of buildings on adjoining land where developing in residential areas, areas of land instability, etc).

Note:

If the development is impact assessable, see Schedule 1 for public notification requirements.

3.2.2 Minimum Documentation Standards for Applications for Building and/or Operational Works (other than for an Advertising Sign) not associated with an MCU or Reconfiguring a Lot[5]

(1) In addition to the requirements of the Integrated Development Assessment System Form, applications for development specified as code or impact assessable in the Building and Operational Works Assessment Table of the planning scheme (see Chapter 4) should generally include the same information specified in section 3.2.1 for a material change of use application.

Note:

If the development is impact assessable, see Schedule 1 for public notification requirements.

SUPERSEDED

3.2.3 Minimum Documentation Standards for Applications for Re-Configuring of a Lot[6]

(1) In addition to the requirements of the Integrated Development Assessment System Form, applications for reconfiguring a lot specified as code or impact assessable in the Lot Reconfiguration Assessment Table of the planning scheme (see Chapter 4) are to include:

(a) plans prepared by a licensed surveyor, on good quality paper or equivalent, and at the following scales:

Rural and Park Residential Zone:	1:1000 or multiples thereof
All other Zones:	1-10 lots……1:500
	11-50 lots……..1:1000
	50 lots plus……1:1500

(b) plans showing:

i) the north point and scale;

ii) the Real Property Office reference to the title;

iii) all adjoining allotments and reserves;

iv) contours at one metre intervals at least;

v) the position of any watercourse, creek, dam, waterhole or spring and any land within the Q2 and Q100 flood;

vi) the size and location of all buildings and structures on the land to be subdivided or within 10 m of any boundary with adjoining land;

vii) all proposed new roads, lanes, pathways and reserves for stormwater drainage or public open space;

viii) all existing roads to which the land has frontage;

ix) if the subdivision is to be staged or there is a residue, the boundaries of the stages or residue and an indicative layout of the future subdivision of those future stages or residue;

x) all easements, re-alignments and truncations adjoining or affecting the land to be subdivided;

xi) all lots proposed to be created, including their approximate area and dimensions, and all proposed easements and their purposes;

xii) where a new road is to be opened, streetscape details of the road reserve;

xiii) existing vegetation and indicating which vegetation is to be retained; and

xiv) any additional information necessary to demonstrate compliance with the provisions of the planning scheme (eg building envelopes in Bushfire Hazard Areas or areas of land instability, alternative subdivision layout of surrounding land where any significant variation is proposed to a Structure Plan applying to the land)[7].

(2) In the case of a subdivision by lease, the 3 copies of the relevant agreement, dealing or instrument executed by the parties concerned are to be submitted with the application together with two additional copies of the plans incorporated in the agreement, dealing or instrument. The plans are to show the boundaries of the subdivision in relation to the whole of the allotment and are to be in a form acceptable to the Registrar of Titles.

(3) The Lot Reconfiguration Code in Chapter 9 of the planning scheme classifies lot re-configurations according to the degree of complexity, construction works involved and the possible impact on the environment. The lot re-configuration classification should be determined, in consultation with Council officers, prior to the lodgement of the development application because the degree of detail required with the application will be dependent on its classification.

(4) Where staging is proposed, applicants should consider applying for a 'preliminary approval' first. This enables the Council to 'approve in principle' the conceptual layout of the development and formulate general conditions appropriate to the overall development. It should be noted that the subsequent permit applications for each stage must comply with the requirements applicable at the time of determination.

SUPERSEDED

(5) As a site inspection(s) will be carried out, it is important that the proposed lots are readily identifiable in the field as follows.

(a) in the case of lot reconfigurations involving the opening of a new road, the centre-line of the proposed road should be staked at twenty (20) metres intervals or less with appropriate markings to identify proposed intersections and cul-de-sac heads; and

(b) in all cases, proposed open space and drainage reserves should be readily identifiable (e.g. by being staked).

(6) Operational works that are to become the property of Council will not be accepted by Council unless they are carried out by suitably qualified consultants and contractors.

Note:

If the development is impact assessable, see Schedule 1 for public notification requirements.

(7) Prior to the sealing of the plan of subdivision a written statement is to be submitted detailing:

(a) a minimum of three (3) names proposed for each new road;

(b) any history associated with the proposed name; and

(c) meanings or reasons associated with the proposed names.

(8) Proposed road names are to satisfy the criteria contained in Schedule 2 to this Policy.

3.2.4 Minimum Documentation Standards for Applications for Advertising Signs[8]

(1) In addition to the requirements of the Integrated Development Assessment System Form, applications for advertising signs specified as code or impact assessable in the Advertising Signs Assessment Table of the planning scheme (see Chapter 10) are to include:

(a) plans showing full details of the advertisement including its contents, design, colours, dimensions, contruction and location on the site and/or the building or structure;

(b) if the advertisement is temporary or periodically displayed, details of when the advertisement is to be displayed; and

(c) any additional information necessary to demonstrate compliance with the provisions of the Advertising Signs Code and the planning scheme or to justify any inconsistency.

SUPERSEDED

3.3 Supporting Technical Study Required for Material Change of Use Applications for Houses in the Residential Conservation Zone and for Dual Occupancy or Multiple Dwelling Units[9]

(1) In addition to the requirements of 3.2, any application for a House within the Residential Conservation Zone and for Dual Occupancy or Multiple Dwelling Units is to include a neighbourhood and site description which may use a site plan, photographs or other techniques and must accurately describe:

(a) in relation to the neighbourhood:

i) The pattern of development of the neighbourhood.

ii) The built form, scale and character of surrounding development including front fencing.

iii) Architectural and roof styles.

iv) Any other notable features or characteristics of the neighbourhood.

(b) in relation to the site:

i) Site shape, size, orientation and easements.

ii) Levels of the site and the difference in levels between the site and surrounding properties.

iii) The location of existing buildings on the site and on surrounding properties, including the location and height of walls built to the boundary of the site.

iv) The use of surrounding buildings.

v) The location of private open space and habitable room windows of adjoining properties which have an outlook to the site.

vi) Solar access to the site and to surrounding properties.

vii) Location of significant trees existing on the site..

viii) Any contaminated soils and filled areas, where known.

ix) Views to and from the site.

x) Street frontage features such as poles, street trees and kerb crossovers.

xi) The location of local shops, public transport services and public open spaces within walking distance (400 metres).

xii) Any other notable features or characteristics of the site.

(2) If in the opinion of the Toowoomba City Council a requirement of the neighbourhood and site description is not relevant to the evaluation of an application, the Council may waive or reduce the requirement.

(3) In addition to the requirements of 3.2 an application for a House in the Residential Conservation Zone must include a Design Response that must explain how the proposed design derives from and responds to the Neighbourhood and Site Description.

(4) In addition to the requirements of 3.2 an application for Dual Occupancy or Multiple Dwelling Units, must include a Design Response that must explain how the proposed design:

(a) Derives from and responds to the Neighbourhood and Site Description.

(b) Meets the Performance Criteria of the Dual Occupancy, Multiple Dwelling Units & Aged Persons Housing/Care Code.

(c) The Design Response must include correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings. If in the opinion of the Toowoomba City Council this requirement is not relevant to the evaluation of an application, it may waive or reduce the requirement.

SUPERSEDED

Schedule 1

Public Notification Guidelines for Impact Assessable Development

WHAT IS PUBLIC NOTIFICATION? (S 3.4.4)

(1) Public notification involves:

(a) publishing a notice at least once in a newspaper circulating generally in the locality of the land;

(b) placing a notice on the land; and

(c) giving a notice to all adjoining land owners.

(2) All three must be completed within **five business days** of each other.

WHEN CAN NOTIFICATION STAGE START? (S 3.4.3)

(1) You must commence notification within **20 business days** of:

(a) if there are no concurrence agencies and the Council states in the Acknowledgment Notice for the development application that it does not intend to make an information request - receipt of the Acknowledge Notice; or

(b) if there are concurrence agencies and neither the Council nor any concurrence agency has any information request - the end of the last information request period (section 3.3.6(1) of the Act); or

(c) if Council or any concurrence agency makes an information request - the date you, as the applicant, have responded to all information requests.

HOW LONG IS THE NOTIFICATION PERIOD? (S 3.4.5)

(1) For applications that do not require referral coordination (this would include most applications) - the notification period is to be not less than **15 business days** after the last of the public notification requirements (see the following Public Notification Steps) has been completed.

(2) For those applications that do require referral coordination, including those involving designated development - the notification period is to be not less than **30 business days** after the last of the public notification requirements (see the following Public Notification Steps) has been completed.

Note:

'Referral coordination' is the coordination that is required if the application involves 3 or more concurrence agencies. In this case the information requested requires coordination by the Department of Local Government and Planning.

(3) The notification period is not to include business days between 20 December and 5 January in the following year.

(4) You may like to advertise for a longer period to ensure that if some error has been made in the advertising procedure you are not disadvantaged by having to re-advertise.

PUBLIC NOTIFICATION STEPS

Step 1 – Placing a notice in a local paper

(a) Fill out and provide Form 7 to the newspaper. This form will be supplied by the Development Assessment Branch of Council as part of the advertising material to be collected by the applicant. Ensure the property address of each lot involved in the application is included for the description of the land.

Note: You are only required to advertise in one edition of the local newspaper.

(b) You are advised to check deadlines for placing classified advertisements in the newspaper as you may not be able to commence the notification on the day you have chosen.

(c) You may like to advertise for more than fifteen (15) **business** days to ensure that, if some error has been made in the advertising procedure, you are not disadvantaged by having to re-advertise.

SUPERSEDED

Step 2 – Erecting the public notification sign on the site

(a) The sign(s) are required to be erected on the land and maintained for the duration of the notification period.

(b) The sign(s) can be obtained from the Development Assessment Branch of Council and must be erected on, or within 1.5 m of all road frontages of the land (including unformed roads). If the land in question has no road frontage, the sign should be located as close as practicable to the nearest road frontage. For the purposes of this requirement, the term "road frontage" can also include an access easement boundary which is capable of providing access to the relevant land.

(c) The property address of each lot involved in the application should be included on the sign. If the lot has no road frontage a sketch showing the location of the land is to be attached to the sign. The printing used on the signs should be of similar size to the rest of the wording and applied with a waterproof felt pen.

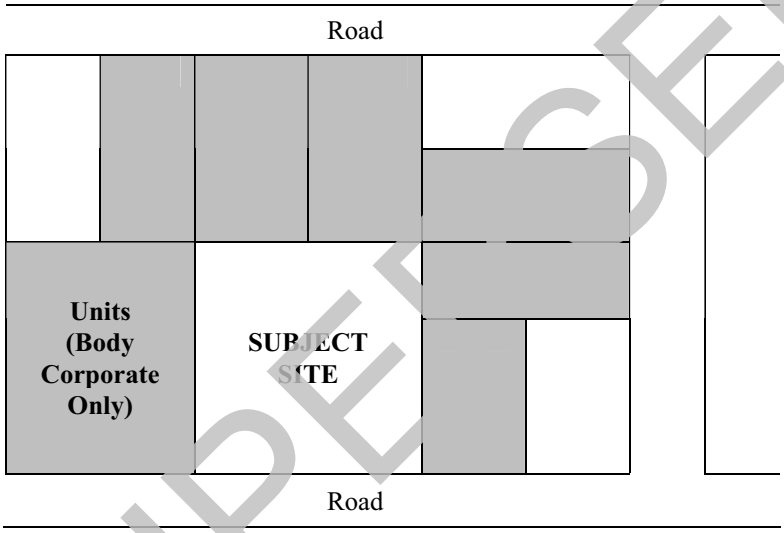
(d) The sign(s) must be erected at least 300 mm above the ground and placed so as to be visible from the road.

(e) You should arrange the erection and removal of the sign(s) at the appropriate times.

Step 3 – Give a notice to all adjoining land owners

(a) The applicant is required to notify all the owners of any property that adjoins yours in any way. If the adjoining property is under Body Corporate and Community Management then you need only notify the Body Corporate of the application.

The owners of all properties shaded in the following diagram must be notified of the application.



(b) These notices may be sent by ordinary mail to the postal address shown on the rates record. The use of Form 7, duly completed, would constitute an appropriate notice. Council will provide you with Form 7 and the names and addresses of adjoining property owners at the time of collecting the advertising material from the Development Assessment Branch.

WHAT HAPPENS AFTER NOTIFICATION?(S 3.4.7)

(1) Within 3 months of the end of the notification period, the applicant is to give the Council a compliance notice stating that all public notification requirements have been complied with.

Note:

An appropriate form for completion will be supplied by Council as part of the advertising material to be collected by the applicant.

(2) Once it receives the compliance notice, the Council will assess the application in the 'Decision Stage'.

SUPERSEDED

Schedule 2

Criteria for Naming New Roads

(1) The naming of new roads within or adjoining a lot reconfiguration must:

(a) have a common theme for major or intermediate subdivisions;

(b) have a relationship to the historical context of the area;

(c) have a relationship to existing themes of adjacent areas;

(d) be an actual name;

(e) not be a combination of names (one word names are preferred);

(f) not be a contrived name;

(g) not be difficult to spell or pronounce;

(h) not duplicate or be similar to any named road or street within the city or adjacent local government areas; and

(i) not be crude or have derogatory or negative connotations.

(2) The naming of roads must be in accordance with the following nomenclature:

(a) Close – a no through road (Cul-de-sac) servicing fewer than ten lots;

(b) Court - a no through road (Cul-de-sac) servicing eleven to twenty lots;

(c) Street – any through road which no other road connecting to it;

(d) Crescent – any road which is, or will eventually be, connected on both ends to the same road, services more than fifty lots and has no other road connecting to it. (Also could be called a Terrace in a hillside area.); and

(e) Drive – any road proposed which will eventually be connecting two (2) different roads, from which a Close, Court, Crescent or Street extends.

Note:

Council holds a list of names, provided by the Toowoomba RSL, of Toowoomba's fallen heroes in the armed forces during World War II for consideration by developers for new road names.

SUPERSEDED

Schedule 3

Local Government (P&E) Act Version:		Not applicable
IPA Version:	**Adopted:**	11 April 2003
	Commenced:	
	Amended:	[1] 23/03/07 – Amendment No.2 [2] 23/03/07 – Amendment No.2 [3] 23/03/07 – Amendment No.2 [4] 30/09/05 – Amendment No.1 [5] 23/03/07 – Amendment No.2 [6] 23/03/07 – Amendment No.2 [7] 25/07/08 – Amendment No.3 [8] 23/03/07 – Amendment No.2 [9] 23/03/07 – Amendment No.2

SUPERSEDED

SUPERSEDED

PLANNING SCHEME POLICY NO. 3

STREET TREES

1. INTRODUCTION

(1) The contribution that avenues of street trees make to the overall visual presentation of a city can be seen throughout the world. Impressions remembered by visitors to cities are, more often than not, images from the street.

(2) The value of trees in the urban environment is widely recognised, not only for its aesthetic value but for the contribution it provides to our pleasure, comfort and well-being. Trees in urban environments play an important role in absorbing heat, providing shade, reducing solar radiation and assisting in air purification. Trees also increase property values, act as landmark features and give identity and character to the landscape.

2. PURPOSE

(1) The purpose of this policy is to provide guidelines for development involving:

(a) the provision of street trees;

(b) the carrying out of work near existing street trees; or

(c) the removal of existing street trees.

3. APPLICABILITY

(1) This policy applies where street trees are to be provided or removed, or works carried out near existing street trees, in association with development (e.g. in association with a subdivision proposal, commercial development or the provision of a driveway crossover).

Note:

If a person wishes to provide, remove or carry out works near existing street trees other than in association with a development proposal, then Council's approval is required as the owner/manager of the road rather than under the planning scheme. Council's Parks and Recreation Department should be contacted in this regard.

(2) Schedule 1 sets out the details of the adoption, commencement and amendment of this policy.

SUPERSEDED

4. DEVELOPMENT APPLICATIONS AND APPROVALS

4.1 Application Information

(1) Where street trees are to be provided or removed, or works carried out near existing street trees, in association with a development proposal, a plan at a minimum scale of 1:1000 that includes the following information is to be submitted with the development application under the planning scheme:

(a) species, location and condition of all existing street trees to be retained or removed;

(b) details of measures to protect existing street trees during construction;

(c) details of any potential disturbance to the root zone of existing street trees and proposed treatment;

(d) species, number size and location of proposed street trees; and

(e) details of proposed verge widths and service and tree locations.

4.2 Compliance with Development Approvals

(1) Unless otherwise required by a condition of the development approval, street trees are to be planted in accordance with this policy:

(a) upon completion of the development and before the commencement of the use (except in the case of subdivisions); and

(b) in the case of subdivisions, upon the substantial completion of the subdivision.

(2) In respect to subdivisions, the developer may elect to either:

(a) provide the street trees; or

(b) pay a contribution to Council, which is Council's preferred option, at the rate specified in Council's Schedule of Fees and Charges, for Council to provide the street trees.

(3) In respect to subdivisions, where the developer elects to provide the street trees:

(a) a bond or other security (the quantum of which is specified in Council's Schedule of Fees and Charges) for the provision of street trees is to be lodged with Council prior to the sealing of the plan of subdivision; and

(b) the bond or other security will be released 12 months after the sealing of the plan of subdivision or at the end of the defects liability period for subdivisional work, whichever is the later, if the street tree has been provided and maintained satisfactorily and is in a healthy condition at that time.

5. STREET TREE PROVISION

5.1 Species Selection

(1) Tree species selection is to be undertaken on the following basis:

(a) where the new street tree(s) is to be located in an existing avenue of trees, it continues the same theme; and

(b) where there is no consistent theme in the street, the species of the new street tree(s) is to be selected from the lists in this section for the relevant Landscape Character Unit shown on Figure 1.

(2) Species listed are recommended for their suitability to local conditions and to planting as street trees. Alternative species may be approved in consultation with Toowoomba City Council's Parks and Recreation Section.

SUPERSEDED

(3) When selecting tree species, consideration is to be given to the following:

(a) available space for planting and mature size of the tree;

(b) location of overhead powerlines;

(c) solar access to adjacent properties;

(d) existing character of the area;

(e) location of the Site in relation to the Landscape Character Units shown on the following map; and

(f) availability of locally grown tree stock of suitable quality.

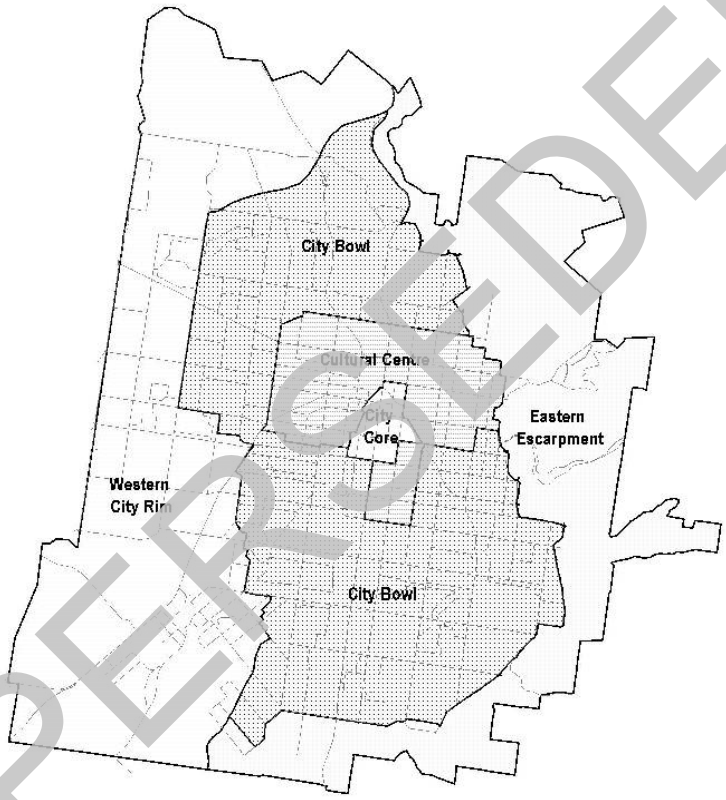


Figure 1 – Landscape Character Units

SUPERSEDED

(4) The following lists outline the tree species suitable for street tree planting in each of the five Landscape Character Units shown on Figure 1.

CITY CORE

Suitable street tree species for the City Core include:

Acer buergeranum	*Red autumn colour*
Acer 'October Glory'	*Red autumn colour – Ruthven Street*
Acer rubrum	*Red autumn colour*
Cinnamomum camphora	*Planted to in-fill historic avenues only*
Ginkgo biloba	*Yellow autumn colour*
Lagerstroemia sp	*Summer flowers – good under power lines (suckers)*
Liriodendron tulipifera 'fastigata'	*Yellow autumn colour – CBD Margaret Street*
Liriodendron tulipifera	*Yellow autumn colour – CBD Margaret Street*
Pistacia chinensis	*Autumn colour*
Platanus occidentalis	*Brown autumn colour – historically planted throughout CBD*
Prunus pissardii	*Spring flowers*
Pyrus calleryana 'Bradford'	*White spring flowers – CBD Ruthven Street*
Pyrus ussuriensis	*Spring flowers*
Pyrus "Redspire"	*Spring flowers*

CULTURAL CITY CENTRE

Suitable street tree species for the Cultural City Centre include:

Araucaria cunninghamimii	*Park planting only*
Caesalpinia ferrea	*Common in Brisbane*
Cinnamomum camphora	*Where required to in-fill gaps in existing historic avenues*
Geijera salicifolia	*Use as a substitute for camphor laurel*
Jacaranda mimosaefolia	*Spectacular flowers*
Phoenix canariensis	
Platanus occidentalis	
Podocarpus elatus	
Taxodium distichum	*Park planting only*
Waterhousia floribunda	*Common in Brisbane*

SUPERSEDED

CITY BOWL CENTRE

Suitable street tree species for the City Bowl include:

Acer buergerianum	*Red autumn colour*
Acer rubrum	*Red autumn colour*
Agonis flexuosa	*Weeping tree – park planting only*
Araucaria cunninghamiana	*Park planting only*
Araucaria heterophylla	*Park planting only*
Arbutus unedo	*Problems with disease*
Brachychiton acerifolium	*Spectacular flowering*
Brachychiton discolor	
Caesalpinia ferrea	*Common in Brisbane*
Fraxinus americana	
Fraxinus oxycarpa 'Raywoodii'	*Red autumn colour*
Ginkgo biloba	*Yellow autumn colour*
Jacaranda mimosaefolia	*Useful under wires. Common in Brisbane*
Lagerstroemia indica	*Summer flowering*
Liquidamber styraciflua	*Invasive roots – park planting only*
Liriodendron tulipifera	*Yellow autumn colour*
Lophostemon confertus	
Magnolia grandiflora	*Large white flowers*
Magnolia 'St Marys'	*Possible use under powerlines*
Magnolia 'Little Gem'	*Possible use under powerlines*
Melia azederach	*Caterpillars – use only in mass planting, no seats or public access beneath*
Pittosporum undulatum	*Bushy, multi-trunked. Sooty mould*
Pyrus ussuriensis	*White spring flowers*
Quercus palustris	
Taxodium distichum	*Park planting only*
Toona australis	*Tip borers but many good examples around the City*
Ulmus parvifolia	
Zelkova serrata	*Borers*

SUPERSEDED

WESTERN CITY RIM

Suitable street tree species for the Western City Rim include:

Agathus robusta	*Tall narrow tree*
Agonis flexuosa	*Weeping tree*
Araucaria cunninghamiana	
Brachychiton australis	
Brachychiton populneus	
Brachychiton rupestris	
Callistemon viminalis	*Useful under power lines – possible sooty mould. Red flowers*
Callistemon sp.	*Useful under power lines - sooty mould. Range of flower colours*
Callitris columellaris	
Casuarina torulosa	
Eucalyptus eximia 'nana'	*Useful under power lines*
Eucalyptus bakeri	*Medium tree. White flowers*
Eucalyptus grafted varieties	*Need to be trialled*
Grevillea robusta	*Orange flowers, can look 'scrappy' as a specimen*
Lophostemon confertus	*Drops seed pods*
Melaleuca linariifolia	*Useful under power lines*
Pittosporum phyllyraeoides	*Useful under power lines*

EASTERN ESCARPMENT

Suitable street tree species for the Eastern Escarpment include:

Acmena smithii	
Agathus robusta	*Not for collector or local streets*
Buckinghamia celsissima	*Useful under power lines. Common in Brisbane*
Brachychiton acerifolius	*Red flowers*
Brachychiton discolor	
Calodendron capense	
Elaeocarpus reticulatus	
Flindersia australis	*Drops prickly seed pods. White flowers*
Lophostemon confertus	
Rhodosphaera rhodanthema	*Orange seed pods*
Stenocarpus sinuatus	
Syzgium coolmaniana	
Syzygium leumanii	

SUPERSEDED

5.2 Trees and Services

(1) When determining the location for planting of street trees the applicant must ensure the following:

(a) all underground services are located on Site prior to excavation and relevant clearances maintained;

(b) the location of any future driveways, services or other construction works are identified; and

(c) sight lines to intersections are maintained in accordance with current guidelines.

(2) Street trees and services are to be located generally in accordance with the following Figures 2 and 3.

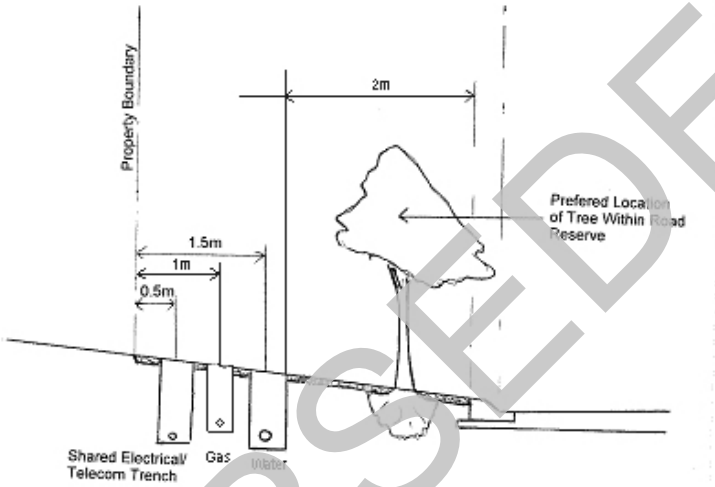


Figure 2 – Absolute Minimum Footpath Width

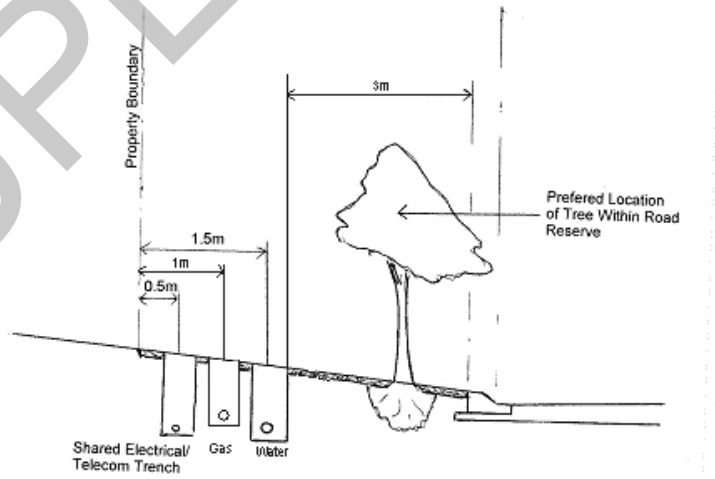


Figure 3 – Preferred Minimum Footpath Width

SUPERSEDED

5.3 Planting Procedures

5.3.1 Standard Planting Procedures:

(1) Trees are to be supplied as semi-mature tree stock of minimum 1.2 metre Height with a healthy branching crown appropriate to the species. Trees are to be supplied in containers appropriate to the size of the tree, generally 25 litre pot size, or as bare rooted stock if available. Locally grown stock is desirable where suitable quality and quantity are available.

(2) The planting hole size is to be a minimum of twice the width and twice the depth of the rootball of the tree to be planted. The sides and base of the hole are to be broken up for a further 100 mm. The hole is to be progressively backfilled with clean, friable soil and suitable slow release fertiliser applied.

(3) Grass and weeds are to be removed to a minimum area of 1 m² around the tree, a shallow watering basin formed and organic mulch to a depth of 100 mm spread in the basin.

(4) Where the tree is planted into irrigated lawn, the watering basin is to be deleted and the area around the tree is to be mulched and finished with turf to match the lawn.

(5) The tree is to be supported with 2 hardwood stakes tied at mid-Height with hessian ties. The stake is to be clear of the rootball.

(6) The tree is to be maintained, including being watered, pruned and weeded, for a minimum of 12 months.

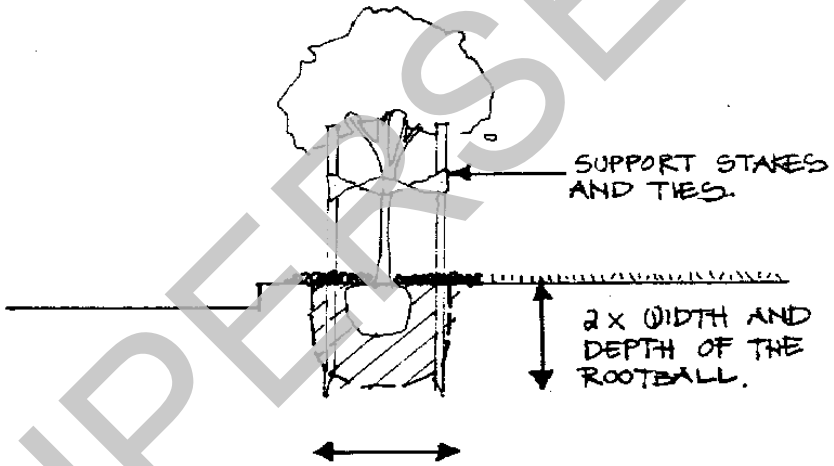


Figure 4 - Standard Planting Detail

5.3.2 Planting in Sealed Footpaths/Medians:

(1) An unsealed area of minimum 4 m² area and minimum dimension of 2 metres is to be cut out and a hole excavated to a minimum depth of 1 metre. The hole is to be backfilled with clean friable soil mix and slow release fertiliser to 100 mm below the surrounding edges. Gravel, mulch or other pervious material to a depth of 100 mm is to be placed and finished flush with the surrounding surfaces. In high traffic areas, tree grates and guards may be installed. (refer to Figure 5).

SUPERSEDED

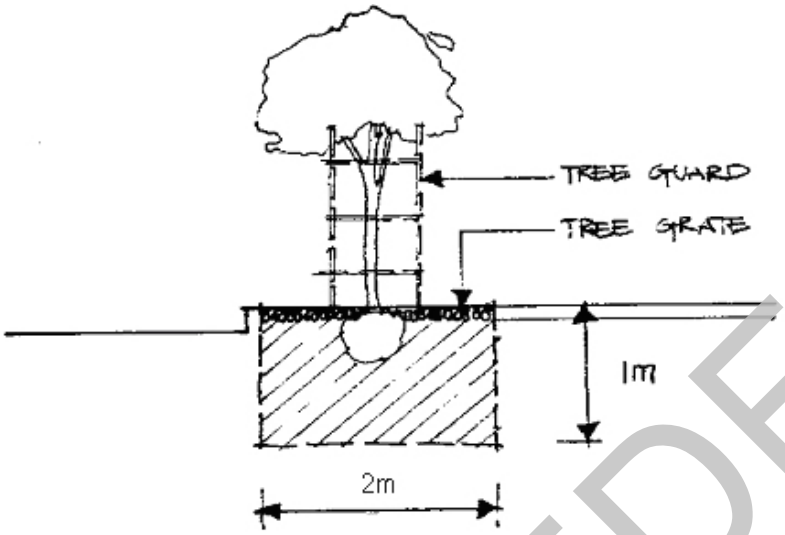


Figure 5 – Planting in Footpath/Median Detail

5.3.3 Planting Into Carriageways

(1) Planting areas are to be cut from the pavement and excavated to a minimum depth of 1.5 metres. Backfill is to be disposed of off-site. A 150 mm concrete kerb is to be constructed to the perimeter of the planting area ensuring a minimum area of 4 m^2 is provided inside the kerb. Subsoil drainage, irrigation and root control barriers are to be installed at the discretion of the Manager of Council's Parks and Recreation Section. (refer to Figure 6).

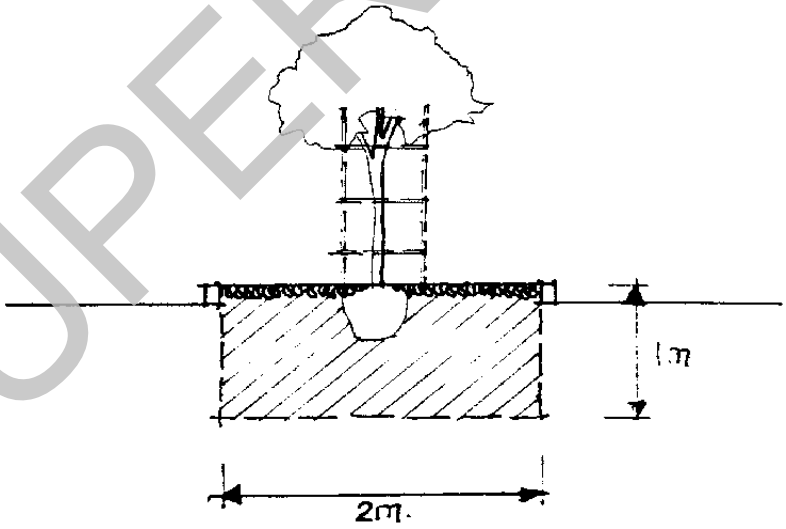


Figure 6 – Planting in Road Carriageway

SUPERSEDED

6. STREET TREE PROTECTION

6.1 Road and Footpath Reconstructions

(1) Where development or road/footpath reconstructions affect existing street trees, the following specifications are to be followed:

(a) Sealed footpaths/medians – a minimum 2 metre by 2 metre area around the base of the tree is to be left unsealed.

(b) Sealed carriageways - as for (a) but with concrete kerb surround.

6.2 Root Interference

(1) 'precautionary area' means:

(a) the area within the dripline (branch spread); or

(b) the area determined by forming a circle (which has the tree as its centre) with a radius of:

i) half the tree Height, or

ii) 4 times the circumference of that tree at 1.5 metres above Ground Level;

whichever of any of the above is the greater.

(2) Where any earthworks or service work is to be done within the precautionary area of an existing tree, the specifications in the following Diagram 7 are to be followed.

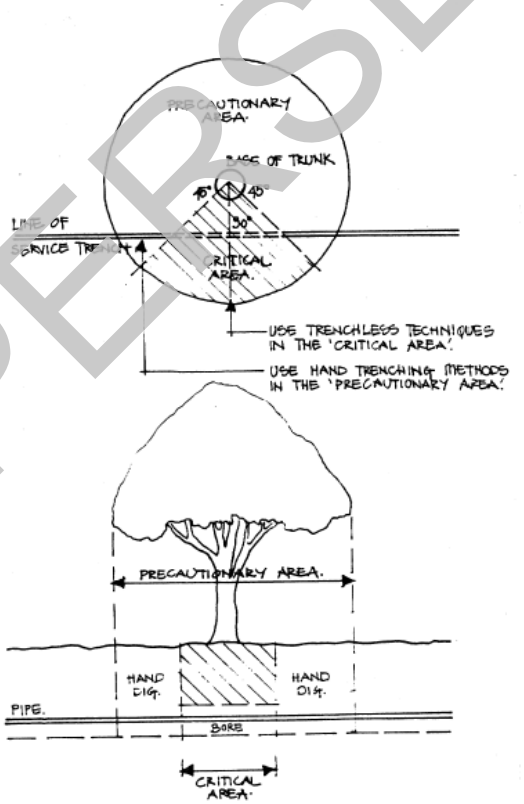


Figure 7 – Service installation near existing trees

SUPERSEDED

6.3 Notice

(1) One weeks notice is to be given to the Manager of Council's Parks and Recreation Section of any works affecting the precautionary area.

6.4 Road Works

(1) All construction work within the precautionary area is to have due regard to safety, engineering and horticultural requirements, and is to meet the following specifications:

(a) roots greater than 50 mm diameter that need to be cut require the consultation of a tree specialist. If approval is given, the root must be cut cleanly with a sharp tool;

(b) no spoil or building materials are to be stored, or heavy machinery allowed to drive, within this area (except on existing hard surfaces); and

(c) damage to the tree's bark and branches by machinery is to be avoided.

6.5 Service Work/Trenching

(1) All trenching for the installation or maintenance of services is to meet the following specifications:

(a) trenching is to be by hand methods only within the precautionary area;

(b) roots greater than 50 mm diameter that need to be cut require the consultation of a tree specialist. If approval is given, the root must be cut cleanly with a sharp tool;

(c) methods for boring (trenching techniques) will be used within the 'critical area', (refer Figure 7) if the service is located greater than 600 mm below the surface level; and

(d) all trenches are to be backfilled with excavated soil or with a clean friable soil mix.

7. STREET TREE REMOVAL

(1) All operational works or development activities affecting or likely to affect the health and well-being of street trees or necessitating their removal is to be conducted in consultation with the Manager of Council's Parks and Recreation Branch.

(2) Any street tree removed is to be replaced by the person(s) who requested its removal in accordance with the requirements of the Manager of Council's Parks and Recreation Section.

(3) The replacement tree(s) is to be:

(a) located as close as physically and practically possible to the location of the removed tree(s);

(b) of the same species as the species removed or, if appropriate, of the same species of nearby street trees; and

(c) compliant with Section 5.3 Planting Procedures.

SUPERSEDED

Schedule 1

Administration Details

Local Government (P&E) Act Version:		▪ Local Planning Policy No. 28.0 - Street Tree Plantings – Subdivisions ▪ Administrative Policy A9/94 - Street Tree Policy
IPA Version:	**Adopted:**	11 April 2003
	Commenced:	
	Amended:	

SUPERSEDED

PLANNING SCHEME POLICY NO. 4

DRIVEWAY CROSSOVERS

1. PURPOSE

(1) The purpose of this policy is to establish guidelines for the design and construction of certain driveway crossovers.

2. APPLICABILITY

(1) This policy supports the planning scheme and provides detailed design and construction requirements for certain driveway crossovers.

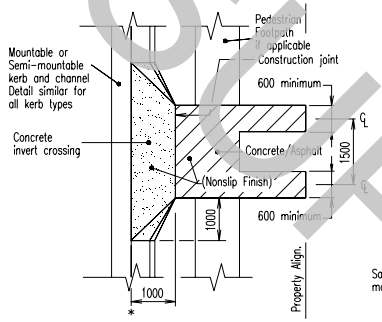
(2) The planning scheme establishes whether a development permit is required for the provision of driveway crossovers. Proponents should consult the planning scheme and/or Council's Development Assessment Branch prior to carrying out any work to establish if an application to Council is required.

(3) The diagram for Standard Residential Driveways–Slab and Tracks applies to Houses and Dual Occupancies (and for Bed and Breakfast Establishments and Home-based Businesses conducted in Houses) in urban Zones. The Standard Rural Residential Access diagram applies in non-urban Zones.

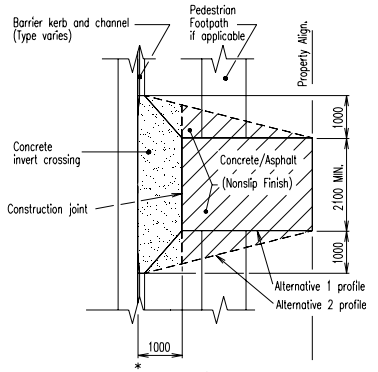
(4) Schedule 1 to this policy sets out the details of the adoption, commencement and amendment of this policy.

SUPERSEDED

SUPERSEDED



TRACKS ABUTTING MOUNTABLE & SEMI-MOUNTABLE KERB & CHANNEL



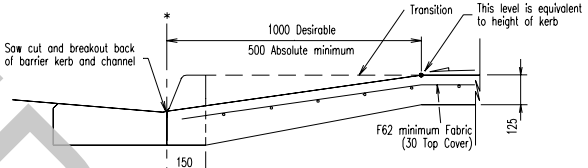
SLAB ABUTTING CHANNEL INVERT BARRIER KERB AND CHANNEL

DRAWING NOTES:

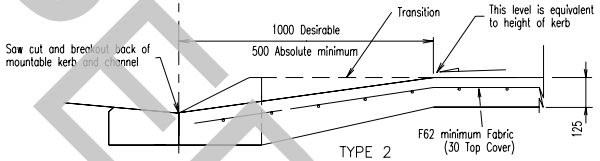
1. Crossings are not designed for commercial vehicles (Refer TCC Standard Drawing 18390 for commercial driveways).
2. Concrete strength to be 25MPa minimum.
3. Reinforcement fabric to have 30 millimetres top and edge cover, lap fabric 250 millimetres.
4. Expansion joints to be 10mm thick, full depth closed cell cross linked polyethylene foam (85 – 150 kg/m2) or equivalent.
5. All dimensions are in millimetres.
6. Asphalt driveways to be minimum 25 asphalt on minimum 150 compacted gravel.
7. For paved crossings, this drawing is to be read in conjuction with TCC Standard Drawing 18164.

LEGEND

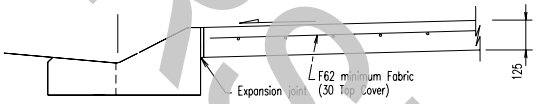
* Nominal invert of kerb line.



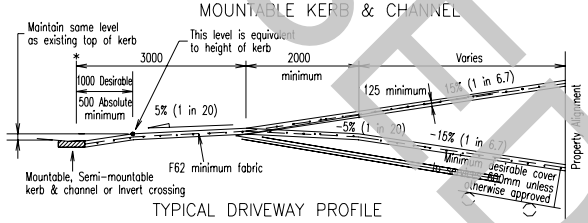
TYPE 1
BARRIER KERB & CHANNEL – BREAKOUT



TYPE 2
MOUNTABLE KERB & CHANNEL – BREAKOUT



TYPE 3
MOUNTABLE KERB & CHANNEL



TYPICAL DRIVEWAY PROFILE

DISCLAIMER

1. Council shall have no responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, or consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.
2. No liability or warranty is implied or expressed by any inspection or the absence of any inspection or by a Council decision relating thereto.

STANDARD CONDITIONS

1. The proposed crossover shall conform to existing footpath levels where possible. At no stage should a change of grade exceed 10% without checking for adequate vehicle clearance. Particular note should be taken of conditions 2 and 3 below.
2. Where the typical section cannot be achieved and the property is higher than the roadway, the footpath crossover grade shall not exceed 5% for at least 2.5m behind the kerb (ie rise 125mm above top of kerb from a point 2.5m behind the kerb).
3. Where the typical section cannot be achieved and the property is lower than the roadway, the footpath crossover shall have a positive 5% grade for at least 1.5m behind the kerb (ie rise 75mm above top of kerb from a point 1.5m behind the kerb), then a negative 5% grade for the next 1.5m (ie a fall of 75mm below that level). This may prevent the ingress of stormwater onto the property from the roadway.
4. The proposed crossover/crossing shall be constructed at least to the minimum requirements detailed.
5. All water valves, hydrants, sewer manholes, telecommunications pits and the like are to be relocated clear of any proposed crossover/crossing at the expense of the property owner. The relevant authority in charge of any service is to be contacted so that services can be relocated clear of the proposed crossover/crossing prior to construction.
6. The proposed crossover shall be flared to at least 4.1m in width at the kerb from 1.0m behind the kerb, alternatively to the full width of any existing crossing from 1.0m behind the kerb. Any proposed footpath crossover/crossing shall not exceed 6.0m in width unless otherwise approved by Council.
7. Existing street trees shall be protected from damage during the construction of any footpath crossover/crossing. No work is to be undertaken on any street tree without Council approval.
8. Existing bitumen or concrete footpaths less than 150mm thick shall be neatly saw cut before excavation. The footpaths beside the proposed crossover/ crossing shall be reinstated with compacted hotmix (5mm mix), or 100mm concrete. It should be noted that Council footpaths are not designed to cater for vehicular movement.
9. The property owner/applicant/contractor is to take all measures necessary to ensure pedestrian safety including but not limited to barricades, safety lights, warning devices, or other means of protecting "Public Risk".
10. Any damage to a roadway is to be reinstated with compacted hotmix asphaltic concrete (10mm mix). The damaged area is to be neatly saw cut and removed prior to reinstatement to provide a neat finish.
11. All work is to be confined within the projected side boundaries of the property for which the footpath crossover/crossing will serve unless agreed to by the affected adjoining property owner and approved by Council.
12. Council takes no responsibility for a vehicle scraping when using a footpath crossover or invert crossing. The property owner/ applicant/ contractor is to ensure adequate vehicle clearance is provided.
13. The property owner/applicant/contractor is responsible for the reinstatement of the footpath area or roadway during the course of works and following the completion of work. No trip hazards are to be left following completion. It may be necessary for further earthworks either side of a footpath crossover/crossing to provide a profile of not more than 5%.

NOTES

ANY PROBLEMS ASSOCIATED WITH FOOTPATH PROFILES OR COUNCIL'S REQUIREMENTS SHOULD BE REFERRED TO DEVELOPMENT ASSESSMENT.

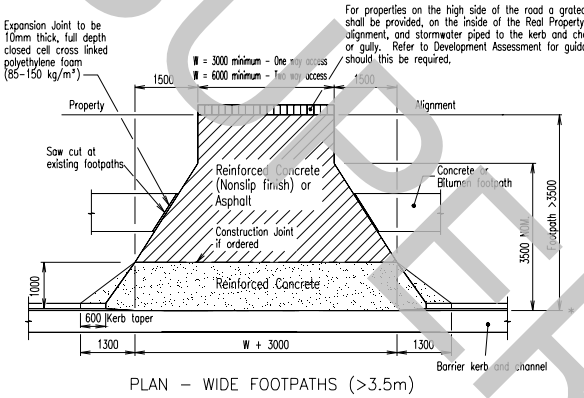
No	Revisions

TOOWOOMBA CITY COUNCIL

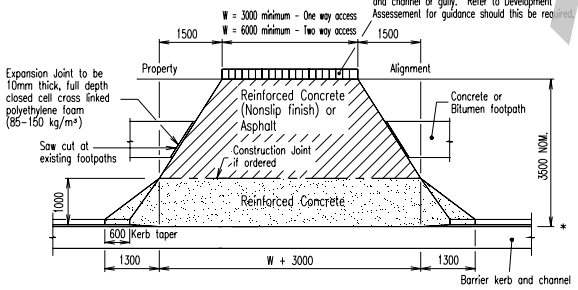
STANDARD RESIDENTIAL DRIVEWAY SLAB AND TRACKS

Director of Engineering Services	Date	Scale	Size	Drawing No
	18-06-98	NONE	A3	18389

SUPERSEDED



PLAN – WIDE FOOTPATHS (>3.5m)



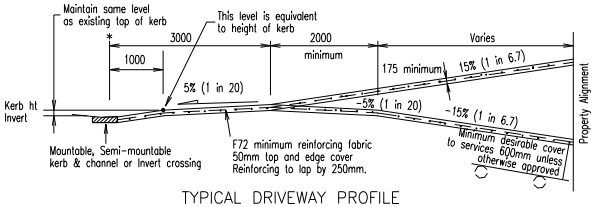
PLAN – 3.5m FOOTPATH

DRAWING NOTES:

1. Depths of concrete and reinforcing steel shown are the minimum requirements for good foundation conditions, and average traffic loading. Where this does not apply, depths of concrete and reinforcing shall be increased to suit specific conditions. (Refer to Registered Professional Engineer of Queensland for design details).
2. Concrete strength to be 25MPa minimum.
3. Reinforcement fabric to have 50 millimetres top and edge cover, lap fabric 250 millimetres.
4. Dimension W, refer specification or project drawings.
5. Concrete driveway as detailed. Alternatively asphalt pavement to Registered Professional Engineer's design.
6. All dimensions in millimetres.

LEGEND

* Nominal invert of kerb line.



TYPICAL DRIVEWAY PROFILE

STANDARD CONDITIONS

1. The proposed crossover shall conform to existing footpath levels where possible. At no stage should a change of grade exceed 10% without checking for adequate vehicle clearance. Particular note should be taken of conditions 2 and 3 below.
2. Where the typical section cannot be achieved and the property is higher than the roadway, the footpath crossover grade shall not exceed 5% for at least 2.5m behind the kerb (ie rise 125mm above top of kerb from a point 2.5m behind the kerb).
3. Where the typical section cannot be achieved and the property is lower than the roadway, the footpath crossover shall have a positive 5% grade for at least 1.5m behind the kerb (ie rise 75mm above top of kerb from a point 1.5m behind the kerb), then a negative 5% grade for the next 1.5m (ie a fall of 75mm below that level). This may prevent the ingress of stormwater onto the property from the roadway.
4. The proposed crossover/crossing shall be constructed at least to the minimum requirements detailed.
5. All water valves, hydrants, sewer manholes, telecommunications pits and the like are to be relocated clear of any proposed crossover/crossing at the expense of the property owner. The relevant authority in charge of any service is to be contacted so that services can be relocated clear of the proposed crossover/crossing prior to construction.
6. Existing street trees shall be protected from damage during the construction of any footpath crossover/crossing. No work is to be undertaken on any street tree without Council approval.
7. Existing bitumen or concrete footpaths less than 150mm thick shall be neatly saw cut before excavation. The footpaths beside the proposed crossover/crossing shall be reinstated with compacted hotmix (75mm min.), or 100mm concrete. It should be noted that Council footpaths are not designed to cater for vehicular movement.
8. The property owner/applicant/contractor is to take all measures necessary to ensure pedestrian safety including but not limited to barricades, safety lights, warning devices, or other means of protecting "Public Risk".
9. Any damage to a roadway is to be reinstated with compacted hotmix asphaltic concrete (10mm mix). The damaged area is to be neatly saw cut and removed prior to reinstatement to provide a neat finish.
10. All work is to be confined within the projected side boundaries of the property for which the footpath crossover/crossing will serve unless agreed to by the affected adjoining property owner and approved by Council.
11. Council takes no responsibility for a vehicle scraping when using a footpath crossover or invert crossing. The property owner/ applicant/ contractor is to ensure adequate vehicle clearance is provided.
12. The property owner/applicant/contractor is responsible for the reinstatement of the footpath area or roadway during the course of works and following the completion of building works. No trip hazards are to be left following the completion of building works. It may be necessary for further earthworks either side of a footpath crossover/crossing to provide a profile of not more than 5%.
13. Maximum allowable crossover width is 9m at the property boundary unless otherwise approved by Council.

NOTES

ANY PROBLEMS ASSOCIATED WITH FOOTPATH PROFILES OR COUNCIL'S REQUIREMENTS SHOULD BE REFERRED TO DEVELOPMENT ASSESSMENT.

DISCLAIMER

1. Council shall have no responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, or consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.
2. No liability or warranty is implied or expressed by any inspection or the absence of any inspection or by a Council decision relating thereto.

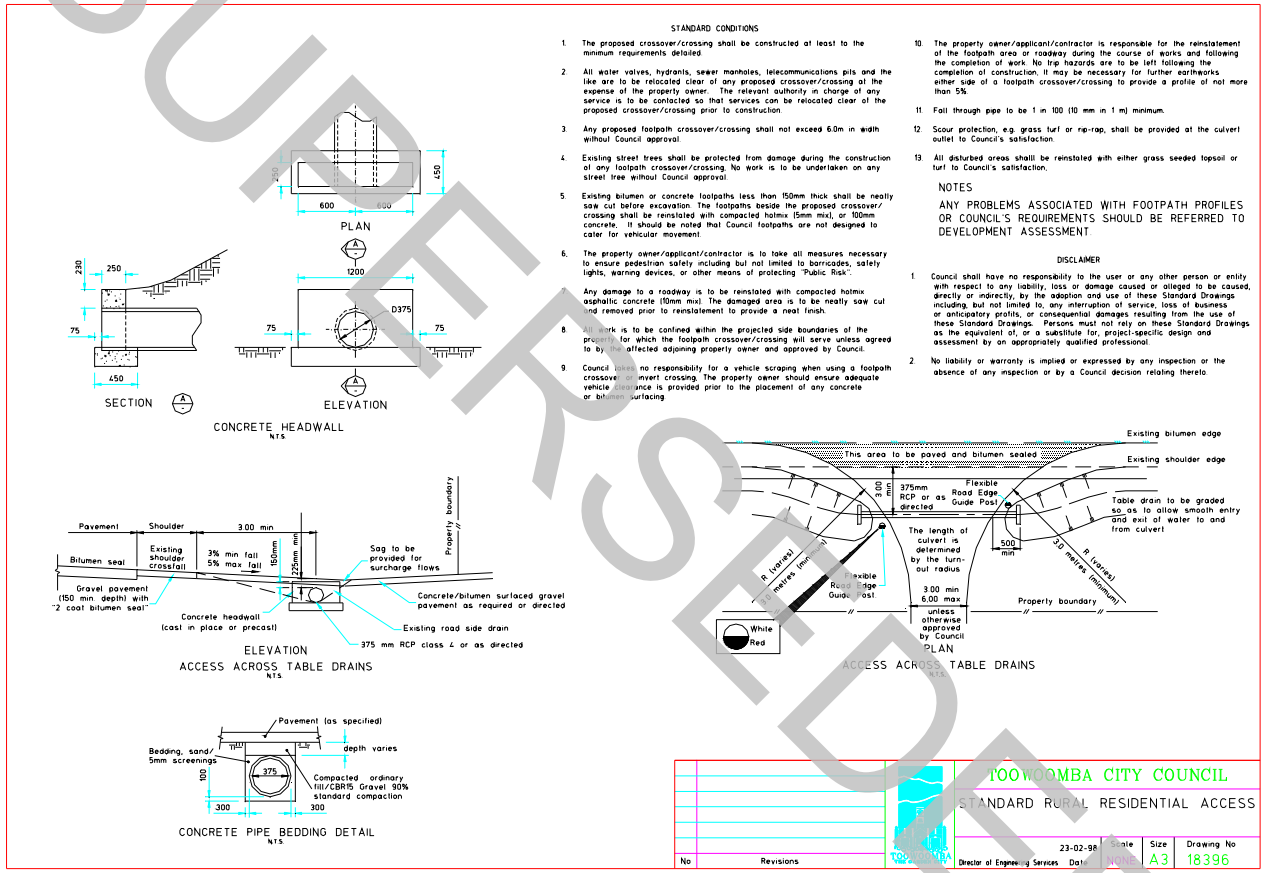
No	Revisions		
		Director of Engineering Services	18-06-98 Date

TOOWOOMBA CITY COUNCIL

STANDARD COMMERCIAL DRIVEWAY ONE AND TWO WAY ACCESS

Scale	Size	Drawing No
NONE	A3	18390

SUPERSEDED


STANDARD CONDITIONS
1. The proposed crossover/crossing shall be constructed at least to the minimum requirements detailed.
2. All water valves, hydrants, sewer manholes, telecommunications pits and the like are to be relocated clear of any proposed crossover/crossing at the expense of the property owner. The relevant authority in charge of any service is to be contacted so that services can be relocated clear of the proposed crossover/crossing prior to construction.
3. Any proposed footpath crossover/crossing shall not exceed 6.0m in width without Council approval.
4. Existing street trees shall be protected from damage during the construction of any footpath crossover/crossing. No work is to be undertaken on any street tree without Council approval.
5. Existing bitumen or concrete footpaths less than 150mm thick shall be neatly saw cut before excavation. The footpaths beside the proposed crossover/crossing shall be reinstated with compacted hotmix (5mm mix), or 100mm concrete. It should be noted that Council footpaths are not designed to cater for vehicular movement.
6. The property owner/applicant/contractor is to take all measures necessary to ensure pedestrian safety including but not limited to barricades, safety lights, warning devices, or other means of protecting "Public Risk".
Any damage to a roadway is to be reinstated with compacted hotmix asphaltic concrete (10mm mix). The damaged area is to be neatly saw cut and removed prior to reinstatement to provide a neat finish.
8. All work is to be confined within the projected side boundaries of the property for which the footpath crossover/crossing will serve unless agreed to by the affected adjoining property owner and approved by Council.
9. Council takes no responsibility for a vehicle scraping when using a footpath crossover or invert crossing. The property owner should ensure adequate vehicle clearance is provided prior to the placement of any concrete or bitumen surfacing.
10. The property owner/applicant/contractor is responsible for the reinstatement of the footpath area or roadway during the course of works and following the completion of work. No trip hazards are to be left following the completion of construction. It may be necessary for further earthworks either side of a footpath crossover/crossing to provide a profile of not more than 5%.
11. Fall through pipe to be 1 in 100 (10 mm in 1 m) minimum.
12. Scour protection, e.g. grass turf or rip-rap, shall be provided at the culvert outlet to Council's satisfaction.
13. All disturbed areas shalll be reinstated with either grass seeded topsoil or turf to Council's satisfaction.
NOTES
ANY PROBLEMS ASSOCIATED WITH FOOTPATH PROFILES OR COUNCIL'S REQUIREMENTS SHOULD BE REFERRED TO DEVELOPMENT ASSESSMENT.
DISCLAIMER
1. Council shall have no responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, or consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.
2. No liability or warranty is implied or expressed by any inspection or the absence of any inspection or by a Council decision relating thereto.
PLAN
SECTION
ELEVATION
CONCRETE HEADWALL
N.T.S.
Pavement
Shoulder
3.00 min
Existing shoulder crossfall
3% min fall 5% max fall
Bitumen seal
Gravel pavement (150 min. depth) with "2 coat bitumen seal"
Concrete headwall (cast in place or precast)
Sag to be provided for surcharge flows
Concrete/bitumen surfaced gravel pavement as required or directed
Existing road side drain
375 mm RCP class 4 or as directed
Property boundary
ELEVATION
ACCESS ACROSS TABLE DRAINS
N.T.S.
Existing bitumen edge
This area to be paved and bitumen sealed
Existing shoulder edge
375mm RCP or as directed
Flexible Road Edge Guide Post
Table drain to be graded so as to allow smooth entry and exit of water to and from culvert
The length of culvert is determined by the turn-out radius
3.00 min 6.00 max unless otherwise approved by Council
R (varies) 3.0 metres (minimum)
Property boundary
White
Red
PLAN
ACCESS ACROSS TABLE DRAINS
Pavement (as specified)
Bedding, sand/ 5mm screenings
depth varies
Compacted ordinary fill/CBR15 Gravel 90% standard compaction
375
300
CONCRETE PIPE BEDDING DETAIL
N.T.S.
TOOWOOMBA CITY COUNCIL
STANDARD RURAL RESIDENTIAL ACCESS
No
Revisions
23-02-98
Director of Engineering Services
Date
State
NONE
Size
A3
Drawing No
18396

Schedule 1

Administration Details

Local Government (P&E) Act Version:		Not applicable
IPA Version:	**Adopted:**	11 April 2003
	Commenced:	
	Amended:	

SUPERSEDED

SUPERSEDED

PLANNING SCHEME POLICY NO. 5

CAR PARKING CONTRIBUTIONS

1. PURPOSE

(1) The purpose of this policy is to establish the amount of the monetary contribution to be paid in-lieu of the provision of car parking spaces in the City Core Precinct of the Regional Centre Zone.

2. APPLICABILITY

(1) This policy applies to development within the City Core Precinct of the Regional Centre Zone.

(2) Schedule 1 to this policy sets out:

(a) the previous policy under the *Local Government (Planning and Environment) Act*, if any; and

(b) the details of the adoption, commencement and amendment of this policy.

3. STATEMENT

(1) Where Council agrees to or requires a monetary contribution to be paid in-lieu of the provison of on-site car parking spaces, the amount payable per car parking space is the amount specified in Council's Schedule of Fees and Charges at the date of commencement of the use unless otherwise specified in the conditions of approval for the use.

SUPERSEDED

Schedule 1

Administration Details

Local Government (P&E) Act Version:		Local Planning Policy No. 2 - Car Parking - Contribution of Money in-lieu of provision of on-site car parking.
IPA Version:	**Adopted:**	11 April 2003
	Commenced:	
	Amended:	

SUPERSEDED



TOOWOOMBA PLANNING SCHEME

PLANNING SCHEME POLICY No. 6

INFRASTRUCTURE CONTRIBUTIONS FOR

STORMWATER NETWORK

SUPERSEDED

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1 PRELIMINARY

1.1 INTRODUCTION

This planning scheme policy has been prepared in accordance with the requirements of the *Integrated Planning Act 1997* (IPA).

The planning scheme policy applies to the area of the Toowoomba Planning Scheme 2003 (the planning scheme).

This PSP replaces the previous 'Toowoomba Regional Council Planning Scheme Policy – Infrastructure Contributions for Stormwater Network (Toowoomba) and will take effect as of 31 October 2009.

1.2 PURPOSE

The purpose of this planning scheme policy is to support the planning scheme by assisting with:

(a) the integration of land use planning and infrastructure planning for the stormwater network;

(b) the efficient and orderly provision of shared development infrastructure for the stormwater network; and

(c) the funding of shared development infrastructure for the stormwater network through the fair apportionment of these costs to development.

1.3 STRUCTURE OF PLANNING SCHEME POLICY

This planning scheme policy:

(a) identifies in section 2 'Application of Planning Scheme Policy' how the planning scheme policy will be applied to development;

(b) states in section 3 'Planning Assumptions' the projections of future urban growth and the assumptions of demand for the stormwater network, which have informed the preparation of the planning scheme policy;

(c) identifies in section 4 'Timing of Shared Development Infrastructure' when it is anticipated that shared development infrastructure for the stormwater network will be provided;

(d) states in section 5 'Contribution Rates' how the contribution rates have been calculated through the apportionment of the establishment cost across demand; and

(e) states in section 6 'Infrastructure Contributions' how to calculate an infrastructure contribution for shared development infrastructure within the stormwater network using the infrastructure contribution rates identified in section 5.

2 APPLICATION OF PLANNING SCHEME POLICY

2.1 APPLYING THE PLANNING SCHEME POLICY TO DEVELOPMENT

This planning scheme policy:

(a) states the basis for the calculation of infrastructure contributions that may be imposed as a condition of development; and

SUPERSEDED

(b) states the basis for the imposition of a condition of development requiring:
   i. the supply of shared development infrastructure; and
   ii. the payment of additional shared development infrastructure costs.

2.2 INFRASTRUCTURE CONTRIBUTIONS

Infrastructure contributions for the stormwater network applicable to a development will be calculated in accordance with section 6 'Infrastructure Contributions'.

2.3 SUPPLY OF SHARED DEVELOPMENT INFRASTRUCTURE

A condition may be imposed for the supply of shared development infrastructure where:

(a) existing shared development infrastructure necessary to service the premises is not adequate and shared development infrastructure adequate to service the premises is identified in the planning scheme policy; or

(b) shared development infrastructure to service the premises is necessary, but is not yet available and is identified in the planning scheme policy; or

(c) shared development infrastructure identified in the planning scheme policy is located on the premises.

The agreed value of the necessary shared development infrastructure supplied for the stormwater network will be offset against an infrastructure contribution imposed for that network on the development (see section 6.6 'Calculation of Demand Offset').

2.4 PAYMENT OF ADDITIONAL SHARED DEVELOPMENT INFRASTRUCTURE COSTS

A condition may be imposed requiring the payment of additional shared development infrastructure costs where:

(a) for a properly made development application lodged on or before 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in the policy or policies dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy; or

(b) for a properly made development application lodged after 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in this policy.

Costs associated with the provision of additional shared development infrastructure will not normally be offset against infrastructure contributions calculated in accordance with section 6.

The Toowoomba Regional Council (TRC) may however allow the additional shared development infrastructure to be offset against infrastructure contributions where it decides the works provide a necessary shared function to other network users.

2.5 CONDITIONS FOR THE SUPPLY OF LOCAL DEVELOPMENT INFRASTRUCTURE

In addition to conditions imposed for shared development infrastructure, conditions may also be imposed on development for the supply of local development infrastructure.

SUPERSEDED

2.6 PLANNING SCHEME POLICY BASED ON EXISTING PLANNING SCHEME

The demand assumptions, future infrastructure and infrastructure contribution rates within this planning scheme policy are based on the anticipated level of development allowed for under the planning scheme at 30 June 2009. Should the planning scheme be amended after 30 June 2009 to allow for more intense forms of development, applications that require additional shared infrastructure will be conditioned to pay for that infrastructure in accordance with section 2.4.

2.7 EFFECTIVE DEVELOPMENT APPROVALS GRANTED AND PROPERLY MADE DEVELOPMENT APPLICATIONS LODGED ON OR BEFORE 30 OCTOBER 2009

If a development approval was granted on or before 30 October 2009 and includes a condition requiring payment of contribution(s) under this policy, so long as the contribution(s) is paid to the TRC by 5pm on 30 June 2010, the applicant / landowner may pay the lesser of the following:

(a) the amount of contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) the amount of contribution(s) which is payable under this policy.

If a properly made development application is lodged with the TRC on or before 30 October 2009 and the TRC imposes a condition(s) on the development approval requiring the payment of a contribution(s) under this policy, the applicant / landowner may satisfy that condition(s) by either:

(a) paying within 20 business days of the development approval taking effect, the amount of the contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items as dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) paying the contribution required under this policy in accordance with the condition.

3 PLANNING ASSUMPTIONS

Details concerning the planning assumptions are referenced in section 8 ‘Extrinsic Material’.

4 TIMING OF SHARED DEVELOPMENT INFRASTRUCTURE

4.1 PURPOSE

This section identifies:

(a) existing shared development infrastructure for the stormwater network; and

(b) when it is anticipated that future shared development infrastructure for the stormwater network will be provided.

SUPERSEDED

4.2 SHARED DEVELOPMENT INFRASTRUCTURE FOR THE STORMWATER NETWORK

Table 4.1 defines the shared development infrastructure for the stormwater network.

Table 4.1 Shared development infrastructure for the stormwater network

Network	System	Items
Stormwater	Quantity	• Natural waterways • Overland flow paths/channels (natural and constructed) • Piped drainage (including pipes, culverts, manholes, inlets and outlets) generally > 450mm • Detention and retention facilities
	Quality	• Stormwater Quality Infrastructure Devices (SQIDs) • Gross Pollutant Traps (GPTs) • Wetlands • Riparian corridors • Bio-retention facilities

4.3 PLANS FOR DEVELOPMENT INFRASTRUCTURE

Plans showing the existing and future shared development infrastructure for the stormwater network are shown on the following maps:

- Maps 4.1 – 4.30 - Plans for stormwater infrastructure.

4.4 SCHEDULE OF WORKS

Table 4.2 identifies when it is anticipated that shared development infrastructure for the stormwater network will be provided to service growth.

Table 4.2 Schedule of works - Stormwater network

Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Ernest Peak Park 4.7ML Detention Basin	2009 to 2011	372,672	55,901	37,267	465,840
Stenner/Boothby St Trunk Pipe Drainage	2009 to 2010	1,744,987	261,748	174,499	2,181,234

SUPERSEDED

Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Spring Ck Detention Basin G - 16.5ML	2009 to 2011	869,246	130,387	86,925	1,086,557
Spring Ck - Anzac Ave to Stenner St (Reach 14) Channel Rehabilitation & Revegetation	2009 to 2011	264,839	39,726	26,484	331,049
Spring Creek Reach 13 (Stenner St to confluence) Channel Rehabilitation & Revegetation	2021 to 2025	351,763	52,764	35,176	439,704
Spring Creek reach 12 (Confluence to Boundary St) Channel Rehabilitation & Revegetation	2021 to 2025	1,208,039	181,206	120,804	1,510,048
Spring Ck Detention Basin L - 3ML	2009 to 2011	164,557	24,684	16,456	205,696
Spring Ck Reach 16 Channel Rehabilitation & Revegetation	2021 to 2025	554,652	83,198	55,465	693,315
Spring Creek Reach 11 Channel Rehabilitation & Revegetation	2026 to 2028	139,389	20,908	13,939	174,236
Spring Creek Reach 10 to Boundary - Channel Rehabilitation & Revegetation	2021 to 2026	1,079,297	1618,945	107,930	1,349,122
Alderley Street Trunk Pipe Drainage	2008 to 2010	573,700	86,055	57,370	717,125
7SD 2.4ML Detention Basin	2008 to 2010	137,453	20,618	13,745	171,816
Spring Creek Reach 4 Channel Rehabilitation & Revegetation	2026 to 2028	229,895	34,484	22,989	287,369
Spring Creek Detention Basin K - 10ML	2008 to 2011	547,876	82,182	54,788	684,846

SUPERSEDED

Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Spring Creek Reach 27 Channel Rehabilitation & Revegetation	2008 to 2013	564,816	84,722	56,482	706,020
South Street Trunk Pipe Drainage Works	2008 to 2011	1,922,304	288,345	192,231	2,402,880
Spring Creek Reach 25 Channel Rehabilitation & Revegetation	2010 to 2015	500,157	75,024	50,016	625,196
Spring Creek Detention Basin D - 16.5ML	2008 to 2011	835,754	125,363	83,575	1,044,692
Spring Creek Detention Basin "D1" - 19ML	2010 to 2013	1,001,859	150,279	100,186	1,252,324
Spring Creek Lake J -3.5 Ha Water Quality Lake	2010 to 2013	2,032,757	304,914	203,276	2,540,946
Spring Creek Detention Basin B -10ML	2010 to 2013	522,709	78,406	52,271	653,386
Spring Creek Reaches 24,26,31&32 Channel Rehabilitation & Revegetation	2010 to 2015	1,679,445	251,917	167,944	2,099,306
Spring Creek Lake M- 1.5 Ha Water Quality Lake	2015 to 2018	871,182	130,677	87,118	1,088,977
Spring Creek Reaches 21,22,23 Channel Rehabilitation & Revegetation	2015 to 2020	2,316,472	347,471	231,647	2,895,590
Spring Creek Detention Basin A - 22ML	2010 to 2013	1,164,479	174,672	116,448	1,455,599
Spring Creek Reaches 36 & 37 Channel Rehabilitation & Revegetation	2010 to 2015	675,650	101,348	67,565	844,562
Hursley Rd / Boundary Rd Trunk Pipe Drainage	2008 to 2010	1,389,713	208,457	138,971	1,737,141

SUPERSEDED

Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Spring Creek Reach 20 Channel Rehabilitation & Revegetation	2008 to 2013	445,550	668,323	44,555	556,938
Spring Creek Detention Basin F - 2.2ML	2008 to 2011	114,222	17,133	11,422	142,777
Spring Creek Reach 19 Channel Rehabilitation & Revegetation	2015 to 2020	290,796	43,619	29,080	363,495
Spring Creek Reach 18 Channel Rehabilitation & Revegetation	2015 to 2020	348,134	52,220	34,813	435,167
Gowrie Creek Tributary L1 Channel Rehabilitation & Revegetation	2025 to 2030	295,190.206	44,278.5309	29,519.0206	368,987.7575
Gowrie Creek Tributary L2 Channel Rehabilitation & Revegetation	2025 to 2030	140,768	21,115	14,077	175,959
Gowrie Creek Tributary L3 Channel Rehabilitation & Revegetation	2025 to 2030	1,309,746	196,462	130,975	1,637,183
Hermitage Rd Detention Basin - 9.5ML	2025 to 2028	459,790	68,969	45,979	574,738
Baillie Henderson Channel Rehab & Revegetation	2010 to 2015	934,100	140,115	93,410	1,167,625
Baillie Henderson North 1.7ML Detention Basin	2010 to 2013	137,453	20,618	13,745	171,816
Baillie Henderson South 4.0ML Detention Basin	2010 to 2013	222,635	33,395	22,264	278,294
Gowrie Creek Tributary M2 Channel Rehabilitation & Revegetation	2025 to 2030	529,001	79,350	52,900	661,251
Tributary M2 1.8ML Detention Basin	2025 to 2028	148,101	22,215	14,810	185,126

SUPERSEDED

Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Gowrie Creek Tributary M1 Channel Rehabilitation & Revegetation	2025 to 2030	935,746	140,362	93,575	1,169,682
Gowrie Creek Hermitage Rd to Willims Rd Channel Rehab & Revegetation	2022 to 2027	3,847,719	577,158	384,772	4,809,648
Gowrie Creek Hogg St to Hermitage Rd Channel Rehab & Revegetation	2018 to 2023	2,061,797	309,270	206,180	2,577,246
Gowrie Creek North St to Hogg St Channel Rehab & Revegetation	2014 to 2019	1,834,321	275,148	183,432	2,292,902
Gowrie Creek Confluence to North St Channel Rehabilitation & Revegetation	2010 to 2015	1892,448	283,867	189,245	2,365,561
Bacon Street Trunk Pipe Drainage	2020 to 2022	513,610	77,041	51,361	642,012
Gowrie Creek Tributary N2 Channel Rehabilitation & Revegetation	2025 to 2030	609,827	91,474	60,983	762,284
Hogg Street East 10ML Detention Basin	2017 to 2019	483,990	72,599	48,399	604,987
Gowrie Creek Tributary N1 Channel Rehabilitation & Revegetation	2021 to 2026	696,945	104,542	69,695	871,182
Gowrie Creek Tributary P1 Channel Rehabilitation & Revegetation	2025 to 2030	843,981	126,597	84,398	1,054,977
Holberton Street to Gowrie Creek Channel Rehabilitation & Revegetation	2008 to 2013	687,266	103,090	68,727	859,082
Upstream Holberton Street Channel Rehabilitation & Revegetation	2008 to 2013	285,553	42,833	28,555	356,941

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Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Drayton Trunk Pipe Augmentation	2025 to 2027	3,106,194	465,929	310,619	3,882,742
Westbrook Creek Reach 27 Channel Rehabilitation & Revegetation	2010 to 2015	1,803,346	270,502	1,803,345	2,254,182
Westbrook Creek Reach 26 Channel Rehabilitation & Revegetation	2020 to 2025	469,470	70,421	46,947	586,838
Westbrook Creek Reach 24 Channel Rehabilitation & Revegetation	2015 to 2020	538,003	80,701	53,800	672,504
Nardoo Street 1.6 ML Detention Basin	2014 to 2017	89,054	13,358	8,905	111,318
Westbrook Creek Lynch St to Tristania Street Channel Rehabilitation & Revegetation	2020 to 2025	2,136,815	320,522	213,682	2,671,019
Westbrook Creek Reach 20 Channel Rehabilitation & Revegetation	2015 to 2020	801,003	120,151	80,100	1,001,254
Rocklyn Street 3.8 ML Detention Basin	2014 to 2017	203,276	30,491	20,328	254,095
Westbrook Creek Reach 14-16 Channel Rehabilitation & Revegetation	2025 to 2030	295,234	44,285	29,523	369,042
Rosevale Street 4.5 ML Detention Basin	2025 to 2028	229,411	34,412	22,941	286,764
Westbrook Creek Reaches 6-8 CChannel Rehabilitation & Revegetation	2020 to 2025	2,192,473	328,871	219,247	2,740,591
Hunt Street 1.5 ML Detention Basin	2020 to 2023	140,357	21,054	14,036	175,446

SUPERSEDED

Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Westbrook Creek Reach 2 Channel Rehabilitation & Revegetation	2025 to 2030	944,990	141,749	94,499	1,181,238
Westbrook Creek Tristania Street to Wyreema Rd Channel Rehabilitation & Revegetation	2025 to 2030	4,456,094	668,414	445,609	5,570,117
Wyreema Rd 2.9 Ha Lake / 30 ML Storage & 0.29 Ha Sediment Basin	2025 to 2028	2,153,755	323,063	215,376	2,692,193
Cambooya Street 0.08 Ha Sediment Basin #1 & 1.2 Ha Offstream Wetland D/S	2025 to 2028	813,103	121,965	81,310	1,016,379
Cambooya Street 0.03 Ha Sediment Basin #2 & 0.8 Ha Offstream Wetland	2022 to 2025	948,620	142,293	94,862	1,185,775
Tristania Street 0.7 Ha Offstream Wetland	2021 to 2023	338,793	50,819	33,879	423,491
Warwick Rd 1.5 Ha Lake / 10.6 ML Storage & 0.2 Ha Sediment Basin	2023 to 2026	997,019	149,553	99,702	1,246,274
Westbrook Creek 0.6 Ha Gross Pollutant Traps	2025 to 2028	1,258,373	188,756	125,837	1,572,967
Westbrook Creek Reach 9 Channel Rehabilitation & Revegetation	2020 to 2025	331,050	49,658	33,105	413,813
Westbrook Creek Reach 13 Channel Rehabilitation & Revegetation	2020 to 2025	838,270	125,741	83,827	1,047,838
Westbrook Creek Reach 19 Channel Rehabilitation & Revegetation	2016 to 2021	568,978	85,347	56,898	711,223
Westbrook Creek Reach 23 Channel Rehabilitation & Revegetation	2016 to 2021	313,625	47,044	31,363	392,032

SUPERSEDED

Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Glennie/Rudd Street Trunk Pipe Drainage	2011 to 2015	1,156,855	173,529	115,686	1,446,070
Drayton East Trunk Pipe Drainage	2025 to 2028	338,793	50,819	33,879	423,491
Drayton West Trunk Pipe Drainage	2025 to 2028	308,302	66,065	30,830	405,197
Wyreema Rd Trunk Pipe Drainage	2025 to 2028	748,732	112,310	74,873	935,915
Rocky Creek Channel Rehabilitation & Revegetation	2025 to 2030	522,709	78,406	52,271	653,386
MWH Channel Rehabilitation & Revegetation	2025 to 2030	590,468	88,570	59,047	738,084
Flagstone Creek Reach 1 Channel Rehabilitation & Revegetation	2025 to 2030	588,532	88,280	58,853	735,665
Flagstone Creek Reach 2 Channel Rehabilitation & Revegetation	2025 to 2030	216,827	32,524	21,683	271,034
Flagstone Creek Reach 3 Channel Rehabilitation & Revegetation	2025 to 2030	619,507	92,926	61,951	774,384
West Creek - Acquisition of creek corridor	2012	474,310	71,147	47,431	592,888
Ramsay Spring Trunk Pipe Drainage	2011 to 2013	1,804,087	270,613	180,409	2,255,109
Stenner Mackenzie Trunk Pipe Drainage	2012 to 2014	1,465,294	219,794	146,530	1,831,618
Daffodil Street Detention Basin 13.6 ML	2013 to 2015	658,226	98,734	65,823	822,783
Ballin Drive Detention Basin - 44.1 ML	2014 to 2016	2,134,395	320,159	213,440	2,667,994

SUPERSEDED

Shared Development Infrastructure	Estimated Completion	Establishment Cost ($)			
		Cost of Works	Design / Supervision	Contingency	Total*
Garnett Lehman Detention Basin- 82 ML	2015 to 2017	3,968,716	595,307	396,872	4,960,895
South/Long St Detention basin - 33.6 ML	2016 to 2018	1,626,206	243,931	162,621	2,032,757
Ballin Drive -0.46 Ha Wetland	2014 to 2016	222,635	33,395	22,264	278,294
Total Cost					**109,015,136**

** Costs are expressed at the base date of 30 June 2009.*

SUPERSEDED

5 CONTRIBUTION RATES

5.1 CONTRIBUTION AREAS

Contribution rates for the stormwater network have been stated for that part of the planning scheme area planned to be supplied with a reticulated stormwater. The location of the contribution areas are identified on Maps 5.1 to 5.17 Toowoomba City Stormwater sub-catchments and contribution Areas.

5.2 ESTABLISHMENT COST

(a) The establishment cost (existing and future) of the stormwater network up to 2036 is $380,305,969 (as at the base date of 30 June 2009). Of this amount:
   i. 100% will be funded by infrastructure contributions; and
   ii. 0% will be funded by grants.

(b) The amount of the establishment cost to be funded by infrastructure contributions in each contribution area is identified in column 2 of Table 5.1.

Table 5.1 Stormwater network - Establishment costs and Contribution Rates

Contribution Area	Amount of Establishment Cost to be Funded by Infrastructure Charges	Demand (Impervious Ha) at 2036	Contribution per Impervious Ha ($)
Westbrook Creek			
WBC1	3,995,072	32	124,846
WBC2	2,938,532	33.2	88,510

Contribution Area	Amount of Establishment Cost to be Funded by Infrastructure Charges	Demand (Impervious Ha) at 2036	Contribution per Impervious Ha ($)
WBC3	1,009,800	12.5	80,784
WBC4	2,037,355	21.6	94,322
WBC5	2,305,888	17.5	131,765
WBC6	1,832,072	13.5	135,709
WBC7	491,606	6.8	72,295
WBC8	2,268,322	14.2	159,741
WBC9	2,259,967	22.7	99,558
WBC10	209,656	2.9	72,295
WBC11	1,643,945	9.9	166,055
WBC12	1,133,068	8.2	138,179
WBC13	1,638,822	15.4	106,417
WBC14	4,307,360	25.2	170,927
WBC15	310,869	4.3	72,295
WBC16	491,606	6.8	72,295
WBC17	3,292,135	11.9	276,650
Spring Creek North			
SCN1	1,165,588	17	68,564
SCN2	2,186,143	22.6	96,732
SCN3	4,596,938	56.4	81,506
SCN4	2,912,099	13.7	212,562
SCN5	3,067,194	32.8	93,512
SCN6	1,280,530	32.2	39,768
SCN7	1,268,390	14.8	85,702
SCN8	3,027,242	42.3	71,566

SUPERSEDED

Contribution Area	Amount of Establishment Cost to be Funded by Infrastructure Charges	Demand (Impervious Ha) at 2036	Contribution per Impervious Ha ($)
SCN9	1,742,124	29.9	58,265
SCN10	1,658,250	22	75,375
SCN11	781,069	11.7	66,758
SCN12	784,973	10.7	73,362
Spring Creek South			
SCS1	4,490,726	112.1	40,060
SCS2	4,888,149	76.9	63,565
SCS3	308,195	23.7	13,004
SCS4	42,913	3.3	13,004
SCS5	576,048	11	52,368
SCS6	79,299	0.7	113,284
SCS7	875,752	7.7	113,734
SCS8	278,746	3.2	87,108
Dry Creek South			
DCS1	20,674	11.8	1,752
DCS2	1,042,554	28.2	36,970
DCS3	2,443,608	71.7	34,081
DCS4	535,219	30.3	17,664
DCS5	298,860	7.5	39,848
Dry Creek North			
DCN1	1,533,168	31.3	48,983
DCN2	129,872	6.9	18,822
DCN3	517,186	24.1	21,460

SUPERSEDED

Contribution Area	Amount of Establishment Cost to be Funded by Infrastructure Charges	Demand (Impervious Ha) at 2036	Contribution per Impervious Ha ($)
Hodgson Creek West			
HCW1	382,306	8.3	46,061
HCW2	92,122	2	46,061
HCW3	50,667	1.1	46,061
Hodgson Creek East			
HCE1	703,457	7.7	91,358
HCE2	997,425	11.7	85,250
HCE3	1,285,160	11.5	111,753
HCE4	731,383	12.3	59,462
HCE5	723,471	12.1	59,791
HCE6	501,308	7.5	66,841
HCE7	83,247	1.4	59,462
Black Gully			
BG1	3,546,582	61.5	57,668
BG2	1,627,366	42.3	38,472
BG3	5,449,918	98.7	55,217
BG4	3,466,500	59.3	58,457
East Creek			
EC1	6,219,062	71.9	86,496
EC2	5,034,903	66.1	76,171
EC3	2,016,204	37	54,492
EC4	4,216,625	61	69,125
EC5	5,874,843	77.2	76,099

SUPERSEDED

Contribution Area	Amount of Establishment Cost to be Funded by Infrastructure Charges	Demand (Impervious Ha) at 2036	Contribution per Impervious Ha ($)
EC6	3,245,208	55.2	58,790
EC7	6,446,098	89.4	72,104
EC8	5,083,812	64.9	78,333
Flagstone Creek			
FC1	778,745	10.8	72,106
FC2	372,590	3.8	98,050
FC3	659,542	3.6	183,206
FC4	454,816	9.9	45,941
Gatton Creek			
GC1	113,494	23.3	4,871
GC2	172,410	10.5	16,420
GC3	0	5.2	0
GC4	0	0.2	0
GC5	184,753	11.8	15,657
Gowrie Creek East			
GCE1	2,769,484	62.3	44,454
GCE2	6,447,401	99.5	64,798
GCE3	4,295,963	80.5	53,366
GCE4	545,275	27.7	19,685
GCE5	3,910,925	63.7	61,396
GCE6	1,256,721	27.7	45,369
GCE7	2,626,945	47.8	54,957
GCE8	4,124,038	97.9	42,125
GCE9	1,019,326	15.1	67,505

SUPERSEDED

Contribution Area	Amount of Establishment Cost to be Funded by Infrastructure Charges	Demand (Impervious Ha) at 2036	Contribution per Impervious Ha ($)
GCE10	120,079	6.1	19,685
GCE11	637,794	32.4	19,685
GCE12	1,171,720	15.3	76,583
GCE13	49,213	2.5	19,685
GCE14	51,181	2.6	19,685
GCE15	1,620,330	45.2	35,848
GCE16	1,900,569	33	57,593
GCE17	287,401	14.6	19,685
GCE18	818,896	41.6	19,685
GCE19	118,110	6	19,685
GCE20	1,324,801	67.3	19,685
GCE21	531,495	27	19,685
Gowrie Creek West			
GCW1	355,478	4.1	86,702
GCW2	146,108	9.8	14,909
GCW3	1,889,525	27.5	68,710
GCW4	0	3.2	0
GCW5	0	1.8	0
GCW6	0	28.4	0
Little Oakey Creek			
LOC1	157,581	33.4	4,718
LOC2	0	0	0
LOC3	0	3.8	0

SUPERSEDED

Contribution Area	Amount of Establishment Cost to be Funded by Infrastructure Charges	Demand (Impervious Ha) at 2036	Contribution per Impervious Ha ($)
Monkey Water Holes			
MWH1	371,933	6.3	59,037
MWH2	96,155	2.1	45,788
MWH3	41,209	0.9	45,788
MWH4	1,164,094	18.4	63,266
MWH5	320,516	7	45,788
Rocky Creek			
RC1	515,205	53.5	9,630
RC2	568,952	244.5	2,327
RC3	114,024	48.5	2,351
West Creek			
WC1	5,239,266	100.5	52,132
WC2	4,708,730	47.8	98,509
WC3	6,015,187	96.3	62,463
WC4	5,242,463	95.8	54,723
WC5	2,239,213	37.4	59,872
WC6	3,643,003	49.4	73,745
WC7	7,842,215	142.1	55,188
WC8	2,813,573	43.2	65,129
WC9	3,911,555	62.1	62,988

** Costs are expressed at the base date.*

SUPERSEDED

(c) All existing shared development infrastructure has been valued at current cost.

(d) The establishment cost of future shared development infrastructure has been determined using typical current cost for similar works.

(e) The establishment cost of the stormwater network includes an allowance for the costs associated with preparing and administering the planning scheme policy over time. These costs are equal to 1.75% of the establishment cost of the stormwater network.

(f) The establishment cost includes engineering planning and design costs equal to 15%, together with a contingency allowance of 10% to deal with construction, utility relocations and land acquisition cost variations.

5.3 PROJECTED DEMAND

The projected demand on the stormwater network at 2036 is identified in column 3 of Table 5.1.

5.4 COST APPORTIONMENT

The method used to calculate the contribution rate (CR) is as follows:

$$CR = \frac{\text{Amount of establishment cost to be funded by contributions (col. 2 of Table 5.1)}}{\text{Demand at 2036 (col. 3 of Table 5.1)}}$$

5.5 CONTRIBUTION RATES

The contribution rates for the stormwater network are identified in column 4 of Table 5.1.

6 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

6.1 INFRASTRUCTURE CONTRIBUTIONS THAT MAY BE IMPOSED

Infrastructure contributions may be imposed for shared development infrastructure within the stormwater network.

6.2 DEVELOPMENT SUBJECT TO INFRASTRUCTURE CONTRIBUTIONS

The types of assessable development that may trigger an infrastructure contribution being imposed are:

(a) Reconfiguration of a lot; and

(b) a material change of use of premises.

6.3 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution for the stormwater network is to be calculated in accordance with the following formula-

$$IC = [(D - DC - DO) \times CR]$$

Where:

(a) IC is an infrastructure contribution for the stormwater network;

(b) D is the amount of demand for stormwater infrastructure expressed as a number of demand units and calculated in accordance with section 6.4. The demand unit for the stormwater network is impervious ha or impervious m^2;

SUPERSEDED

(c) DC is the demand credit for the stormwater network calculated in accordance with section 6.5;

(d) DO is the demand offset for the stormwater network calculated in accordance with section 6.6; and

(e) CR is the contribution rate for the contribution area in which the development is located and will be applied in accordance with section 6.7.

6.4 CALCULATION OF DEMAND (D)

(a) For the reconfiguration of a lot, the demand for the stormwater network is to be calculated using the demand generation rates identified in Table 6.1.

(b) For a material change of use, the demand for the stormwater network is to be calculated using the greater of the impervious area proposed for the development, including the area provided for local infrastructure or the impervious area calculated by using the demand generation rates identified in Table 6.2. In the case of a staged development, Council may at its discretion assess the contributions at each stage.

(c) In the case of mixed use developments, the impervious area associated with the highest rate of demand will be used.

6.5 CALCULATION OF DEMAND CREDIT (DC)

In the case of reconfiguring a vacant lot in a zone that permits a detached residential dwelling that is connected to the stormwater network, a credit will be given for a detached dwelling for each existing lot.

In the case of reconfiguring a lot that contains an existing lawful use that places a demand on the existing stormwater network, the credit will be taken to be the greater of the existing impervious area including the areas provided for local infrastructure or the impervious area calculated by using the demand generation rates in Table 6.2.

For a material change of use:

(a) The demand credit is to be calculated using the greater of:
   i. The amount of demand generated by an existing lawful use of the premises, calculated using the demand generation rates identified in Table 6.2, or
   ii. The demand for which infrastructure contributions for the stormwater network have been previously made.

(b) Where a contribution referred to in 6.5(a)(ii) is not expressed in the same demand units as those used in this planning scheme policy, the contribution is to be converted into a demand credit as follows:
   i. Where a previous monetary contribution has been made:
      - Convert the previous monetary contribution into its value as at the base date.
      - Divide the amount in the dot point above by the contribution rate identified in column 4 of Table 5.1 to determine the demand credit.
   ii. Where a previous non monetary contribution has been made:
      - Determine the agreed value of the non monetary contribution at the base date. This is to be derived using the TRC's current cost.
      - Divide the amount in the dot point above by the relevant contribution rate identified in column 4 of Table 5.1 to determine the demand credit.

SUPERSEDED

(c) No demand credit will be applied where existing lawful use rights apply to a site but the use has not been established or which does not place a demand on the stormwater network. The only exception to this will be in relation to detached residential lots that are connected to the existing stormwater network, on which no dwelling has been constructed. In such cases, a demand credit equivalent to one dwelling per lot will be allowed.

(d) A demand credit arising from 6.5(a) will only be provided to a maximum amount equal to the demand arising from a proposed development.

6.6 CALCULATION OF DEMAND OFFSET (DO)

(a) The demand offset is to be calculated by converting a contribution for the supply of shared development infrastructure for the stormwater network and has been conditioned for its supply by Council, into an agreed demand offset as follows:
   i. Determine the establishment cost (less the contingency allowance) of the infrastructure item at the base date identified in this policy.
   ii. Divide the establishment cost in the dot point above by the contribution rate identified in column 4 of Table 5.1 to determine the demand offset.

(b) Where the demand offset (DO) for the stormwater network is greater than the demand (D) for that network, the infrastructure provider may enter into an agreement to refund the proportion of the establishment cost of the shared development infrastructure that reasonably can be apportioned to other premises.

(c) Where the TRC is satisfied that the contingency allowance is required to deliver that infrastructure item, it may agree to include the allowance in 6.6(a)(i).

6.7 APPLYING THE CONTRIBUTION RATE (CR)

The contribution rate for the stormwater network has been calculated at the base date of 30 June 2009. The contribution rates for the stormwater network are identified in column 4 of Table 5.1.

6.7.1 Indexation of contribution rate

The contribution rate identified in column 4 of Table 5.1 is expressed in June 2009 dollar values and will be indexed quarterly up to the time of payment using the Australian Bureau of Statistics Non-Building Construction (412) Qld Index.

6.8 TIME OF PAYMENT OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution is payable:

(a) prior to the time specified in the development approval; or

(b) if no time is specified in the development approval, prior to the time being -
   i. if the contribution applies to **reconfiguration of a lot**—before the local government approves the plan of subdivision under Chapter 3, Part 7 of the *Integrated Planning Act 1997*; or

(c) if the contribution applies to **material change of use**—before the change of use happens.

SUPERSEDED

6.9 ALTERNATIVES TO PAYING INFRASTRUCTURE CONTRIBUTIONS

(a) The TRC may require or accept an infrastructure contribution that may be in a form other than a monetary contribution.

(b) Alternatives to a monetary contribution are:
   i. a land contribution; or
   ii. a works contribution.

(c) The TRC may require or accept an infrastructure contribution that is a combination of monetary, land and works contribution.

6.10 DEMAND GENERATION RATES

The stormwater network demand generation rates are identified as follows:

(a) Reconfiguration of a lot – Table 6.1

(b) A material change of use – Table 6.2.

Table 6.1 Demand generation rates - lot reconfiguration

Planning Scheme Identification		Demand Generation Rate
Zone	Precinct	Demand (Impervious ha/lot)
Neighbourhood Residential		0.046
Mixed Housing		0.046
Park Residential	Rural Residential	0.046
	Bushland Residential	0.046
Regional Centre		0.05
Sub-Regional Centre		0.05
Suburban Centre		0.05
Industry	Light	0.09
	General	0.09
Open Space		0
Rural		0.046
Special Use		0.05

SUPERSEDED

Table 6.2 Demand generation rates - material change of use

Development Land Use Type	Demand Generation Rate (Impervious ha / developable ha)
Accommodation Building	0.9
Adult Entertainment	0.9
Aged Persons Housing / Care - Hostel Units	0.9
Aged Persons Housing / Care - Nursing Home Beds	0.9
Aged Persons Housing / Care - Self Contained	0.9
Animal Keeping, Farming, Forestry, Intensive Animal Husbandry	0.1
Automotive / Equipment Showroom	0.9
Automotive Parts and Accessories	0.9
Bed and Breakfast	0.9
Boarding House	0.9
Bus / Rail / Air Passenger Terminal	0.9
Car Washing Station	0.9
Caravan Park	0.9
Childcare Centre	0.5
Community Club	0.5
Community Facility	0.5
Display Home	0.65
Dual Occupancy	0.9
Education Establishment - Secondary	0.5
Education Establishment - Tertiary / Further	0.5
Education Establishment - Primary	0.5
Entertainment - Amusement Parlour	0.9
Entertainment - Cinema	0.9
Entertainment - Gaming Machine Areas	0.9
Food Outlet (Café / Restaurant)	0.9
Food Outlet (Convenience Restaurant)	0.9
Freight Terminal	0.9
Fuel Depot	0.9
Function Centre	0.9
Funeral Parlour	0.9
Garden Centre	0.9
Home Based Business (Additional to Dwelling)	0.9
Hospital	0.9
Hotel	0.9
Hotel - Liquor Retail Sales Area	0.9
Hotel – Lounge / Dining	0.9

SUPERSEDED

Development Land Use Type	Demand Generation Rate (Impervious ha / developable ha)
House	0.65
Indoor Recreation Facility - Gymnasium	0.9
Indoor Recreation Facility - Skating Rink	0.9
Indoor Recreation Facility - Squash or Other Court	0.9
Industrial Premises – Concrete Batching Plant	0.9
Industrial Premises – Other Medium / Heavy Industry	0.9
Industrial Premises (Light Industry)	0.9
Institution	0.9
Laundromat	0.9
Licensed Club	0.9
Local Utility	0.9
Major Recreation Facility / Sporting Arena	0
Major Utility	0.9
Market	0.9
Medical Centre	0.9
Motel	0.9
Multiple Dwelling Units	0.9
Office - General (e.g. Administration, Govt)	0.9
Office - Service (e.g. Banks, Real Estate)	0.9
Outdoor Recreation Area - Swimming Pool, Golf Course	0
Outdoor Recreation Area – Tennis / Other Court / Lawn Bowls	0
Place of Public Worship	0.5
Relocatable Home Park	0.9
Retail Showroom	0.9
Service Station - Pumps, Service and Storage Areas	0.9
Service Station - Shop	0.9
Shop	0.9
Storage or Supplies Yard	0.9
Supermarket	0.9
Vehicle Depot	0.9
Vehicle Workshop	0.9
Veterinary Clinic	0.9
Warehouse	0.9
Waste Facility	0.9

SUPERSEDED

7 DEFINITIONS

Base date - means the date from which a local government has estimated its projected infrastructure demands and costs. The base date is 30 June 2009.

Contribution area - means the area to which a contribution rate applies.

Contribution rate, CR - means the dollar amount per demand unit for an infrastructure network.

Current cost - in relation to an asset, means its cost measured by reference to the lowest cost at which the gross service potential of that asset could be obtained in the normal course of business. Where service potential, in relation to an asset, means its economic utility to the entity, based on the total benefit expected to be derived by the entity from use (and/or through sale) of the asset. Gross service potential means the total benefit expected to be derived when the asset was first acquired, and also the benefit from any subsequent upgrading. (Source: *CPA Australia and Institute of Chartered Accountants in Australia)*

Demand, D - refer section 6.4.

Demand credit, DC - refer section 6.5.

Demand offset, DO - refer section 6.6.

Demand unit - means the standard unit of demand that applies to each type of infrastructure to express the demand represented by different types of lots or uses.

Developed area (or developed hectares) – is used in the context of assessing stormwater demand for infrastructure and means the total area of a site but excluding only any absolute planning scheme constraints on development.

Equivalent impervious hectare - for the stormwater quality system means the combined pollutant load equivalent to that generated by an impervious hectare of detached residential development.

Gross Floor Area – means the total floor area of a building on a site excluding private balconies and patios, and areas for parking vehicles.

Infrastructure contribution, IC - means a contribution calculated for a premise for a development infrastructure network.

Local development infrastructure - means development infrastructure which provides a lower order function through connections to individuals or small groups of users. It includes infrastructure internal to the site and connections to shared development infrastructure networks.

Management lot - means a parcel of land within a development which has been set aside for further reconfiguration at a later date.

Net developable area - means the *developable area* of a site, minus land required for development infrastructure and easements, and other areas constrained from development under the planning scheme provisions.

Planning horizon - means the year up to which an infrastructure network has been planned.

Present value - means the value on a given date of a series of future cash flows, discounted to reflect the time value of money. The present value is calculated as at the base date.

SUPERSEDED

Proposed demand - means the demand proposed for a premise, calculated using the demand generation rates referenced in section 6.10.

Shared development infrastructure - means development infrastructure which provides a higher order function through connections to a number of users. It does not include local development infrastructure which provides connections to individuals or small groups of users.

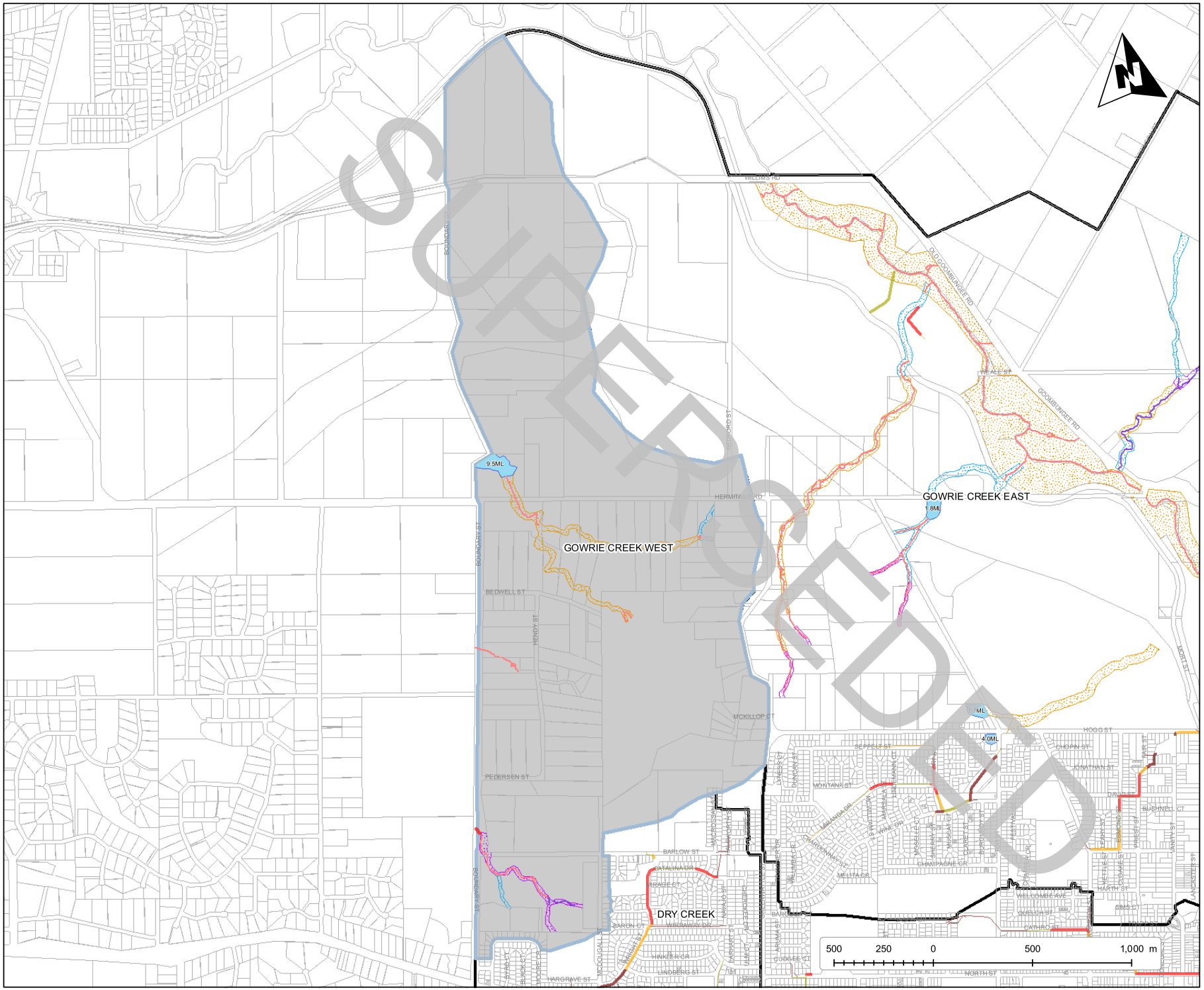
Ultimate development - means the year in which the realistic development potential of the planning scheme is anticipated to be achieved. Ultimate development is the year 2036.

8 EXTRINSIC MATERIAL

The following documents are extrinsic material under the *Statutory Instruments Act 1992* and assist in the interpretation of this policy:

- Toowoomba City development projections

SUPERSEDED



Map No.4.1
Plans for Stormwater Infrastructure - Gowrie Creek West Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

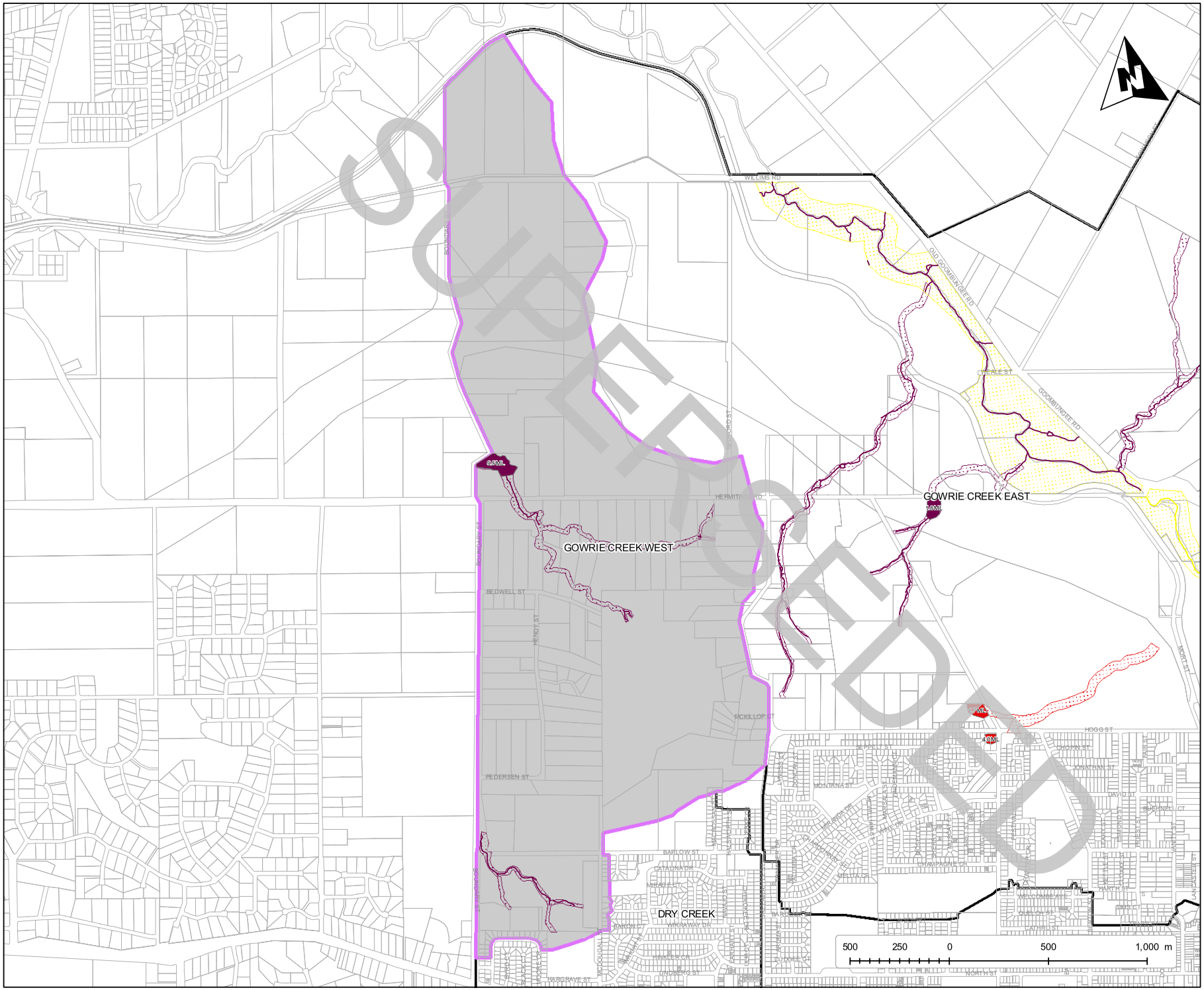
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

1. Toowoomba Regional Council has taken all due care in the data represented, but cannot be held responsible for any inaccuracies in the data.
2. Data must not be distributed or supplied to any other party, without the express written permission of Land Use Planning Branch, or other delegated representative of Council.
3. Please notify Toowoomba Regional Council - Land Use Planning on (07) 4688 6787 of any data errors or omissions.

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SUPERSEDED

Map No.4.2
Timing of Shared Stormwater Infrastructure - Gowrie Creek West Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

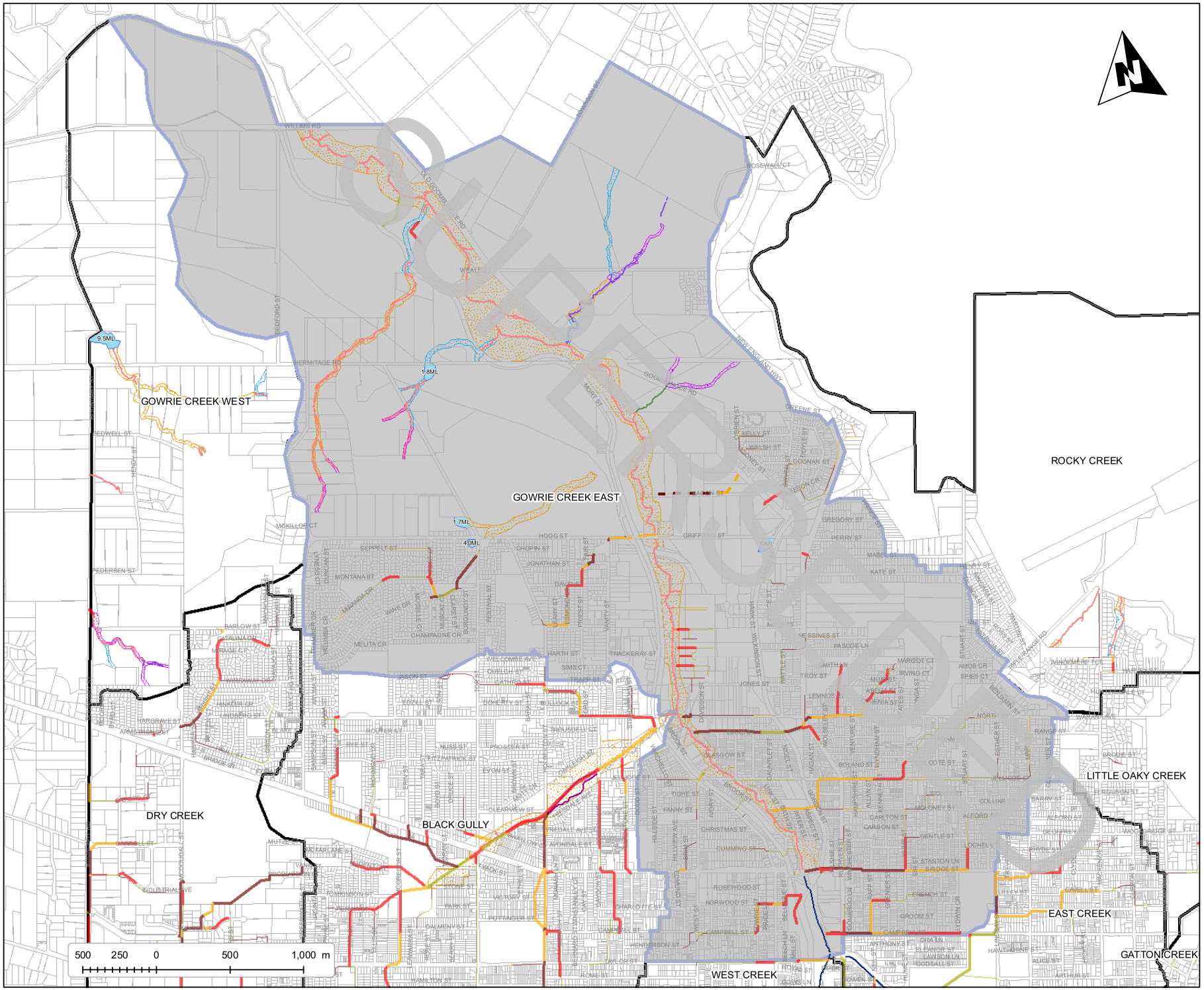
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

1. Toowoomba Regional Council has taken all due care in the data represented, but cannot be held responsible for any inaccuracies in the data.
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Map No.4.3
Plans for Stormwater Infrastructure - Gowrie Creek East Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

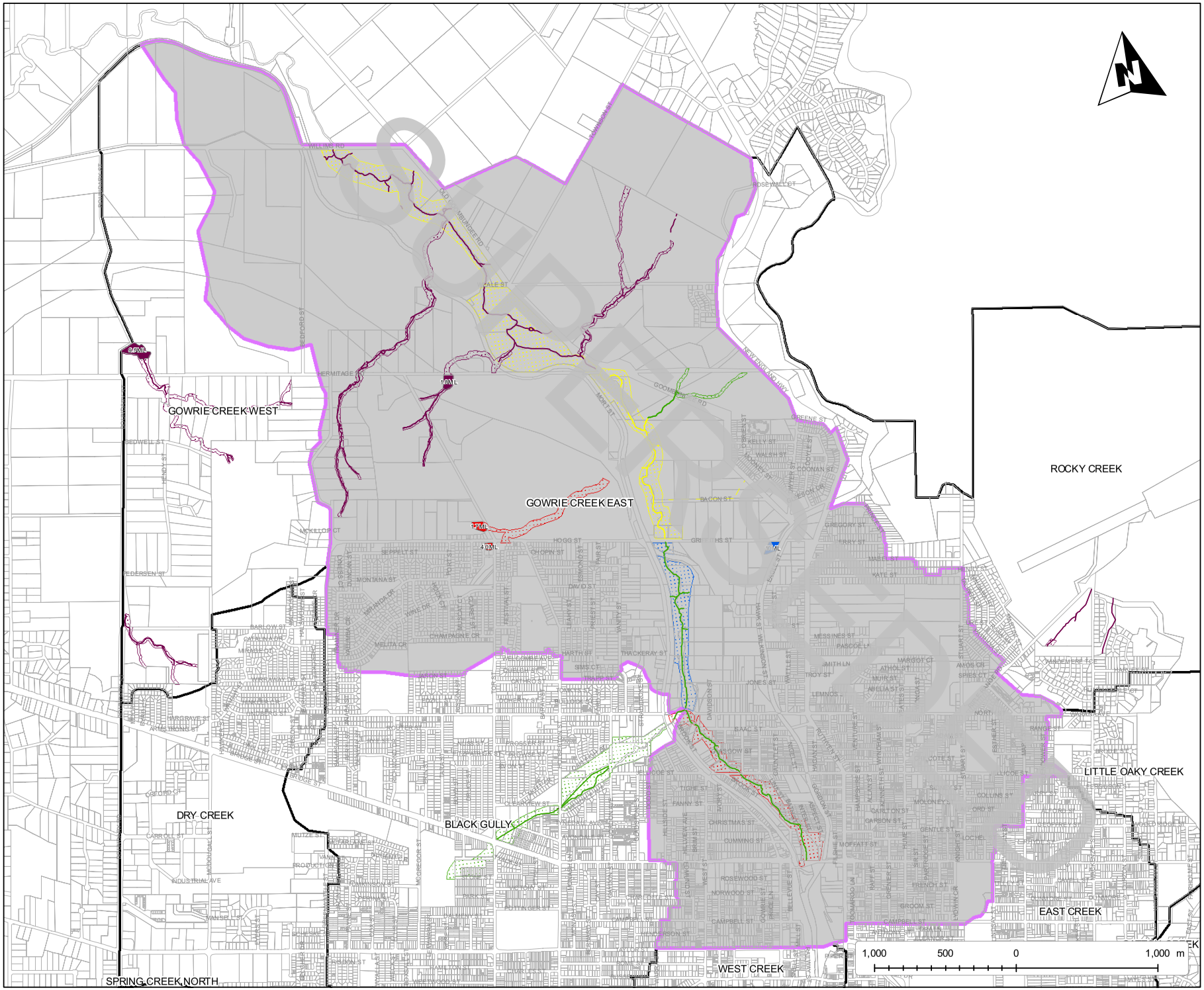
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.4
Timing of Shared Stormwater Infrastructure - Gowrie Creek East Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

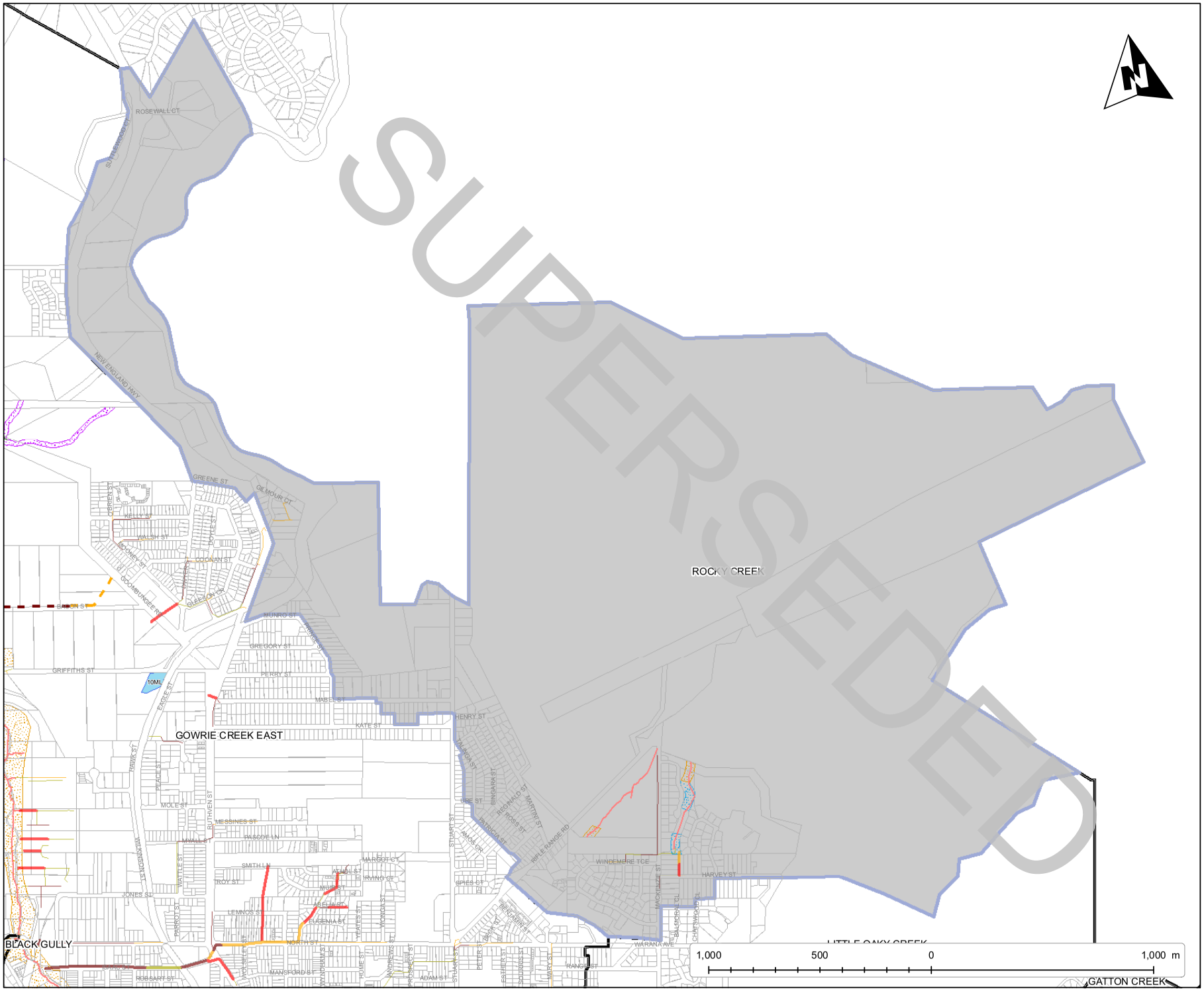
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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Map No.4.5
Plans for Stormwater Infrastructure - Rocky Creek Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

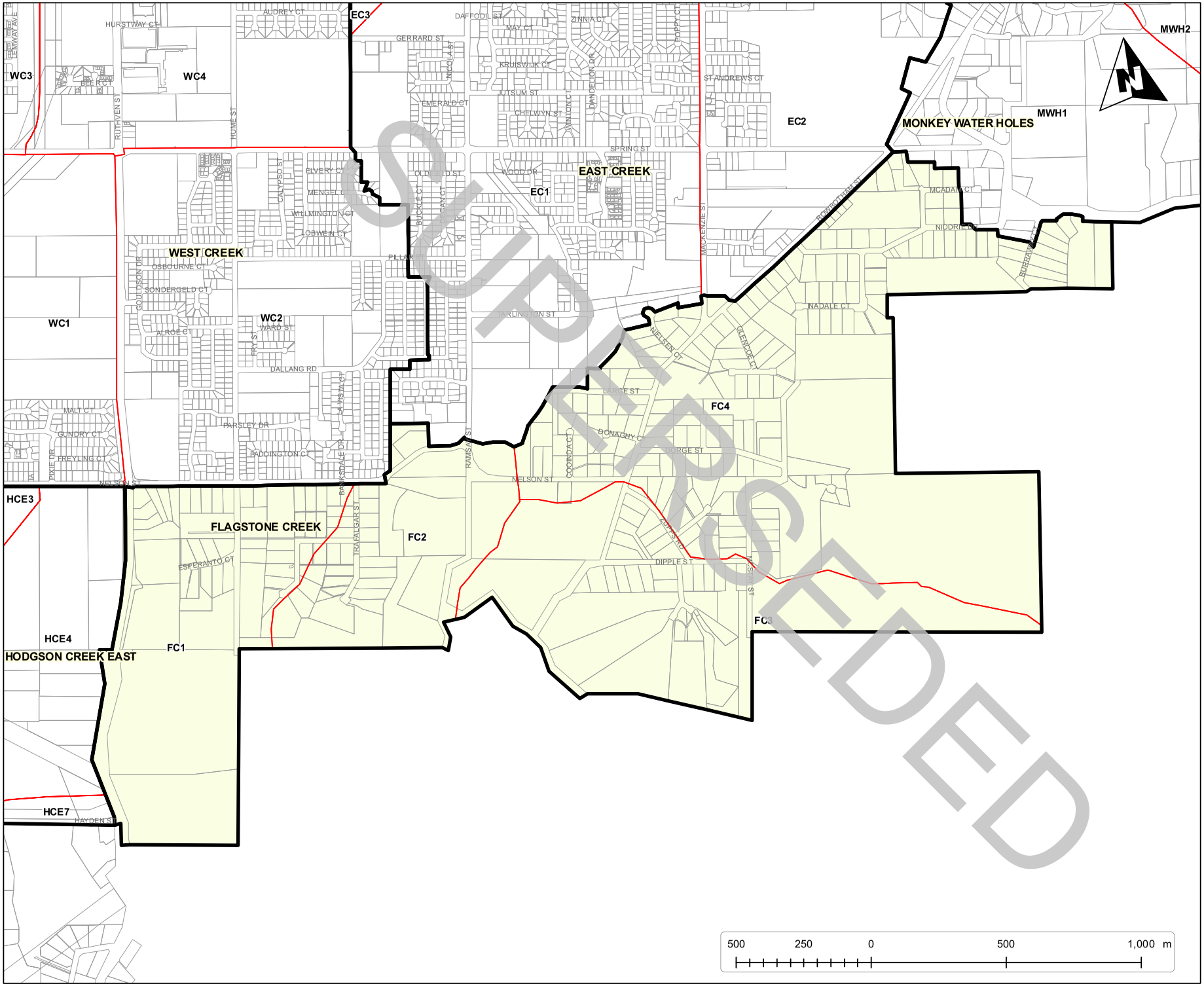
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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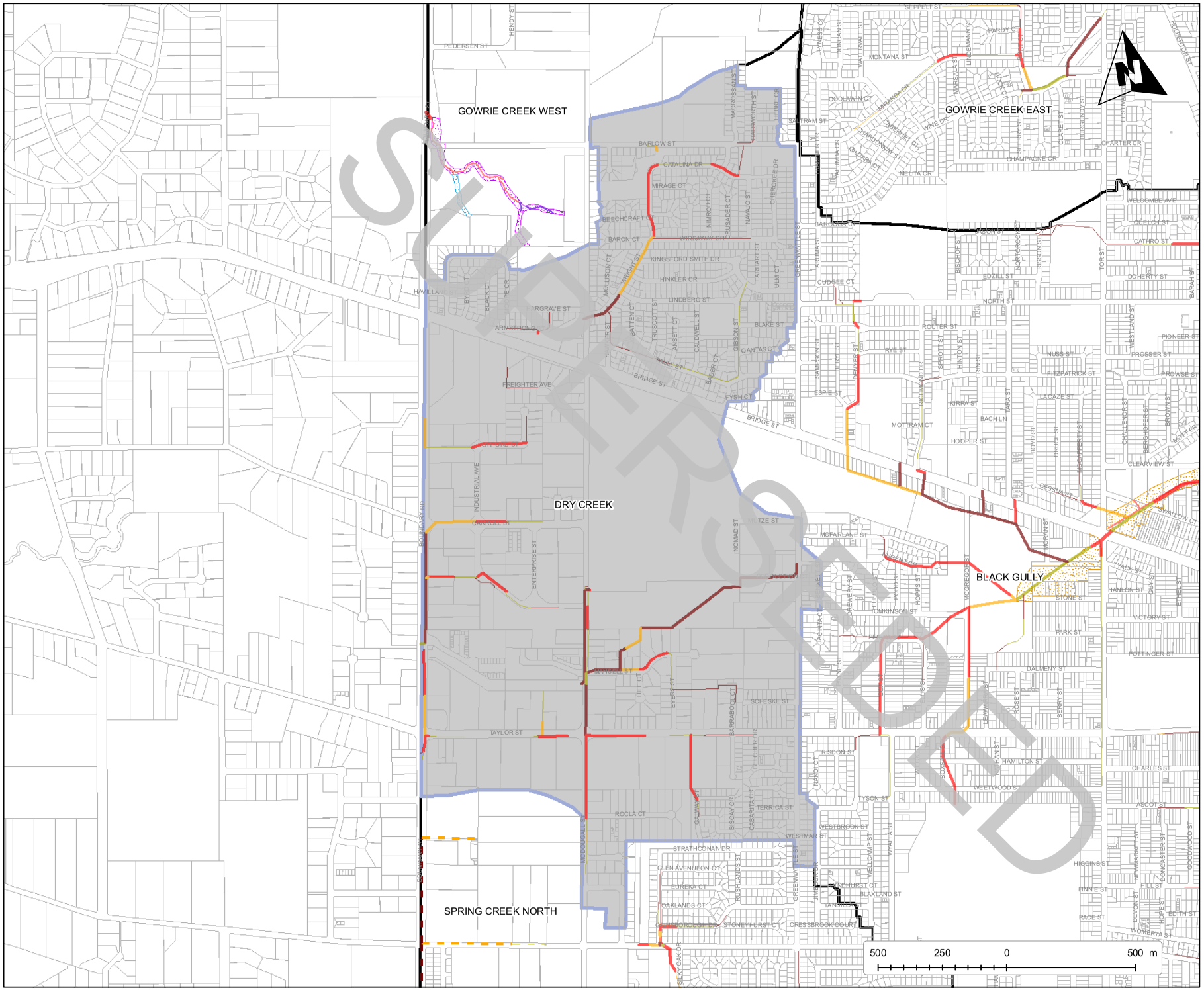
Map No.4.6
Plans for Stormwater Infrastructure -
Flagstone Creek Catchment

Stormwater Catchments

Stormwater Sub-catchments

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Map No.4.7
Plans for Stormwater Infrastructure - Dry Creek Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

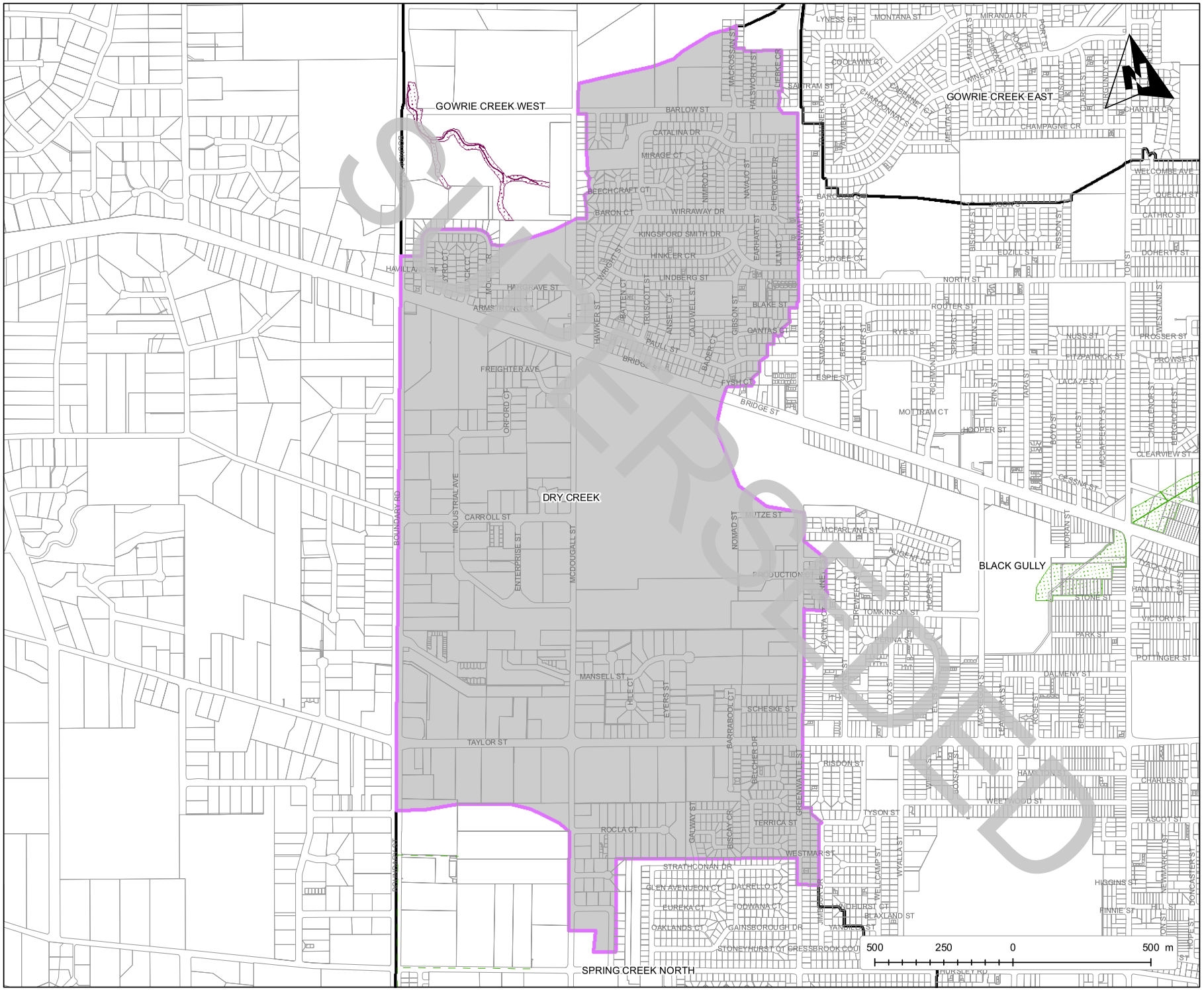
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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TOOWOOMBA REGIONAL COUNCIL



SUPERSEDED

Map No. 4.8
Timing of Shared Stormwater Infrastructure - Dry Creek Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

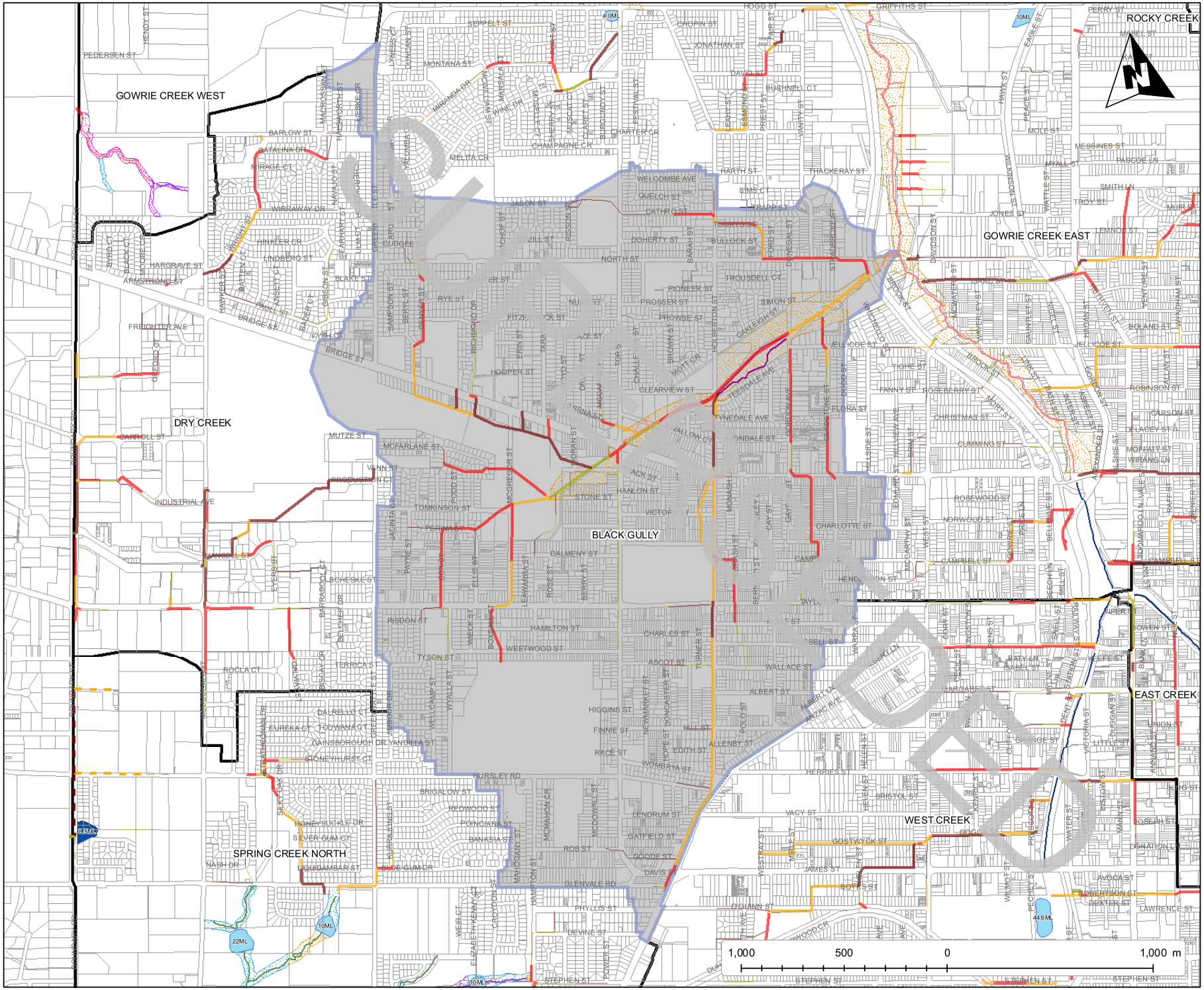
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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TOOWOOMBA REGIONAL COUNCIL



Map No. 4.9
Plans For Stormwater Infrastructure - Black Gully Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

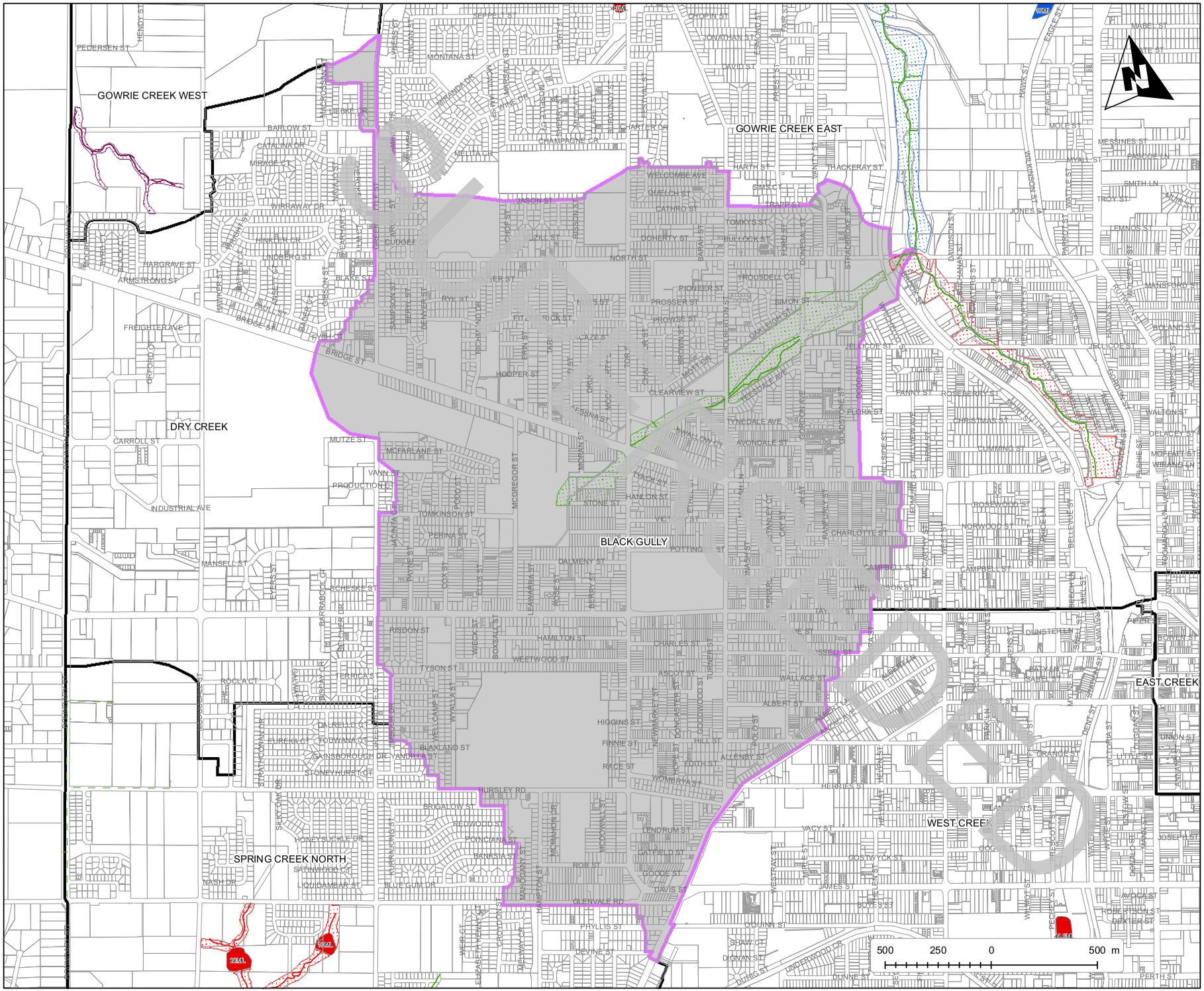
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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TOOWOOMBA REGIONAL COUNCIL



Map No. 4.10
Timing of Shared Stormwater Infrastructure - Black Gully Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

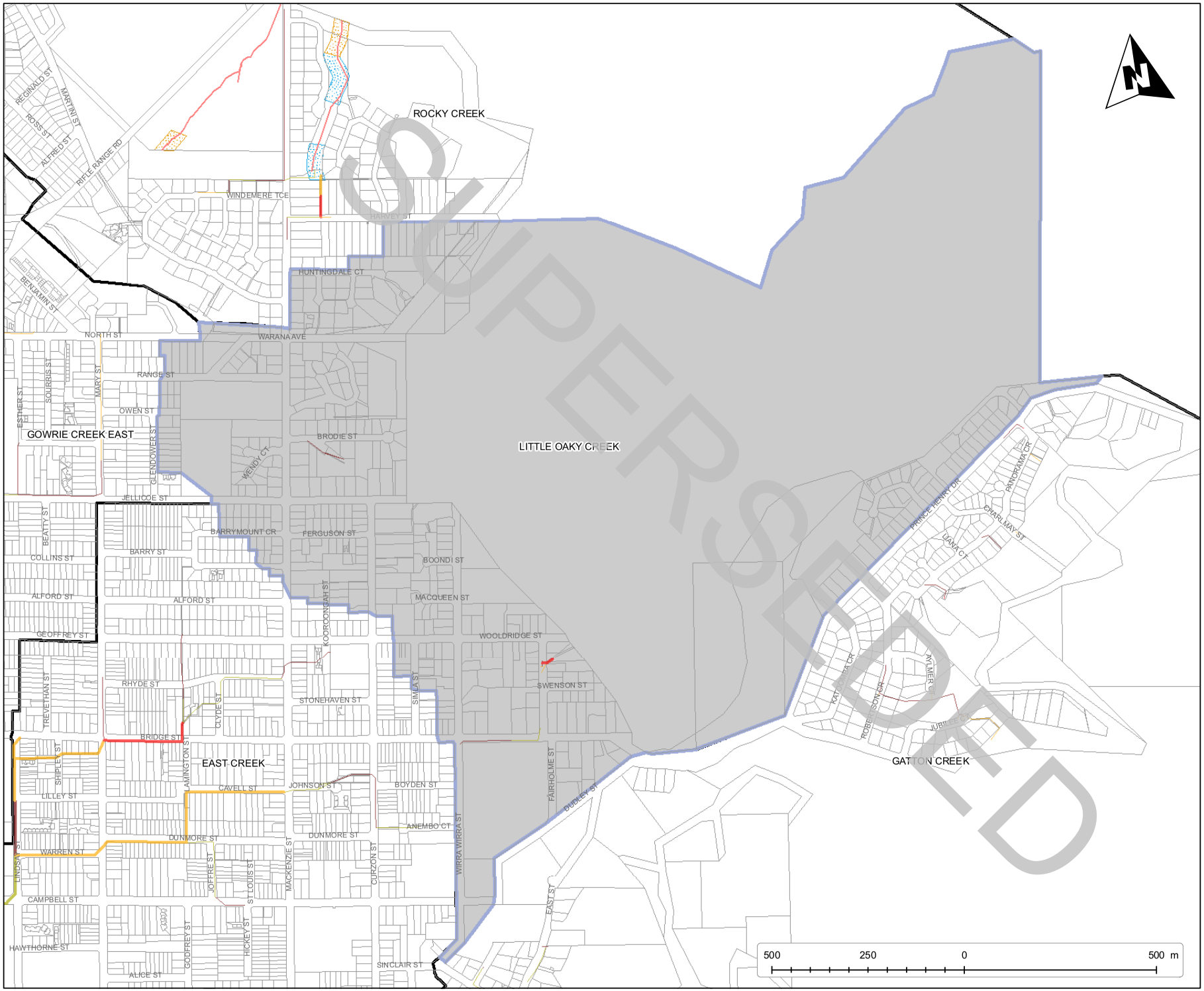
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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TOOWOOMBA REGIONAL COUNCIL



SUPERSEDED

Map No. 4.11
Plans For Stormwater Infrastructure - Little Oaky Creek Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

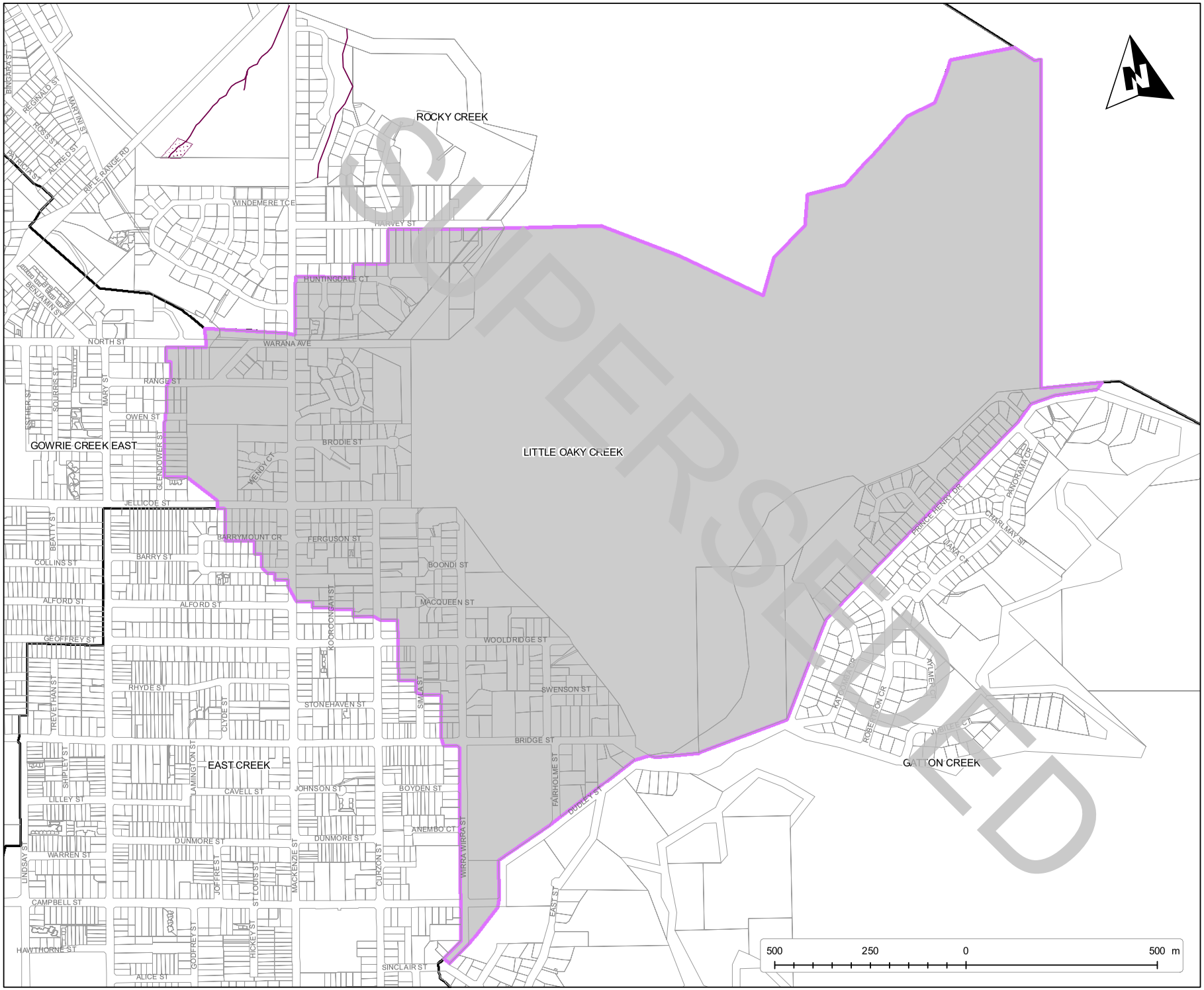
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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TOOWOOMBA REGIONAL COUNCIL



Map No. 4.12
Timing of Shared Stormwater Infrastructure - Little Oaky Creek Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

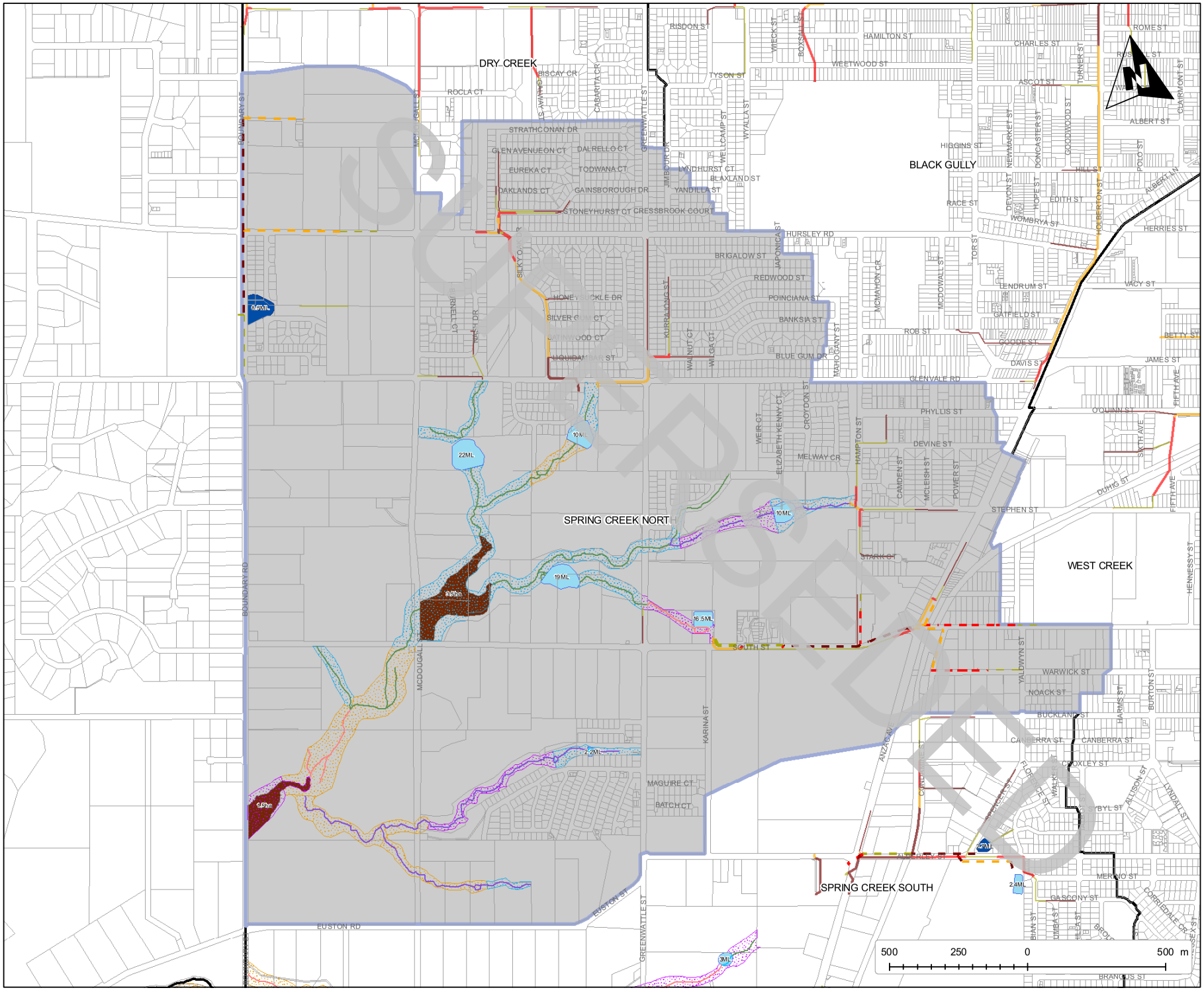
Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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SUPERSEDED



Map No. 4.13
Plans For Stormwater Infrastructure - Spring Creek North Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

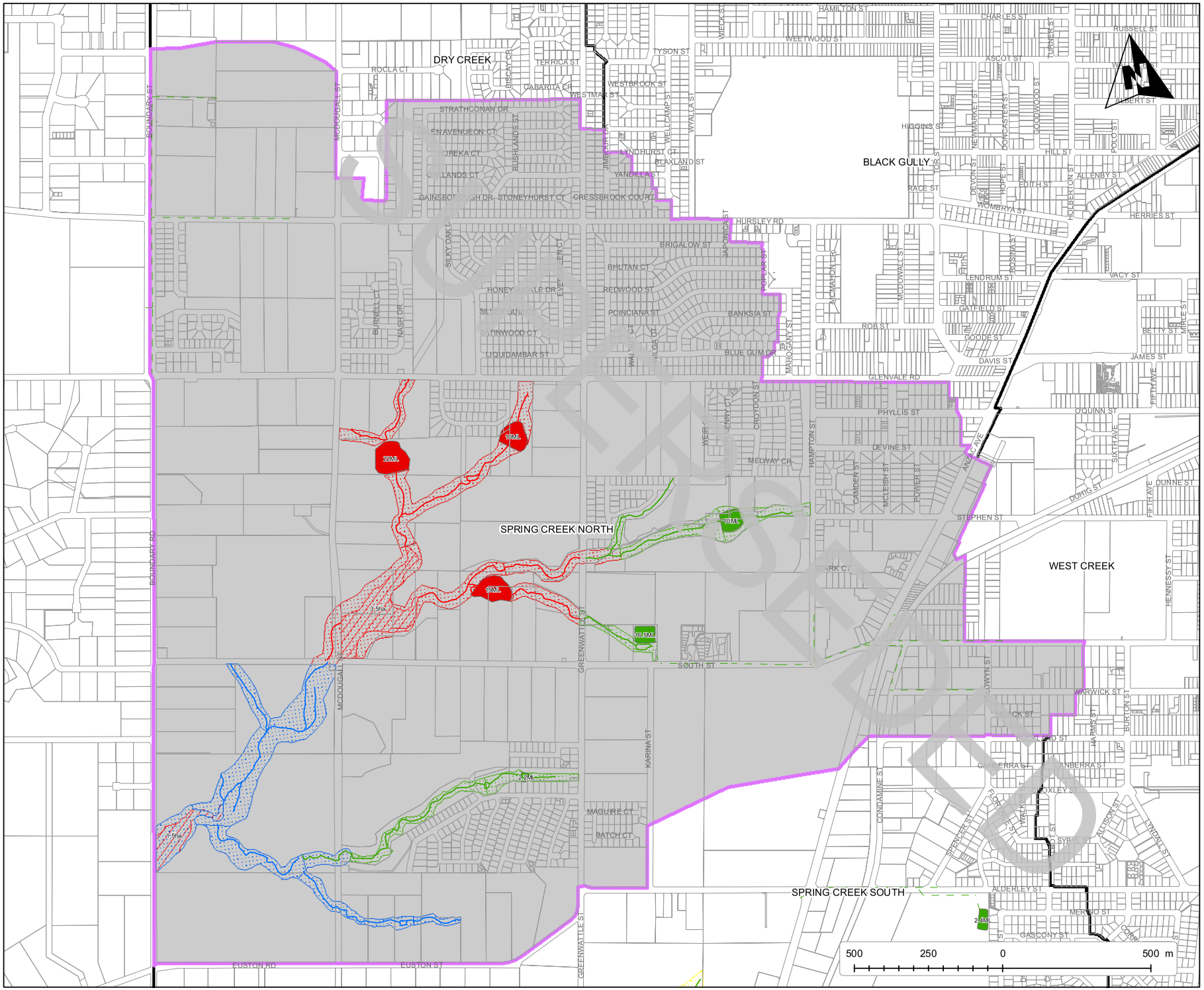
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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Map No. 4.14
Timing of Shared Stormwater Infrastructure - Spring Creek North Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

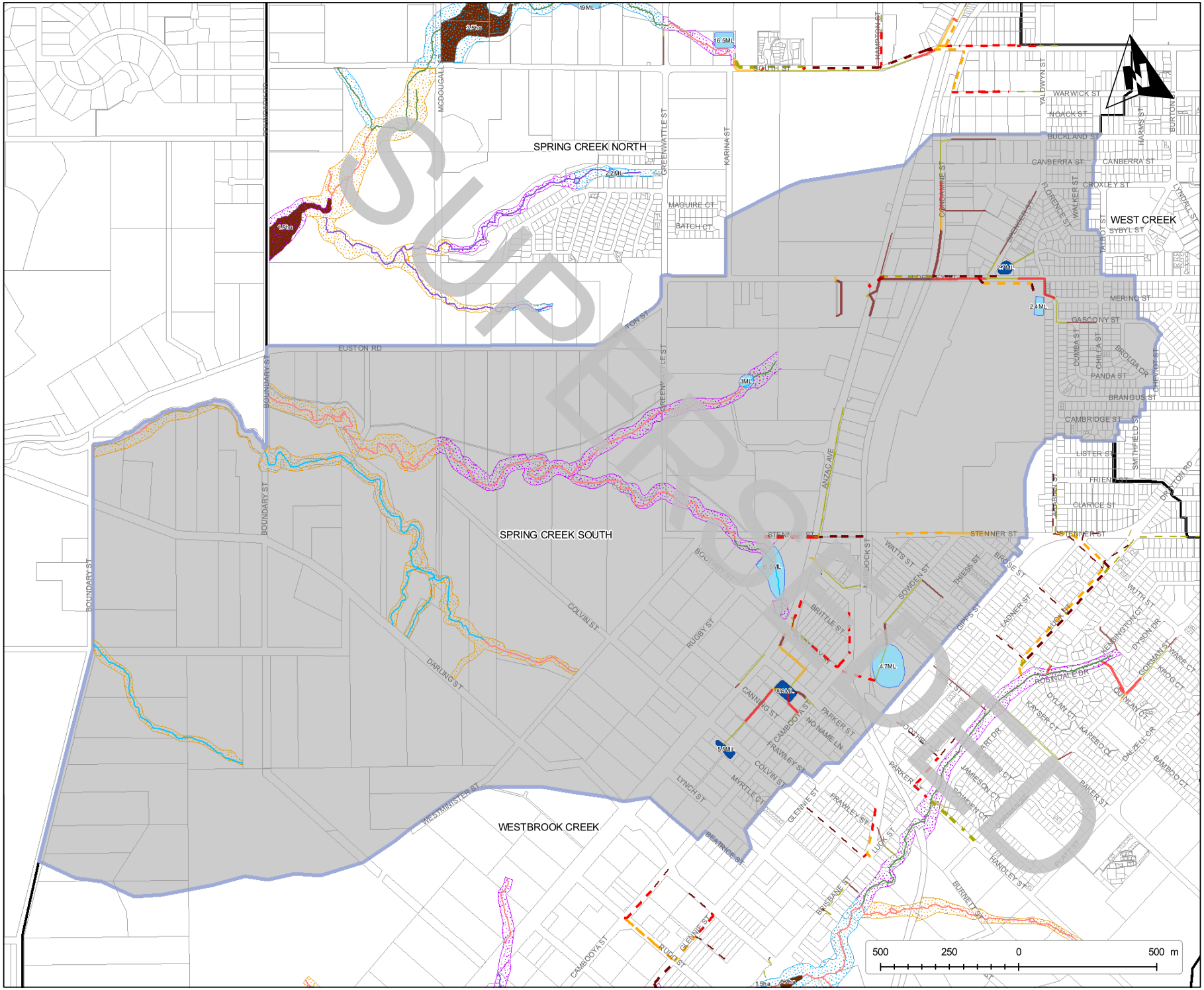
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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Map No. 4.15
Plans For Stormwater Infrastructure - Spring Creek South Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

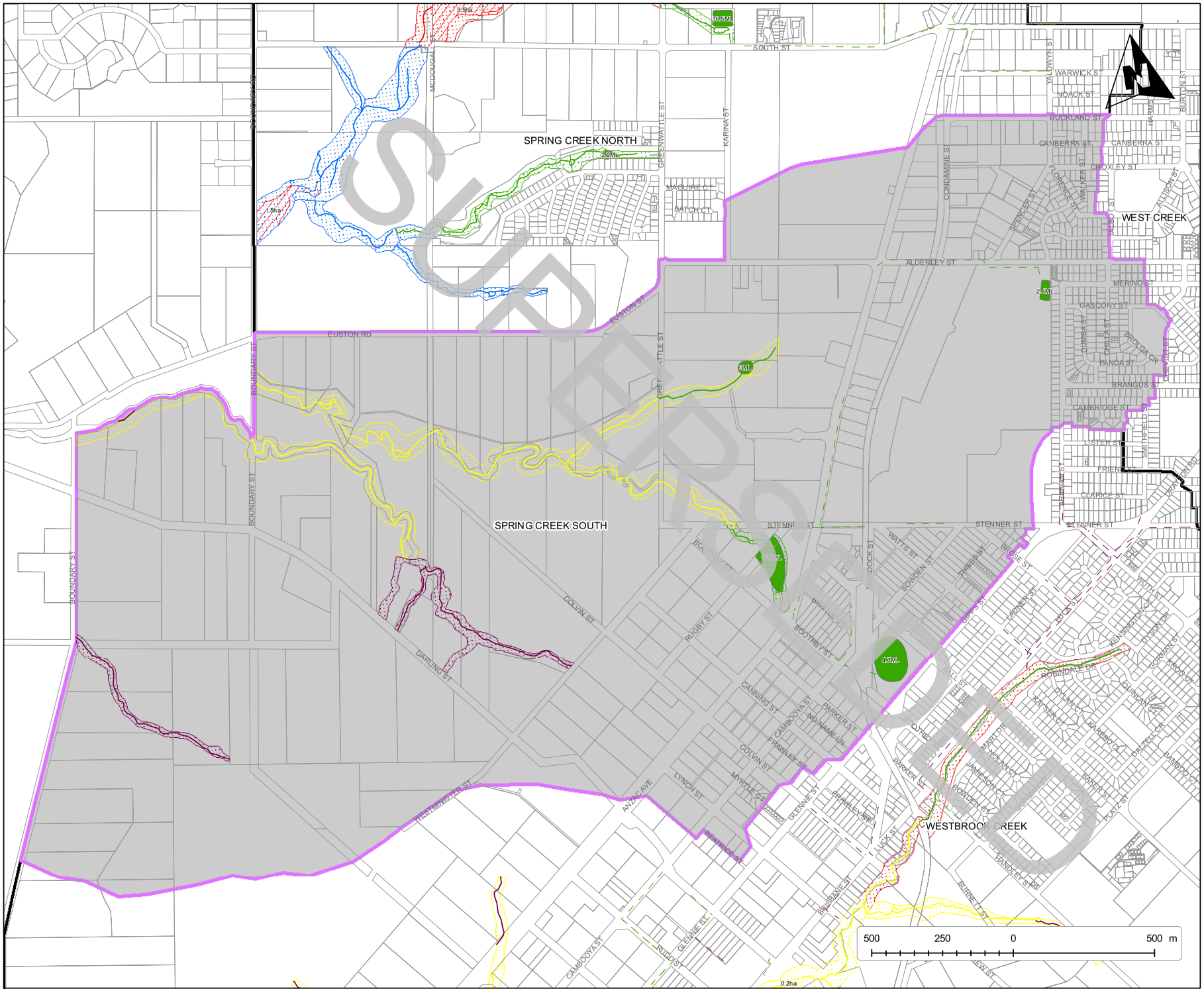
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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SUPERSEDED

Map No. 4.16
Timing of Shared Stormwater Infrastructure - Spring Creek South Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

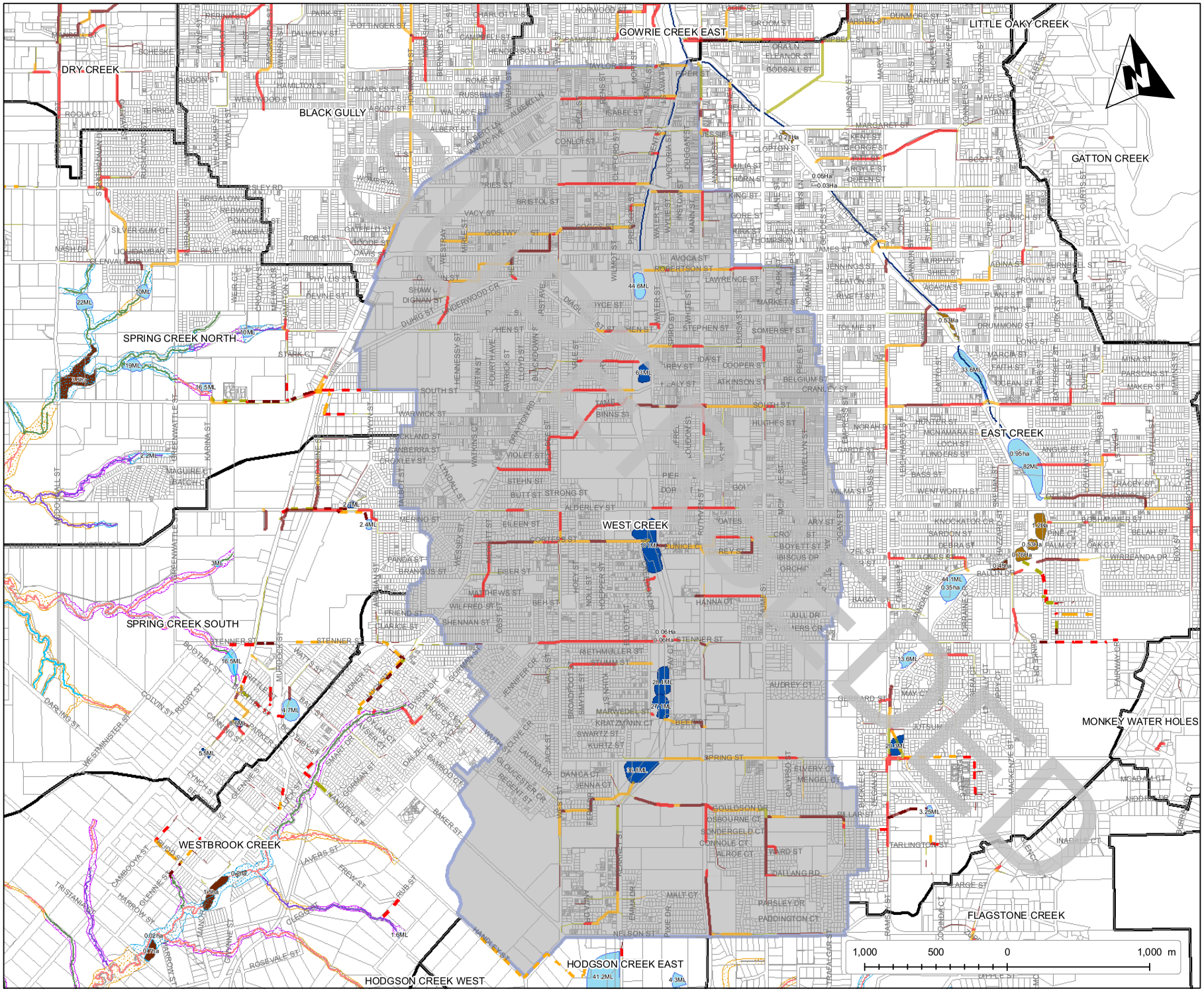
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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Map No. 4.17
Plans For Stormwater Infrastructure - West Creek Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

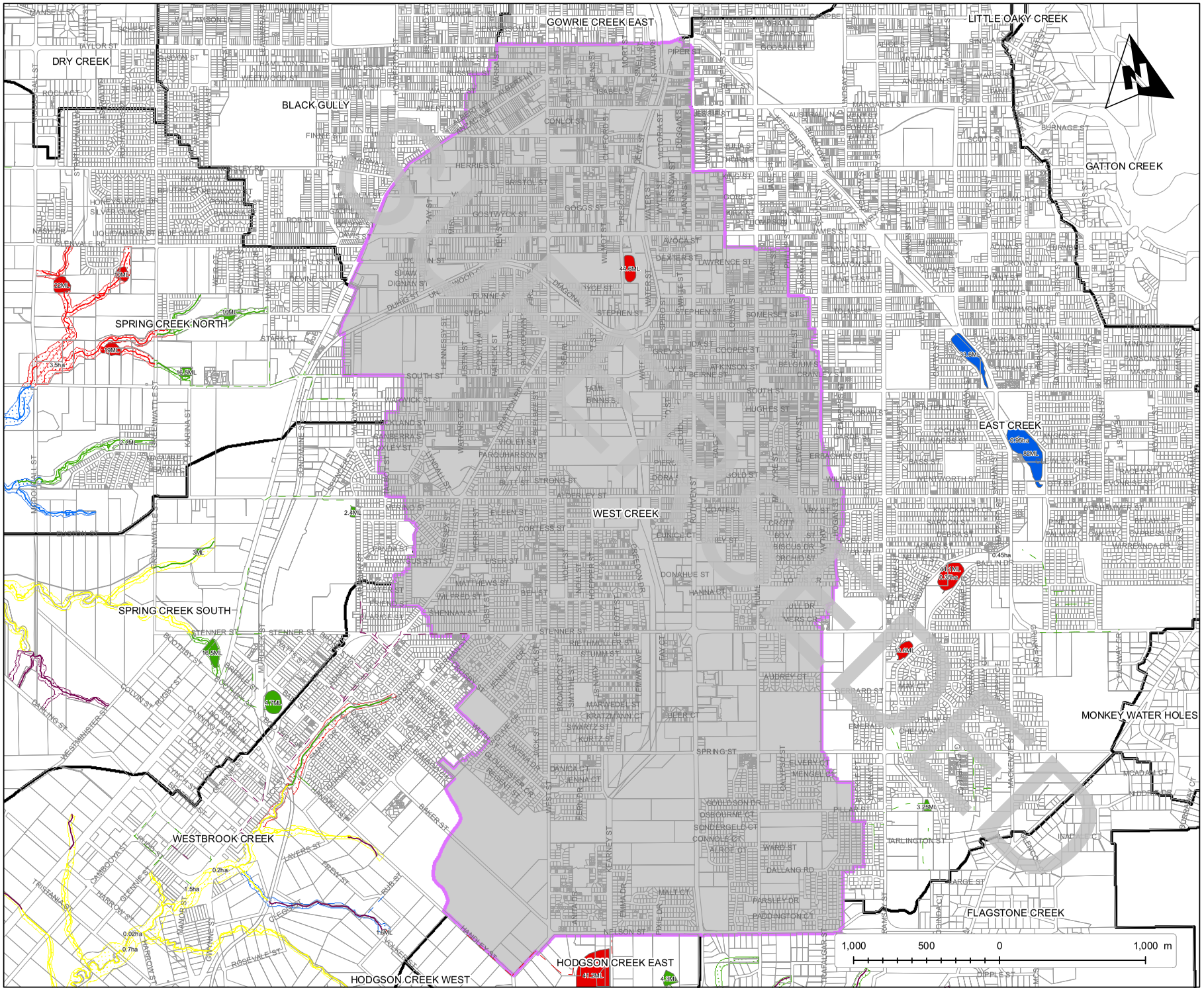
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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Map No. 4.18
Timing of Shared Stormwater Infrastructure - West Creek Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

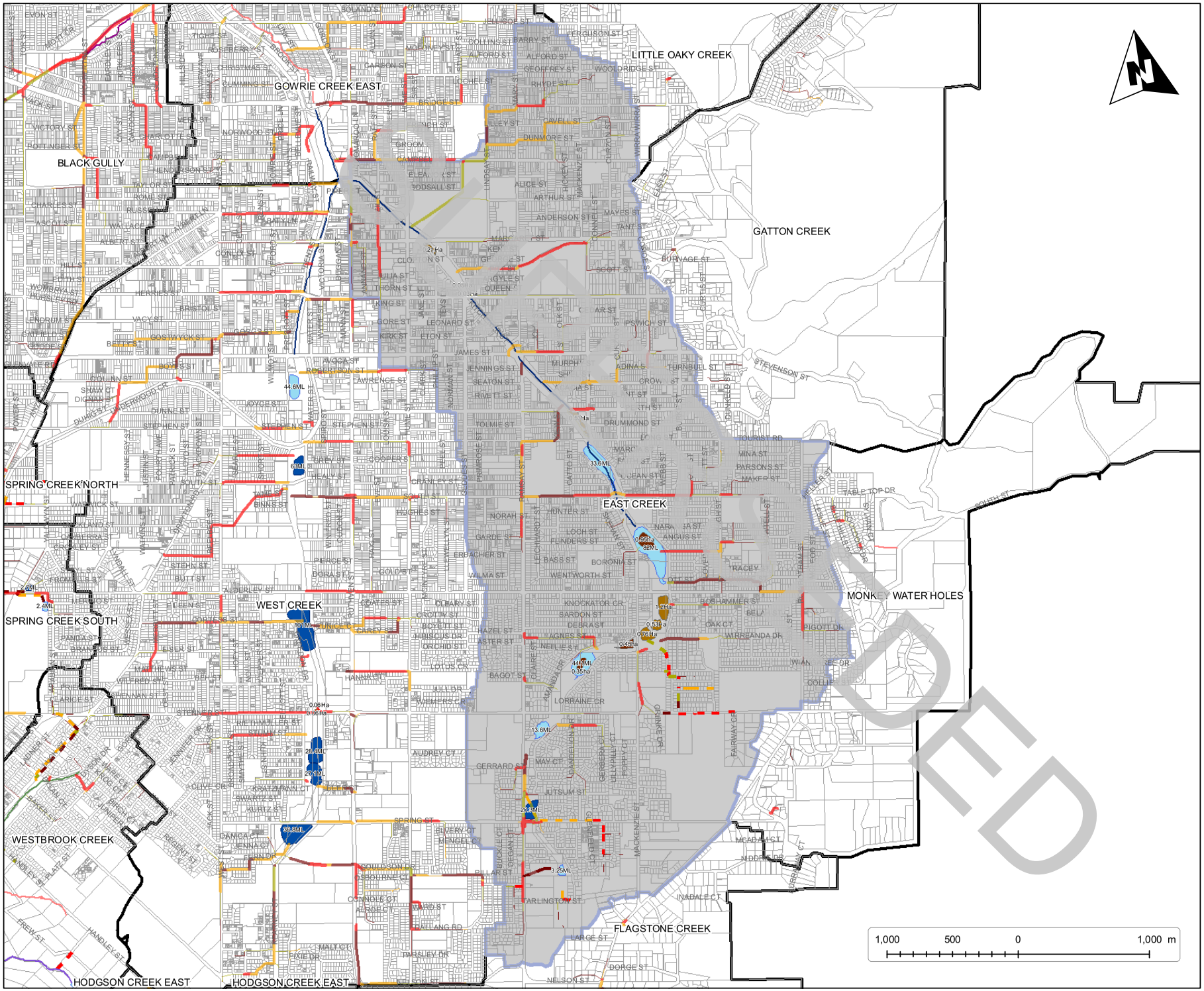
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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Map No. 4.19
Plans For Stormwater Infrastructure - East Creek Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

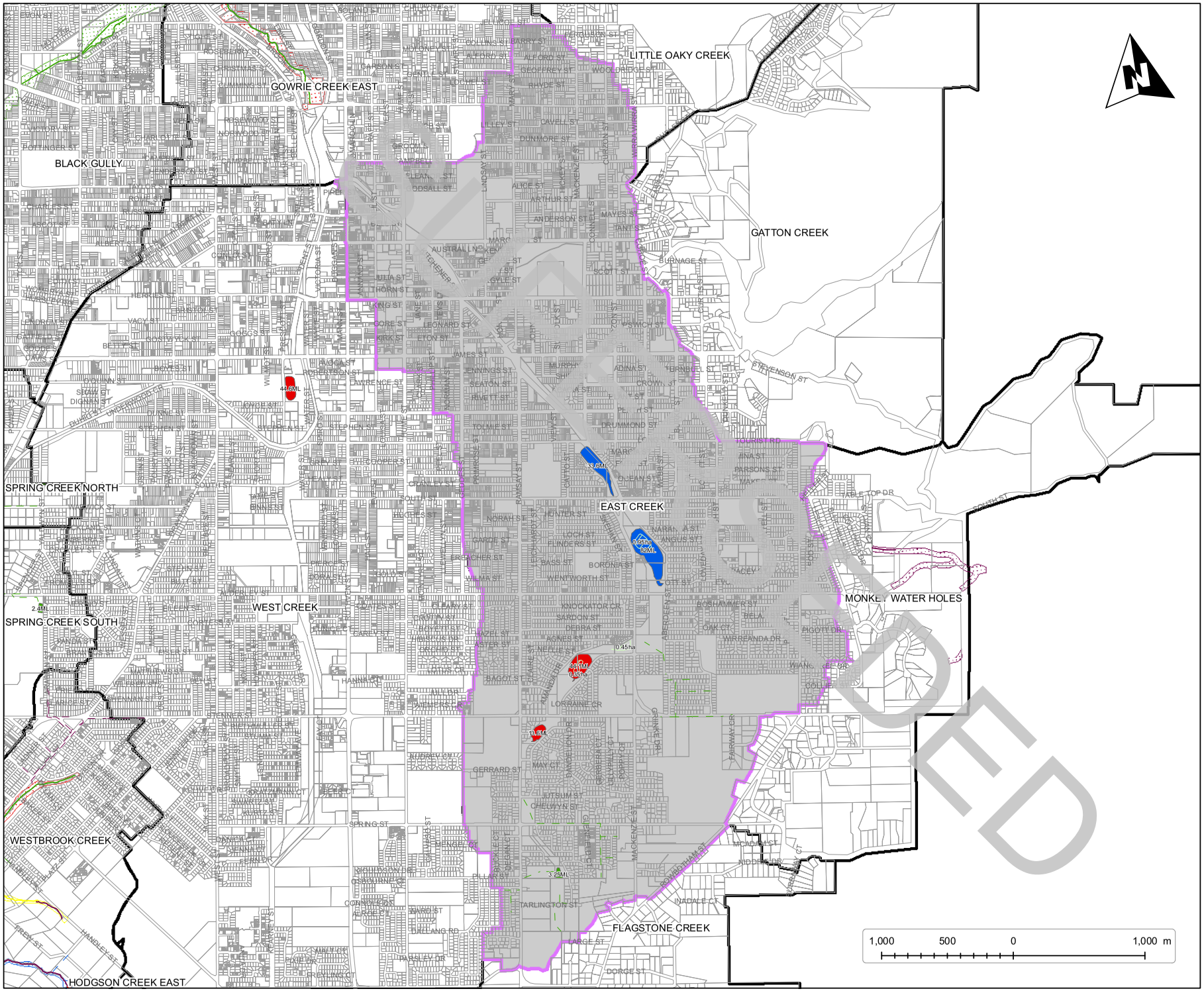
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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TOOWOOMBA REGIONAL COUNCIL



Map No. 4.20
Timing of Shared Stormwater Infrastructure - East Creek Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

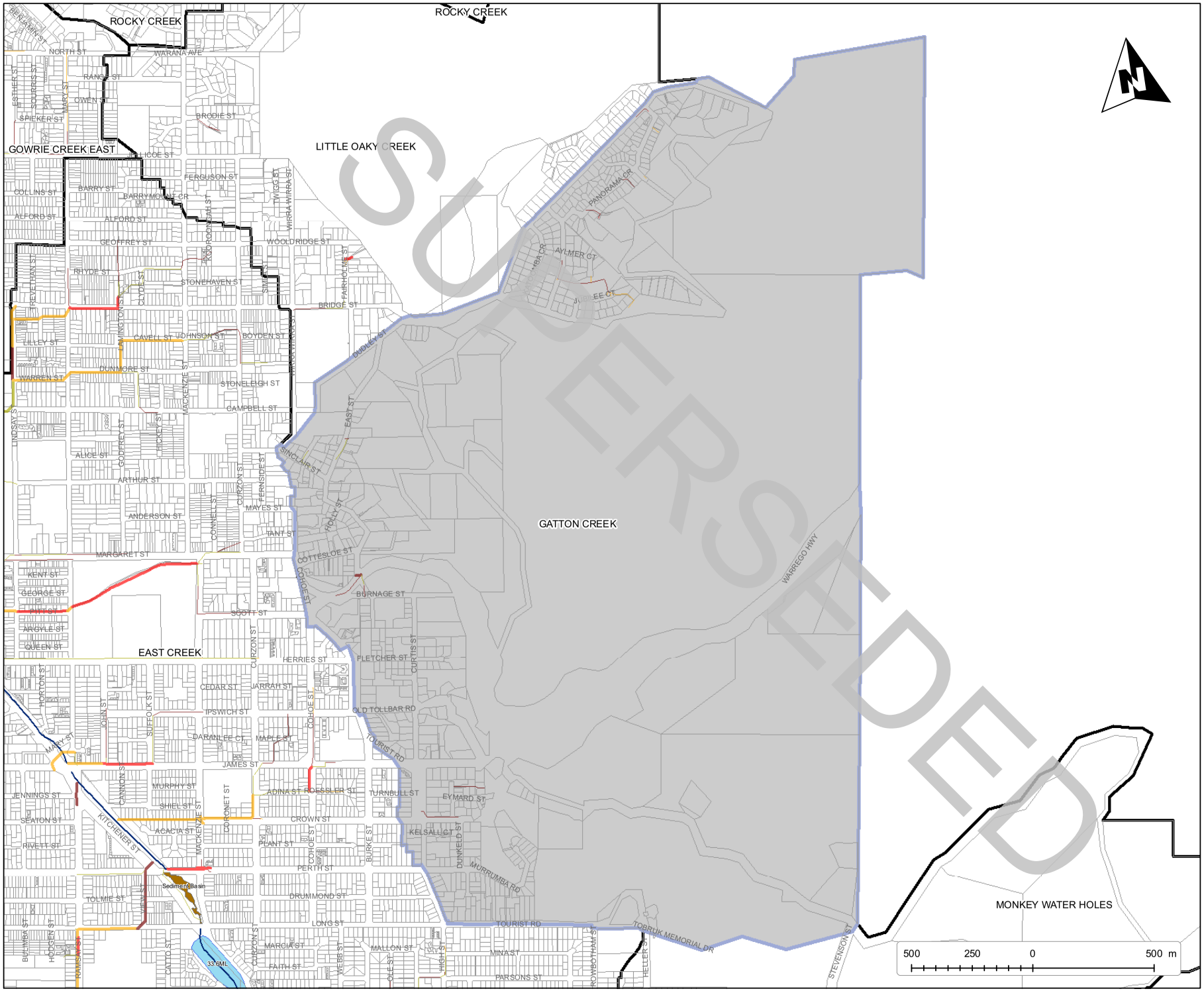
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2006 - 2011
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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SUPERSEDED

Map No.4.21
Plans for Stormwater Infrastructure -
Gatton Creek Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

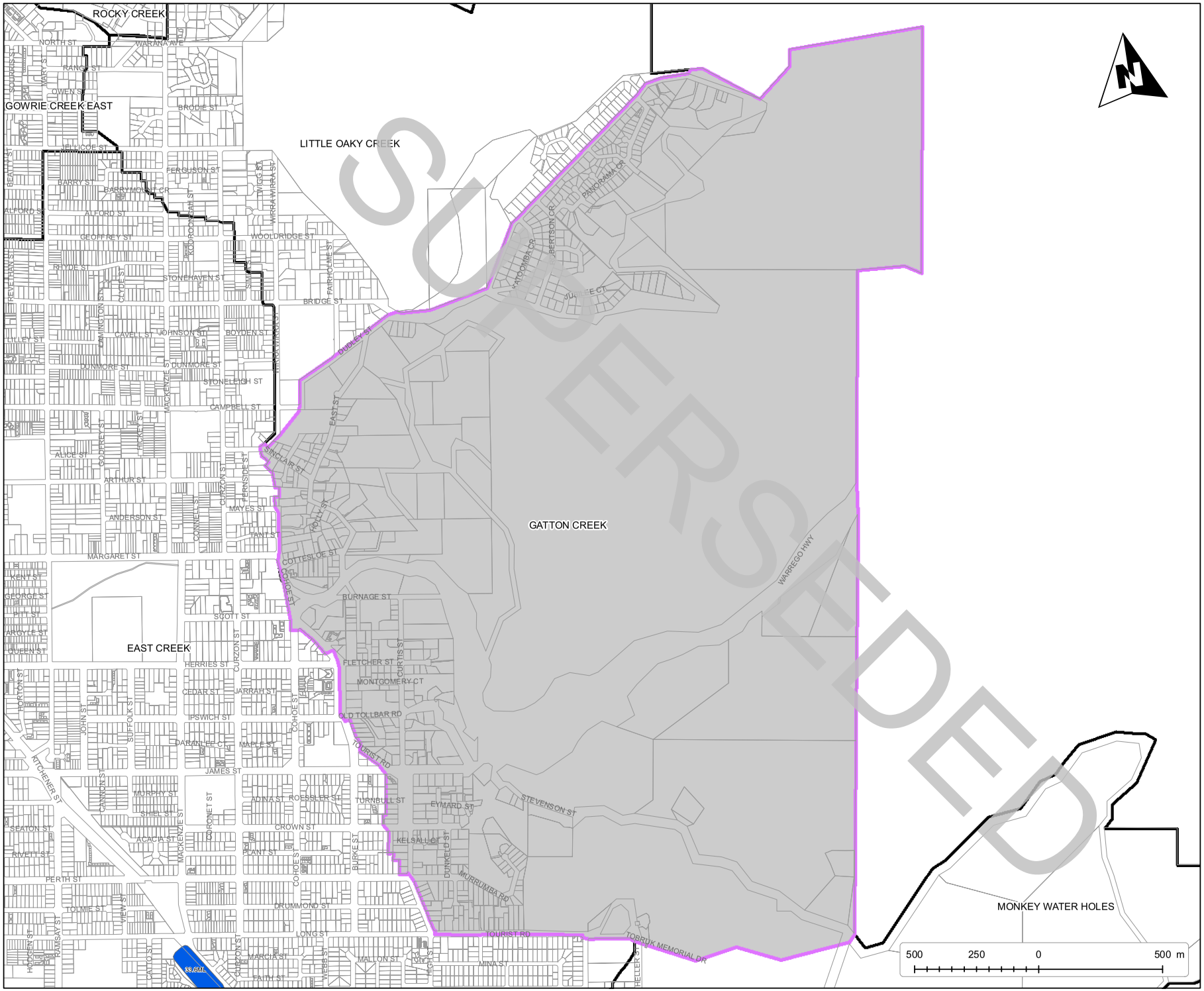
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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Map No. 4.22
Timing of Shared Stormwater Infrastructure -
Gatton Creek Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

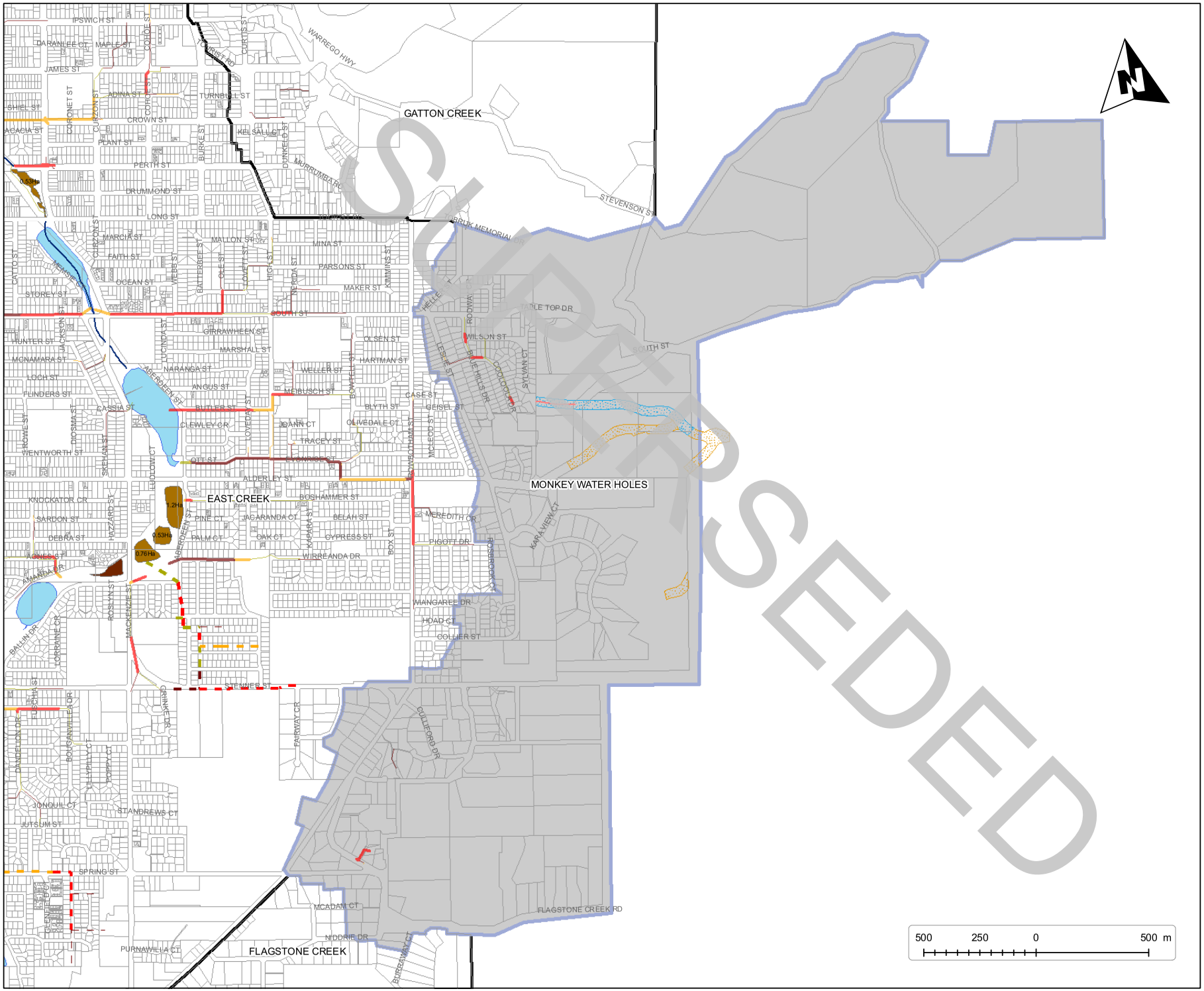
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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Map No.4.23
Plans for Stormwater Infrastructure - Monkey Water Holes Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

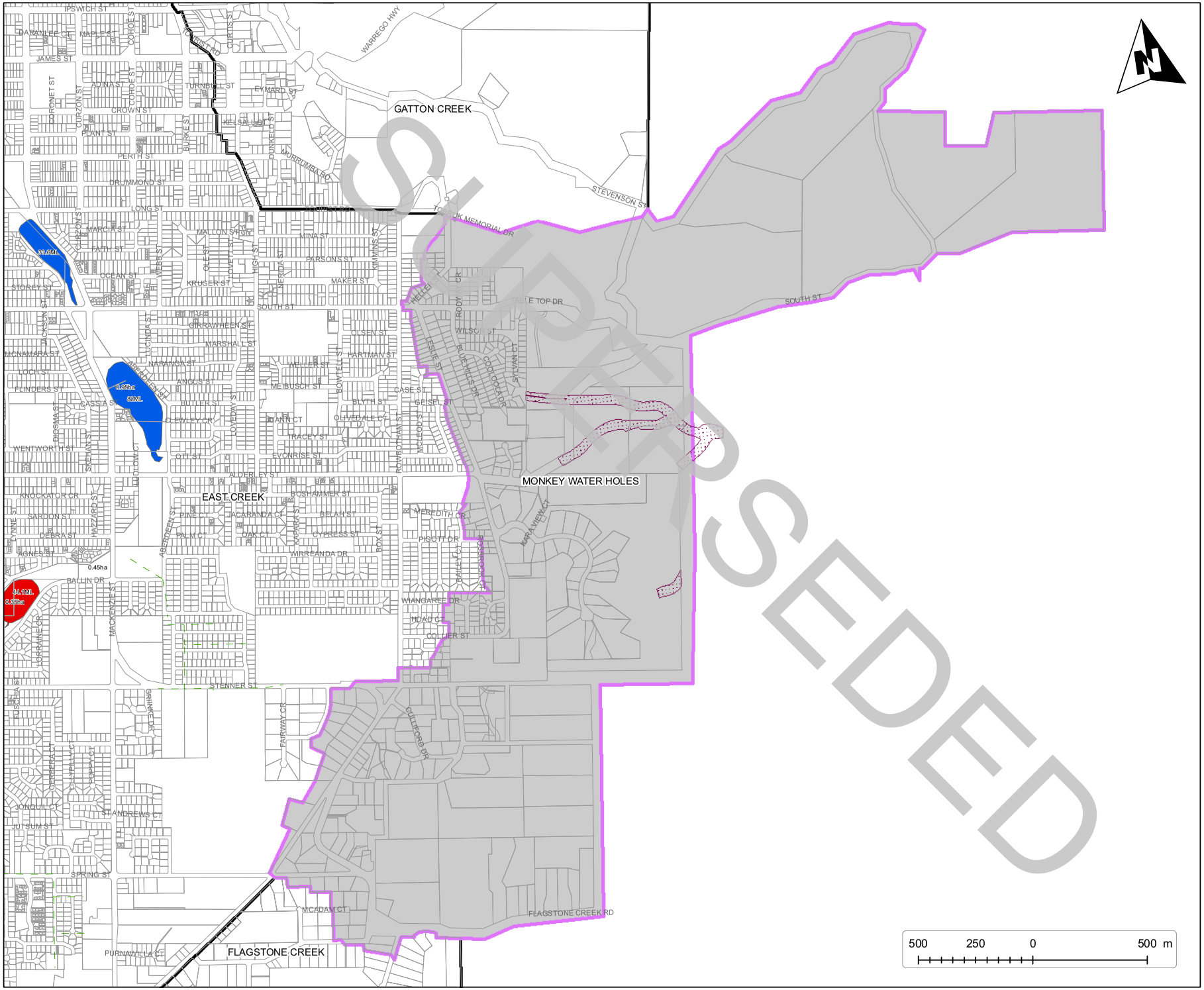
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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SUPERSEDED

Map No. 4.24
Timing of Shared Stormwater Infrastructure - Monkey Water Holes Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

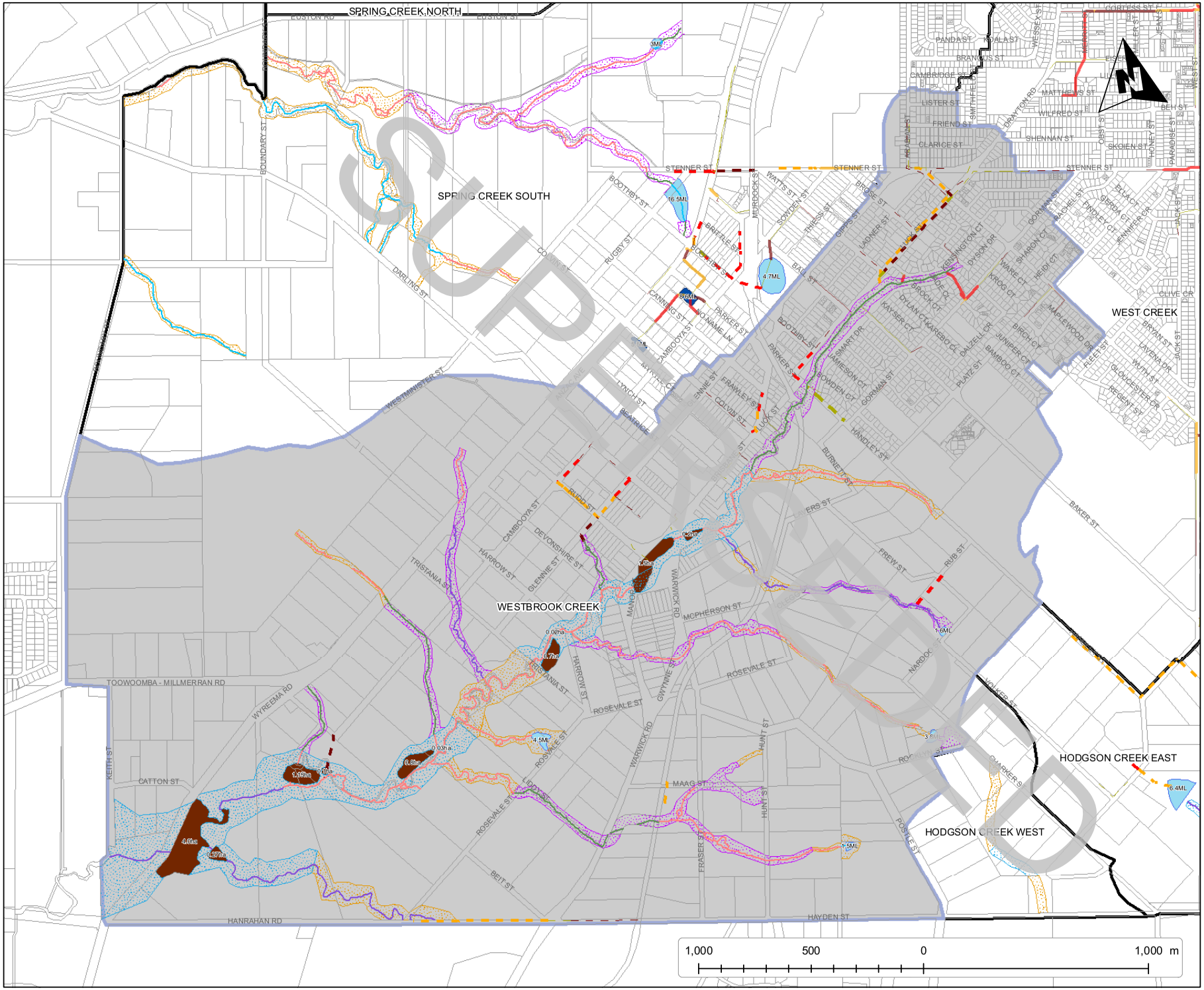
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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Map No.4.25
Plans for Stormwater Infrastructure - Westbrook Creek Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

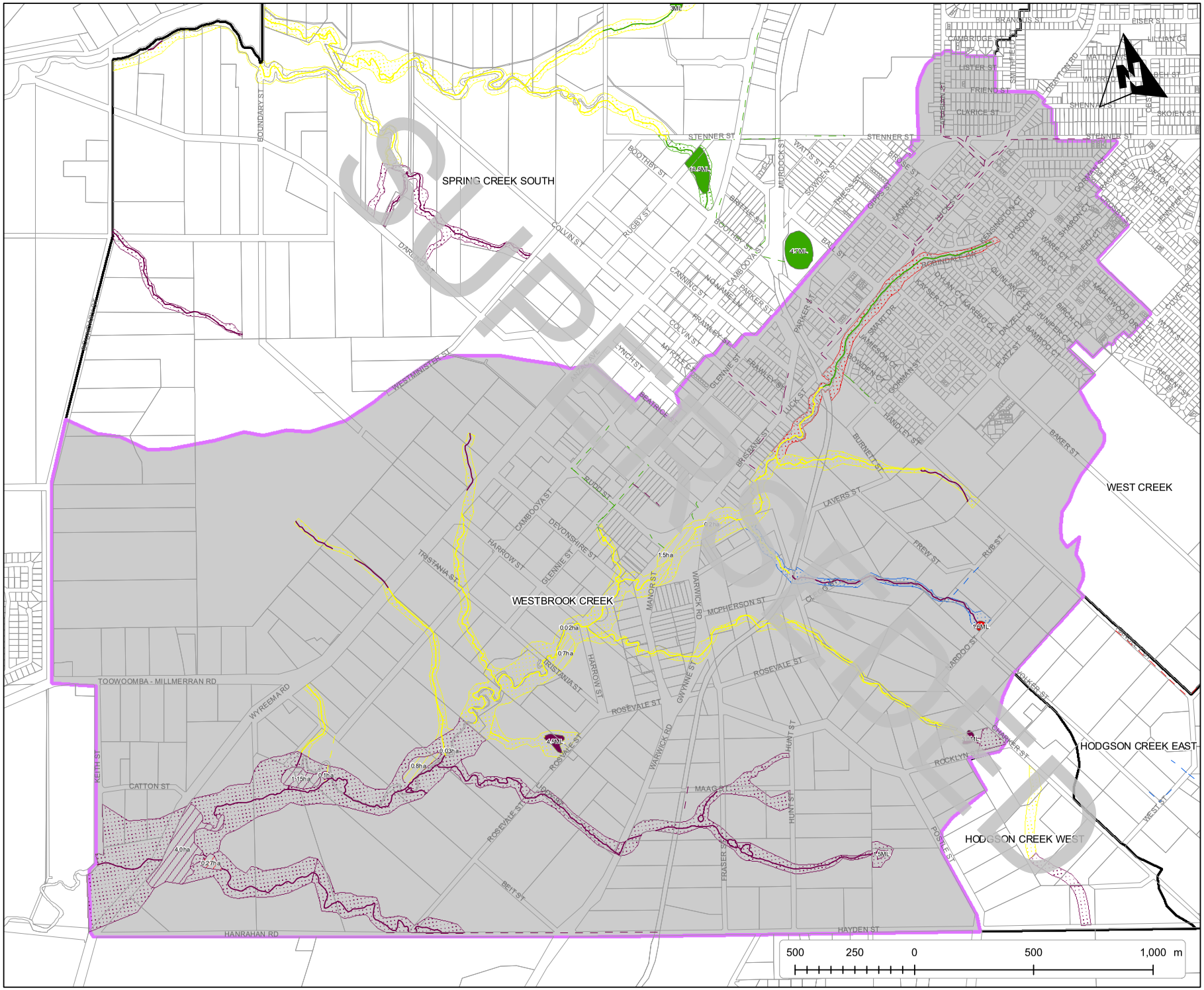
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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SUBJECT TO CHANGE

Map No. 4.26
Timing of Shared Stormwater Infrastructure -
Westbrook Creek Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

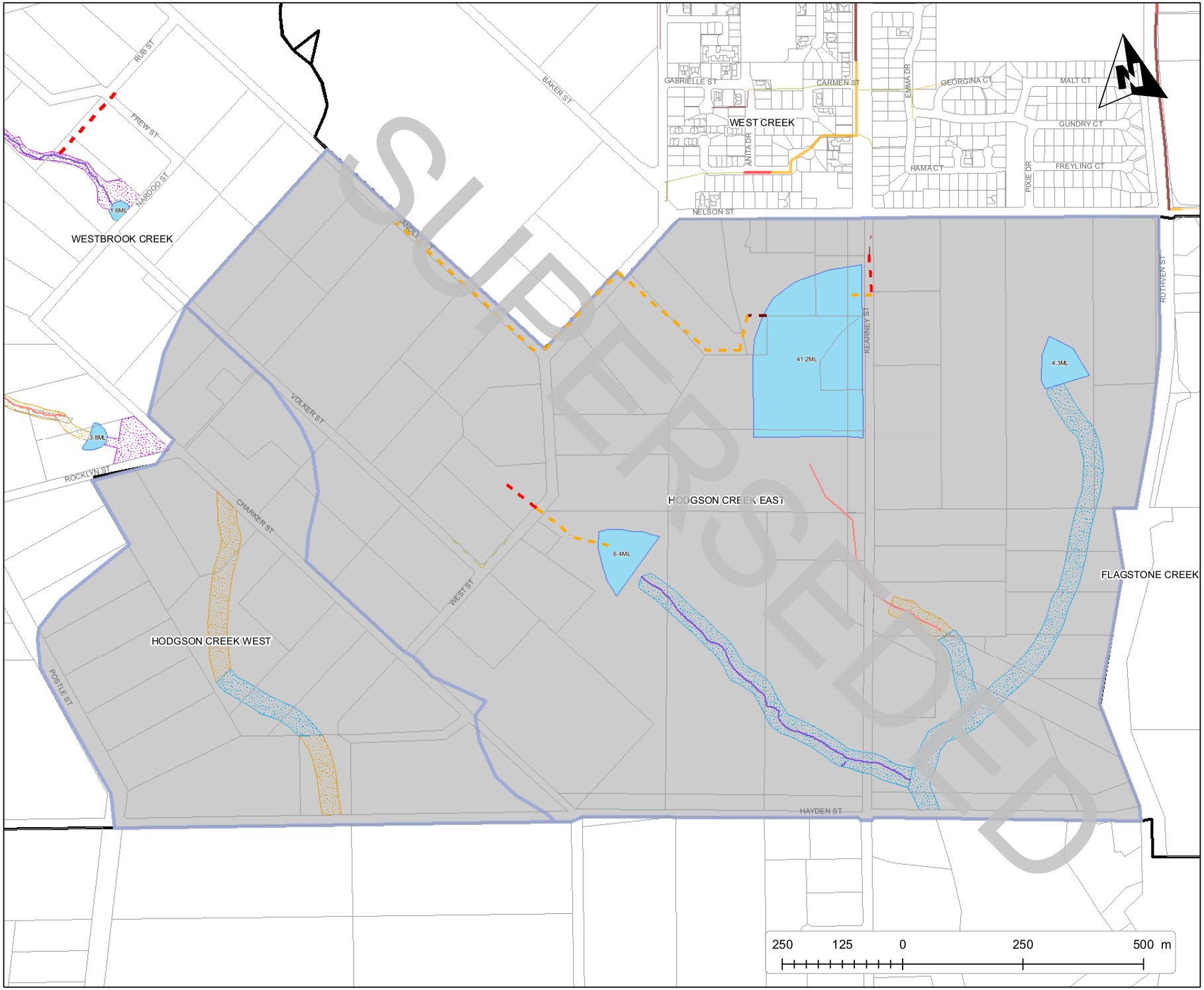
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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SUPERSEDED

Map No.4.27
Plans for Stormwater Infrastructure - Hodgson Creek East & West Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

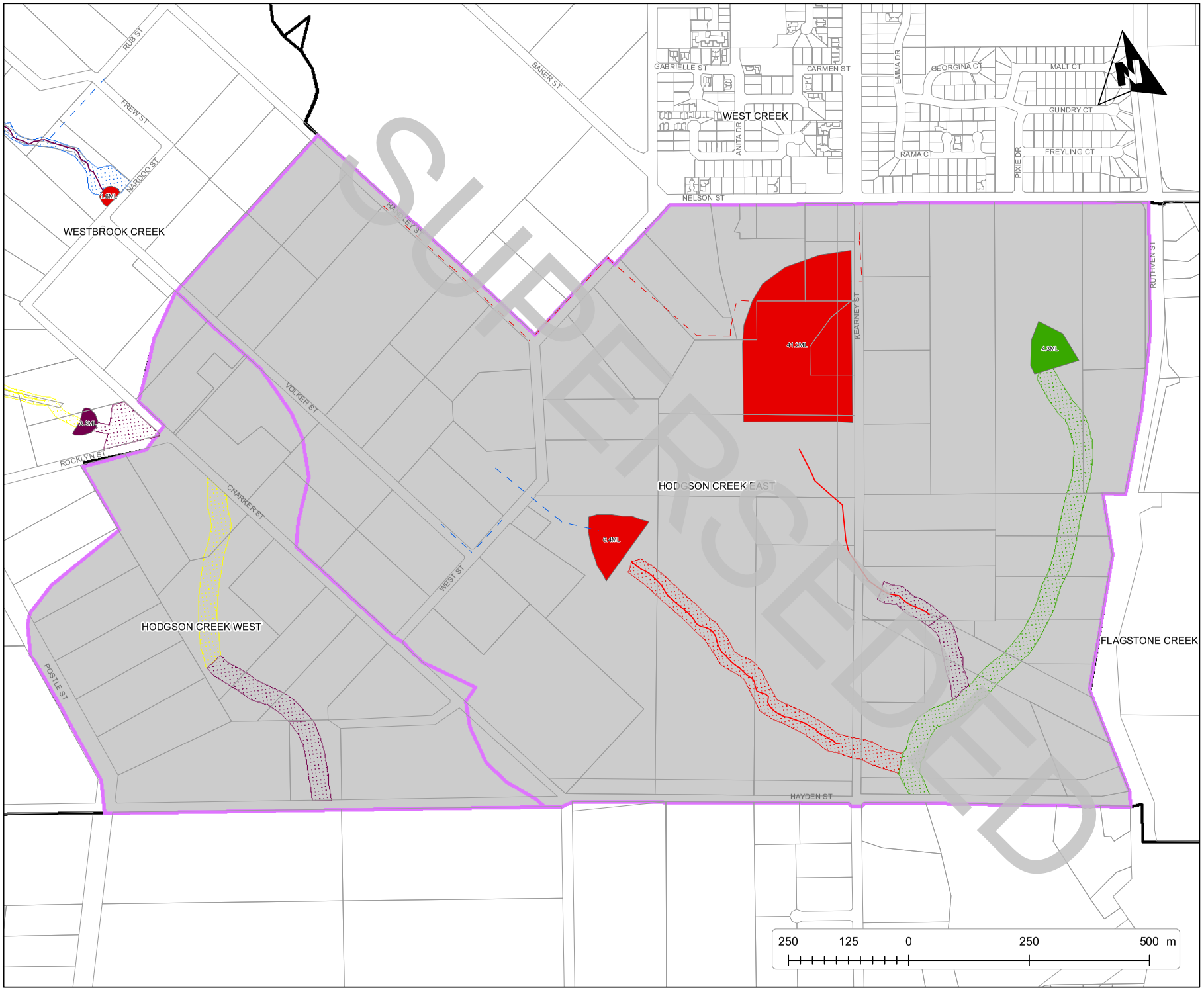
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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Map No. 4.28
Timing of Shared Stormwater Infrastructure -
Hodgson Creek East
& West Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

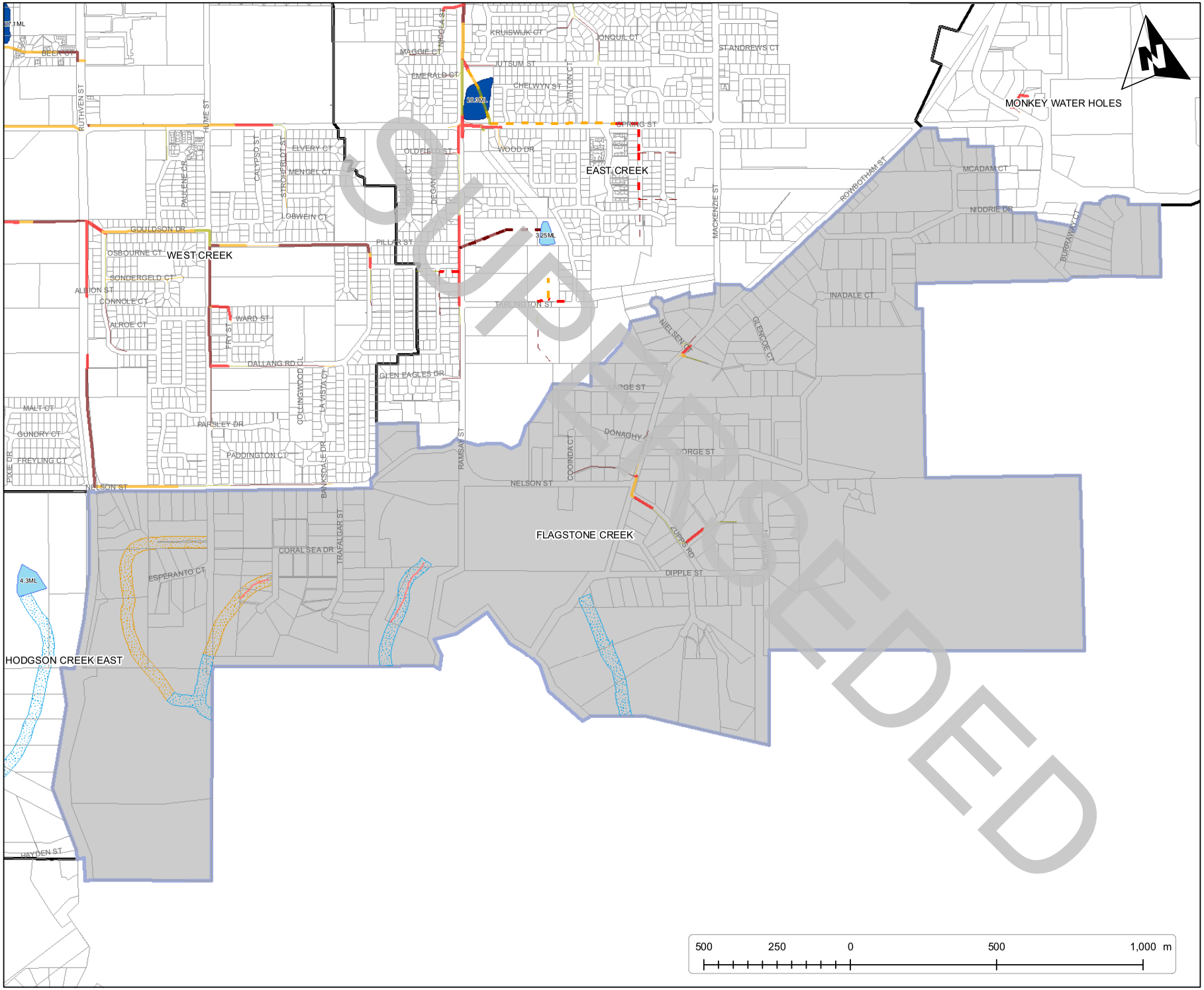
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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Map No.4.29
Plans for Stormwater Infrastructure - Flagstone Creek Catchment

Pipe Infrastructure

Existing Shared Pipes

- 150; 225
- 300; 375
- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100; 2250
- 2400; 3000

Future Shared Pipes

- 450; 525
- 600; 675
- 750; 825
- 900; 1050
- 1200; 1350
- 1500; 1650
- 1800; 1950
- 2100

Channel Treatments

Existing

- Formed

Future

- Formed
- Unformed Minor
- Unformed Major
- Unformed No Works

Detention Basins

- Existing Detention Basins
- Future Detention Basins
- Existing Water Quality Devices
- Future Water Quality Devices

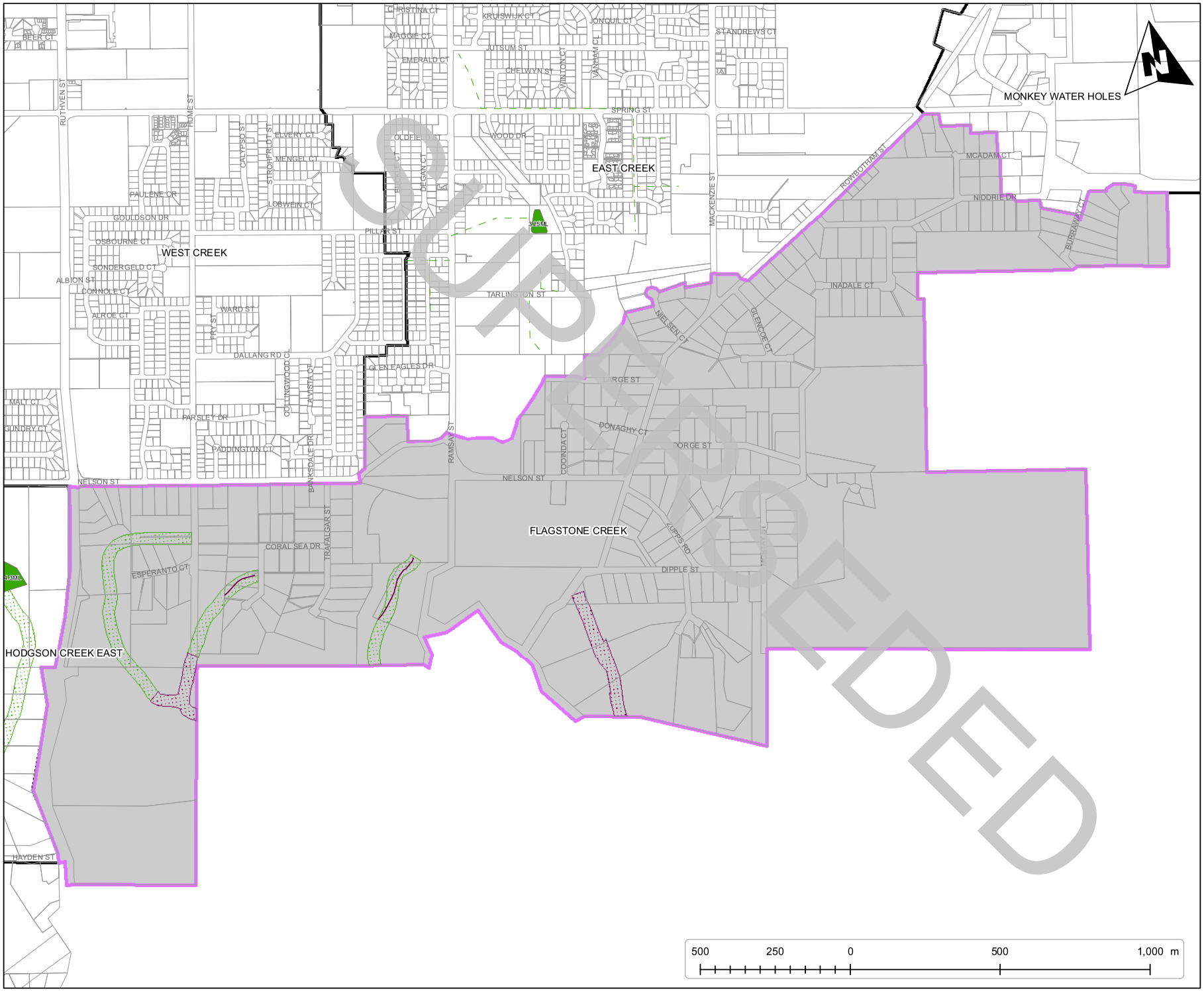
Future Revegetation Area

- High Revegetation
- Med Revegetation
- Low Revegetation

- Creek Catchments

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SUPERSEDED

Map No. 4.30
Timing of Shared Stormwater Infrastructure - Flagstone Creek Catchment

Future Shared Pipes
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Channel Treatments
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Detention Basins
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- Long Term

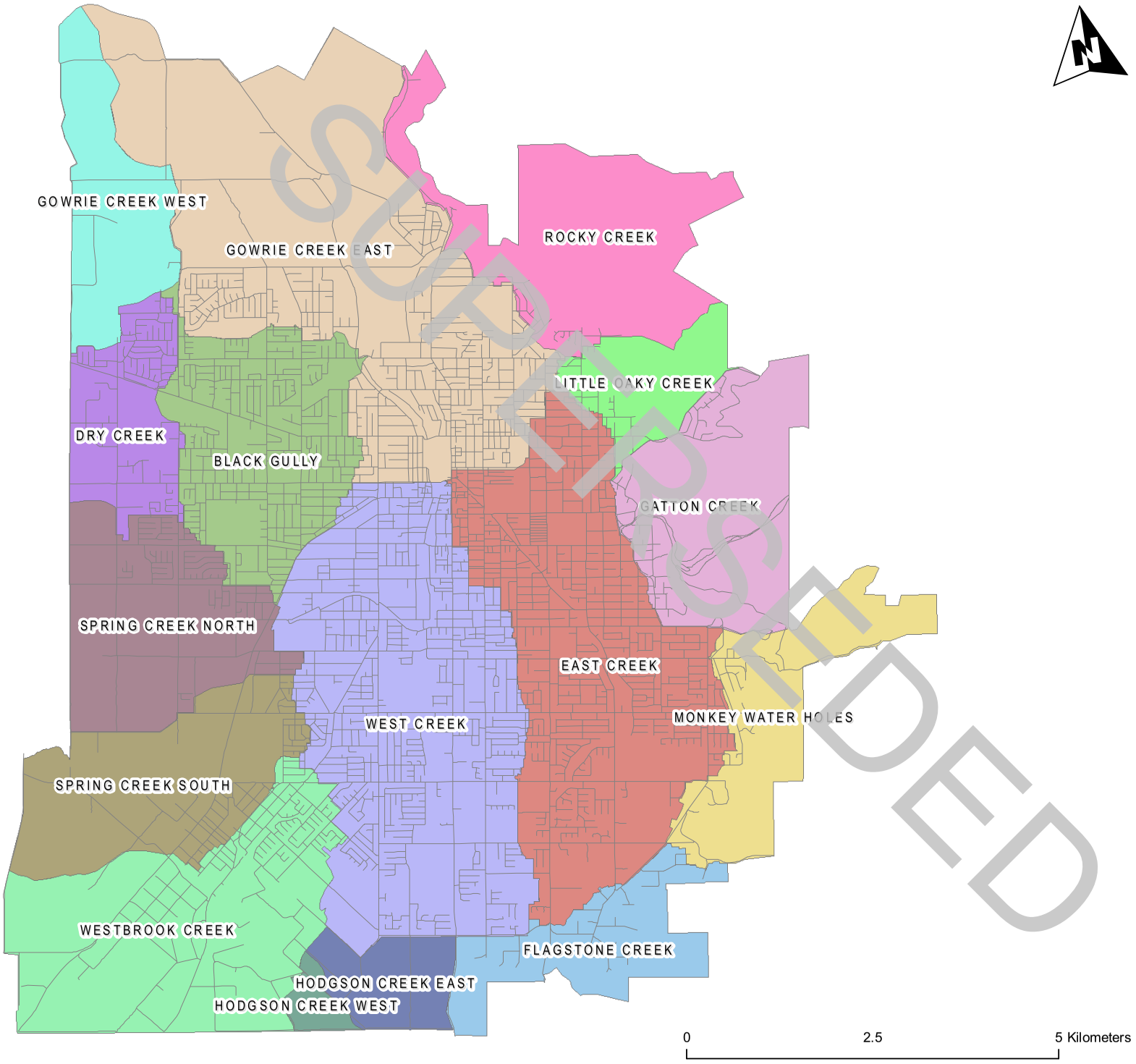
Future Revegetation Area
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Future Water Quality Devices
- 2012 - 2016
- 2022 - 2026
- Long Term

Creek Catchments

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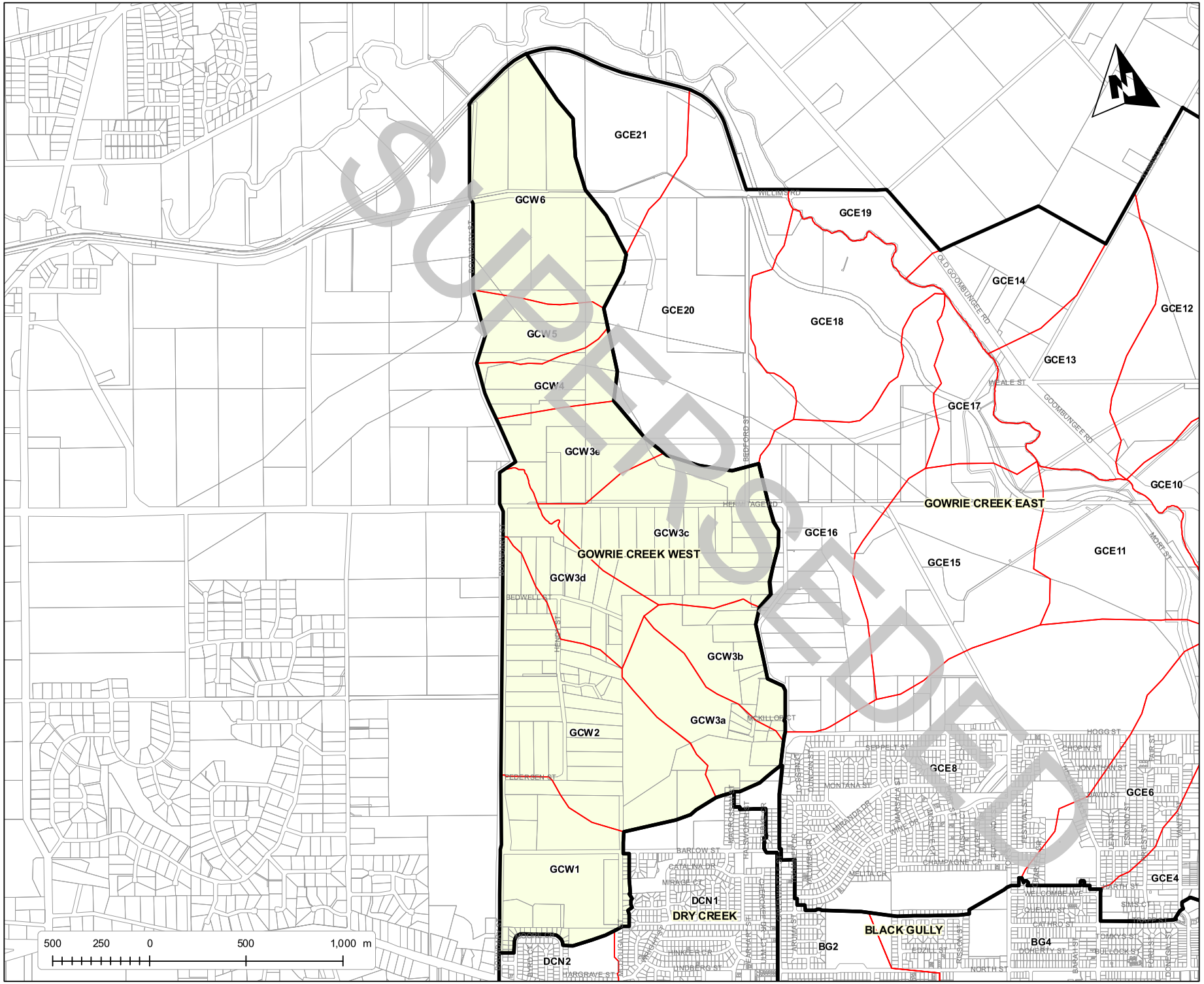
SUPERSEDED

Map No.5.1 Toowoomba City Stormwater Contributions Areas

- BLACK GULLY
- DRY CREEK
- EAST CREEK
- FLAGSTONE CREEK
- GATTON CREEK
- GOWRIE CREEK EAST
- GOWRIE CREEK WEST
- HODGSON CREEK EAST
- HODGSON CREEK WEST
- LITTLE OAKY CREEK
- MONKEY WATER HOLES
- ROCKY CREEK
- SPRING CREEK NORTH
- SPRING CREEK SOUTH
- WEST CREEK
- WESTBROOK CREEK

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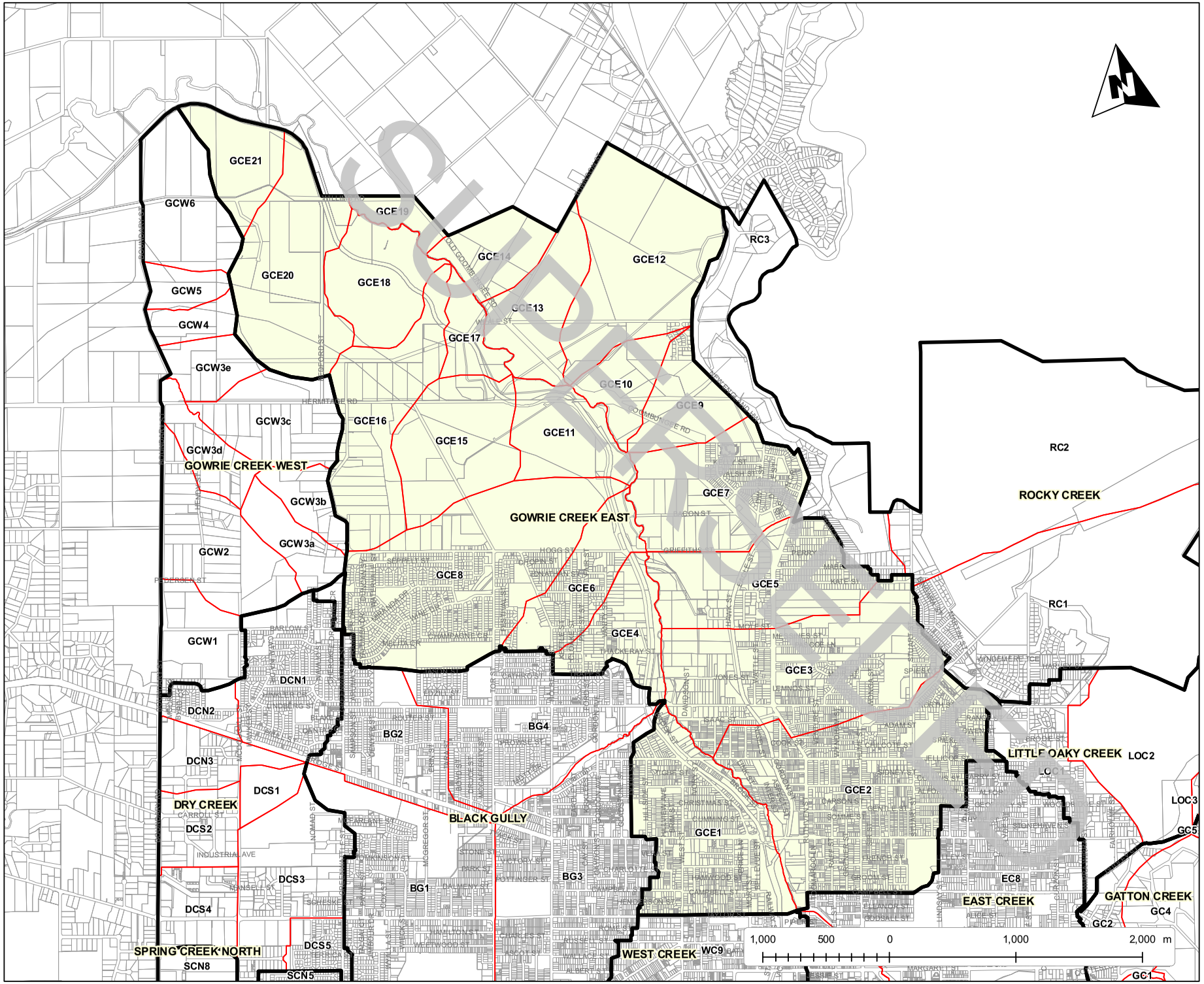
Map No. 5.2 Toowoomba City
Stormwater Contribution Areas
Gowrie Creek West

Stormwater Catchments

Stormwater Sub-catchments

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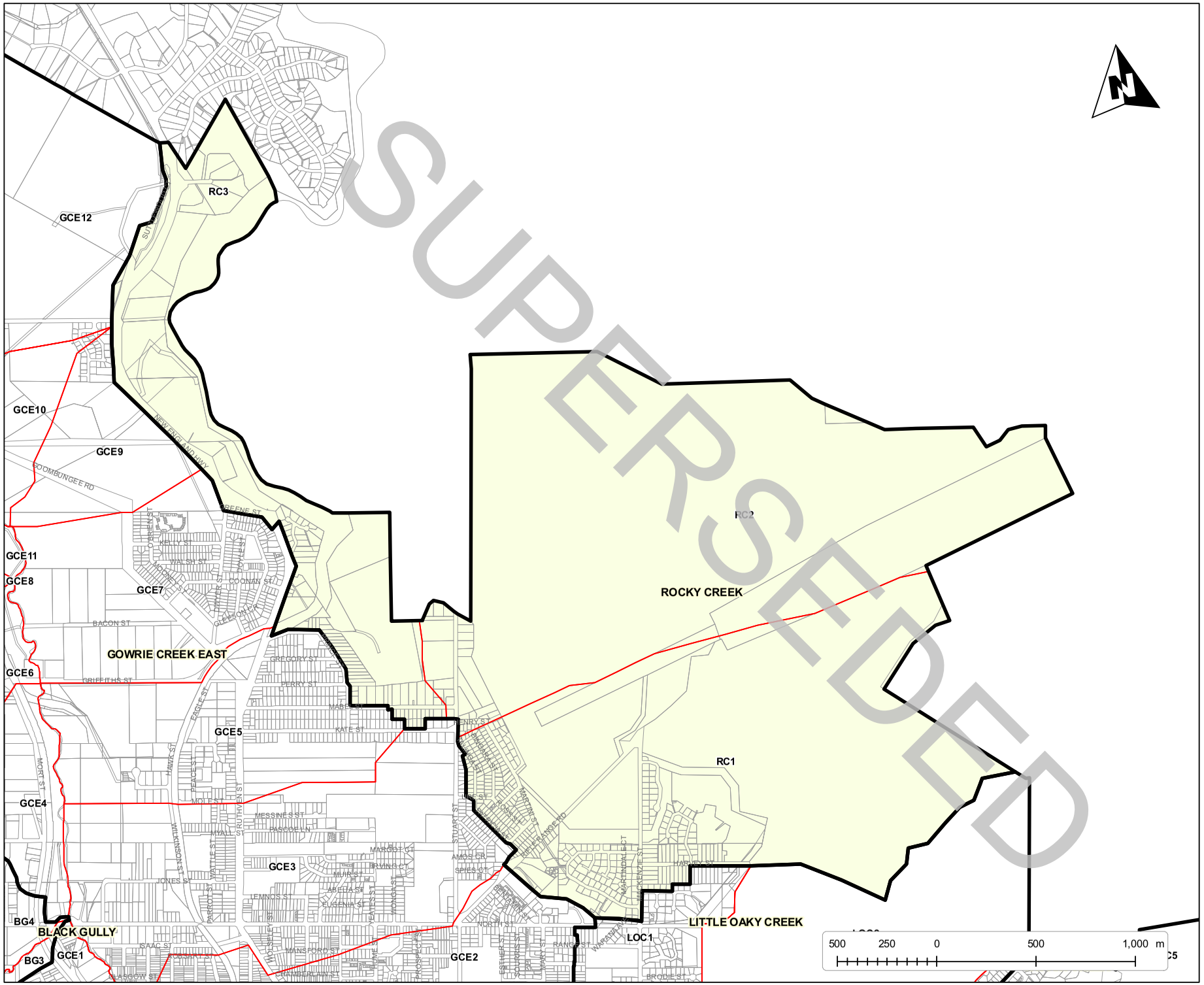
Map No.5.3 Toowoomba Stormwater Contribution Areas Gowrie Creek East

Stormwater Catchments

Stormwater Sub-catchments

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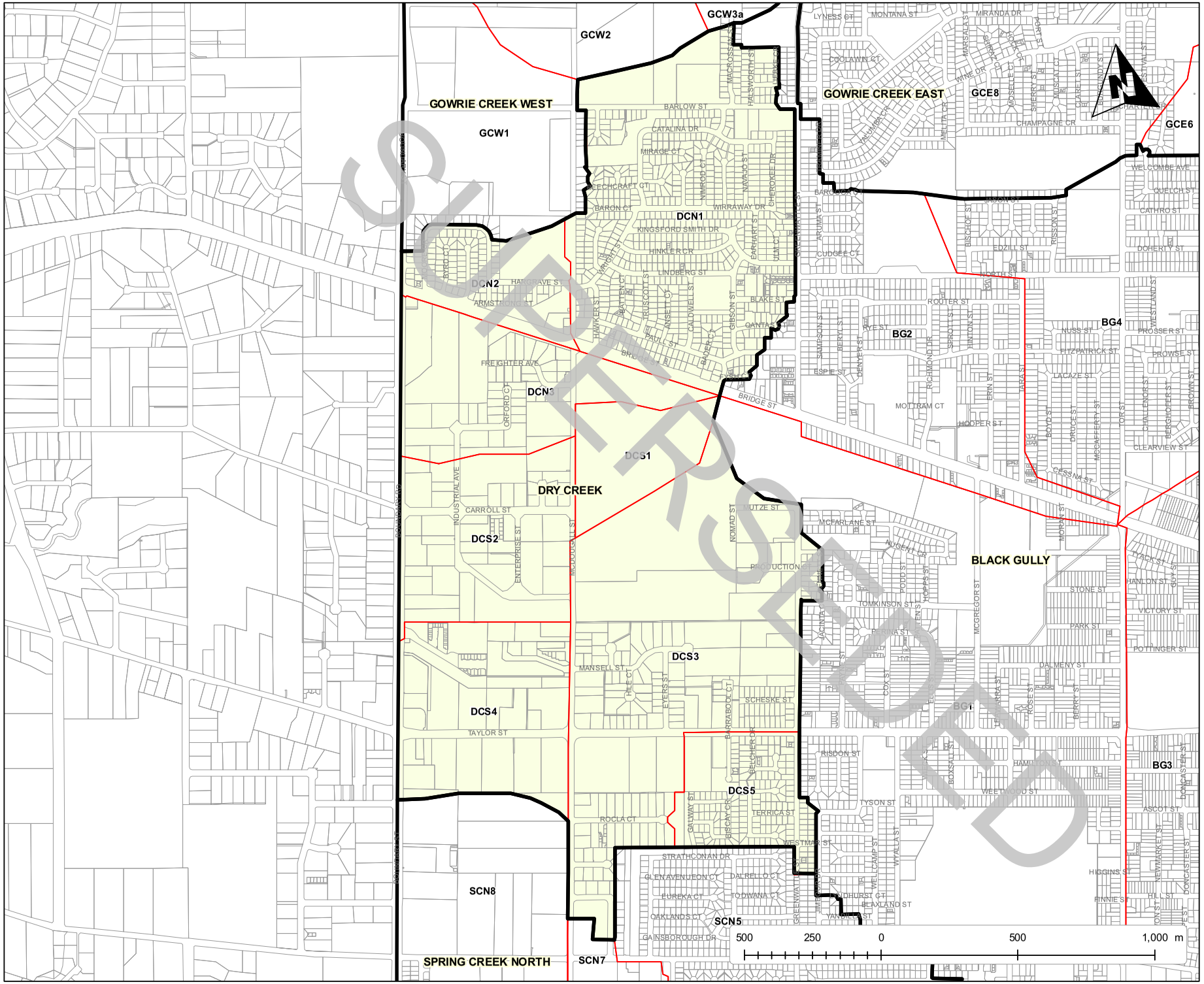
Map No. 5.4 Toowoomba City
Stormwater Contribution Areas
Rocky Creek

Stormwater Catchments

Stormwater Sub-catchments

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SUPERSEDED

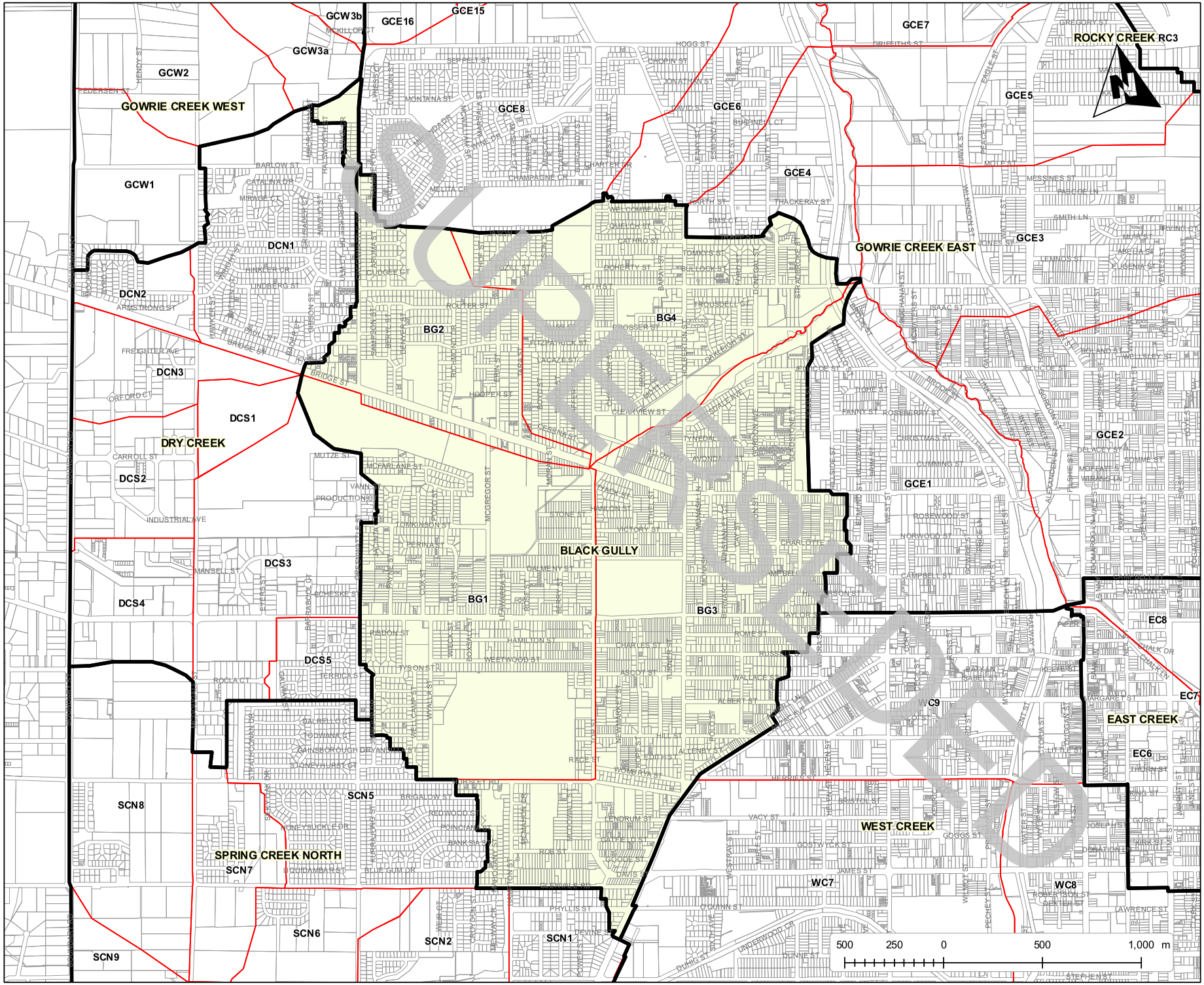
Map No. 5.5 Toowoomba City
Stormwater Contribution Areas
Dry Creek

Stormwater Catchments

Stormwater Sub-catchments

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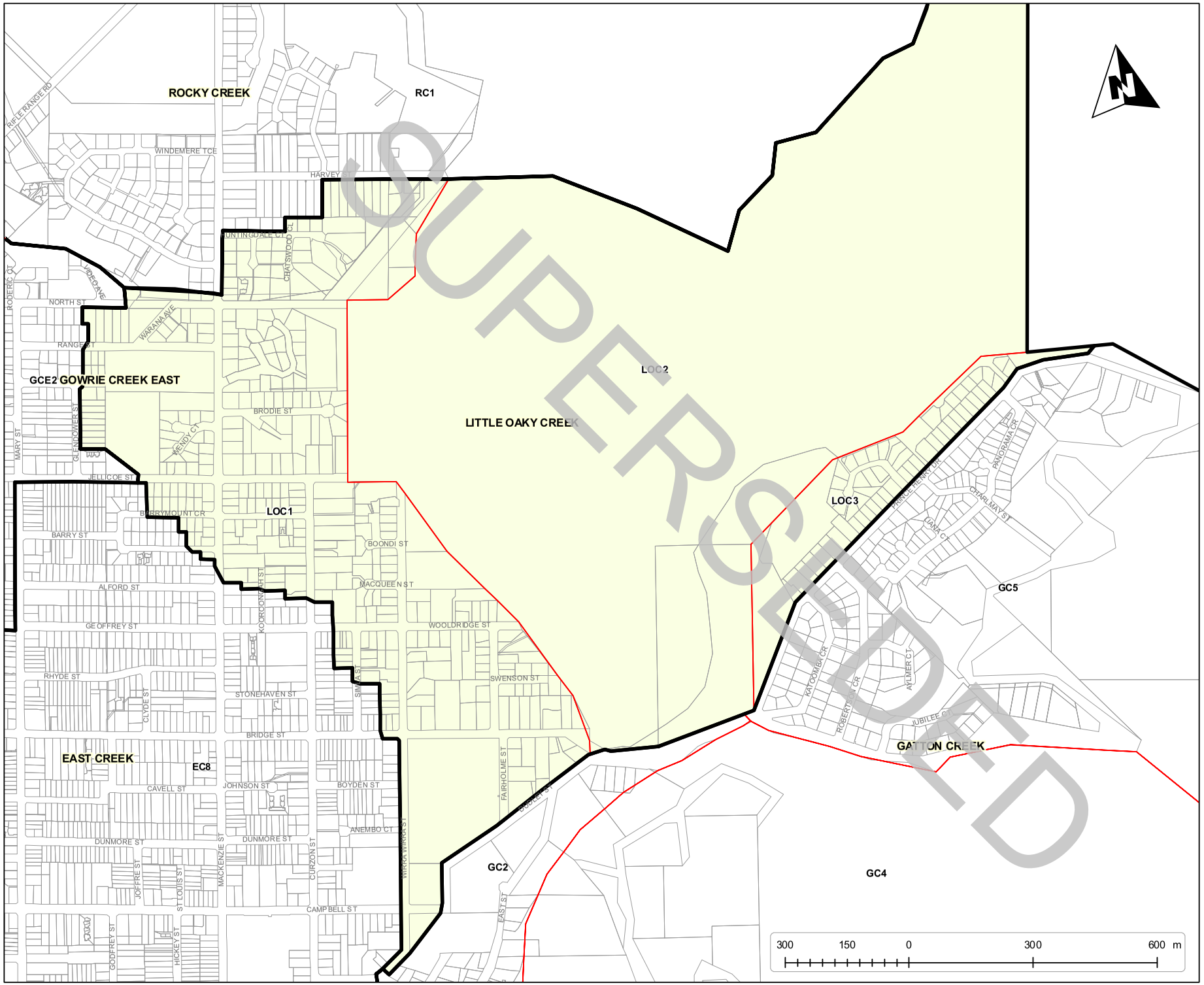
Map No. 5.6 Toowoomba City Stormwater Contributions Areas Black Gully Catchment

Stormwater Catchments

Stormwater Sub-catchments

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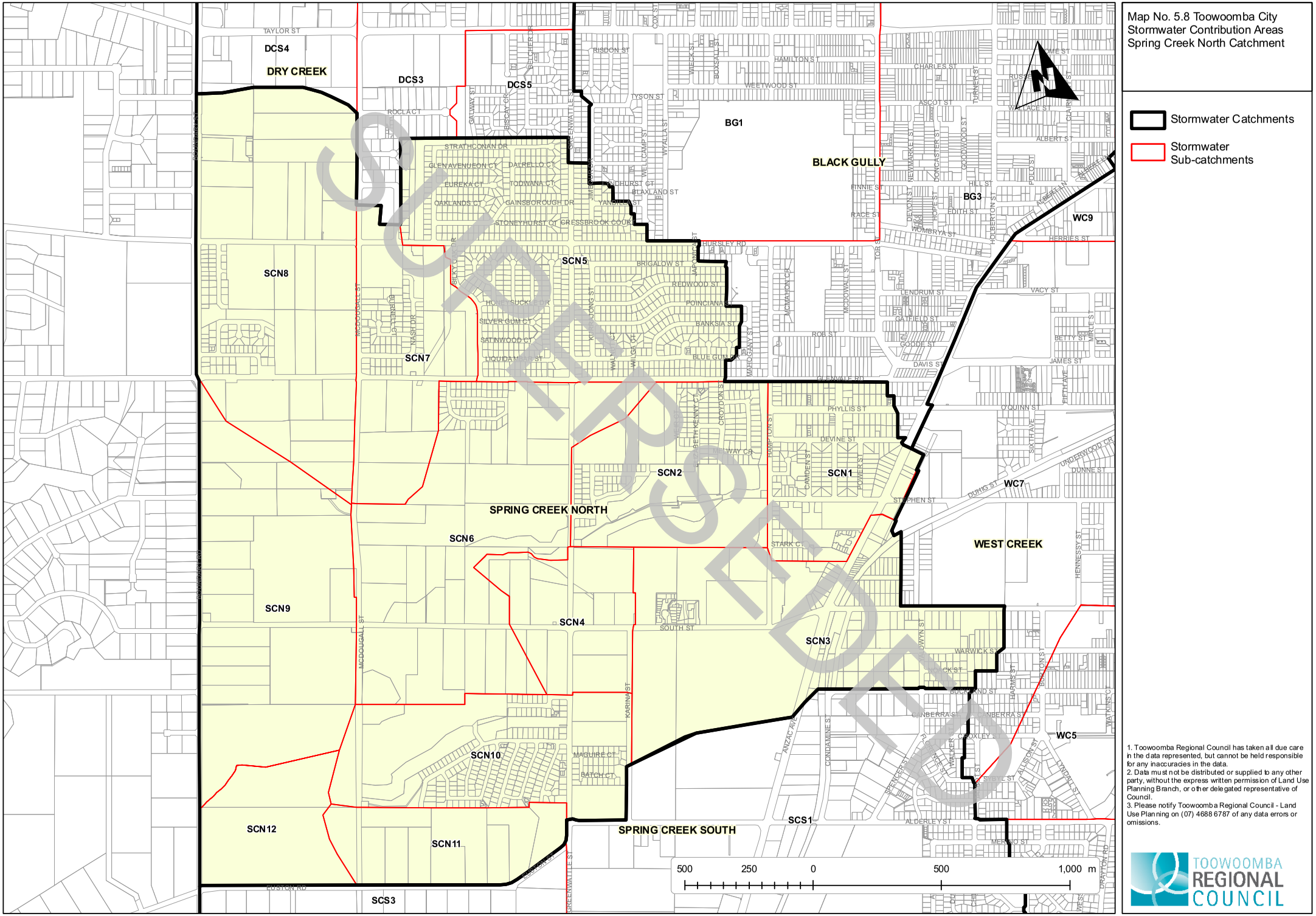
Map No. 5.7 Toowoomba City
Stormwater Contribution Areas
Little Oaky Creek Catchment

Stormwater Catchments

Stormwater Sub-catchments

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SCANNED

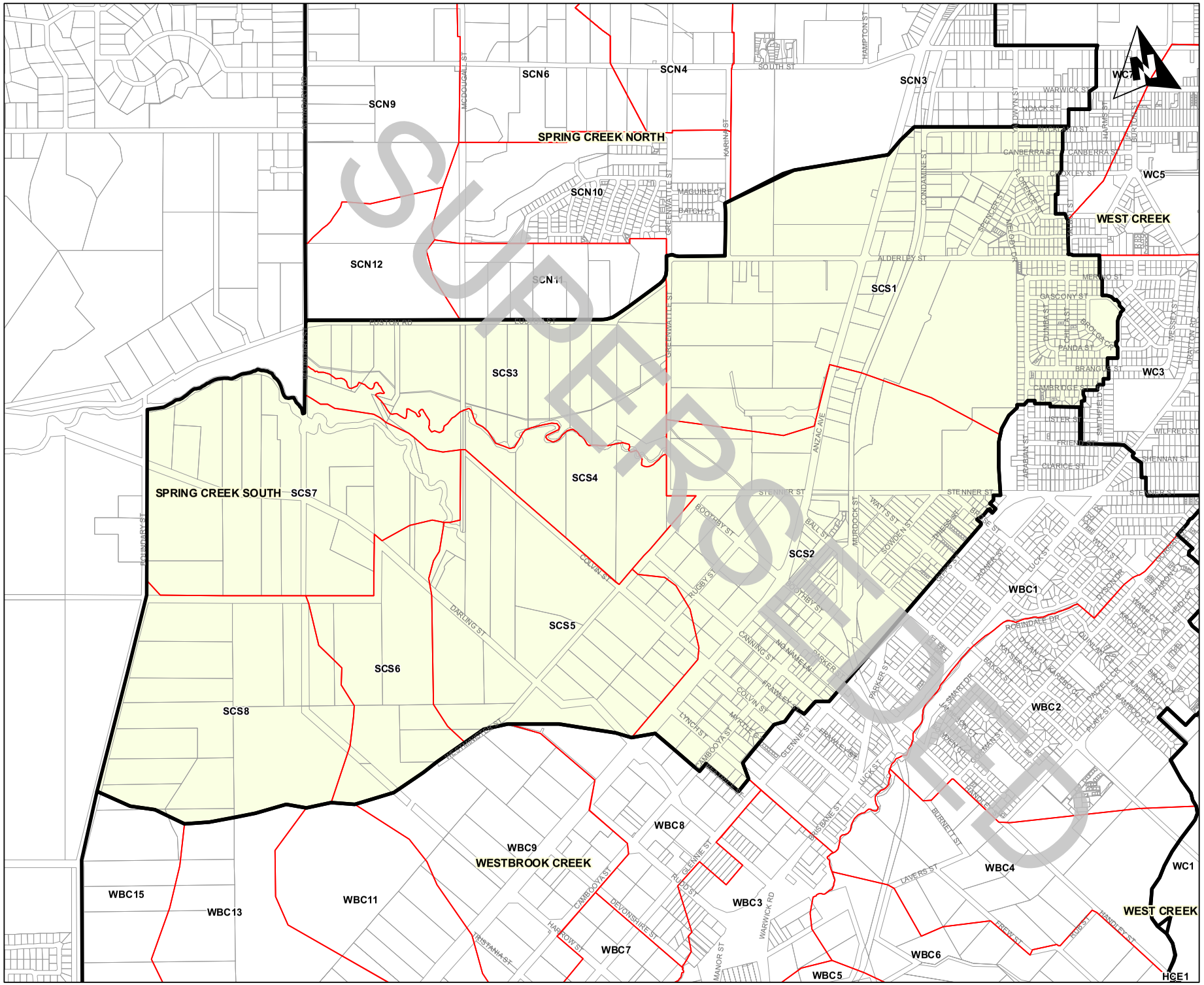
Map No. 5.8 Toowoomba City
Stormwater Contribution Areas
Spring Creek North Catchment

Stormwater Catchments

Stormwater Sub-catchments

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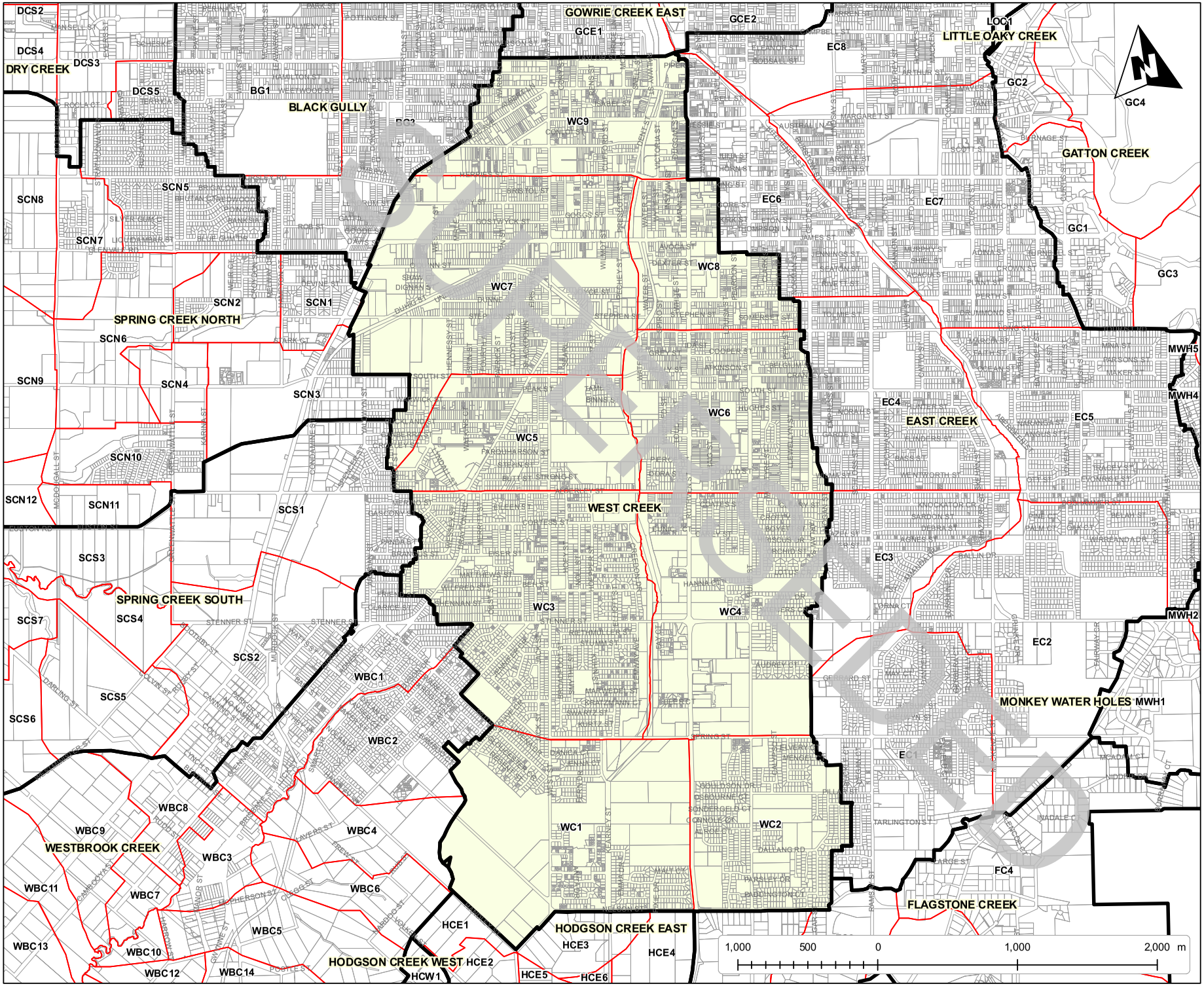
Map No. 5.9 Toowoomba City
Stormwater Contribution Areas
Spring Creek South Catchment

Stormwater Catchments

Stormwater Sub-catchments

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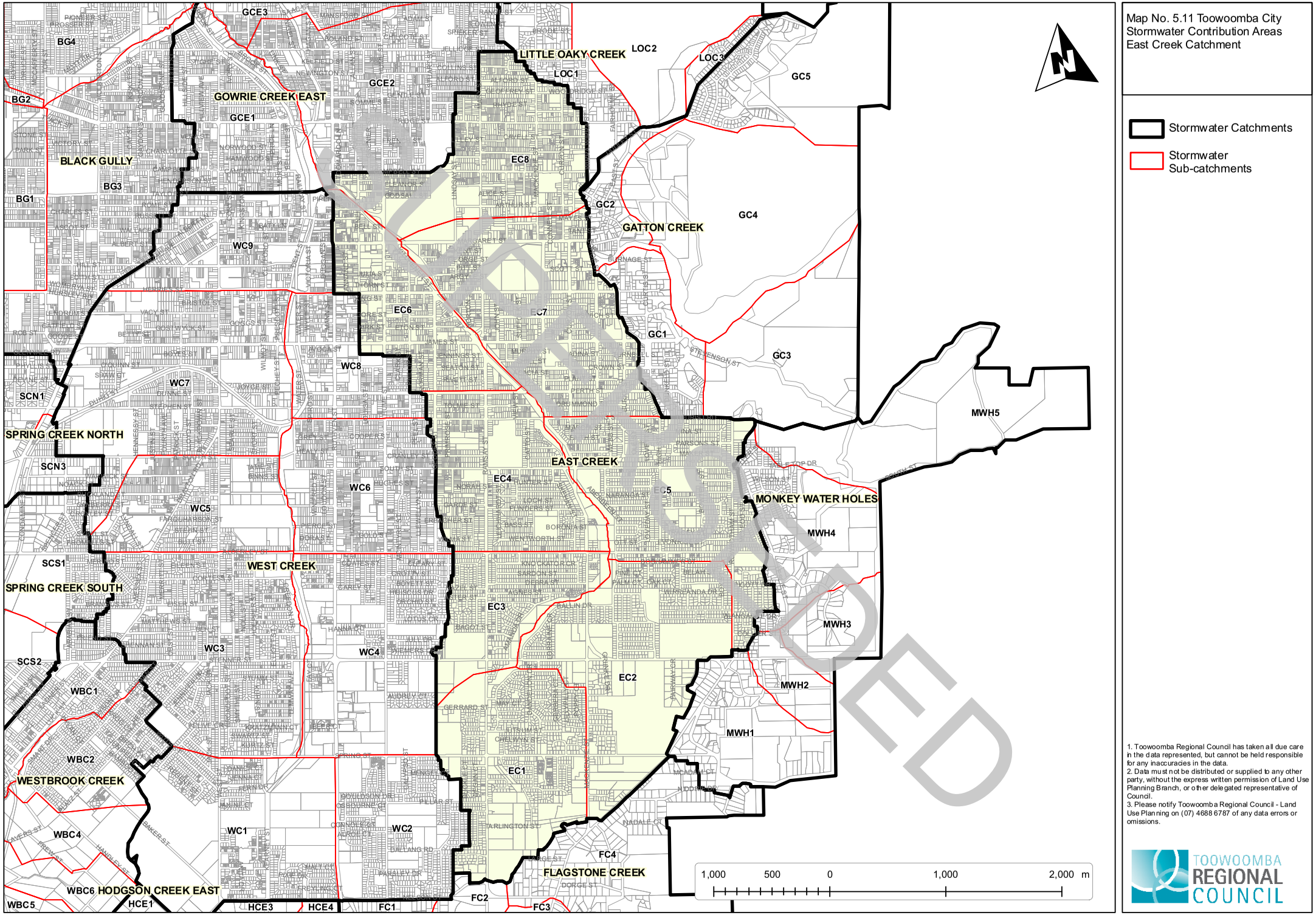
Map No. 5.10 Toowoomba City Stormwater Contribution Areas West Creek Catchment

Stormwater Catchments

Stormwater Sub-catchments

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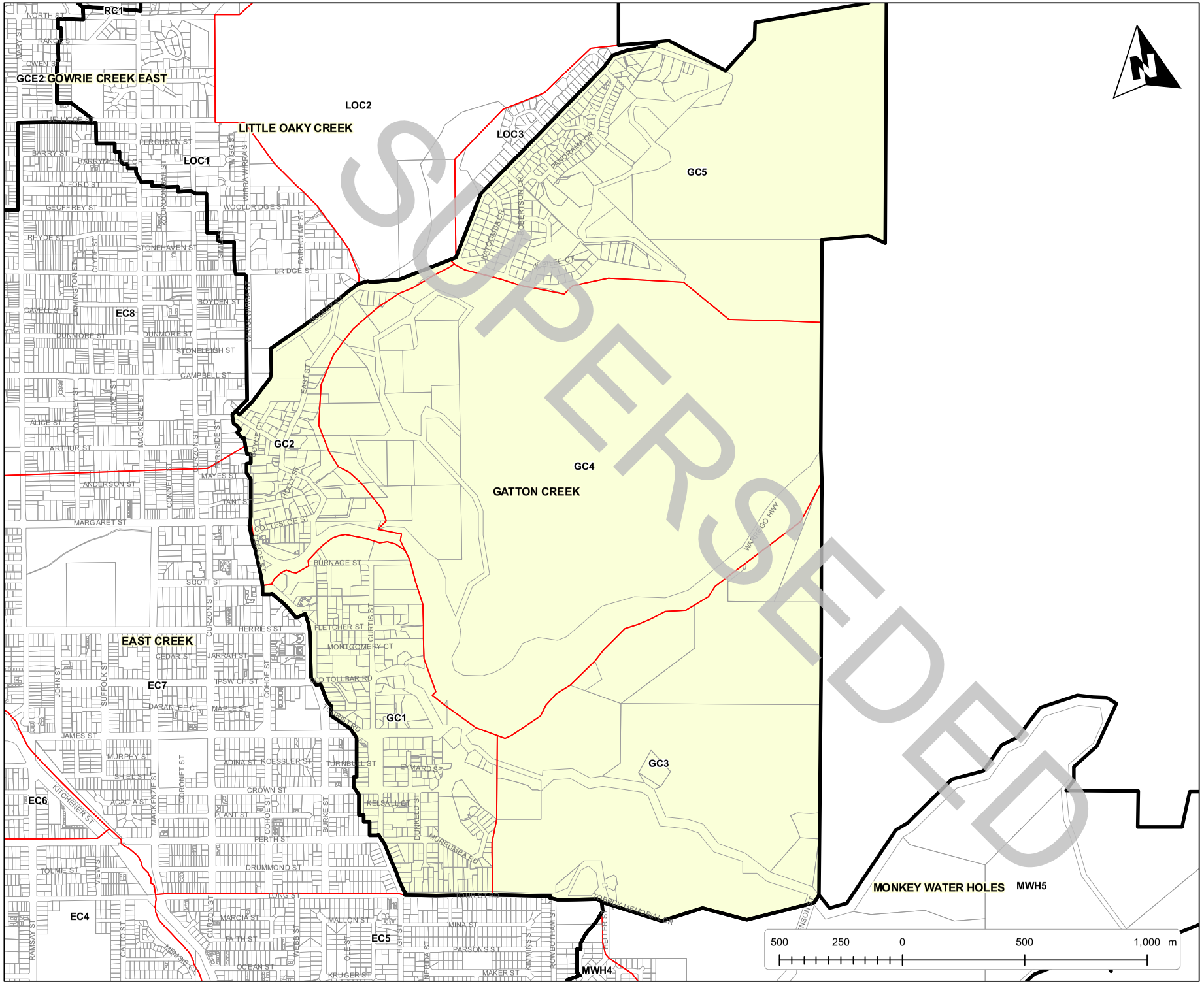
Map No. 5.11 Toowoomba City
Stormwater Contribution Areas
East Creek Catchment

Stormwater Catchments

Stormwater Sub-catchments

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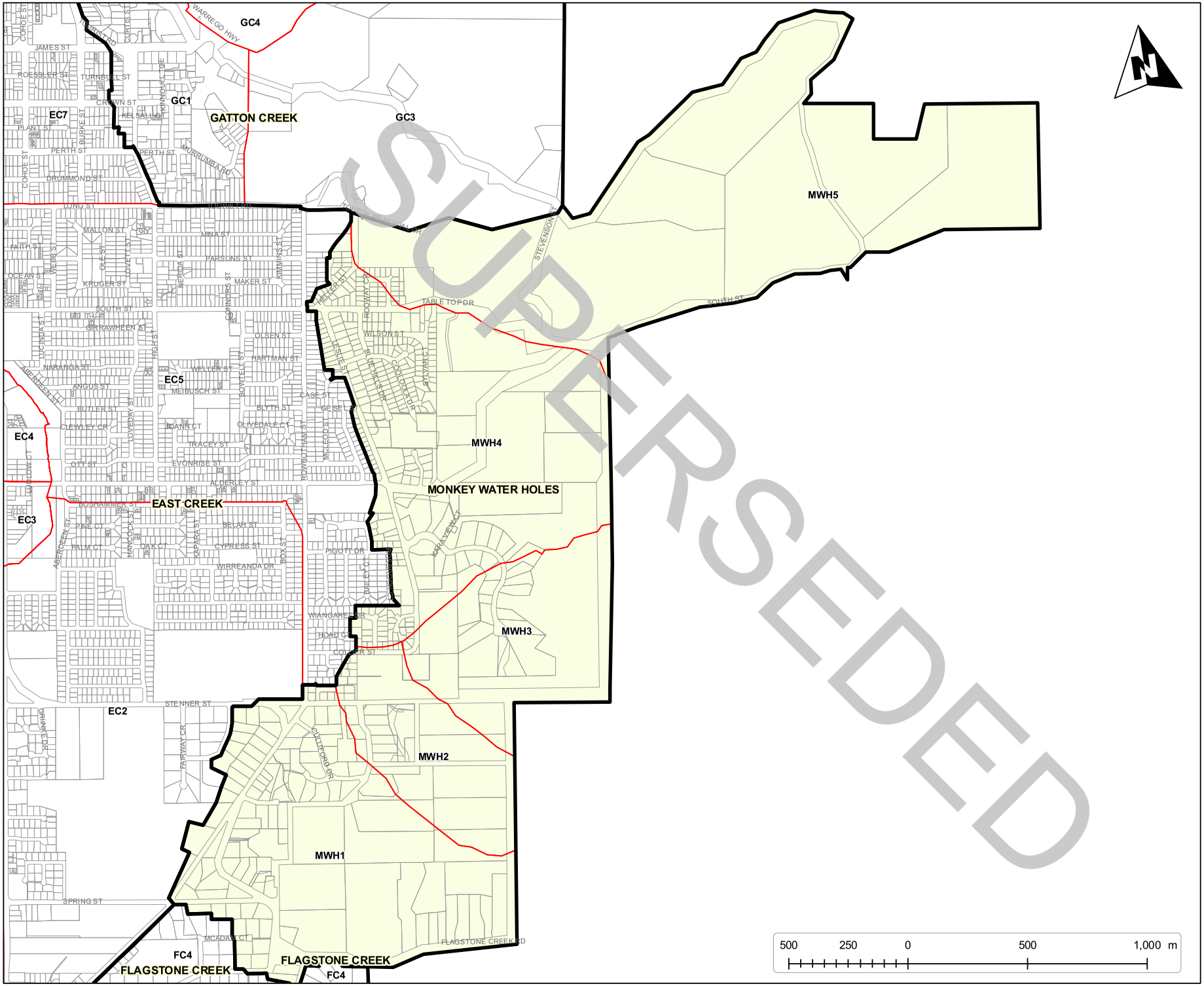
Map No. 5.12 Toowoomba City
Stormwater Contribution Areas
Gatton Creek Catchment

Stormwater Catchments

Stormwater Sub-catchments

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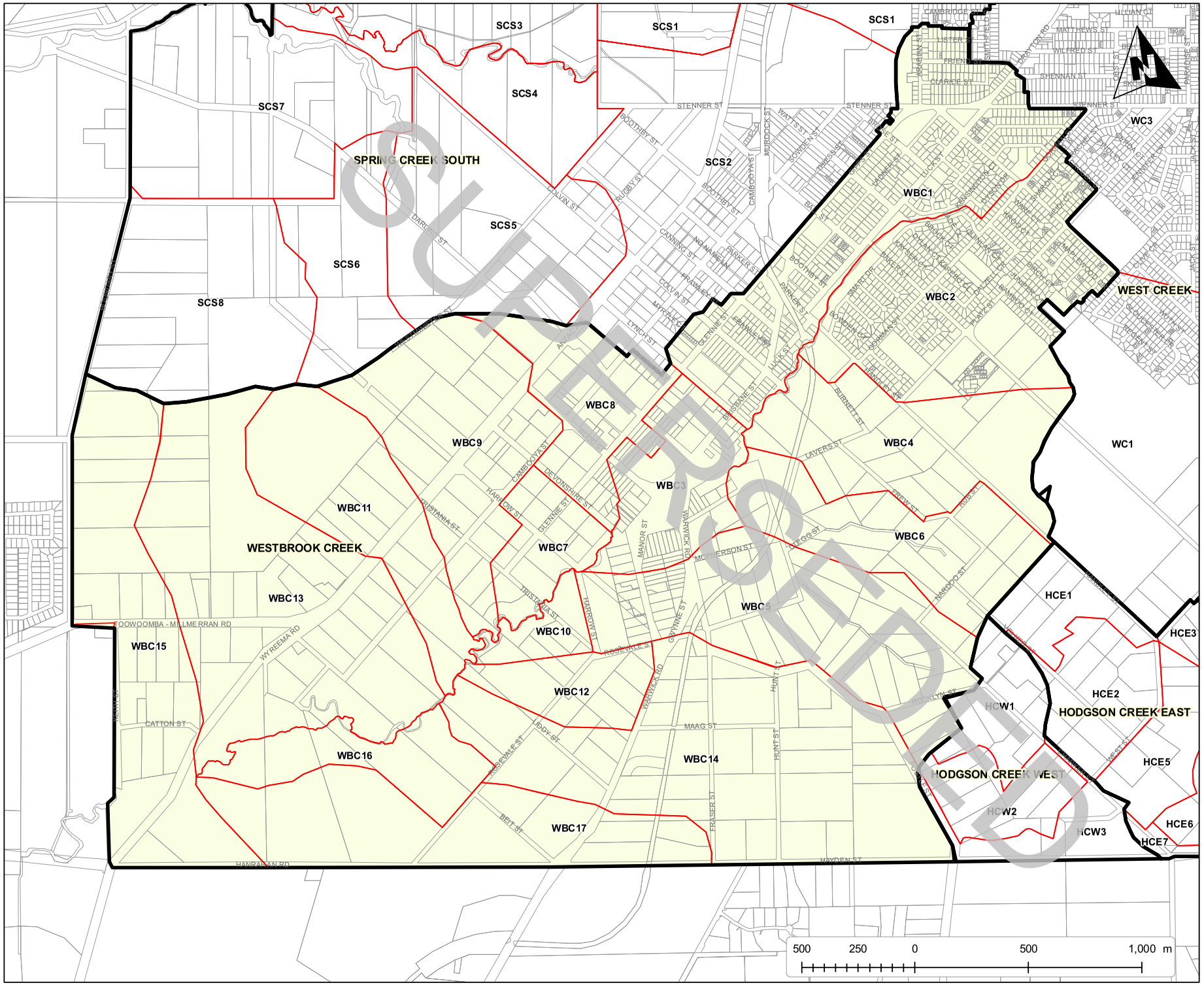
Map No. 5.13 Toowoomba City
Stormwater Contribution Areas
Monkey Water Holes Catchment

Stormwater Catchments

Stormwater Sub-catchments

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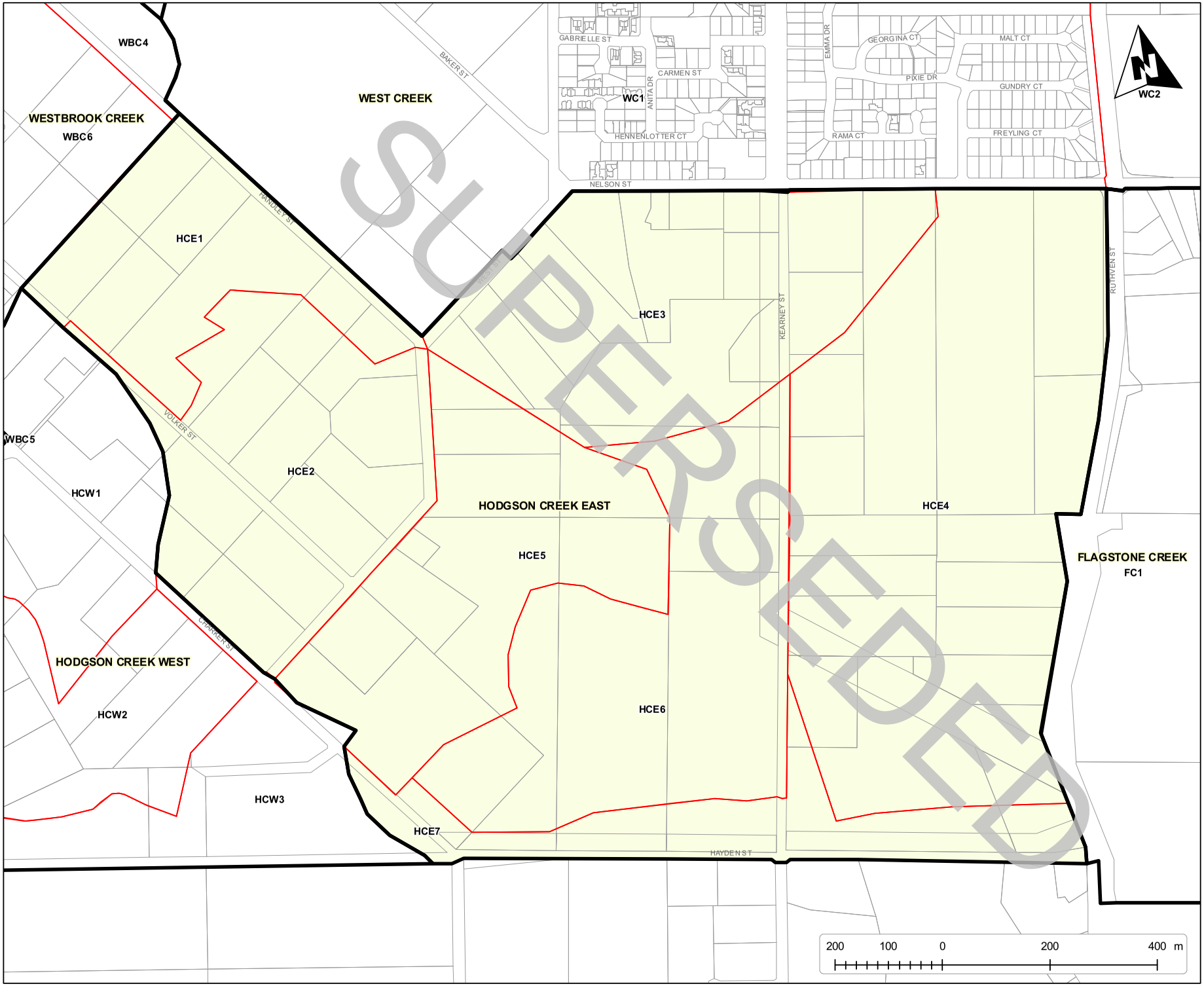
Map No. 5.14 Toowoomba City
Stormwater Contribution Areas
Westbrook Creek Catchment

Stormwater Catchments

Stormwater Sub-catchments

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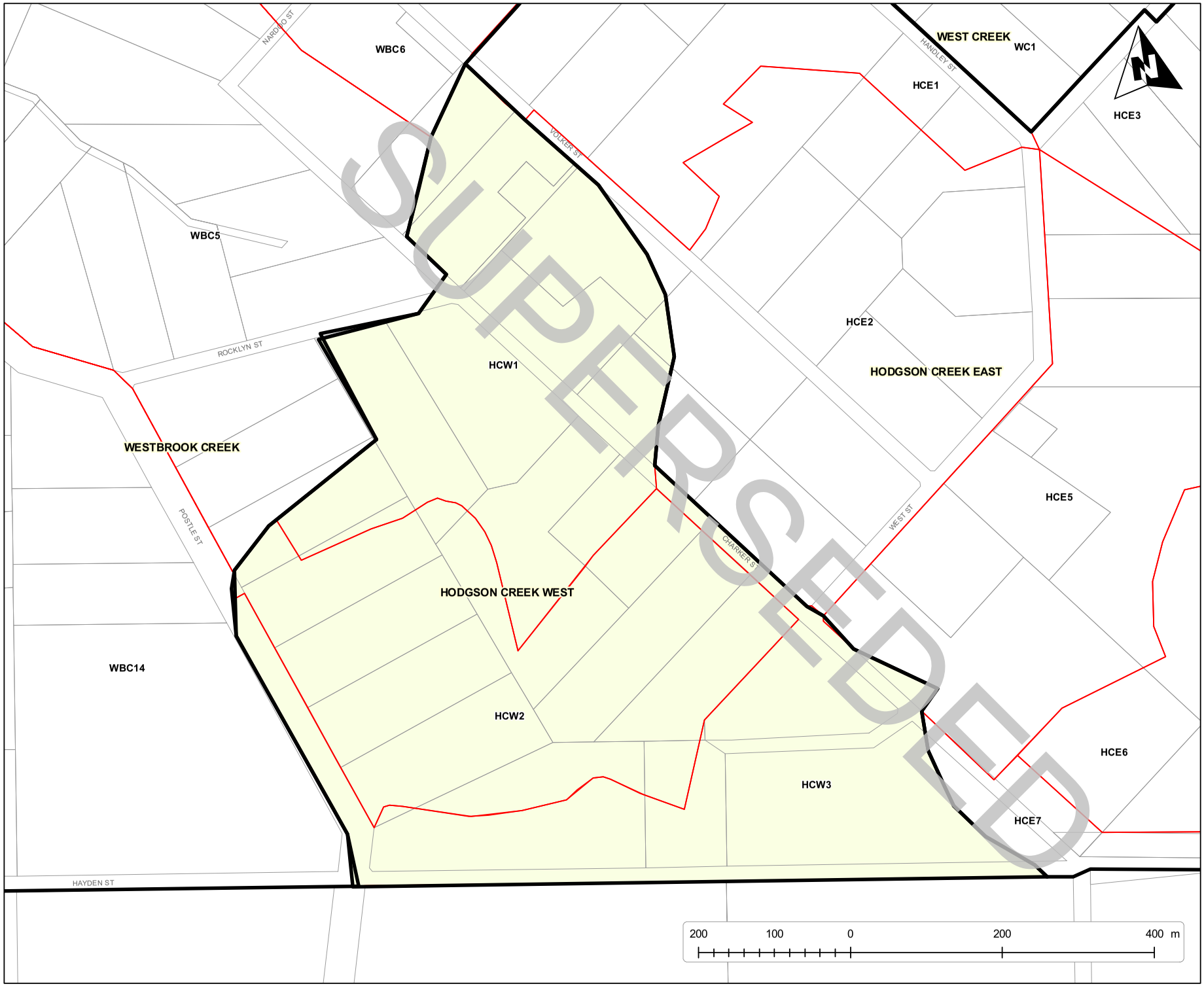
Map No. 5.15 Toowoomba City
Stormwater Contribution Areas
Hodgson Creek East Catchment

Stormwater Catchments

Stormwater Sub-catchments

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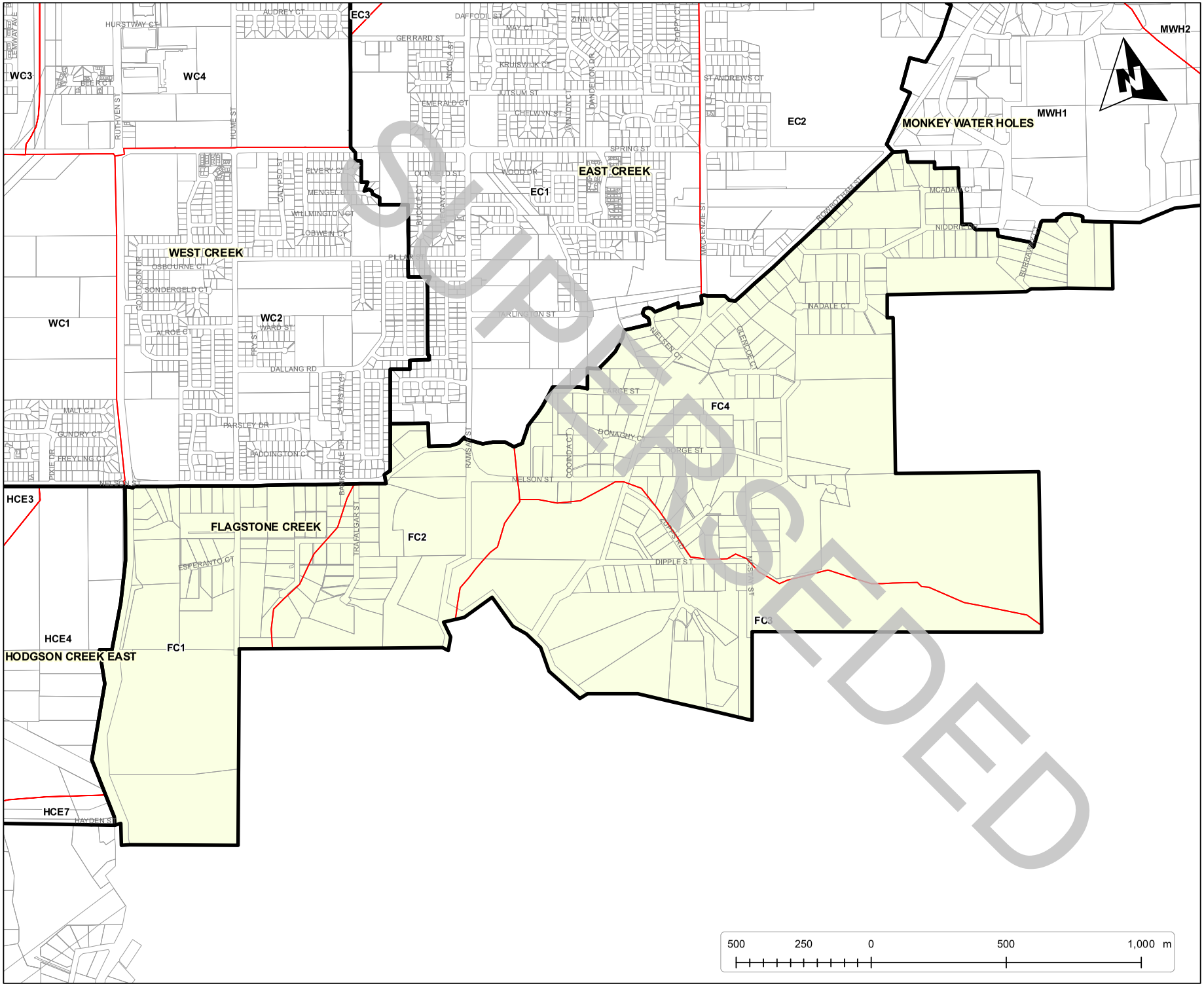
Map No. 5.16 Toowoomba City Stormwater Contribution Areas Hodgson Creek West Catchment

Stormwater Catchments

Stormwater Sub-catchments

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Map No. 5.17 Toowoomba City
Stormwater Contribution Areas
Flagstone Creek Catchment

Stormwater Catchments

Stormwater Sub-catchments

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SUPERSEDED



TOOWOOMBA PLANNING SCHEME

PLANNING SCHEME POLICY No. 7

INFRASTRUCTURE CONTRIBUTIONS FOR

PUBLIC PARKS AND LAND FOR COMMUNITY FACILITIES NETWORK

SUPERSEDED

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1 PRELIMINARY

1.1 INTRODUCTION

This planning scheme policy has been prepared in accordance with the requirements of the *Integrated Planning Act 1997*.

The planning scheme policy applies to the area of the Toowoomba Planning Scheme 2003 (the planning scheme).

This planning scheme policy replaces the previous 'Toowoomba Regional Council Planning Scheme Policy – Infrastructure Contributions for Public Parks Network (Toowoomba) and will take effect as of 31 October 2009.

1.2 PURPOSE

The purpose of this planning scheme policy is to support the planning scheme by assisting with:

(a) the integration of land use planning and infrastructure planning for the public parks network;
(b) the efficient and orderly provision of shared development infrastructure for the public parks network; and
(c) the funding of shared development infrastructure for the public parks network through the fair apportionment of these costs to development.

1.3 STRUCTURE OF PLANNING SCHEME POLICY

This planning scheme policy:

(a) identifies in section 2 'Application of Planning Scheme Policy' how the planning scheme policy will be applied to development;
(b) states in section 3 'Planning Assumptions' the projections of future urban growth and the assumptions of demand for the public parks network, which have informed the preparation of the planning scheme policy;
(c) identifies in section 4 'Timing of Shared Development Infrastructure' when it is anticipated that shared development infrastructure for the public parks network will be provided;
(d) states in section 5 'Contribution Rates' how the contribution rates have been calculated through the apportionment of the establishment cost across demand.
(e) states in section 6 'Infrastructure Contributions' how to calculate an infrastructure contribution for shared development infrastructure within the public parks network using the infrastructure contribution rates identified in section 5.

2 APPLICATION OF PLANNING SCHEME POLICY

2.1 APPLYING THE PLANNING SCHEME POLICY TO DEVELOPMENT

This planning scheme policy:

(a) states the basis for the calculation of infrastructure contributions that may be imposed as a condition of development; and
(b) states the basis for the imposition of a condition of development requiring:

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i. the supply of shared development infrastructure; and
ii. the payment of additional shared development infrastructure costs.

2.2 INFRASTRUCTURE CONTRIBUTIONS

Infrastructure contributions for the public parks network applicable to a development will be calculated in accordance with section 6 'Infrastructure Contributions'.

2.3 SUPPLY OF SHARED DEVELOPMENT INFRASTRUCTURE

A condition may be imposed for the supply of shared development infrastructure where:

(a) existing shared development infrastructure necessary to service the premises is not adequate and shared development infrastructure adequate to service the premises is identified in the planning scheme policy; or
(b) shared development infrastructure to service the premises is necessary, but is not yet available and is identified in the planning scheme policy; or
(c) shared development infrastructure identified in the planning scheme policy is located on the premises.

The agreed value of the necessary shared development infrastructure supplied for the public parks network will be offset against an infrastructure contribution imposed for that network on the development (see section 6.6 'Calculation of Demand Offset').

2.4 PAYMENT OF ADDITIONAL SHARED DEVELOPMENT INFRASTRUCTURE COSTS

A condition may be imposed requiring the payment of additional shared development infrastructure costs where:

(a) for a properly made development application lodged on or before 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in the policy or policies dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy; or
(b) for a properly made development application lodged after 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in this policy.

Costs associated with the provision of additional shared development infrastructure will not normally be offset against infrastructure contributions calculated in accordance with section 6.

The Toowoomba Regional Council (TRC) may however allow the additional shared development infrastructure to be offset against infrastructure contributions where it decides the works provide a necessary shared function to other network users.

2.5 CONDITIONS FOR THE SUPPLY OF LOCAL DEVELOPMENT INFRASTRUCTURE

In addition to conditions imposed for shared development infrastructure, conditions may also be imposed on development for the supply of local development infrastructure.

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2.6 PLANNING SCHEME POLICY BASED ON EXISTING PLANNING SCHEME

The demand assumptions, future infrastructure and infrastructure contribution rates within this planning scheme policy are based on the anticipated level of development allowed for under the planning scheme at 30 June 2009. Should the planning scheme be amended after 30 June 2009 to allow for more intense forms of development, applications that require additional shared infrastructure will be conditioned to pay for that infrastructure in accordance with section 2.4.

2.7 EFFECTIVE DEVELOPMENT APPROVALS GRANTED AND PROPERLY MADE DEVELOPMENT APPLICATIONS LODGED ON OR BEFORE 30 OCTOBER 2009

If a development approval was granted on or before 30 October 2009 and includes a condition requiring payment of contribution(s) under this policy, so long as the contribution(s) is paid to the TRC by 5pm on 30 June 2010, the applicant / landowner may pay the lesser of the following:

(a) the amount of contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) the amount of contribution(s) which is payable under this policy.

If a properly made development application is lodged with the TRC on or before 30 October 2009 and the TRC imposes a condition(s) on the development approval requiring the payment of a contribution(s) under this policy, the applicant / landowner may satisfy that condition(s) by either:

(a) paying within 20 business days of the development approval taking effect, the amount of the contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items as dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) paying the contribution required under this policy in accordance with the condition.

3 PLANNING ASSUMPTIONS

Details concerning the planning assumptions are referenced in section 8 ‘Extrinsic Material’.

For land within the Rural zone, it is assumed that rural land use activities will establish in accordance with the minimum lot sizes prescribed for the zone. Any development which includes allotments that are less than the minimum lot sizes prescribed is deemed to be inconsistent with the planning assumptions of this policy.

4 TIMING OF SHARED DEVELOPMENT INFRASTRUCTURE

4.1 PURPOSE

This section identifies:

(a) existing shared development infrastructure for the public parks network; and

(b) when it is anticipated that future shared development infrastructure for the public parks network will be provided.

SUPERSEDED

4.2 SHARED DEVELOPMENT INFRASTRUCTURE FOR THE PUBLIC PARKS NETWORK

Table 4.1 defines the shared development infrastructure for the public parks network.

Table 4.1 Shared development infrastructure for the public parks network

Network	Items
Public Parks	• Informal parks • Sports parks • Embellishments

4.3 PLANS FOR DEVELOPMENT INFRASTRUCTURE

Plans showing the existing and future shared development infrastructure for the public parks network are shown on the following maps:

- Map 4.1 to 4.4 Toowoomba City – Shared public parks infrastructure.

4.4 SCHEDULE OF WORKS

Table 4.2 identifies when it is anticipated that shared development infrastructure for the public parks network will be provided to service growth.

Table 4.2 Schedule of works - public parks network

Reference	Shared Infra-structure	Timing	Establishment Cost ($)			
			Cost of Infra-structure	Design / Supervision	Contingency	Total*
Westbrook Ck, Drayton	Embellishment only	2022-26	$104,458	$10,446	$10,446	$125,350
Westbrook Ck, Drayton	Embellishment only	2022-26	$56,666	$5,667	$5,667	$67,999
Ramsay St, East Ck	Acquisition and embellishment	2012-16	$341,945	$594	$34,194	$376,734
Spring St, West Ck	Acquisition and embellishment	2006-11	$1,219,234	$4,773	$121,923	$1,345,931
Kearney St, Kearneys Spring	Part acquisition and embellishment	2012-16	$1,149,077	$84,428	$114,908	$1,348,412

SUPERSEDED

Reference	Shared Infra-structure	Timing	Establishment Cost ($)			
			Cost of Infra-structure	Design / Supervision	Contingency	Total*
Rocklyn St, Darling Heights	Part acquisition and embellishment	2017-21	$791,274	$41,487	$79,127	$911,889
Nelson St, Kearneys Spring	Part acquisition and embellishment	2006-11	$485,805	$17,530	$48,580	$551,916
C'wood Close, Middle Ridge	Part acquisition and embellishment	2006-11	$1,032,378	$54,758	$103,238	$1,190,374
Boundary Rd, Glenvale	Part acquisition and embellishment	2006-11	$531,050	$19,865	$53,105	$604,020
Halsworth St, Wilsonton	Part acquisition and embellishment	2006-11	$909,382	$40,188	$90,938	$1,040,508
McShane Drive, Mt Kynoch	Part acquisition and embellishment	2022-26	$535,799	$7,050	$53,580	$596,429
Anzac Ave, Drayton	Embellishment only	2022-26	$651,166	$65,117	$65,116	$781,399
Greenwattle St, Harristown	Acquisition and embellishment	2006-11	$657,299	$7,050	$65,730	$730,079
Euston / McDougall, Spring Ck	Part acquisition and embellishment	2017-21	$1,078,368	$20,567	$107,837	$1,206,771
Sunset Drive, Spring Creek	Part acquisition and embellishment	2006-11	$1,881,562	$56,196	$188,156	$2,125,914
Euston / McDougall, Spring Creek	Part acquisition and embellishment	2022-26	$957,544	$18,084	$95,754	$1,071,383
McDougall / Glenvale Sts, Glenvale	Acquisition and embellishment	2006-11	$405,538	$2,964	$40,554	$449,056

SUPERSEDED

Reference	Shared Infra-structure	Timing	Establishment Cost ($)			
			Cost of Infra-structure	Design / Supervision	Contingency	Total*
Handley St, Darling Heights	Acquisition and embellishment	2017-21	$1,291,364	$67,617	$129,136	$1,488,117
West St, Kearneys Spring	Part acquisition and embellishment	2012-16	$372,902	$12,290	$37,290	$422,482
Hogg Street, Wilsonton	Acquisition and embellishment	2012-16	$919,680	$51,968	$91,968	$1,063,616
Elizabeth Kenny Court, Glenvale	Part acquisition and embellishment	2006-11	$527,806	$10,481	$52,781	$591,067
Lynch St, Drayton	Embellishment only	2006-12	$512,865	$51,287	$51,287	$615,438
Shepperd St, Drayton	Embellishment only	2022-26	$232,348	$23,235	$23,235	$278,818
Adjoining Wyreema Sports Park	Acquisition	2012-16	$236,100	$0	$23,610	$259,710
Wyreema Rd Sports Park	Acquisition	-	$357,354	$0	$35,735	$393,089
	Embellishment	2012-16	$11,562,487	$1,156,249	$1,156,249	$13,874,984
	Embellishment	2017-21	$6,644,151	$664,415	$664,415	$7,972,981
	Embellishment	2022-26	$14,282,275	$1,428,228	$1,428,228	$17,138,730
	Embellishment	2027+	$3,157,974	$315,797	$315,797	$3,789,568
Euston Rd, Spring Ck	Part acquisition and embellishment	2022-26	$658,268	$14,767	$65,827	$738,862

SUPERSEDED

Reference	Shared Infra-structure	Timing	Establishment Cost ($)			
			Cost of Infra-structure	Design / Supervision	Contingency	Total*
Boundary / McDougall Sts, Spring Ck	Part acquisition and embellishment	2017-21	$2,489,764	$42,096.	$248,976.	$2,780,837
McDougall / Glenvale Rd, Spring Ck	Part acquisition and embellishment	2012-16	$588,932	$24,093	$58,893	$671,918
Greenwattle / Hampton Sts, Spring Ck	Embellishment only	2006-11	$164,256	$16,426	$16,426	$197,107
Gwynne St, Drayton	Acquisition and embellishment	2027+	$319,499	$7,050	$31,950	$358,499
Beatrice St, Drayton	Embellishment only	2006-11	$18,096	$1,810	$1,810	$21,715
McDougall / South Sts, Spring Ck	Part acquisition and embellishment	2012-16	$2,979,963	$237,078	$297,996	$3,515,037
Greenwattle Street, Glenvale	Part acquisition and embellishment	2012-16	$1,631,512	$89,981	$163,151	$1,884,644
Manor St / Brisbane Place, Drayton	Embellishment only	2022-26	$12,528	$1,253	$1,253	$15,034
Devonshire / Glennie Streets, Drayton	Embellishment only	2022-26	$112,694	$11,269	$11,269	$135,233
Spring Street, Middle Ridge	Part acquisition and embellishment	2006-11	$1,377,175	$37,918	$137,718	$1,552,810
Wine Drive Park extension, Wilsonton Heights	Acquisition and embellishment	2012-16	$656,648	$58,075	$65,665	$780,388

SUPERSEDED

Reference	Shared Infra-structure	Timing	Establishment Cost ($)			
			Cost of Infra-structure	Design / Supervision	Contingency	Total*
Rosevale St, Westbrook Ck	Acquisition and embellishment	2027+	$552,886	$26,489	$55,289	$634,663
Rosevale / Wyreema Rds, Westbrook Ck	Embellishment only	2022-26	$390,166	$39,017	$39,017	$468,199
Harrow St, Westbrook Ck	Acquisition and embellishment	2022-26	$918,658	$61,776	$91,866	$1,072,300
Cecilia St, Kearneys Spring	Part acquisition and embellishment	2006-11	$526,679	$4,608	$52,668	$583,954
Menzies Street, Middle Ridge	Acquisition and embellishment	2006-11	$214,200	$0	$21,420	$235,620
Mackenzie St, Middle Ridge	Acquisition and embellishment	2006-11	$879,206	$10,481	$87,921	$977,607
Gowrie Ck	Embellishment only	-	$0.00	$0.00	$0.00	$0.00
Warrego Highway, Charlton	Acquisition and embellishment	2006-11	$8,696,577	$780,678	$869,658	$10,346,912
Newtown Park	Embellishment only	2006-16	$1,185,706	$118,571	$118,571	$1,422,847
Emerson Park	Embellishment only	2012-26	$1,447,790	$144,779	$144,779	$1,737,348
Cambooya St / Westbrook Cr	Acquisition and embellishment	2022-26	$436,702	$12,290	$43,670	$492,662
Rosevale / Hanrahan Rds, Drayton	Acquisition and embellishment	2022-26	$40,459	$0	$4,046	$44,505

SUPERSEDED

Reference	Shared Infra-structure	Timing	Establishment Cost ($)			
			Cost of Infra-structure	Design / Supervision	Contingency	Total*
Anzac Ave / Mt Peel	Acquisition and embellishment	2027+	$404,902	$12,290	$40,490	$457,682
Top of East Ck	Part acquisition and embellishment	2006-11	$1,286,608	$48,661	$128,661	$1,463,930
South St / East Ck	Acquisition and embellishment	2012-16	$678,120	$3,712	$67,812	$749,644
Costello St, Harlaxton	Embellishment only	2006-11	$74,691	$7,469	$7,469	$89,630
Total Cost						**95,842,352**

** Costs are expressed at the base date of 30 June 2009.*

5 CONTRIBUTION RATES

5.1 CONTRIBUTION AREAS

(a) For residential development, the contribution rate for the public parks network applies to that area to which the Toowoomba Planning Scheme 2003 applies.

(b) For non-residential development, the contribution rate for the public parks network applies to the urban area of Toowoomba City. The contribution area is identified on Map 5.1 Plans for Park Infrastructure contribution area.

5.2 ESTABLISHMENT COST

(a) The future establishment cost of the public parks network up to 2036 is $97,519,593 (as at 30 June 2009). Of this amount:

i. 100% will be funded by infrastructure contributions under this planning scheme policy, and

ii. 0% will be funded by grants and subsidies.

(b) Table 5.1 identifies the estimated proportion of the establishment cost to be funded by infrastructure contributions in each contribution area.

Table 5.1 Public parks network - establishment costs

Area	Future Infrastructure Cost ($,000)	Admin Cost ($,000)	Establishment Cost ($,000)*	Amount of Establishment Cost ($,000)* to be Funded by Infrastructure Contributions
Toowoomba	95,842	1,677	97,520	97,520

** Costs are expressed at the base date.*

SUPERSEDED

(c) The establishment cost of future shared development infrastructure has been determined using independent land valuations and typical current cost for similar works.

(d) The establishment cost of the public parks network includes an allowance for the costs associated with preparing and administering the planning scheme policy over time. These costs are equal to 1.75% of the establishment cost of the public parks network.

(e) The establishment cost includes engineering planning and design costs equal to 10%, together with a contingency allowance of 10% to deal with construction, utility relocations and land acquisition cost variations.

5.3 PROJECTED DEMAND

A summary of the projected demand on the public parks network is identified in Table 5.2.

Table 5.2 Public parks network - projected demand

Contribution Area	Demand, (ET)		
	2006	2036	Increase in Demand 2006 - 2036
Toowoomba	38,115	50,817	12,702

5.4 COST APPORTIONMENT

The method used to calculate the contribution rate (CR) is as follows:

$$CR = \frac{\text{Amount of establishment cost to be funded by contributions (see Table 5.1)}}{\text{Increase in demand from 2006 to 2036 (see Table 5.2)}}$$

5.5 CONTRIBUTION RATES

The contribution rate for the public parks network is identified in Table 5.3. The contribution rate applies to non-residential and residential development within the urban and non urban areas of the City.

Table 5.3 Public parks network - contribution rate

Contribution Area	Contribution Rate ($ / ET)
Toowoomba	$7,677

SUPERSEDED

6 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

6.1 INFRASTRUCTURE CONTRIBUTIONS THAT MAY BE IMPOSED

Infrastructure contributions may be imposed for shared development infrastructure within the public parks network.

6.2 DEVELOPMENT SUBJECT TO INFRASTRUCTURE CONTRIBUTIONS

The types of assessable development that may trigger an infrastructure contribution being imposed are:

(a) reconfiguration of a lot; and
(b) a material change of use of premises.

6.3 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution for the public parks network is to be calculated in accordance with the following formula-

IC = [(D – DC – DO) x CR]

Where:

(a) IC is an infrastructure contribution for the public parks network;
(b) D is the amount of demand for public parks infrastructure expressed as a number of demand units and calculated in accordance with section 6.4. The demand unit for the public parks network is Equivalent Tenement (ET);
(c) DC is the demand credit for the public parks network calculated in accordance with section 6.5;
(d) DO is the demand offset for the public parks network calculated in accordance with section 6.6; and
(e) CR is the contribution rate for the contribution area in which the development is located and will be applied in accordance with section 6.7.

6.4 CALCULATION OF DEMAND (D)

(a) For the reconfiguration of a lot, the demand for the public parks network is to be calculated using the demand generation rates identified in Table 6.1.
(b) For a material change of use, the demand for the public parks network is to be calculated using the demand generation rates identified in Table 6.2.
(c) Where a development involves more than one use, the demand is to be determined by adding together the proposed demand for each use calculated in accordance with section 6.4(b).

6.5 CALCULATION OF DEMAND CREDIT (DC)

(a) The demand credit is to be calculated using the greater of:
    i. The amount of demand generated by an existing lawful use of the premises, calculated using the demand generation rates identified in Table 6.2, or
    ii. The demand for which infrastructure contributions for the public parks network have been previously made.

SUPERSEDED

(b) Where a contribution referred to in 6.5(a)(ii) is not expressed in the same demand units as those used in this planning scheme policy, the contribution is to be converted into a demand credit as follows:
   i. Where a previous monetary contribution has been made:
      - Convert the previous monetary contribution into its value as at the base date (30 June 2009) by inflating the monetary amount by the movement in the ABS non-building construction (412) Qld index.
      - Divide the amount in the dot point above by the contribution rate identified in Table 5.3 to determine the demand credit.
   ii. Where a previous non monetary contribution has been made:
      - Determine the agreed value of the non monetary contribution at the base date. This is to be derived using the TRC's current cost.
      - Divide the amount in the dot point above by the relevant contribution rate identified in Table 5.3 to determine the demand credit.

(c) No demand credit will be applied where existing lawful use rights apply to a site but the use has not been established or which does not place a demand on the public parks network. The only exception to this will be in relation to detached residential lots on which no dwelling has been constructed. In such cases, a demand credit equivalent to one dwelling per lot will be allowed.

(d) A demand credit arising from 6.5(a) will only be provided to a maximum amount equal to the demand arising from a proposed development.

6.6 CALCULATION OF DEMAND OFFSET (DO)

(a) The demand offset is to be calculated by converting a contribution for the supply of shared development infrastructure for the public parks network into an agreed demand offset as follows:
   i. Determine the establishment cost (less the contingency allowance) of the infrastructure item at the base date identified in this policy.
   ii. Divide the establishment cost in the dot point above by the contribution rate identified in Table 5.3 to determine the demand offset.

(b) Where the demand offset (DO) for the public parks network is greater than the demand (D) for that network, the infrastructure provider may enter into an agreement to refund the proportion of the establishment cost of the shared development infrastructure that reasonably can be apportioned to other premises.

(c) Where the TRC is satisfied that the contingency allowance is required to deliver that infrastructure item, it may agree to include the allowance in 6.6(a)(i).

6.7 APPLYING THE CONTRIBUTION RATE (CR)

The contribution rate for the public parks network has been calculated at the base date of 30 June 2009. The contribution rates for the public parks network are identified in Table 5.3.

6.7.1 Indexation of contribution rate

The contribution rate identified in Table 5.3 is expressed in June 2009 dollar values and will be indexed quarterly up to the time of payment using the Australian Bureau of Statistics Non-Building Construction (412) Qld Index.

SUPERSEDED

6.8 TIME OF PAYMENT OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution is payable:

(a) prior to the time specified in the development approval; or

(b) if no time is specified in the development approval, prior to the time being:
   i. if the contribution applies to **reconfiguration of a lot**—before the local government approves the plan of subdivision under Chapter 3, Part 7 of the *Integrated Planning Act 1997*; or
   ii. if the contribution applies to **material change of use**—before the change of use happens.

6.9 ALTERNATIVES TO PAYING INFRASTRUCTURE CONTRIBUTIONS

(a) The TRC may require or accept an infrastructure contribution that may be in a form other than a monetary contribution.

(b) Alternatives to a monetary contribution are:
   i. a land contribution; or
   ii. a works contribution.

(c) The TRC may require or accept an infrastructure contribution that is a combination of monetary, land and works contribution.

6.10 DEMAND GENERATION RATES

The public parks network demand generation rates are identified as follows:

(a) reconfiguration of a lot – Table 6.1; and

(b) a material change of use – table 6.2.

Table 6.1 Demand generation rates - lot reconfiguration

Planning Scheme Identification		Demand Generation Rate ET/lot
Zone	**Precinct**	
Neighbourhood Residential		1
Mixed Housing		1
Park Residential	Rural Residential	1
	Bushland Residential	1
Regional Centre		0.28
Sub-Regional Centre		0.28
Suburban Centre		0.37
Industry	Light	0.23

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Planning Scheme Identification		Demand Generation Rate ET/lot
Zone	Precinct	
	General	0.23
Open Space		0
Rural		1
Special Use		1 (or as agreed with the TRC)

Table 6.2 Demand generation rates - material change of use

Development Land Use Type	Demand Rate	
	ET/Measure	Measure
Accommodation Building	0.37	Bedroom
Adult Entertainment	0.05	100m^2 GFA
Aged Persons Housing / Care - Hostel Units	0	Bed
Aged Persons Housing / Care - Nursing Home Beds	0	Bed
Aged Persons Housing / Care - Self Contained	0	Unit
Animal Keeping, Farming, Forestry, Intensive Animal Husbandry	0	100m^2 GFA
Automotive / Equipment Showroom	0.09	100m^2 GFA
Automotive Parts and Accessories	0.09	100m^2 GFA
Bed and Breakfast	0	Dwelling
Boarding House	0.37	Bedroom
Bus / Rail / Air Passenger Terminal	0.05	100m^2 GFA
Car Washing Station	0.03	Bay
Caravan Park	0.45	Site
Childcare Centre	0.09	100m^{2}GFA

SUPERSEDED

Development Land Use Type	Demand Rate	
	ET/Measure	Measure
Community Club	0.05	100m^2 GFA
Community Facility	0.05	100m^2 GFA
Display Home	1	Dwelling
Dual Occupancy	0.3	Bedroom
Education Establishment - Secondary	0	100m^2 GFA
Education Establishment - Tertiary/Further	0	100m2 GFA
Education Establishment - Primary	0	100m2 GFA
Entertainment - Amusement Parlour	0.05	100m^2 GFA
Entertainment - Cinema	0.09	100m^2 GFA
Entertainment - Gaming Machine Areas	0.05	100m^2 GFA
Food Outlet (Café / Restaurant)	0.09	100m^2 GFA
Food Outlet (Convenience Restaurant)	0.09	100m^2 GFA
Freight Terminal	0.05	100m^2 GFA
Fuel Depot	0.05	100m^2 GFA
Function Centre	0.05	100m^2 GFA
Funeral Parlour	0.05	100m^2 GFA
Garden Centre	0.05	100m^2 GFA
Home Based Business (Additional to Dwelling)	0.14	100m^2 GFA
Hospital	0.14	100m^{2}GFA
Hotel	0.14	100m^2 GFA
Hotel - Liquor Retail Sales Area	0.14	100m^{2}GFA
Hotel - Lounge/Dining	0.09	100m^{2}GFA

SUPERSEDED

Development Land Use Type	Demand Rate	
	ET/Measure	Measure
House	1	Dwelling
Indoor Recreation Facility - Gymnasium	0.09	100m^2 GFA
Indoor Recreation Facility - Skating Rink	0.05	100m^2 GFA
Indoor Recreation Facility - Squash Or Other Court	0.05	100m^2 GFA
Industrial Premises - Concrete Batching Plant	0	100m^2 GFA
Industrial Premises - Other Medium / Heavy Industry	0.05	100m^2 GFA
Industrial Premises (Light Industry)	0.05	100m^2 GFA
Institution	0	Bedroom
Laundromat	0.05	100m^2 GFA
Licensed Club	0.09	100m^2 GFA
Local Utility	0.03	100m^2 GFA
Major Recreation Facility / Sporting Arena	0.03	100m^2 GFA
Major Utility	0.03	100m^2 GFA
Market	0.09	100m^2 GFA site area
Medical Centre	0.14	100m^2 GFA
Motel	0	Unit
Multiple Dwelling Units	0.67	Unit
Office - General (e.g. Administration, Gov't)	0.19	100m^2 GFA
Office - Service (e.g. Banks, Real Estate)	0.19	100m^2 GFA
Outdoor Recreation Area - Swimming Pool, Golf Course	0.05	100m^2 GFA Site Area
Outdoor Recreation Area – Tennis / Other Court / Lawn Bowls	0.05	100m^2 GFA Site Area
Place of Public Worship	0	100m^2 GFA

SUPERSEDED

Development Land Use Type	Demand Rate	
	ET/Measure	Measure
Relocatable Home Park	0.45	Site
Retail Showroom	0.14	100m^2 GFA
Service Station - Pumps, Service and Storage Areas	0.01	Per Pump
Service Station - Shop in Addition to Pumps	0.05	100m^2 GFA
Shop	0.14	100m^2 GFA
Storage or Supplies Yard	0.05	100m^2 GFA
Supermarket	0.14	100m^2 GFA
Vehicle Depot	0.05	100m^2 Site Area
Vehicle Workshop	0.05	100m^2 GFA
Veterinary Clinic	0.14	100m^2 GFA
Warehouse	0.05	100m^2 GFA
Waste Facility	0.03	100m^2 GFA

SUPERSEDED

7 DEFINITIONS

Base date - means the date from which a local government has estimated its projected infrastructure costs and contribution rates. The base date is 30 June 2009.

Contribution area - means the area to which a contribution rate applies.

Contribution rate, CR - means the dollar amount per demand unit for an infrastructure network.

Current cost - in relation to an asset, means its cost measured by reference to the lowest cost at which the gross service potential of that asset could be obtained in the normal course of business. Where service potential, in relation to an asset, means its economic utility to the entity, based on the total benefit expected to be derived by the entity from use (and/or through sale) of the asset. Gross service potential means the total benefit expected to be derived when the asset was first acquired, and also the benefit from any subsequent upgrading. (Source: *CPA Australia and Institute of Chartered Accountants in Australia)*

Demand, D - refer section 6.4.

Demand credit, DC - refer section 6.5.

Demand offset, DO - refer section 6.6.

Demand unit - means the standard unit of demand that applies to each type of infrastructure to express the demand represented by different types of lots or uses.

Gross Floor Area – means the total floor area of a building on a site excluding private balconies and patios, and areas for parking vehicles.

Infrastructure contribution, IC - means a contribution calculated for a premise for a development infrastructure network.

Local development infrastructure - means development infrastructure which provides a lower order function through connections to individuals or small groups of users. It includes infrastructure internal to the site and connections to shared development infrastructure networks.

Net developable area - means the *developable area* of a site, minus land required for development infrastructure and easements, and other areas constrained from development under the planning scheme provisions.

Proposed demand - means the demand proposed for a premise, calculated using the demand generation rates referenced in section 6.10.

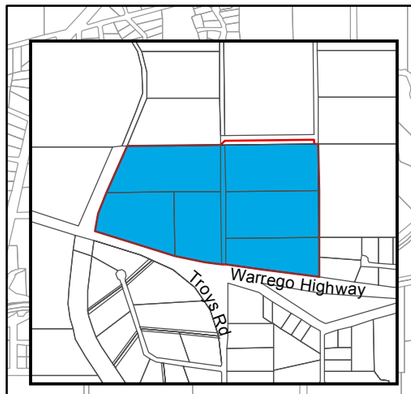
Shared development infrastructure - means development infrastructure which provides a higher order function through connections to a number of users. It does not include local development infrastructure which provides connections to individuals or small groups of users.

8 EXTRINSIC MATERIAL

The following documents are extrinsic material under the *Statutory Instruments Act 1992* and assist in the interpretation of this policy:

- Toowoomba Planning Assumptions Report 2009

SUPERSEDED



Map No.4.1
Toowoomba Shared Public Parks Infrastructure - North-West

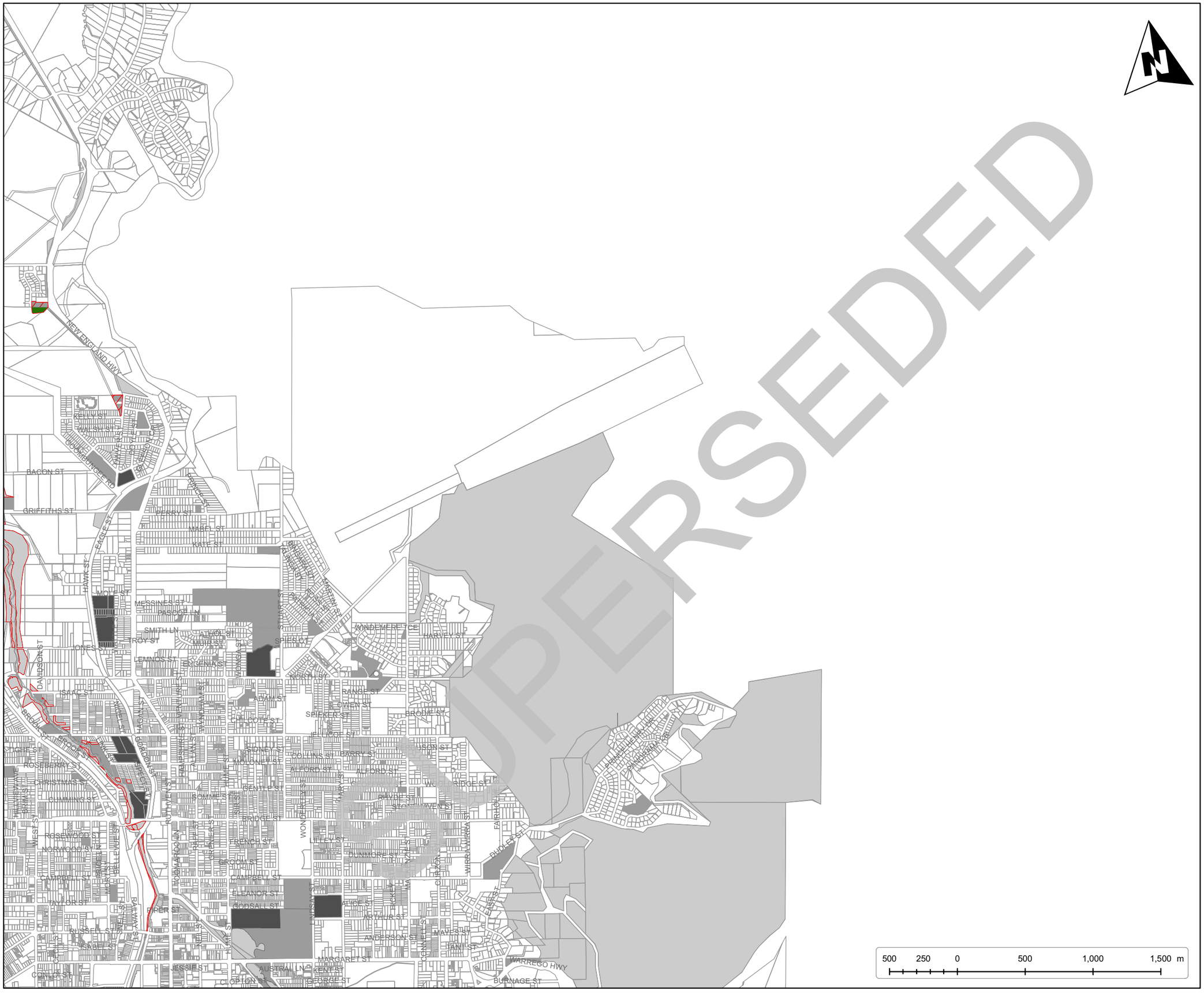
- Proposed Embellishment Only
- Proposed Sports Parkland Acquisition and Embellishment
- Proposed Informal Parkland Acquisition and Embellishment
- Existing Informal Parkland
- Existing Sports Parkland
- Other Open Space (Existing and Future)
- Infrastructure Item Identification Area

SUPERSEDED

1. Toowoomba Regional Council has taken all due care in the data represented, but cannot be held responsible for any inaccuracies in the data.
2. Data must not be distributed or supplied to any other party, without the express written permission of Land Use Planning Branch, or other delegated representative of Council.
3. Please notify Toowoomba Regional Council - Land Use Planning on (07) 4688 6787 of any data errors or omissions.

500 250 0 500 1,000 1,500 m

TOOWOOMBA REGIONAL COUNCIL



Map No.4.2
Toowoomba Shared Public Parks Infrastructure - North East

- Proposed Embellishment Only
- Proposed Sports Parkland Acquisition and Embellishment
- Proposed Informal Parkland Acquisition and Embellishment
- Existing Informal Parkland
- Existing Sports Parkland
- Other Open Space (Existing and Future)
- Infrastructure Item Identification Area

SUPERSEDED

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TOOWOOMBA REGIONAL COUNCIL

Map No.4.3
Toowoomba Shared Public Parks Infrastructure - South West

- Proposed Embellishment Only
- Proposed Sports Parkland Acquisition and Embellishment
- Proposed Informal Parkland Acquisition and Embellishment
- Existing Informal Parkland
- Existing Sports Parkland
- Other Open Space (Existing and Future)
- Infrastructure Item Identification Area

500 250 0 500 1,000 1,500 m

1. Toowoomba Regional Council has taken all due care in the data represented, but cannot be held responsible for any inaccuracies in the data.
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TOOWOOMBA REGIONAL COUNCIL

Map No. 4.4
Toowoomba Shared Public Parks Infrastructure - South East

- Proposed Embellishment Only
- Proposed Sports Parkland Acquisition and Embellishment
- Proposed Informal Parkland Acquisition and Embellishment
- Existing Informal Parkland
- Existing Sports Parkland
- Other Open Space (Existing and Future)
- Infrastructure Item Identification Area

SUPERSEDED

500 250 0 500 1,000 1,500 m

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Map 5.1 Toowoomba City Plans for Park Infrastructure Contribution Area

Creek
Open Space
Contribution Area

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2.5 1.25 0 2.5 Kilometers

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3. Please notify Toowoomba Regional Council - Land Use Planning on (07) 4688 6787 of any data errors or omissions.

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SUPERSEDED



TOOWOOMBA PLANNING SCHEME

PLANNING SCHEME POLICY No. 8

INFRASTRUCTURE CONTRIBUTIONS FOR

WATER SUPPLY NETWORK

SUPERSEDED

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1 PRELIMINARY

1.1 INTRODUCTION

This planning scheme policy has been prepared in accordance with the requirements of the *Integrated Planning Act 1997*.

The planning scheme policy (PSP) applies to the area of the Toowoomba Planning Scheme 2003 (the planning scheme).

This PSP replaces the previous 'Toowoomba Regional Council Planning Scheme Policy – Infrastructure Contributions for Water Supply Network (Toowoomba) and will take effect as of 31 October 2009.

1.2 PURPOSE

The purpose of this planning scheme policy is to support the planning scheme by assisting with:

(a) the integration of land use planning and infrastructure planning for the water supply network;
(b) the efficient and orderly provision of shared development infrastructure for the water supply network; and
(c) the funding of shared development infrastructure for the water supply network through the fair apportionment of these costs to development.

1.3 STRUCTURE OF PLANNING SCHEME POLICY

This planning scheme policy:

(a) identifies in section 2 'Application of Planning Scheme Policy' how the planning scheme policy will be applied to development;
(b) states in section 3 'Planning Assumptions' the projections of future urban growth and the assumptions of demand for the water supply network, which have informed the preparation of the planning scheme policy;
(c) identifies in section 4 'Timing of Shared Development Infrastructure' when it is anticipated that shared development infrastructure for the water supply network will be provided;
(d) states in section 5 'Contribution Rates' how the contribution rates have been calculated through the apportionment of the establishment cost across demand; and
(e) states in section 6 'Infrastructure Contributions' how to calculate an infrastructure contribution for shared development infrastructure within the water supply network using the infrastructure contribution rates identified in section 5.

2 APPLICATION OF PLANNING SCHEME POLICY

2.1 APPLYING THE PLANNING SCHEME POLICY TO DEVELOPMENT

This planning scheme policy:

(a) states the basis for the calculation of infrastructure contributions that may be imposed as a condition of development; and
(b) states the basis for the imposition of a condition of development requiring:

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i. the supply of shared development infrastructure; and
ii. the payment of additional shared development infrastructure costs.

2.2 INFRASTRUCTURE CONTRIBUTIONS

Infrastructure contributions for the water supply network applicable to a development will be calculated in accordance with section 6 'Infrastructure Contributions'.

2.3 SUPPLY OF SHARED DEVELOPMENT INFRASTRUCTURE

A condition may be imposed for the supply of shared development infrastructure where:

(a) existing shared development infrastructure necessary to service the premises is not adequate and shared development infrastructure adequate to service the premises is identified in the planning scheme policy; or
(b) shared development infrastructure to service the premises is necessary, but is not yet available and is identified in the planning scheme policy; or
(c) shared development infrastructure identified in the planning scheme policy is located on the premises.

The agreed value of the necessary shared development infrastructure supplied for the water supply network will be offset against an infrastructure contribution imposed for that network on the development (see section 6.6 'Calculation of Demand Offset').

2.4 PAYMENT OF ADDITIONAL SHARED DEVELOPMENT INFRASTRUCTURE COSTS

A condition may be imposed requiring the payment of additional shared development infrastructure costs where:

(a) for a properly made development application lodged on or before 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in the policy or policies dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy; or
(b) for a properly made development application lodged after 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in this policy.

Costs associated with the provision of additional shared development infrastructure will not normally be offset against infrastructure contributions calculated in accordance with section 6.

The Toowoomba Regional Council (TRC) may however allow the additional shared development infrastructure to be offset against infrastructure contributions where it decides the works provide a necessary shared function to other network users.

2.5 CONDITIONS FOR THE SUPPLY OF LOCAL DEVELOPMENT INFRASTRUCTURE

In addition to conditions imposed for shared development infrastructure, conditions may also be imposed on development for the supply of local development infrastructure.

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2.6 PLANNING SCHEME POLICY BASED ON EXISTING PLANNING SCHEME

The demand assumptions, future infrastructure and infrastructure contribution rates within this planning scheme policy are based on the anticipated level of development allowed for under the planning scheme at 30 June 2009. Should the planning scheme be amended after 30 June 2009 to allow for more intense forms of development, applications that require additional shared infrastructure will be conditioned to pay for that infrastructure in accordance with section 2.4.

2.7 EFFECTIVE DEVELOPMENT APPROVALS GRANTED AND PROPERLY MADE DEVELOPMENT APPLICATIONS LODGED ON OR BEFORE 30 OCTOBER 2009

If a development approval was granted on or before 30 October 2009 and includes a condition requiring payment of contribution(s) under this policy, so long as the contribution(s) is paid to the TRC by 5pm on 30 June 2010, the applicant / landowner may pay the lesser of the following:

(a) the amount of contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) the amount of contribution(s) which is payable under this policy.

If a properly made development application is lodged with the TRC on or before 30 October 2009 and the TRC imposes a condition(s) on the development approval requiring the payment of a contribution(s) under this policy, the applicant / landowner may satisfy that condition(s) by either:

(a) paying within 20 business days of the development approval taking effect, the amount of the contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items as dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) paying the contribution required under this policy in accordance with the condition.

3 PLANNING ASSUMPTIONS

Details concerning the planning assumptions are referenced in section 8 ‘Extrinsic Material’.

4 TIMING OF SHARED DEVELOPMENT INFRASTRUCTURE

4.1 PURPOSE

This section identifies:

(a) existing shared development infrastructure for the water supply network; and

(b) when it is anticipated that future shared development infrastructure for the water supply network will be provided.

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4.2 SHARED DEVELOPMENT INFRASTRUCTURE FOR THE WATER SUPPLY NETWORK

Table 4.1 defines the shared development infrastructure for the water supply network.

Table 4.1 Shared development infrastructure for the water supply network

Network	System	Items
Water	Bulk supply	• Water sources (dams, bores, bulk supply mains) • Raw water mains (including associated pump stations and fittings) • Water treatment facilities • Associated monitoring systems
	Distribution	• Reservoirs and storage facilities • Re-chlorination facilities • Existing distribution mains greater than 200mm diameter • Future distribution mains greater than 150mm diameter • Associated pump stations and fittings • Associated monitoring systems • Fire fighting devices

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4.3 PLANS FOR DEVELOPMENT INFRASTRUCTURE

Plans showing the existing and future shared development infrastructure for the water supply network are shown on the following maps:

- Maps 4.1 to 4.29 Toowoomba City – Plans of existing water supply infrastructure.

4.4 SCHEDULE OF WORKS

Table 4.2 identifies when it is anticipated that shared development infrastructure for the water supply network will be provided to service growth.

Table 4.2 Schedule of works – Water supply network

Shared Development Infrastructure	Estimated Completion	Cost of Works ($)* - Includes Contingency and Design and Supervision Costs
Mt Kynoch #4 Reservoir	2012 – 2013	1,208,296
Gabbinbar #3 Reservoir	2008 – 2009	3,107,047
Platz Street #2 Reservoir	2022 – 2023	624,894

Shared Development Infrastructure	Estimated Completion	Cost of Works ($)* - Includes Contingency and Design and Supervision Costs
Pechey 3	2017 – 2021	1,309,303
Kynoch TP Stage 3	2016 – 2017	25,381,692
Basalt bores	2008 – 2010	3,927,908
Great Artesian Basin bore & Treatment Plant	2008 – 2009	7,148,793
Great Artesian Basin bore & Treatment Plant	2008 – 2009	714,165
Boothby Street Pumping Station	2014 – 2015	625,490
Charker Street booster	2021 – 2022	59,513
Cabarlah booster	2022 – 2026	8,331,926
Wivenhoe Dam – Wivenhoe Pipeline	2006 – 2011	10,855,309
Regent Road – Wivenhoe Pipeline	2006 – 2011	10,855,309
Esk-Hampton Rd- Wivenhoe Pipeline	2006 – 2011	10,855,309
Perserverance Dam- Wivenhoe Pipeline	2006 – 2011	10,855,309
Cressbrook Desrat Unit	2012 – 2016	595,137
Cressbrook Spillway Upgrade	2012 – 2016	35,708,254
Cooby Spillway Upgrade	2012 – 2016	21,424,952
Intake Tower- Wivenhoe Dam	2006 – 2011	9,522,201
Perserverance intake tower – Wivenhoe pipeline	2006 – 2011	9,522,201
Pechey main interconnection	2006 – 2011	234,051
Wetalla/Weale St	2006 – 2011	1,468,964
Mount Jockey Road- Wivenhoe Pipeline	2006 – 2011	9,105,605
Paddys Gully Road – Wivenhoe Pipeline	2006 – 2011	47,611,005
Perserverance dam – part Wivenhoe pipeline	2006 – 2011	5,394,415
West St – Charker to Volker	2012 – 2016	128,592

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Shared Development Infrastructure	Estimated Completion	Cost of Works ($)* - Includes Contingency and Design and Supervision Costs
West St – Handley to Volker Section #1	2012 – 2016	83,048
Charker St- West Hayden	2012 – 2016	192,475
Charker St- West Hayden	2012 – 2016	71,103
West St – Handley to Volker Section #2	2012 – 2016	189,697
Arabian / Cambridge to Wuth/Platz/Maplewood	2015 – 2016	1,428,568
Drayton – Boothby St	2012 – 2016	3,932,065
Darling Heights – Handley St	2012 – 2016	2,083,997
Darling Heights – West St	2012 – 2016	709,337
City Zone water mains	2010 – 2011	72,667
Gabbinbar Zone water mains	2007 – 2020	2,867,871
Gabbinbar High Zone water mains – Ward to Ramsay	2008 – 2010	158,369
Mt Kynoch Zone water mains	2007 – 2021	4,472,404
Northern Pressure Zone water mains	2009	7,336
Total cost		**$252,844,577**

** The establishment cost has been determined as at the base date in accordance with section 5.2.*

SUPERSEDED

5 CONTRIBUTION RATES

5.1 CONTRIBUTION AREAS

Contribution rates for the water supply network have been stated for that part of the planning scheme area planned to be supplied with a reticulated water supply. The location of the contribution areas are identified on Map 5.1 – Toowoomba City water supply contribution areas.

5.2 ESTABLISHMENT COST

(a) The establishment cost (existing and future) of the water supply network up to 2036 is $710,465,960 (as at 30 June 2009). Of this amount:
   i. 84% will be funded by infrastructure contributions; and
   ii. 16% will be funded by grants and subsidies.

(b) Table 5.1 identifies the estimated proportion of the establishment cost to be funded by infrastructure contributions in each contribution area.

Table 5.1 Water supply network - establishment costs

Area	Amount of Establishment Cost ($,000)* to be Funded by Infrastructure Contributions
City	24,678.16
Freneau Pines	6,958.15
Gabbinbar	125,352.98
Gabbinbar High	6,787.24
Horners	35,687.20
Mt Kynoch	107,553.99
Mt Lofty	46,521.60
Northern	42,641.42
Picnic Point	3,293.84
Platz	43,595.31
TOTAL	**443,069.89**

** Costs are expressed at the base date of 31 December 2009.*

(c) All existing shared development infrastructure has been valued at current cost.

(d) The establishment cost of future shared development infrastructure has been determined using typical current cost for similar works.

(e) The establishment cost of the water supply network includes an allowance for the costs associated with preparing and administering the planning scheme policy over time. These costs are equal to 1.75% of the establishment cost of the water supply network.

(f) The establishment cost includes engineering planning and design costs equal to 15%, together with a contingency allowance of 10% to deal with construction, utility relocations and land acquisition cost variations.

5.3 PROJECTED DEMAND

A summary of the projected demand on the water supply network is identified in Table 5.2.

SUPERSEDED

Table 5.2 Water supply network - projected demand summary

Contribution Area	Cumulative Demand, (ET)					
	2006	2011	2016	2021	2026	2036
City	3,471	3,479	3,504	3,526	3,526	3,531
Freneau Pines	696	709	715	718	720	723
Gabbinbar	11,993	13,035	14,028	14,750	15,192	15,675
Gabbinbar High	465	667	685	693	693	693
Homers	4,977	5,052	5,120	5,199	5,224	5,417
Mt Kynoch	12,791	14,121	15,285	16,649	17,647	18,049
Mt Lofty	6,876	7,019	7,185	7,336	7,431	7,634
Northern	5,511	5,625	5,960	6,346	6,508	6,608
Picnic Point	333	338	344	353	353	353
Platz	3,707	3,925	4,106	4,320	5,034	6,270
TOTAL	**50,820**	**53,970**	**56,932**	**59,890**	**62,328**	**64,952**

5.4 COST APPORTIONMENT

The method used to calculate the contribution rate (CR) is as follows:

$$CR = \frac{\text{Amount of establishment cost to be funded by contributions (see Table 5.2)}}{\text{Cumulative demand to 2036 (see table 5.3)}}$$

5.5 CONTRIBUTION RATES

The contribution rates for the water supply network are identified in table 5.3.

Table 5.3 Water supply network - contribution rates

Contribution Area	Contribution Rate ($ / ET)
City	6,613
Freneau Pines	9,295
Gabbinbar	7,639
Gabbinbar High	9,467
Horners	6,206

SUPERSEDED

Contribution Area	Contribution Rate ($ / ET)
Mt Kynoch	5,565
Mt Lofty	5,703
Northern	6,068
Picnic Point	8,997
Platz	6,577

6 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

6.1 INFRASTRUCTURE CONTRIBUTIONS THAT MAY BE IMPOSED

Infrastructure contributions may be imposed for shared development infrastructure within the water supply network.

6.2 DEVELOPMENT SUBJECT TO INFRASTRUCTURE CONTRIBUTIONS

The types of assessable development that may trigger an infrastructure contribution being imposed are:

(a) reconfiguration of a lot; and
(b) a material change of use of premises.

6.3 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution for the water supply network is to be calculated in accordance with the following formula-

IC = [(D – DC – DO) x CR]

Where:

(a) IC is an infrastructure contribution for the water supply network;
(b) D is the amount of demand for water supply infrastructure expressed as a number of demand units and calculated in accordance with section 6.4. The demand unit for the water supply network is Equivalent Tenement (ET);
(c) DC is the demand credit for the water supply network calculated in accordance with section 6.5;
(d) DO is the demand offset for the water supply network calculated in accordance with section 6.6; and
(e) CR is the contribution rate for the contribution area in which the development is located and will be applied in accordance with section 6.7.

SUPERSEDED

6.4 CALCULATION OF DEMAND (D)

(a) For the reconfiguration of a lot, the demand for the water supply network is to be calculated using the demand generation rates identified in Table 6.1.

(b) For a material change of use, the demand for the water supply network is to be calculated using the demand generation rates identified in Table 6.2.

(c) Where a development involves more than one use, the demand is to be determined by adding together the proposed demand for each use calculated in accordance with section 6.4(b).

6.5 CALCULATION OF DEMAND CREDIT (DC)

(a) The demand credit is to be calculated using the greater of:
   i. The amount of demand generated by an existing lawful use of the premises, calculated using the demand generation rates identified in Table 6.2, or
   ii. The demand for which infrastructure contributions for the water supply network have been previously made.

(b) Where a contribution referred to in 6.5(a)(ii) is not expressed in the same demand units as those used in this planning scheme policy, the contribution is to be converted into a demand credit as follows:
   i. Where a previous monetary contribution has been made:
      - Convert the previous monetary contribution into its value as at the base date (30 June 2009) by inflating the monetary amount by the movement in the ABS non-building construction (412) Qld index.
      - Divide the amount in the dot point above by the contribution rate identified in Table 5.3 to determine the demand credit.
   ii. Where a previous non monetary contribution has been made:
      - Determine the agreed value of the non monetary contribution at the base date. This is to be derived using the TRC's current cost.
      - Divide the amount in the dot point above by the relevant contribution rate identified in Table 5.3 to determine the demand credit.

(c) No demand credit will be applied where existing lawful use rights apply to a site but the use has not been established or which does not place a demand on the water supply network. The only exception to this will be in relation to detached residential lots on which no dwelling has been constructed. In such cases, a demand credit equivalent to one dwelling per lot will be allowed.

(d) A demand credit arising from 6.5(a)(i) will only be provided to a maximum amount equal to the demand arising from a proposed development.

6.6 CALCULATION OF DEMAND OFFSET (DO)

(a) The demand offset is to be calculated by converting a contribution for the supply of shared development infrastructure for the water supply network into an agreed demand offset as follows:
   i. Determine the establishment cost (less the contingency allowance) of the infrastructure item at the base date identified in this policy.
   ii. Divide the establishment cost in the dot point above by the contribution rate identified in Table 5.3 to determine the demand offset.

SUPERSEDED

(b) Where the demand offset (DO) for the water supply network is greater than the demand (D) for that network, the infrastructure provider may enter into an agreement to refund the proportion of the establishment cost of the shared development infrastructure that reasonably can be apportioned to other premises.

(c) Where the TRC is satisfied that the contingency allowance is required to deliver that infrastructure item, it may agree to include the allowance in 6.6(a)(i).

6.7 APPLYING THE CONTRIBUTION RATE (CR)

The contribution rate for the water supply network has been calculated at the base date of 30 June 2009. The contribution rates for the water supply network are identified in Table 5.3.

6.7.1 Indexation of contribution rate

The contribution rate identified in Table 5.3 is expressed in June 2009 dollar values and will be indexed quarterly up to the time of payment using the Australian Bureau of Statistics Non-Building Construction (412) Qld Index.

6.8 TIME OF PAYMENT OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution is payable:

(a) prior to the time specified in the development approval; or

(b) if no time is specified in the development approval, prior to the time being:
   i. if the contribution applies to **reconfiguration of a lot**—before the local government approves the plan of subdivision under Chapter 3, Part 7 of the *Integrated Planning Act 1997*; or
   ii. if the contribution applies to **material change of use**—before the change of use happens.

6.9 ALTERNATIVES TO PAYING INFRASTRUCTURE CONTRIBUTIONS

(a) The TRC may require or accept an infrastructure contribution that may be in a form other than a monetary contribution.

(b) Alternatives to a monetary contribution are:
   i. a land contribution; or
   ii. a works contribution.

(c) The TRC may require or accept an infrastructure contribution that is a combination of monetary, land and works contribution.

6.10 DEMAND GENERATION RATES

The water supply network demand generation rates are identified as follows:

(a) reconfiguration of a lot – Table 6.1; and

(b) a material change of use – Table 6.2.

SUPERSEDED

Table 6.1 Demand generation rates per lot - lot reconfiguration

Planning Scheme Identification		Demand Generation Rate	
		Demand (ET) per lot	
Zone	**Precinct**		
Neighbourhood Residential		1 ET	Lot
Mixed Housing		1 ET	Lot
Park Residential	Rural Residential	1 ET	Lot
	Bushland Residential	1ET	Lot
Regional Centre		2 ET	Lot
Sub-Regional Centre		2 ET	Lot
Suburban Centre		1.9 ET	Lot
Industry	Light	2 ET	Lot
	General	2 ET	Lot
Open Space		0 ET	N/A
Rural		0 ET	N/A
Special Use		4 ET (or as agreed with the TRC)	Lot

SUPERSEDED

Table 6.2 Demand generation rates - material change of use

Development Land Use Type	Demand Generation Rate	
	Demand (ET)	**Measure**
Accommodation Building	0.3	Bed
Adult Entertainment	0.3	100m^2 Gross Floor Area (GFA)
Aged Persons Housing / Care - Hostel Units	0.3	Bed
Aged Persons Housing / Care - Nursing Home Beds	0.6	Bed
Aged Persons Housing / Care - Self Contained	0.3	Bedroom

Development Land Use Type	Demand Generation Rate	
	Demand (ET)	Measure
Animal Keeping, Farming, Forestry, Intensive Animal Husbandry	0.1	100m^2 GFA
Automotive / Equipment Showroom	0.25	100m^2 GFA
Automotive Parts and Accessories	0.3	100m^2 GFA
Bed and Breakfast	0.3	Bedroom
Boarding House	0.3	Bedroom
Bus / Rail / Air Passenger Terminal	4	100m^2 GFA
Car Washing Station	2	100m^2 GFA
Caravan Park	0.5	Site
Childcare Centre	2	100m^2 GFA
Community Club	0.3	100m^2 GFA
Community Facility	0.8	100m^2 GFA
Display Home	1	Dwelling
Dual Occupancy	0.3	Bedroom
Education Establishment - Secondary	2	100m^2 GFA
Education Establishment - Tertiary / Further	2	100m^2 GFA
Education Establishment - Primary	2	100m^2 GFA
Entertainment - Amusement Parlour	0.8	100m^2 GFA
Entertainment - Cinema	0.8	100m^2 GFA
Entertainment - Gaming Machine Areas	0.8	100m^2 GFA
Food Outlet (Café / Restaurant)	1.5	100m^2 GFA
Food Outlet (Convenience Restaurant)	1.5	100m^2 GFA
Freight Terminal	0.2	100m^2 GFA
Fuel Depot	0.5	100m^2 GFA
Function Centre	0.8	100m^2 GFA
Funeral Parlour	0.8	100m^2 GFA
Garden Centre	0.2	100m^2 GFA
Home Based Business (Additional to Dwelling)	0.8	100m^2 GFA
Hospital	0.8	100m^2 GFA
Hotel	1.1	100m^2 GFA
Hotel - Liquor Retail Sales Area	0.6	100m^2 GFA
Hotel - Lounge / Dining	1.5	100m^2 GFA
House	1	Dwelling
Indoor Recreation Facility - Gymnasium	0.2	100m^2 GFA
Indoor Recreation Facility - Skating Rink	0.2	100m^2 GFA
Indoor Recreation Facility - Squash or Other Court	0.2	100m^2 GFA
Industrial Premises - Concrete Batching Plant	0.7	100m^2 GFA
Industrial Premises - Other Medium/Heavy Industry	0.3	100m^2 GFA
Industrial Premises (Light Industry)	0.3	100m^2 GFA

SUPERSEDED

Development Land Use Type	Demand Generation Rate	
	Demand (ET)	Measure
Institution	0.3	Bedroom
Laundromat	0.4	100m^2 GFA
Licensed Club	0.3	100m^2 GFA
Local Utility	0	100m^2 GFA
Major Recreation Facility / Sporting Arena	1	100m^2 GFA
Major Utility	0.8	100m^2 GFA
Market	1	100m^2 GFA
Medical Centre	0.8	100m^2 GFA
Motel	0.3	Bedroom
Multiple Dwelling Units	0.3	Bedroom
Office - General (e.g. Administration, Govt)	0.8	100m^2 GFA
Office - Service (e.g. Banks, Real Estate)	0.8	100m^2 GFA
Outdoor Recreation Area - Swimming Pool, Golf Course	1	100m^2 GFA
Outdoor Recreation Area - Tennis / Other Court / Lawn Bowls	1	100m^2 GFA
Place of Public Worship	0.2	100m^2 GFA
Relocatable Home Park	0.5	Site
Retail Showroom	0.2	100m^2 GFA
Service Station - Pumps, Service and Storage Areas	0.8	100m^2 GFA
Service Station - Shop	0.5	100m^2 GFA
Shop	0.6	100m^2 GFA
Storage or Supplies Yard	0.15	100m^2 GFA
Supermarket	0.4	100m^2 GFA
Vehicle Depot	0.5	100m^2 GFA
Vehicle Workshop	0.3	100m^2 GFA
Veterinary Clinic	0.8	100m^2 GFA
Warehouse	0.2	100m^2 GFA
Waste Facility	4	100m^2 GFA

SUPERSEDED

7 DEFINITIONS

Base date - means the date from which a local government has estimated its projected infrastructure costs and contribution rates. The base date is 30 June 2009.

Contribution area - means the area to which a contribution rate applies.

Contribution rate, CR - means the dollar amount per demand unit for an infrastructure network.

Current cost - in relation to an asset, means its cost measured by reference to the lowest cost at which the gross service potential of that asset could be obtained in the normal course of business. Where service potential, in relation to an asset, means its economic utility to the entity, based on the total benefit expected to be derived by the entity from use (and/or through sale) of the asset. Gross service potential means the total benefit expected to be derived when the asset was first acquired, and also the benefit from any subsequent up-grading. (Source: *CPA Australia and Institute of Chartered Accountants in Australia)*

Demand, D - refer section 6.4.

Demand credit, DC - refer section 6.5.

Demand offset, DO - refer section 6.6.

Demand unit - means the standard unit of demand that applies to each type of infrastructure to express the demand represented by different types of lots or uses.

Gross Floor Area – means the total floor area of a building on a site excluding private balconies and patios, and areas for parking vehicles.

Infrastructure contribution, IC - means a contribution calculated for a premise for a development infrastructure network.

Local development infrastructure - means development infrastructure which provides a lower order function through connections to individuals or small groups of users. It includes infrastructure internal to the site and connections to shared development infrastructure networks.

Net developable area - means the *developable area* of a site, minus land required for development infrastructure and easements, and other areas constrained from development under the planning scheme provisions.

Proposed demand - means the demand proposed for a premise, calculated using the demand generation rates referenced in section 6.10.

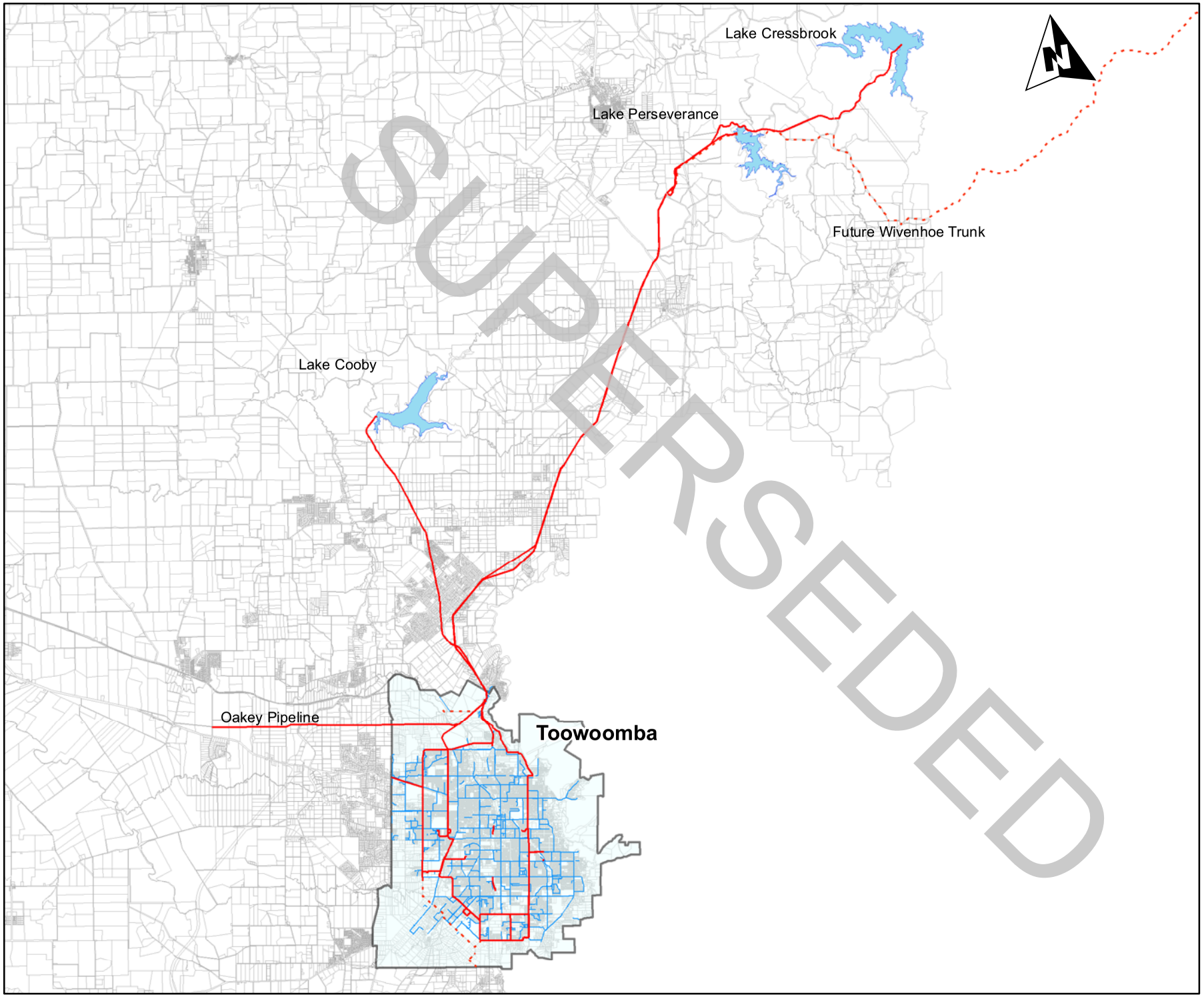
Shared development infrastructure - means development infrastructure which provides a higher order function through connections to a number of users. It does not include local development infrastructure which provides connections to individuals or small groups of users.

8 EXTRINSIC MATERIAL

The following documents are extrinsic material under the *Statutory Instruments Act 1992* and assist in the interpretation of this policy:

(a) Toowoomba Planning Assumptions Report 2009;
(b) Toowoomba Water Supply Planning Report; and
(c) Toowoomba City Council Draft Priority Infrastructure Plan,

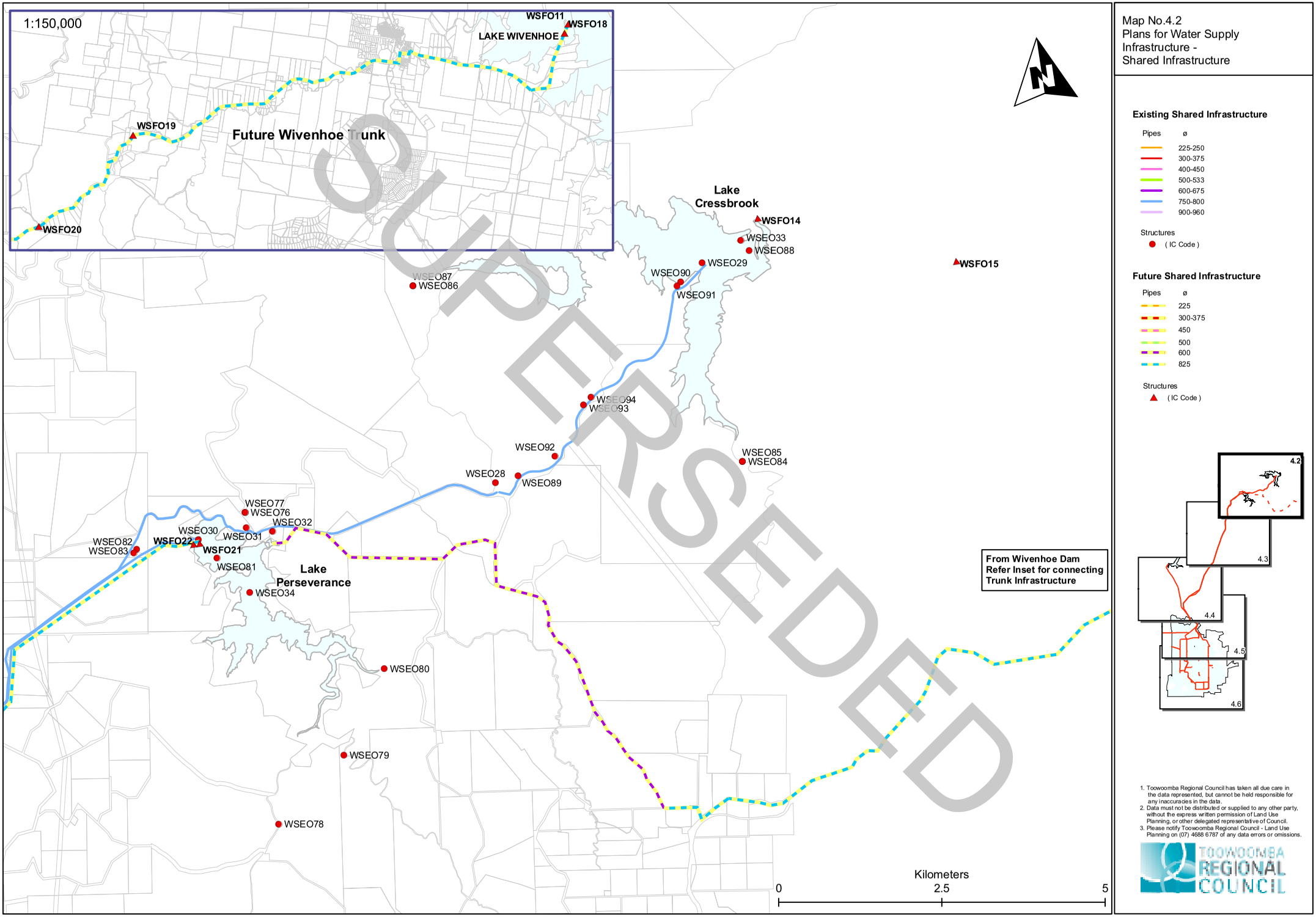
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Map No.4.1 Plan for Existing Water Supply Infrastructure

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Map No.4.2
Plans for Water Supply
Infrastructure -
Shared Infrastructure

Existing Shared Infrastructure

Pipes ø
- 225-250
- 300-375
- 400-450
- 500-533
- 600-675
- 750-800
- 900-960

Structures
- (IC Code)

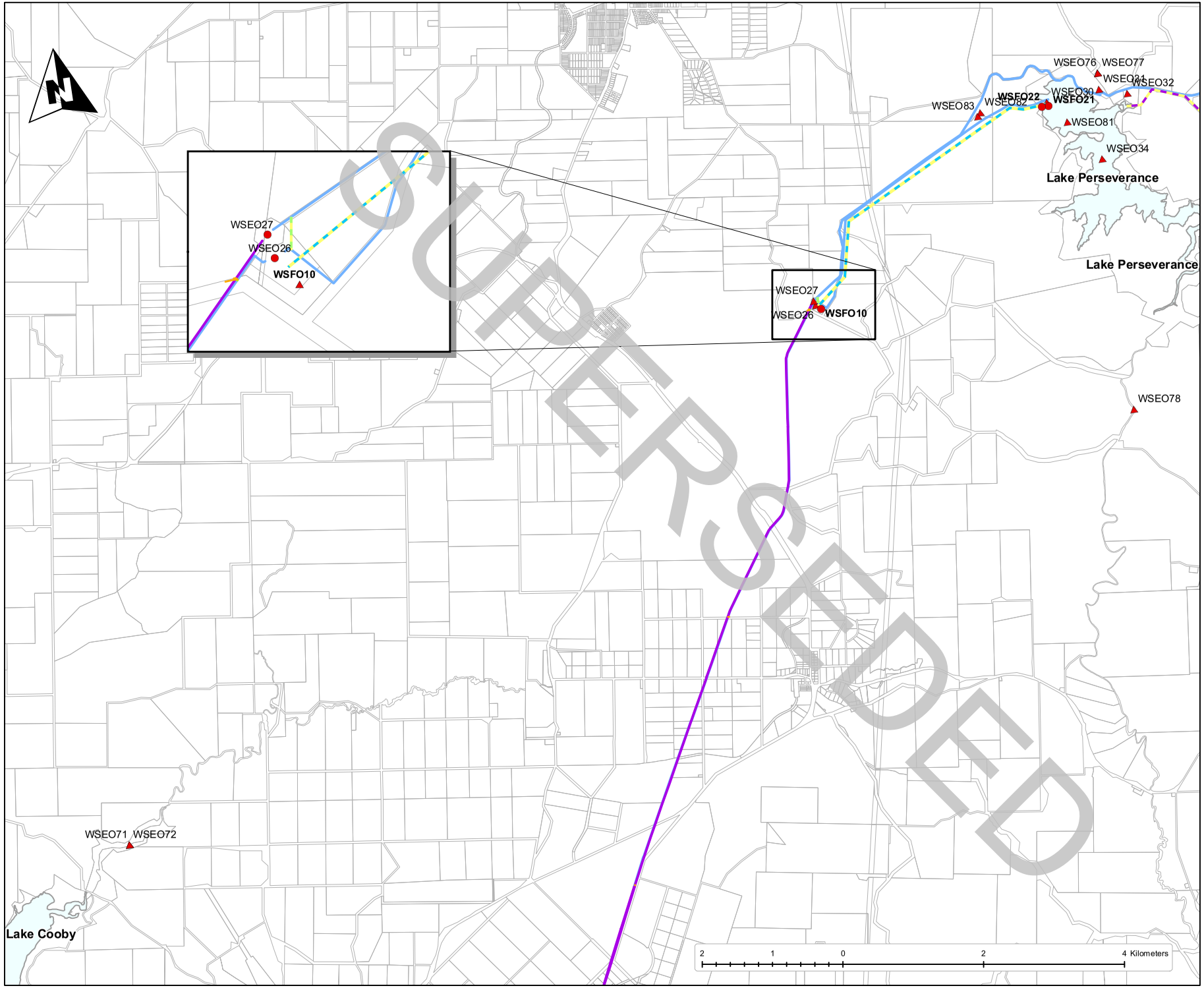
Future Shared Infrastructure

Pipes ø
- 225
- 300-375
- 450
- 500
- 600
- 825

Structures
- (IC Code)

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SUPERSEDED

Map No.4.3
Plans for Water Supply Infrastructure -
Shared Infrastructure

Existing Shared Infrastructure

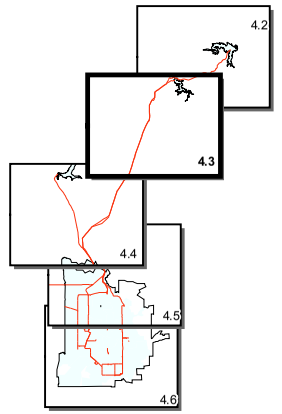
Pipes ø
- 200
- 225-250
- 300-375
- 400-450
- 500-533
- 600-675
- 750-800
- 900-960

Structures
- (IC Code)

Future Shared Infrastructure

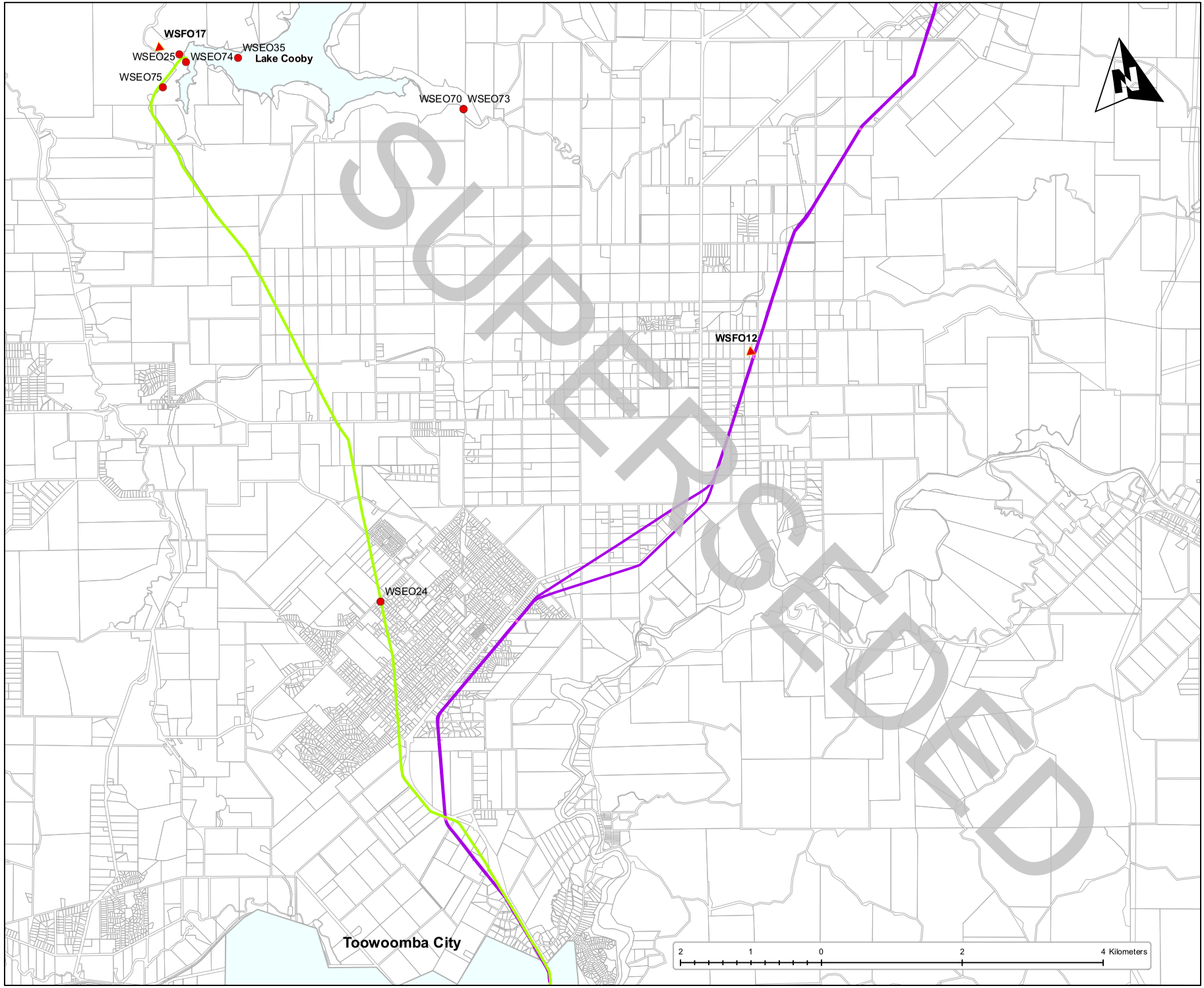
Pipes ø
- 225
- 300-375
- 450
- 500
- 600
- 825

Structures
- (IC Code)



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Map No.4.4
Plans for Water Supply Infrastructure - Shared Infrastructure

Existing Shared Infrastructure

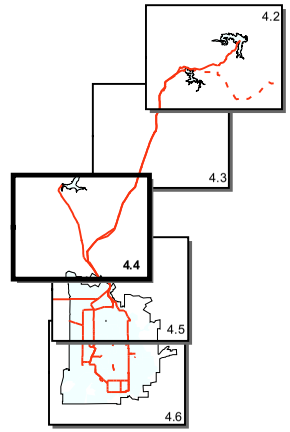
Pipes ø
- 225-250
- 300-375
- 400-450
- 500-533
- 600-675
- 750-800
- 900-960

Structures
- (IC Code)

Future Shared Infrastructure

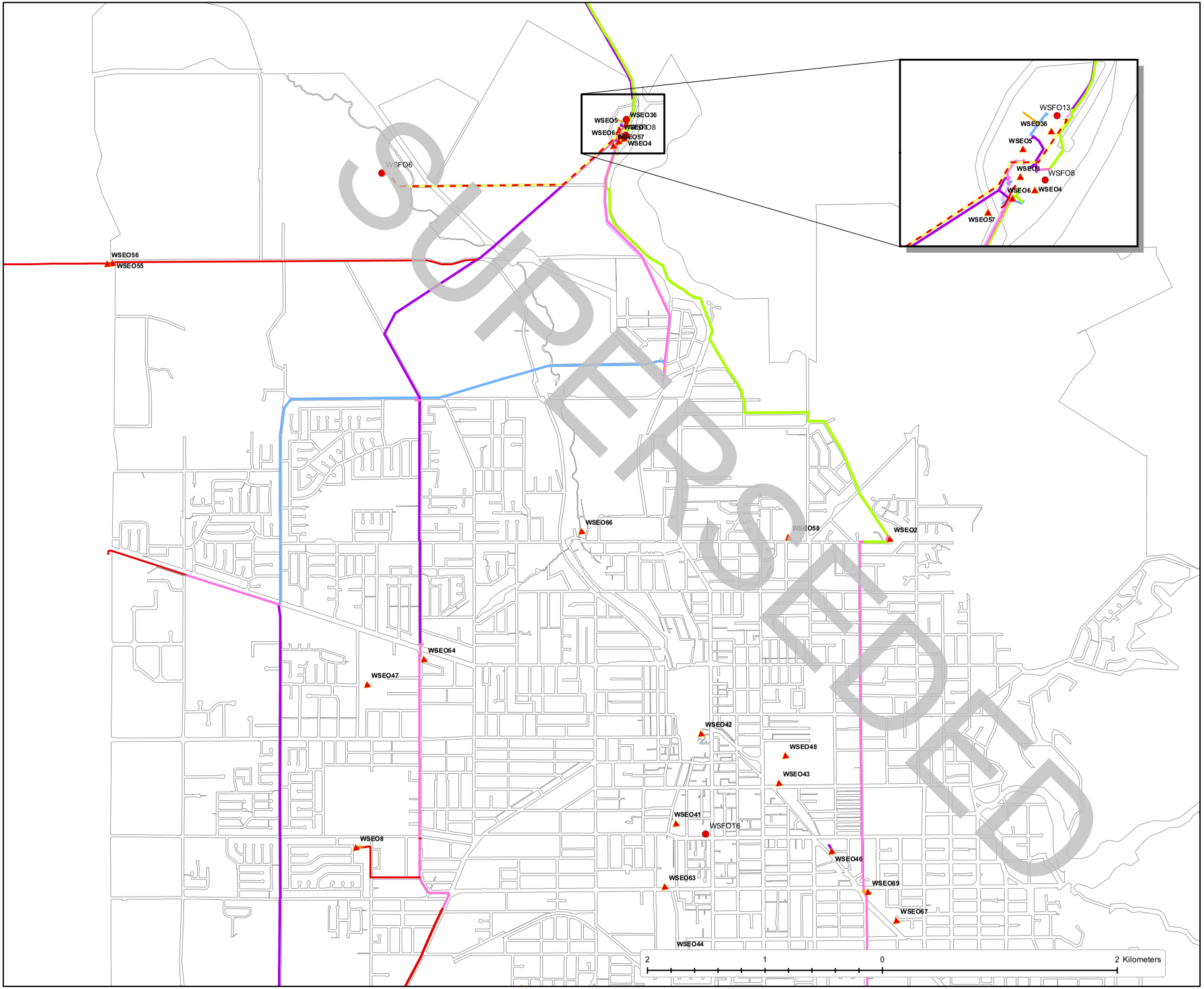
Pipes ø
- 225
- 300-375
- 450
- 500
- 600
- 825

Structures
- (IC Code)



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Map No.4.5
Plans for Water Supply Infrastructure -
Shared Infrastructure

Existing Shared Infrastructure

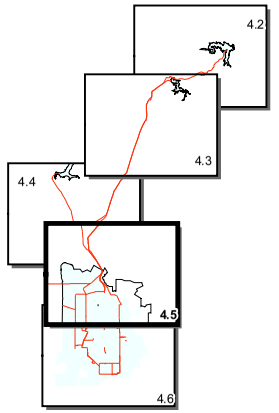
Pipes ø
- 225-250
- 300-375
- 400-450
- 500-533
- 600-675
- 750-800
- 900-960

Structures
- (IC Code)

Future Shared Infrastructure

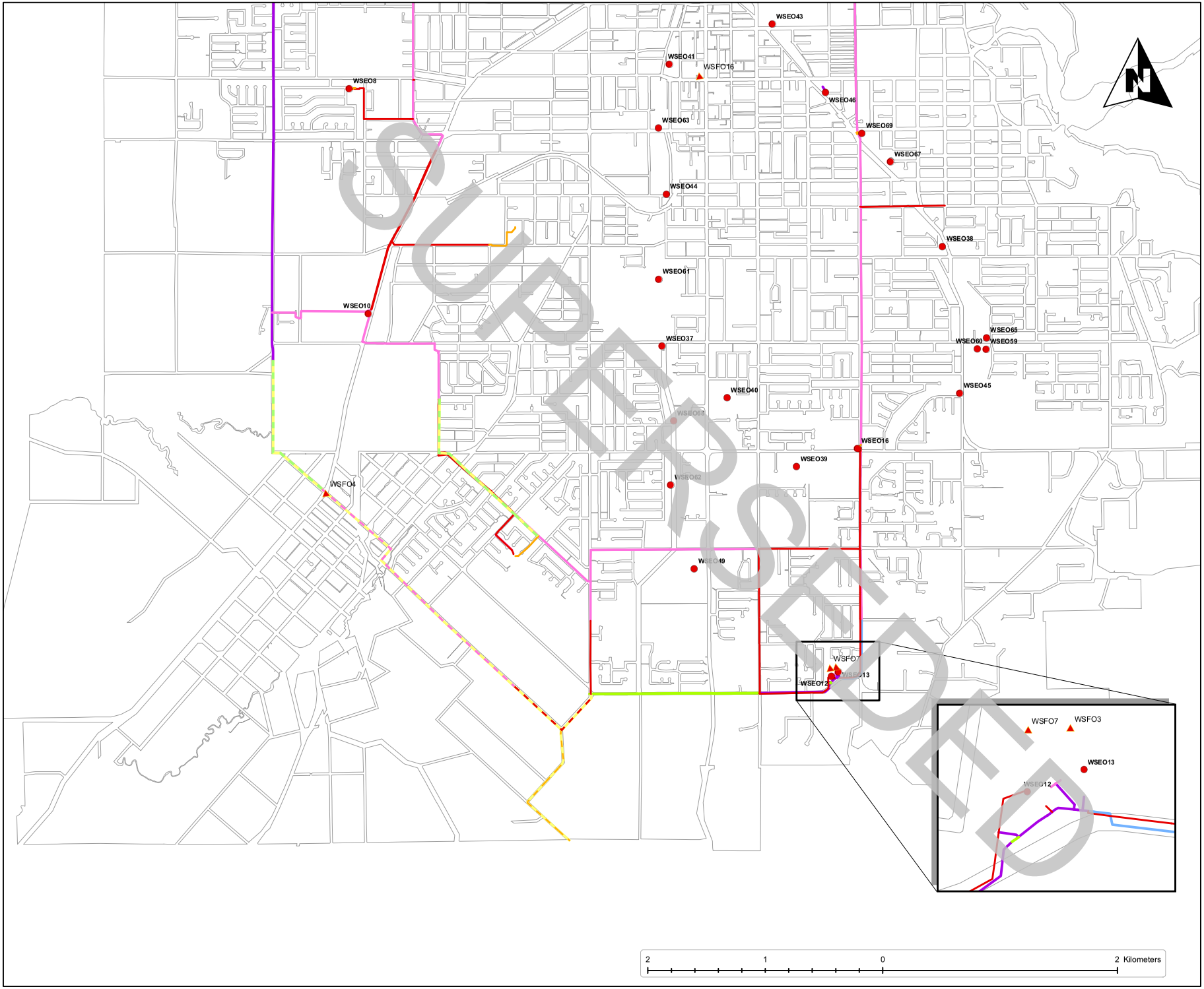
Pipes ø
- 225
- 300-375
- 450
- 500

Structures
- (IC Code)



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Map No.4.6
Plans for Water Supply Infrastructure - Shared Infrastructure

Existing Shared Infrastructure

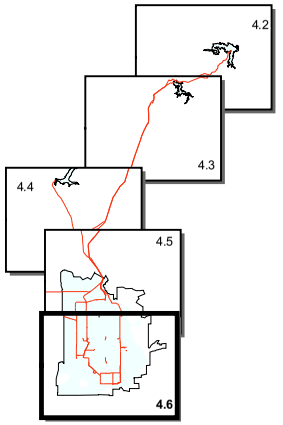
Pipes	ø
	225-250
	300-375
	400-450
	500-533
	600-675
	750-800
	900-960

Structures
● (IC Code)

Future Shared Infrastructure

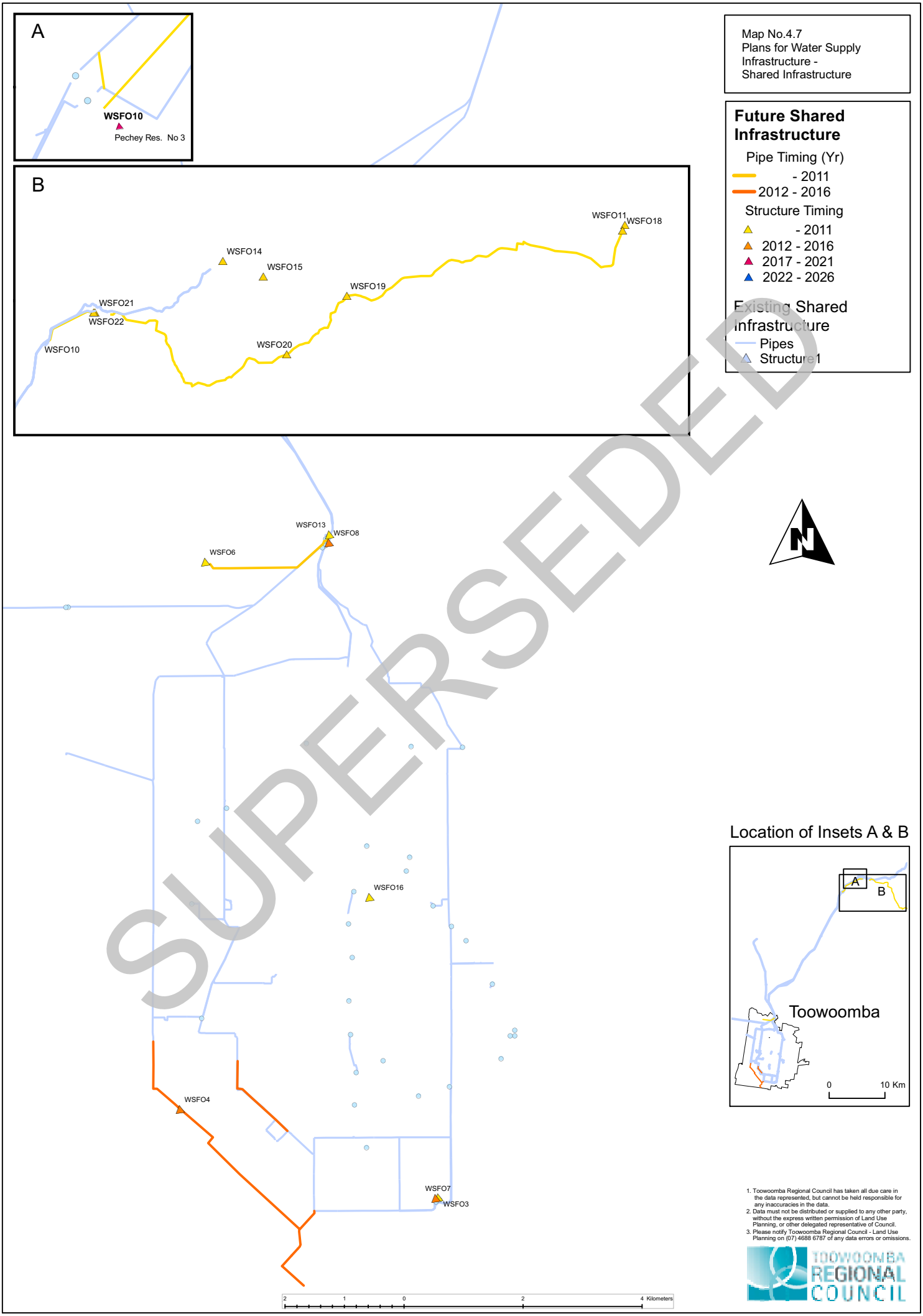
Pipes	ø
	225
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Structures
▲ (IC Code)

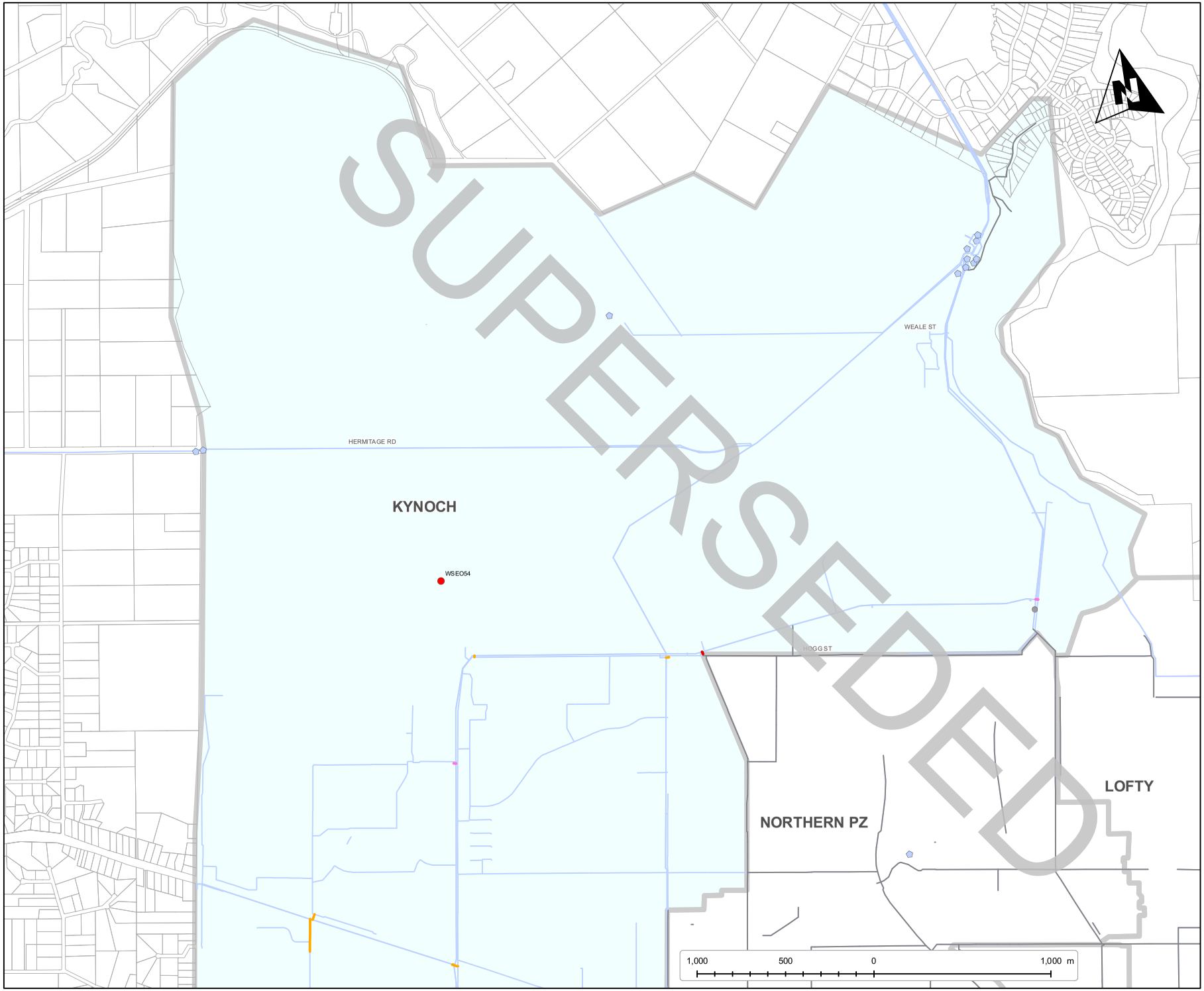


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A
WSFO10
Pechey Res. No 3
B
WSFO11
WSFO18
WSFO14
WSFO15
WSFO19
WSFO21
WSFO22
WSFO10
WSFO20
WSFO13
WSFO8
WSFO6
WSFO16
WSFO4
WSFO7
WSFO3
2 1 0 2 4 Kilometers
Map No.4.7
Plans for Water Supply Infrastructure -
Shared Infrastructure
Future Shared Infrastructure
Pipe Timing (Yr)
- 2011
2012 - 2016
Structure Timing
- 2011
2012 - 2016
2017 - 2021
2022 - 2026
Existing Shared Infrastructure
Pipes
Structure1
N
Location of Insets A & B
A
B
Toowoomba
0 10 Km
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Map No.4.8
Plans for Water Supply
Infrastructure -
Kynoch Catchment Part 1

Existing Infrastructure

Pipes ø

- 225-250
- 300-375
- 450
- 600-675

Kynoch Zone

Other Zones

Structures

- Kynoch Zones (IC Code)
- Other Zones

Future Infrastructure

Pipes ø

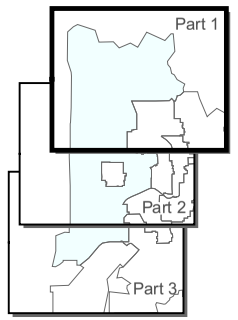
- 225 — Kynoch Zone
- Other Zones

Structures

- Kynoch Zone (IC Code)
- Other Zone

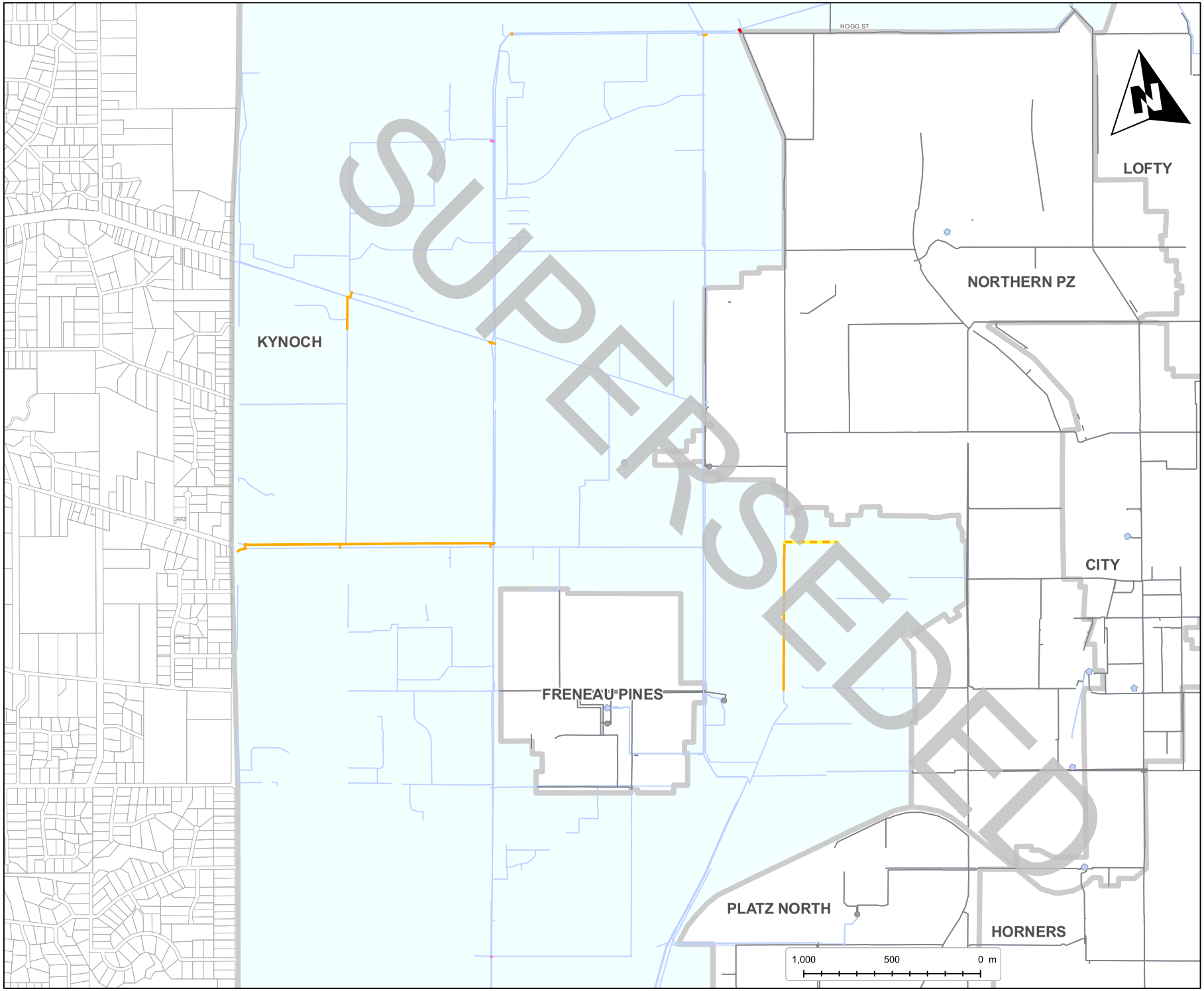
Shared Infrastructure

- Shared Pipes
- Shared Structures



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Map No.4.9
Plans for Water Supply
Infrastructure -
Kynoch Catchment Part 1

Existing Infrastructure

Pipes ø

- 225-250
- 300-375
- 450
- 600-675

Kynoch Zone

Other Zones

Structures

- Kynoch Zones (IC Code)
- Other Zones

Future Infrastructure

Pipes ø

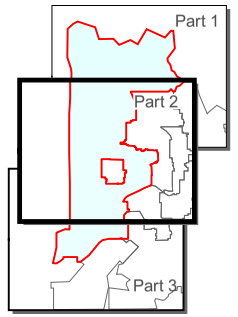
- 225 — Kynoch Zone
- Other Zones

Structures

- Kynoch Zone (IC Code)
- Other Zone

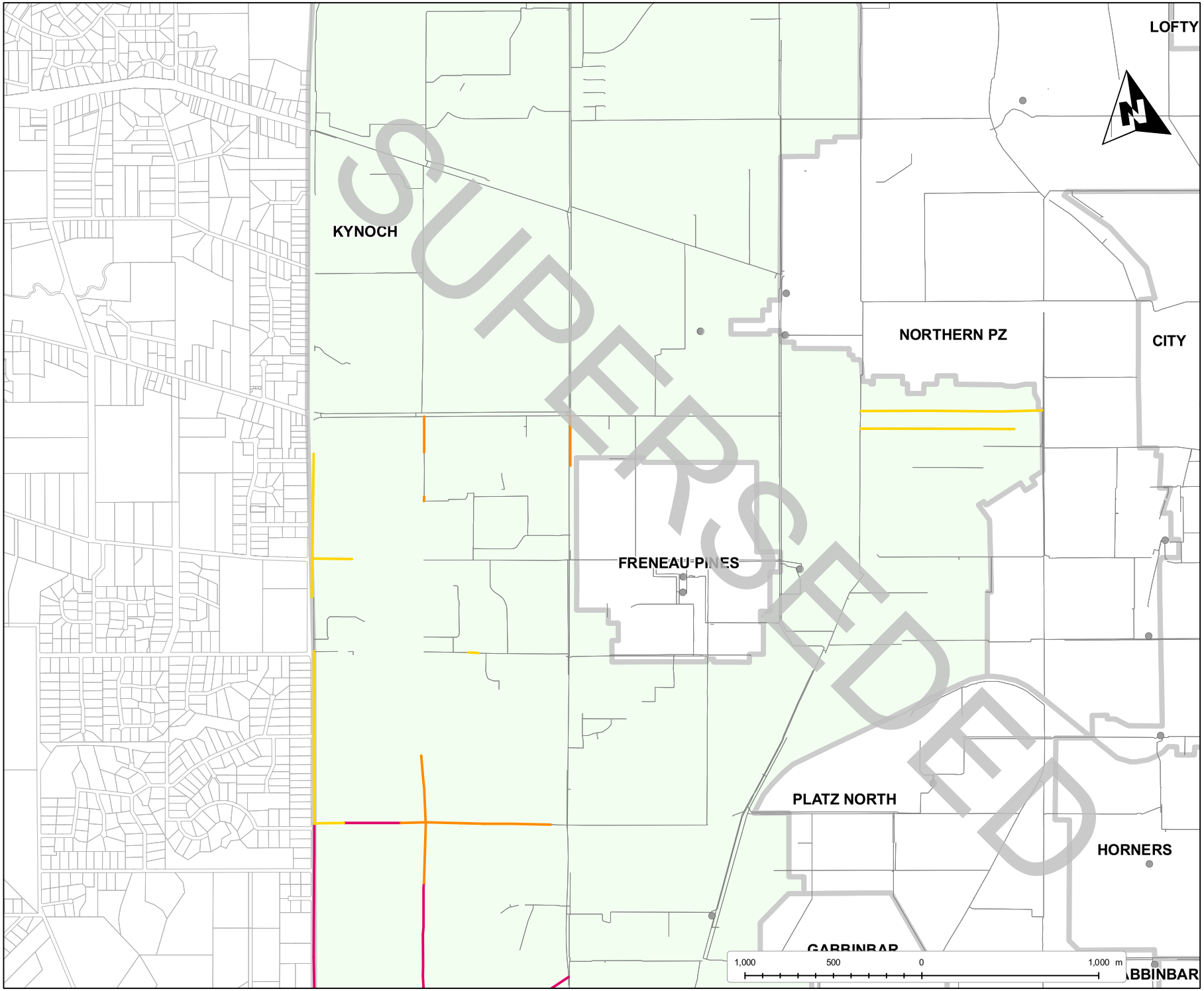
Shared Infrastructure

- Shared Pipes
- Shared Structures



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TOOWOOMBA REGIONAL COUNCIL



SUPERSEDED

Map No.4.10
Plans for Water Supply Infrastructure -
Kynoch Catchment Part 2

Future Kynoch Infrastructure

Pipe Works Timing (Yr)

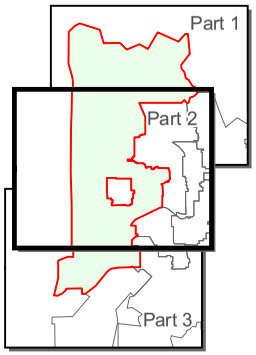
- 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026

Future Shared Infrastructure

- Pipe
- Structure

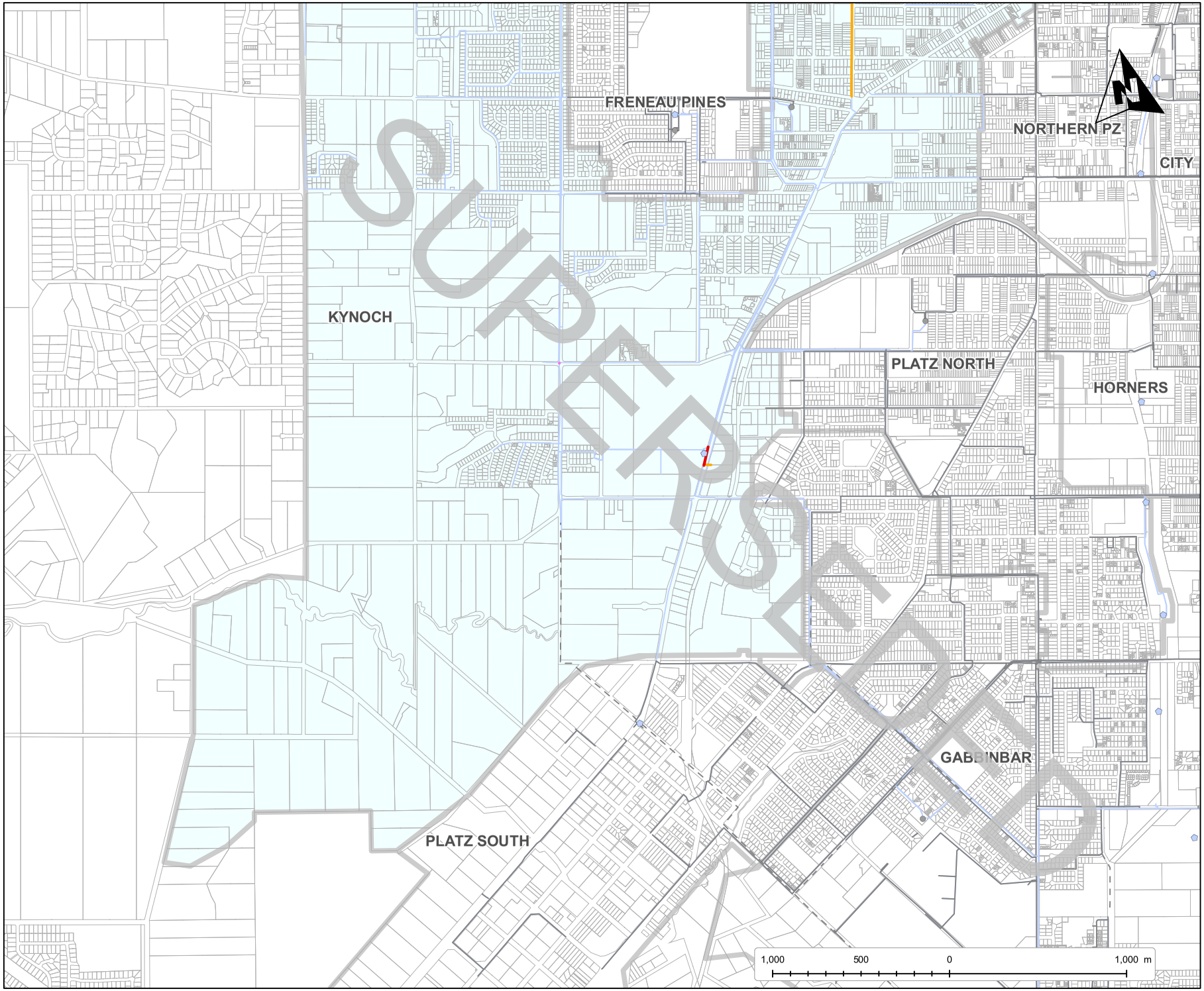
Existing Infrastructure

- Pipe
- Structure



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TOOWOOMBA REGIONAL COUNCIL



Map No.4.11
Plans for Water Supply
Infrastructure -
Kynoch Catchment Part 3

Existing Infrastructure

Pipes ø
- 225-250
- 300-375
- 450
- 600-675

Kynoch Zone

Other Zones

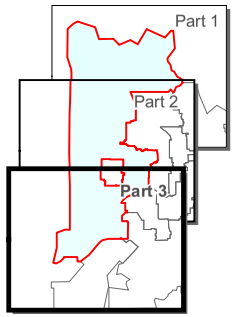
Structures
- Kynoch Zones (IC Code)
- Other Zones

Future Infrastructure

Pipes ø
- 225 — Kynoch Zone
- Other Zones

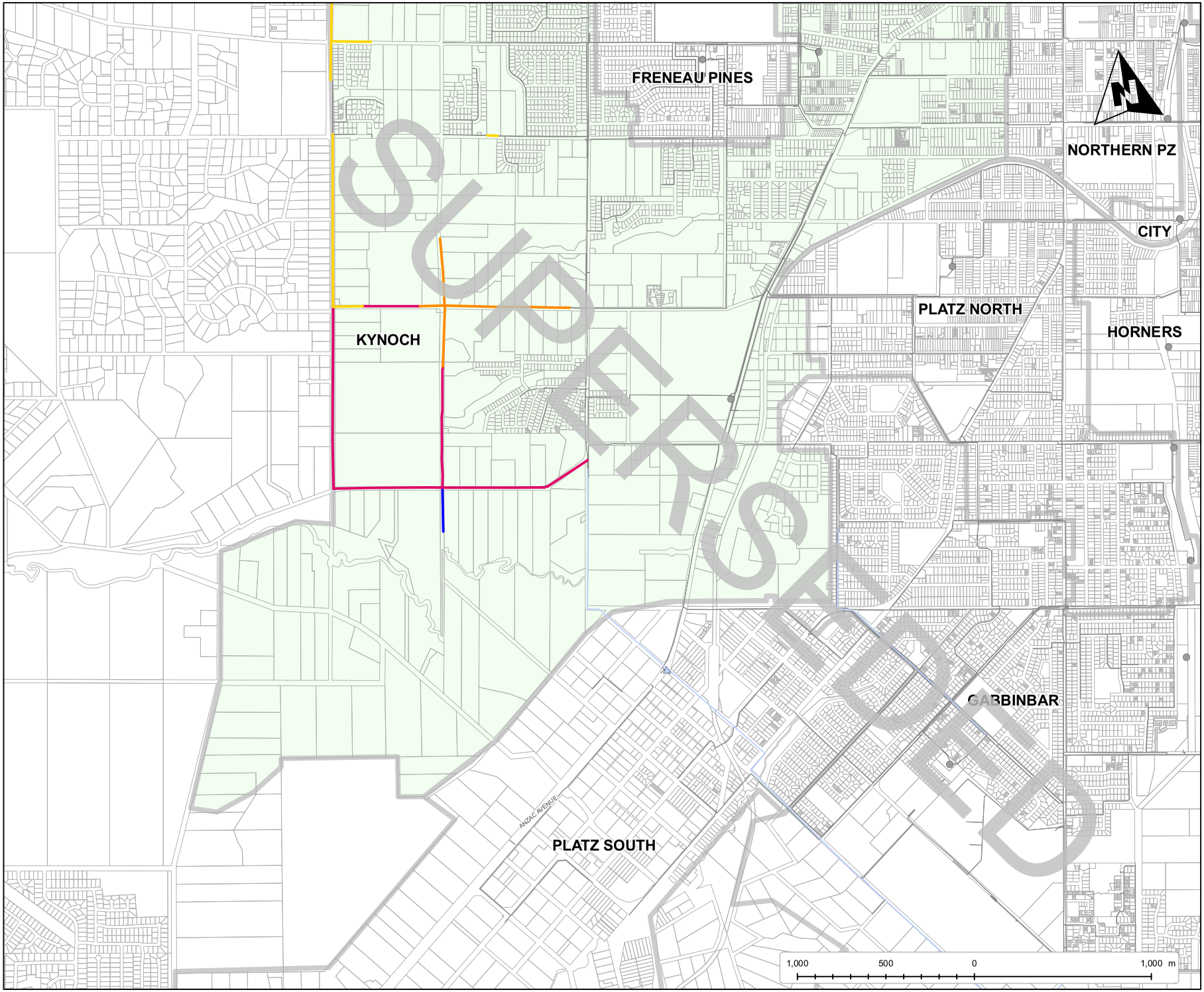
Structures
- Kynoch Zone (IC Code)
- Other Zone

Shared Infrastructure
- Shared Pipes
- Shared Structures



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Map No.4.12
Plans for Water Supply Infrastructure -
Kynoch Catchment Part 3

Future Kynoch Infrastructure

Pipe Works Timing (Yr)

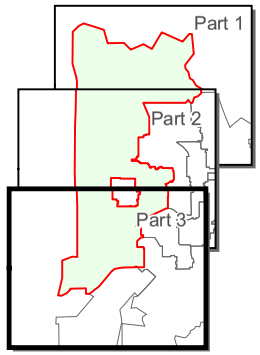
- 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026

Future Shared Infrastructure

- Pipe
- Structure

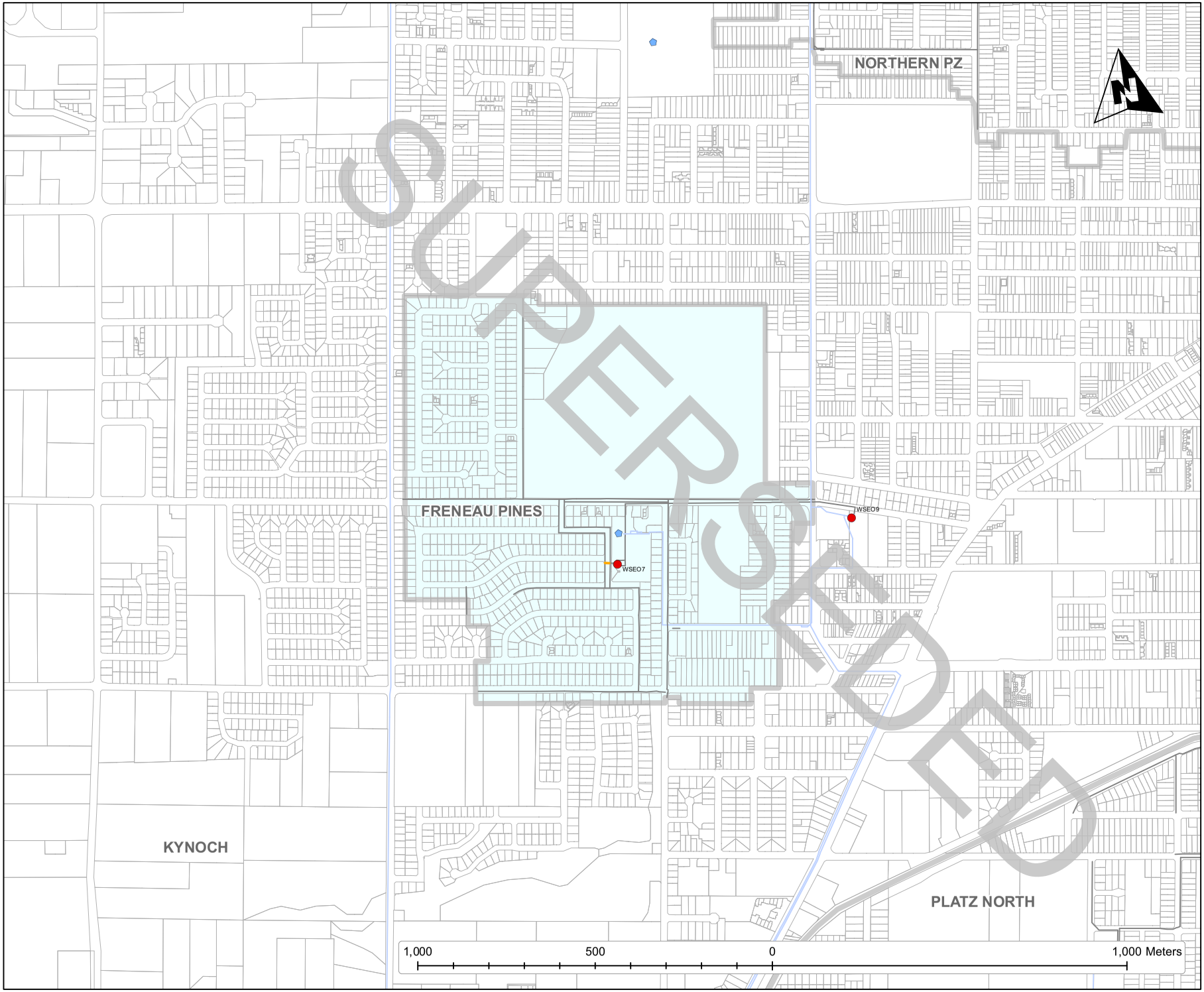
Existing Infrastructure

- Pipe
- Structure



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SUPERSEDED

Map No.4.13
Plans for Water Supply Infrastructure -
Freneau Pines Catchment

Existing Infrastructure

Pipes ø

225-250 } Freneau Pines Trunk

Other Zones

Structures

Freneau Pines (IC Code)

Other Zones

Future Infrastructure

Pipes ø

Other Zones

Structures

Other Zones

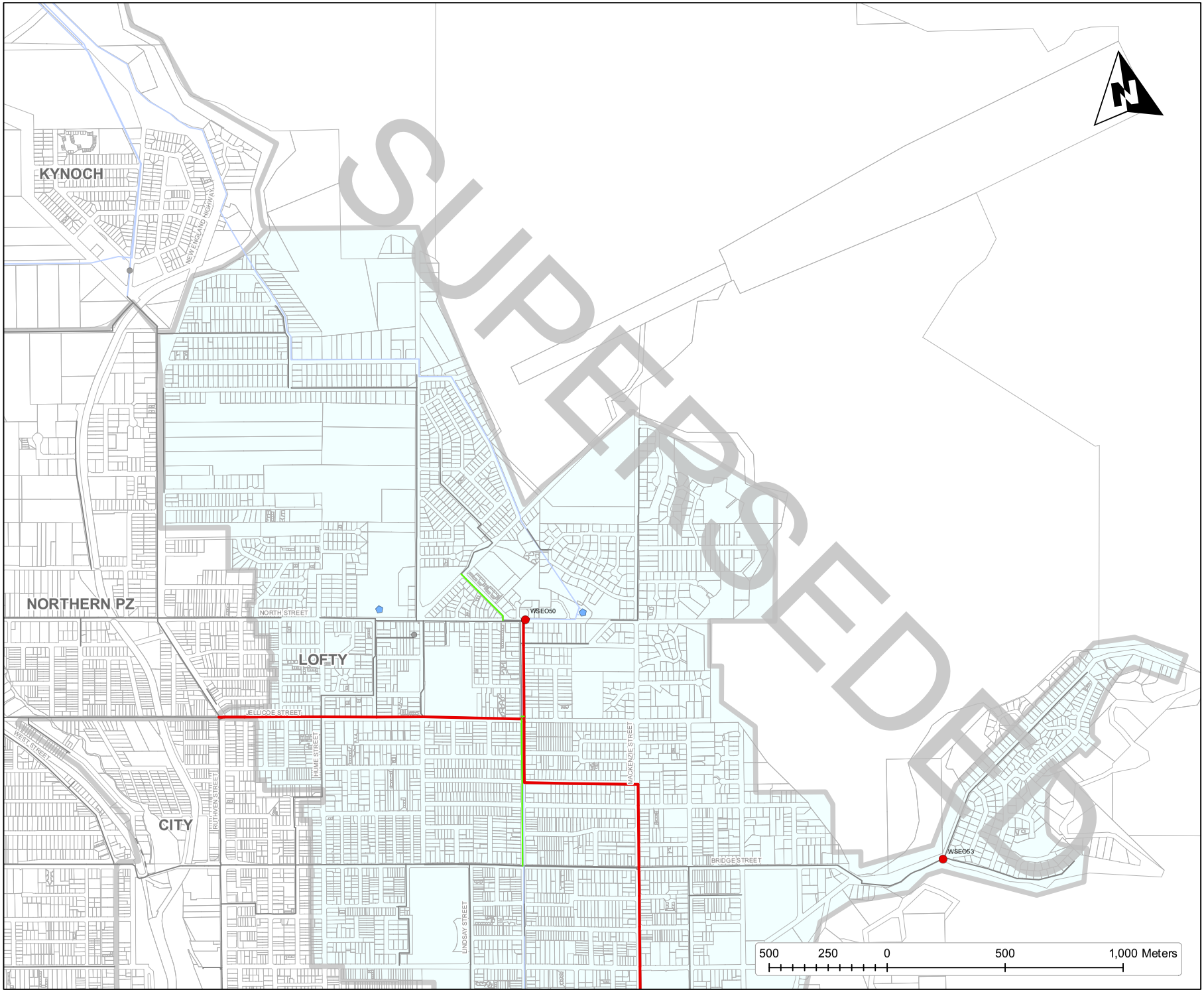
Shared Infrastructure

Shared Pipes

Shared Structures

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.14
Plans for Water Supply Infrastructure -
Lofty Catchment - Part 1

Existing Infrastructure

Pipes ø

- 200
- 225-250
- 300-375
- 600-675

Lofty Zone

Other Zones

Structures

- Lofty Zone (IC Code)
- Other Zones

Future Infrastructure

Pipes

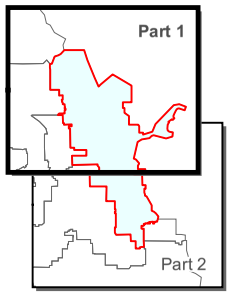
- Other Zones

Structures

- Other Zones

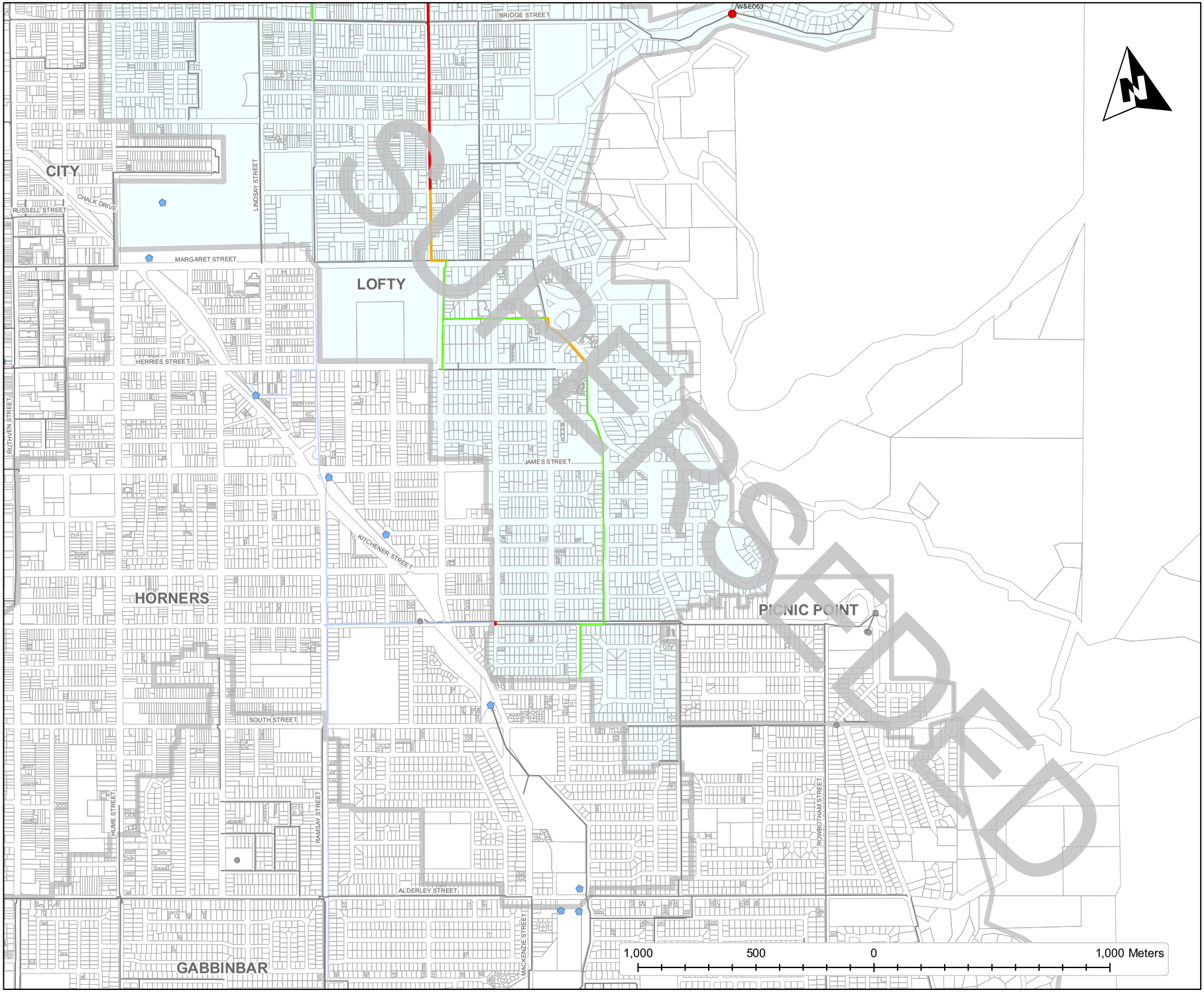
Shared Infrastructure

- Shared Pipes
- Shared Structures



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TOOWOOMBA REGIONAL COUNCIL



SUPERSEDED

Map No.4.15
Plans for Water Supply Infrastructure -
Lofty Catchment - Part 2

Existing Infrastructure

Pipes ø

- 200
- 225-250
- 300-375
- 600-675

Lofty Zone

Other Zones

Structures

- Lofty Zone (IC Code)
- Other Zones

Future Infrastructure

Pipes

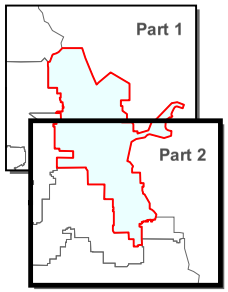
- Other Zones

Structures

- Other Zones

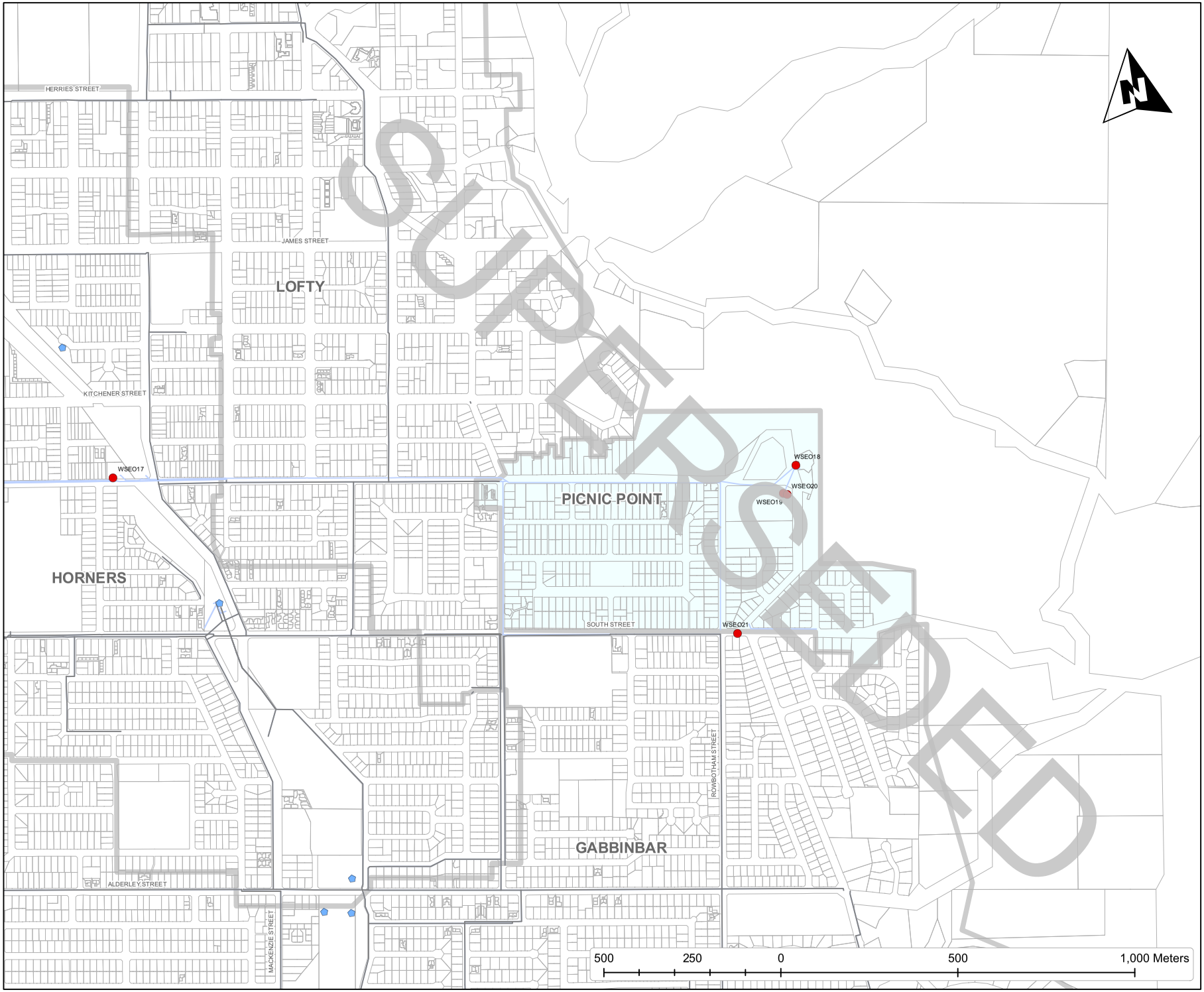
Shared Infrastructure

- Shared Pipes
- Shared Structures



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Map No.4.16
Plans for Water Supply
Infrastructure -
Picnic Point Catchment

Existing Infrastructure

Pipes ø

Other Zones

Structures

Picnic Point Zone (IC Code)

Other Zones

Future Infrastructure

Pipes

Other Zones

Structures

Other Zones

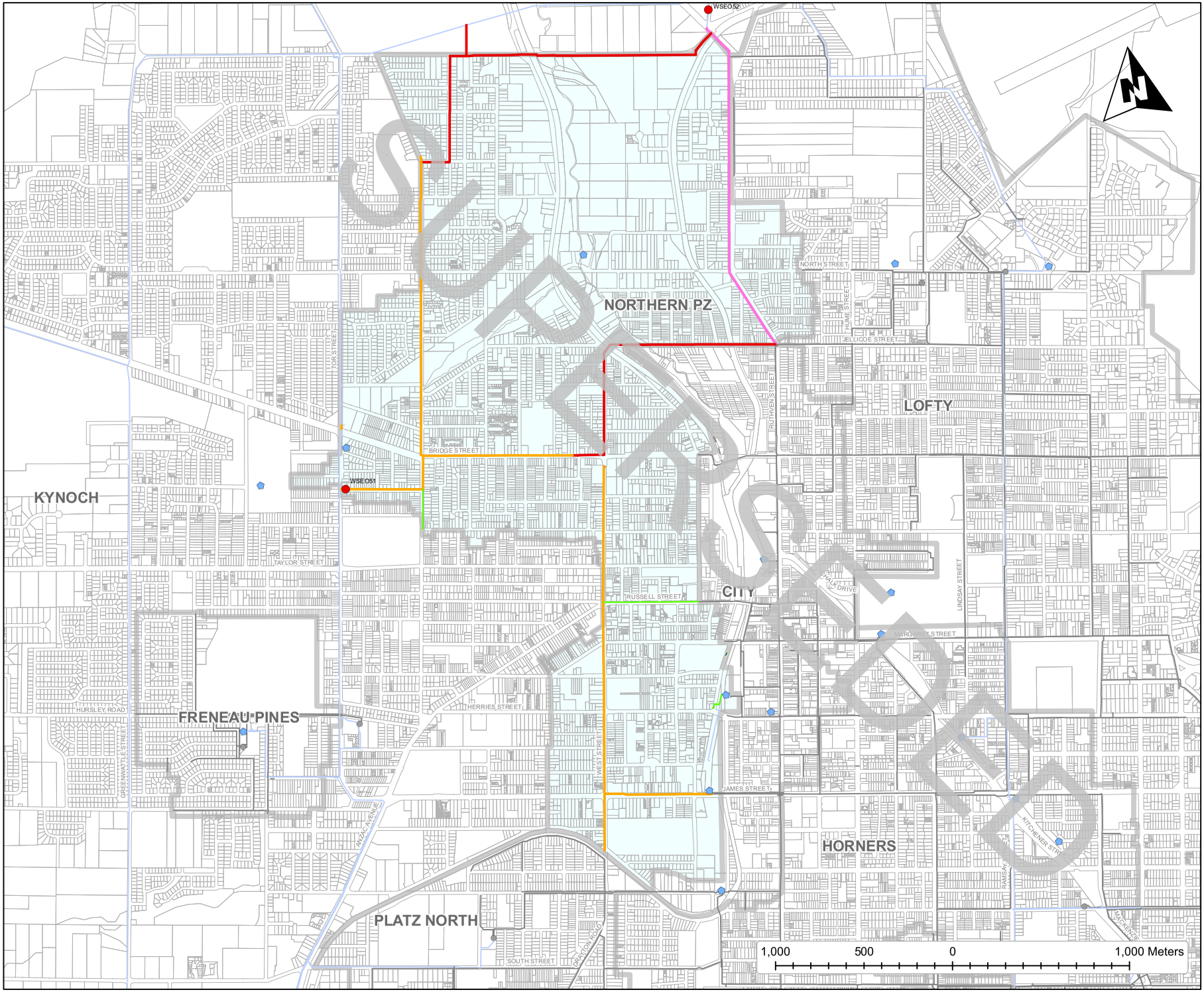
Shared Infrastructure

Shared Pipes

Shared Structures

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Map No.4.17
Plans for Water Supply Infrastructure -
Northern PZ Catchment

Existing Infrastructure

Pipes ø

- 200
- 225-250
- 300-375
- 450

Northern PZ

Other Zones

Structures

- Northern PZ (IC Code)
- Other Zones

Future Infrastructure

Pipes ø

- Other Zones

Structures

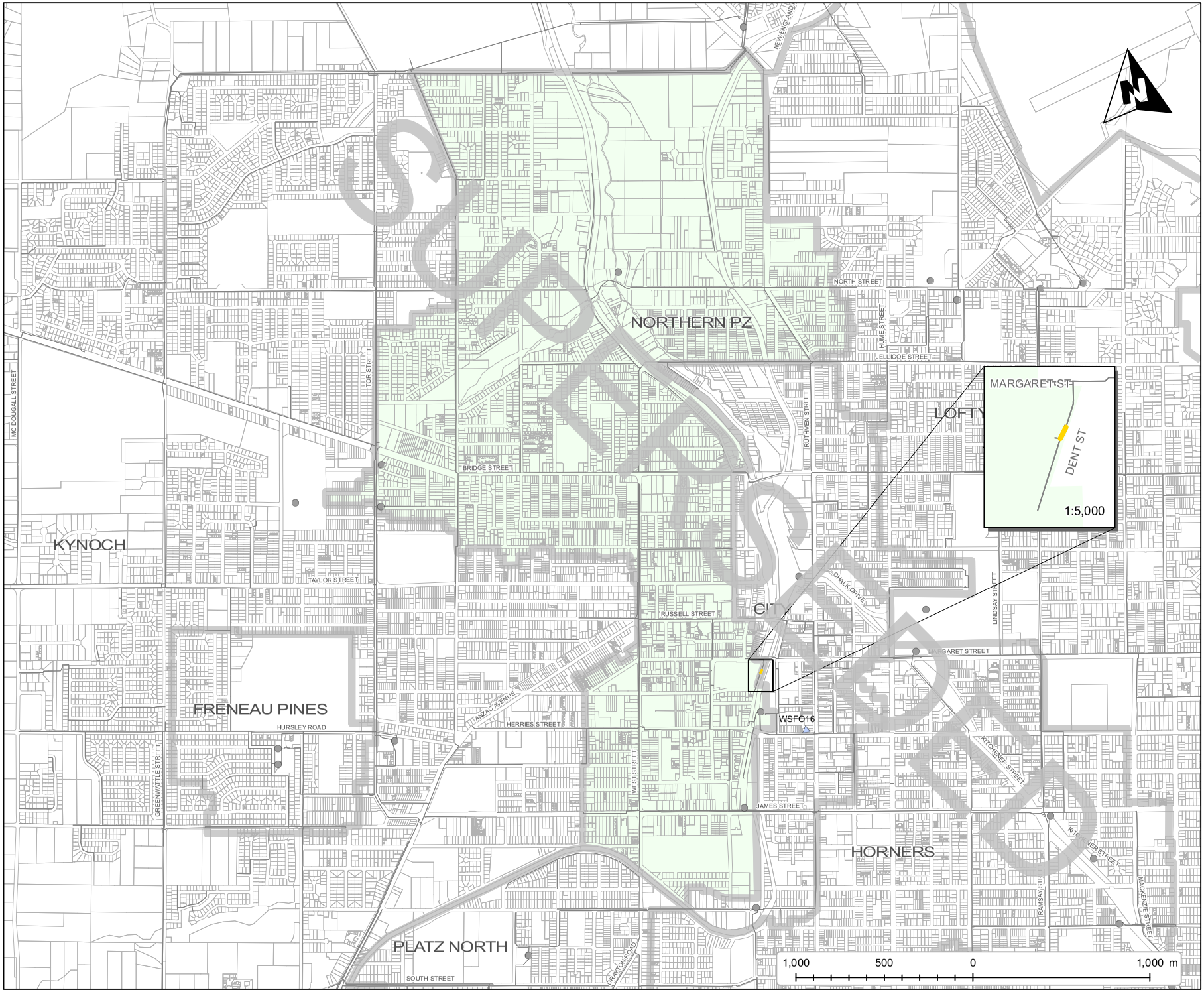
- Other Zones

Shared Infrastructure

- Shared Pipes
- Shared Structures

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Map No.4.18
Plans for Water Supply Infrastructure -
Northern PZ Catchment

Future Infrastructure

Pipe Works Timing (Yr)

- 2011

Future Shared Infrastructure

Pipe

Structure

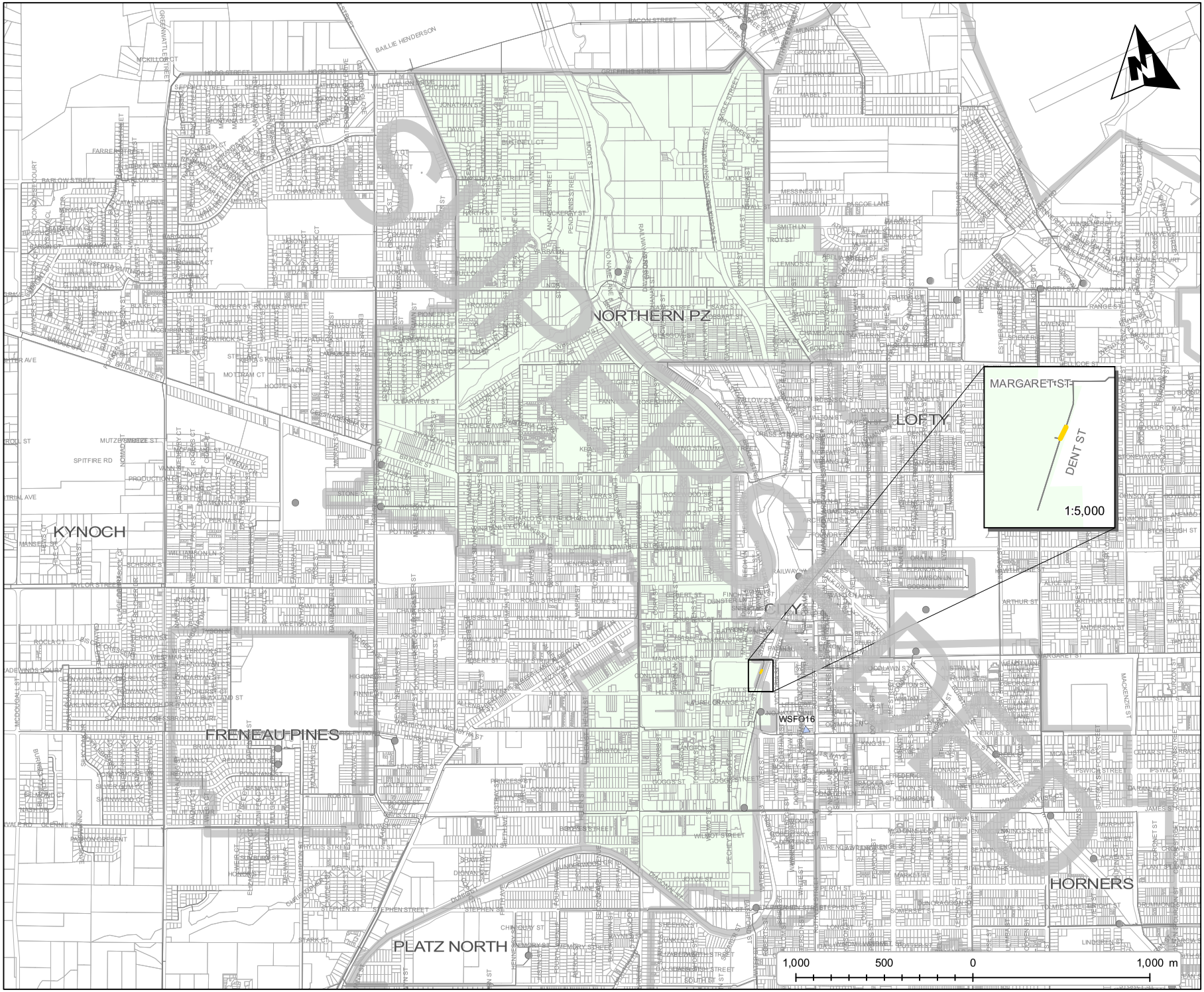
Existing Infrastructure

Pipe

Structure

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Map No.4.19
Plans For Water
Supply Infrastructure
Northern PZ Catchment

Future Infrastructure

Pipe Works Timing (Yr)

- 2011

Future Shared Infrastructure

Pipe

Structure

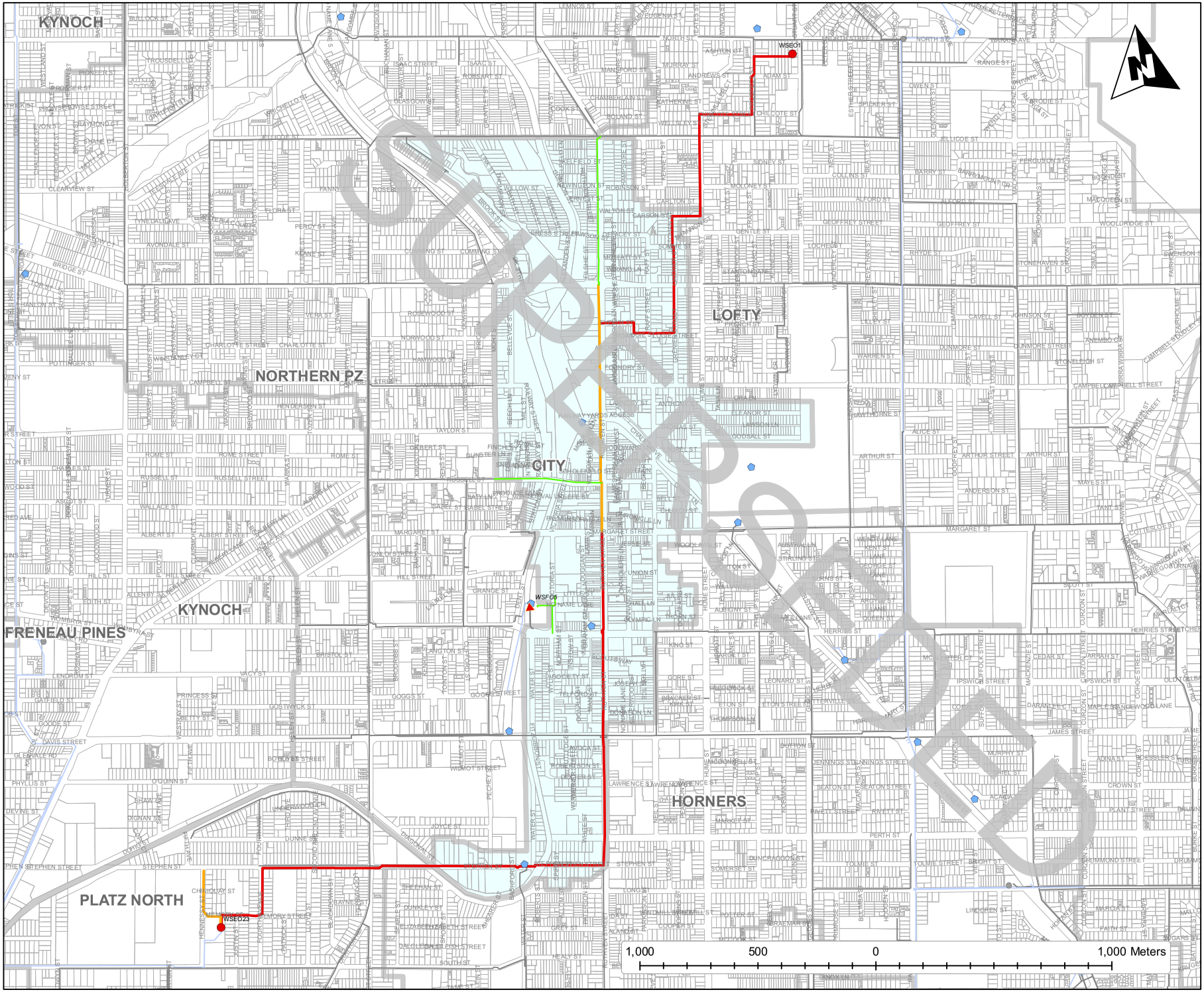
Existing Infrastructure

Pipe

Structure

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.20
Plans For Water
Supply Infrastructure
City Catchment

Existing Infrastructure

Pipes ø

200
225-250
300-375
City Zone

Other Zones

Structures

City Zone (IC Code)
Other Zones

Future Infrastructure

Pipes ø

Other Zones

Structures

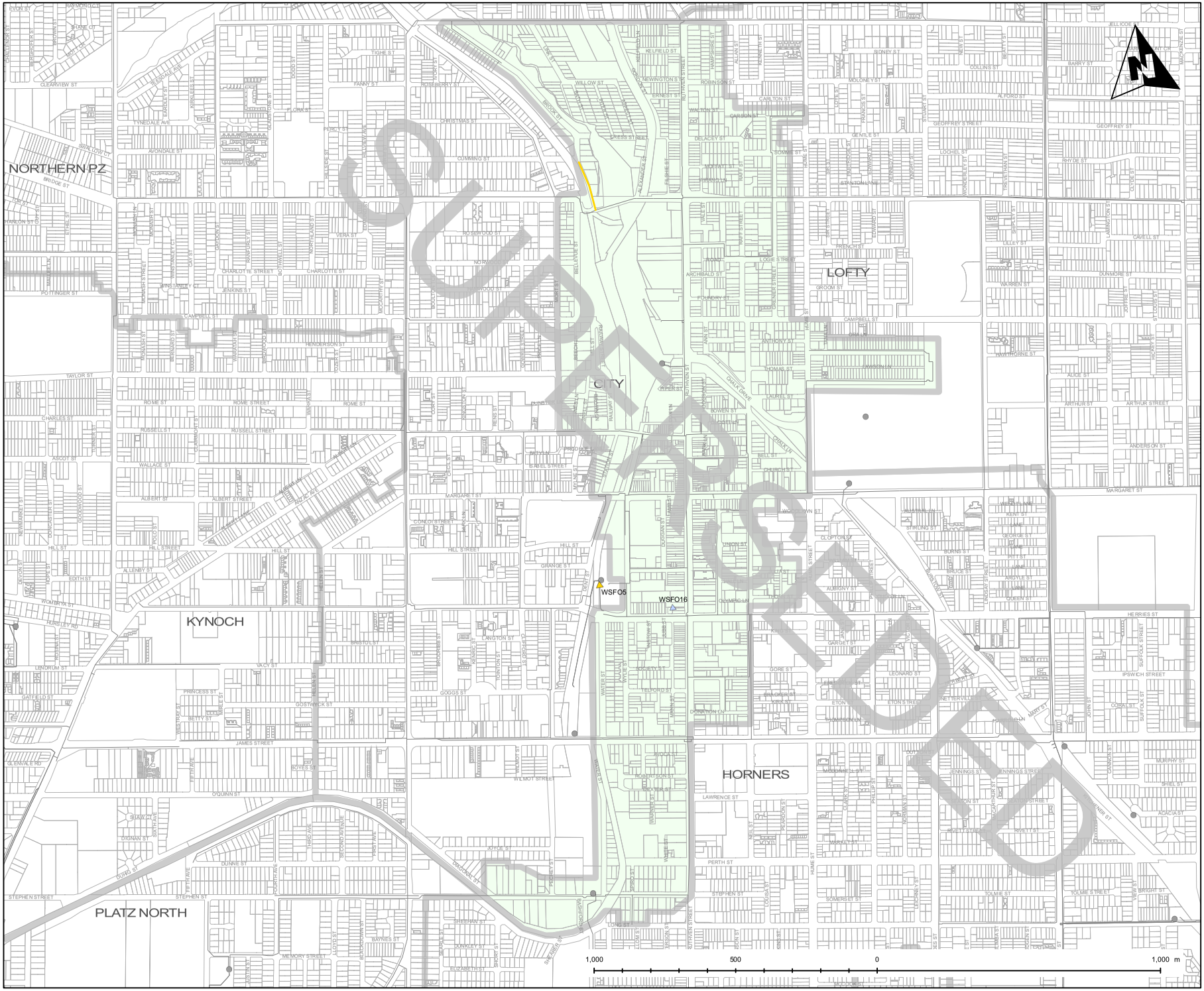
City Zone (IC Code)
Other Zones

Shared Infrastructure

Shared Pipes
Shared Structures

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.21
Plans For Water
Supply Infrastructure
City Catchment

Future City Infrastructure

Pipe Works Timing (Yr)

- 2011

Structure Works Timing (Yr)

- 2011

Future Shared Infrastructure

Pipe

Structure

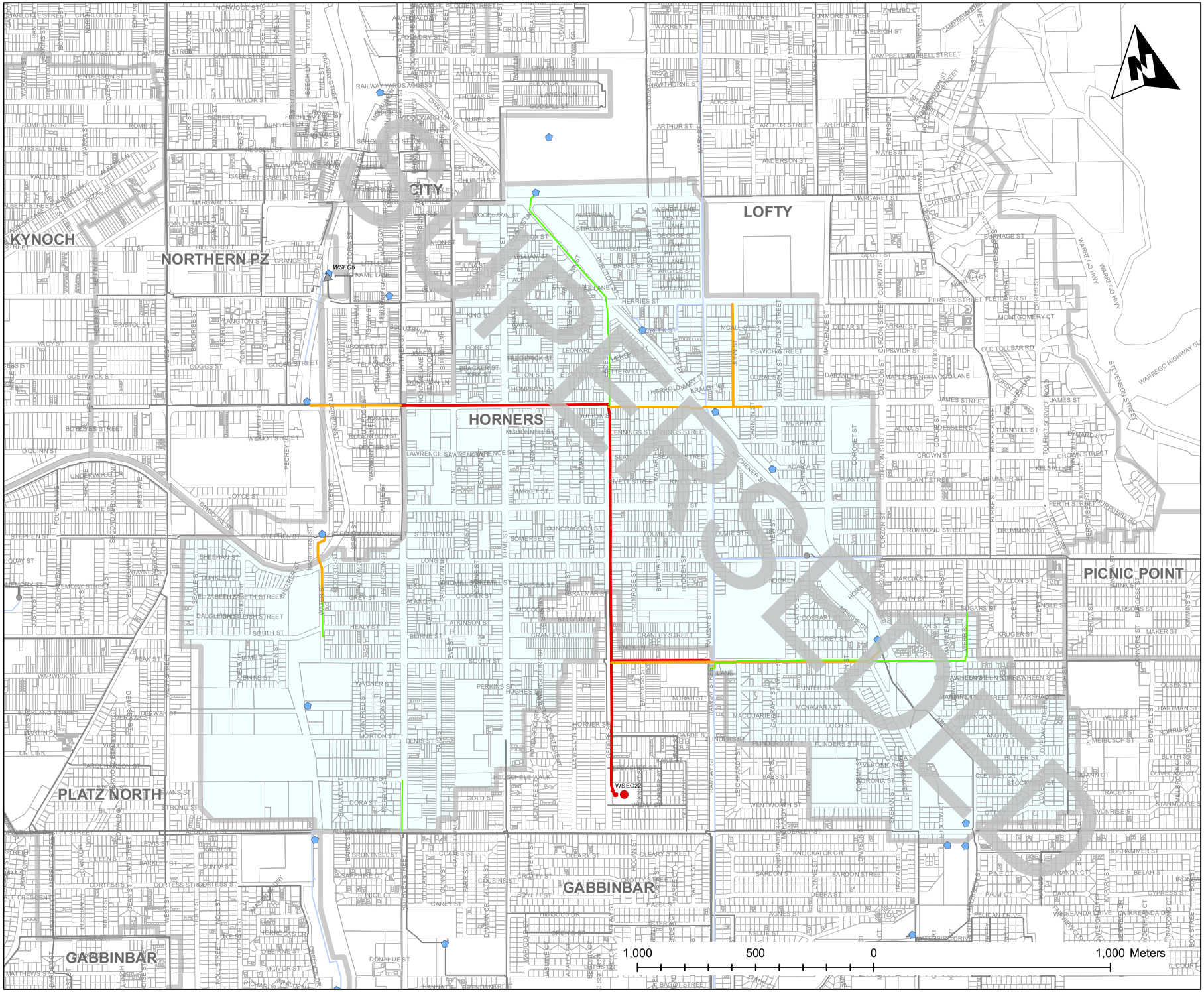
Existing Infrastructure

Pipe

Structure

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.22
Plans For Water
Supply Infrastructure
Horners Catchment

Existing Trunk Infrastructure

Pipes ø

- 200
- 225-250
- 300-375

Horners Zone

Other Zones

Structures

- Horners Zone (IC Code)
- Other Zones

Future Trunk Infrastructure

NOTE: Horners Zone contains no Future Trunk Infrastructure

Pipes

- Other Zones

Structures

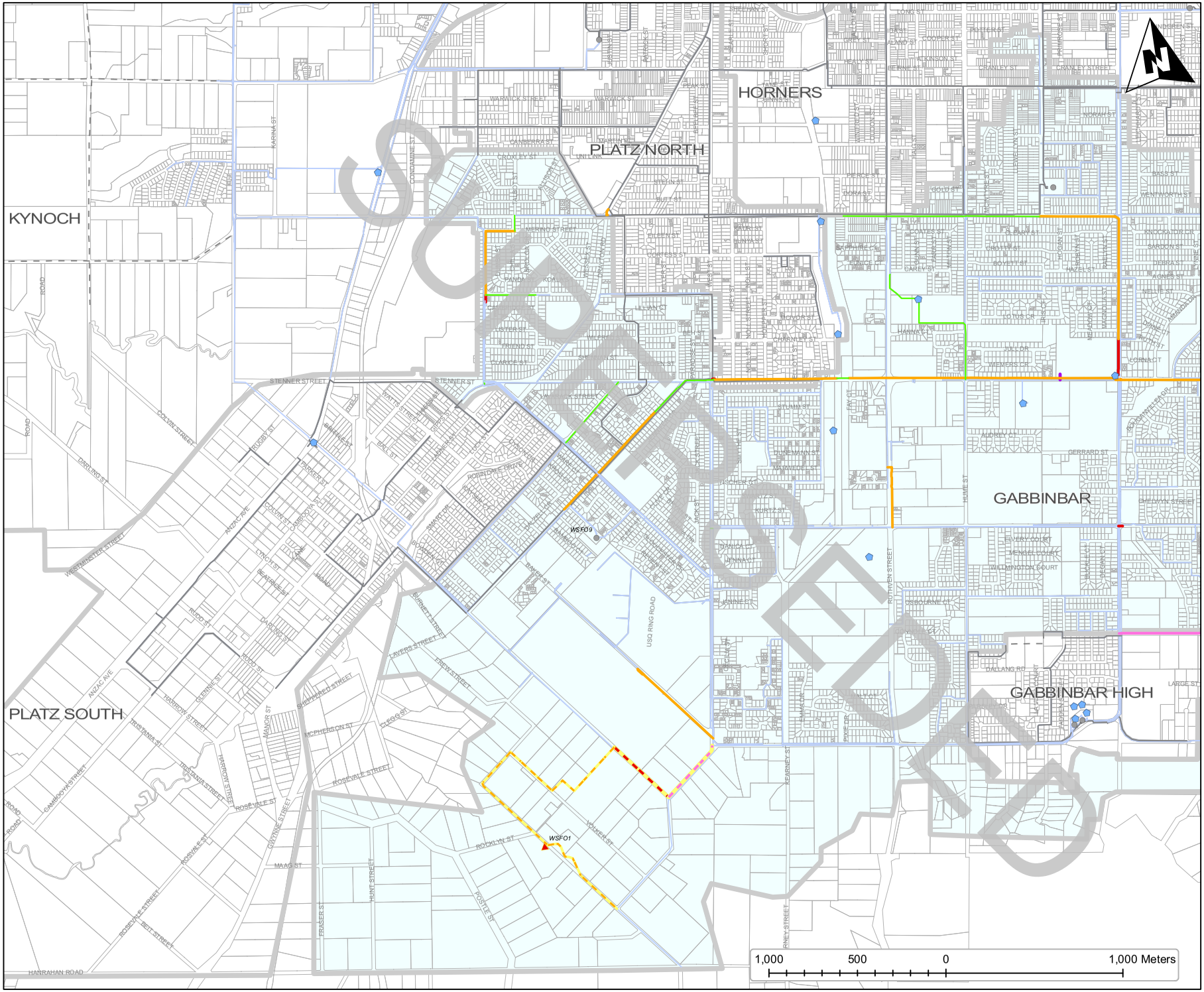
- Other Zones

Shared Trunk Infrastructure

- Shared Pipes
- Shared Structures

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TOOWOOMBA REGIONAL COUNCIL



SCANNED

Map No.4.23
Plans For Water
Supply Infrastructure
Gabbinbar Catchment - Part 1

Existing Infrastructure

Pipes ø
- 200
- 225-250
- 300-375
- 450

Gabbinbar Zone

Other Zones

Structures
- Other Zones

Future Infrastructure

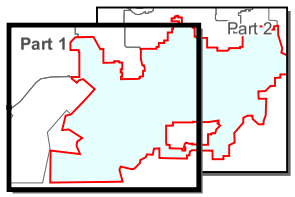
Pipes ø
- 225-250
- 300-375
- 450

Gabbinbar Zone

Other Zones

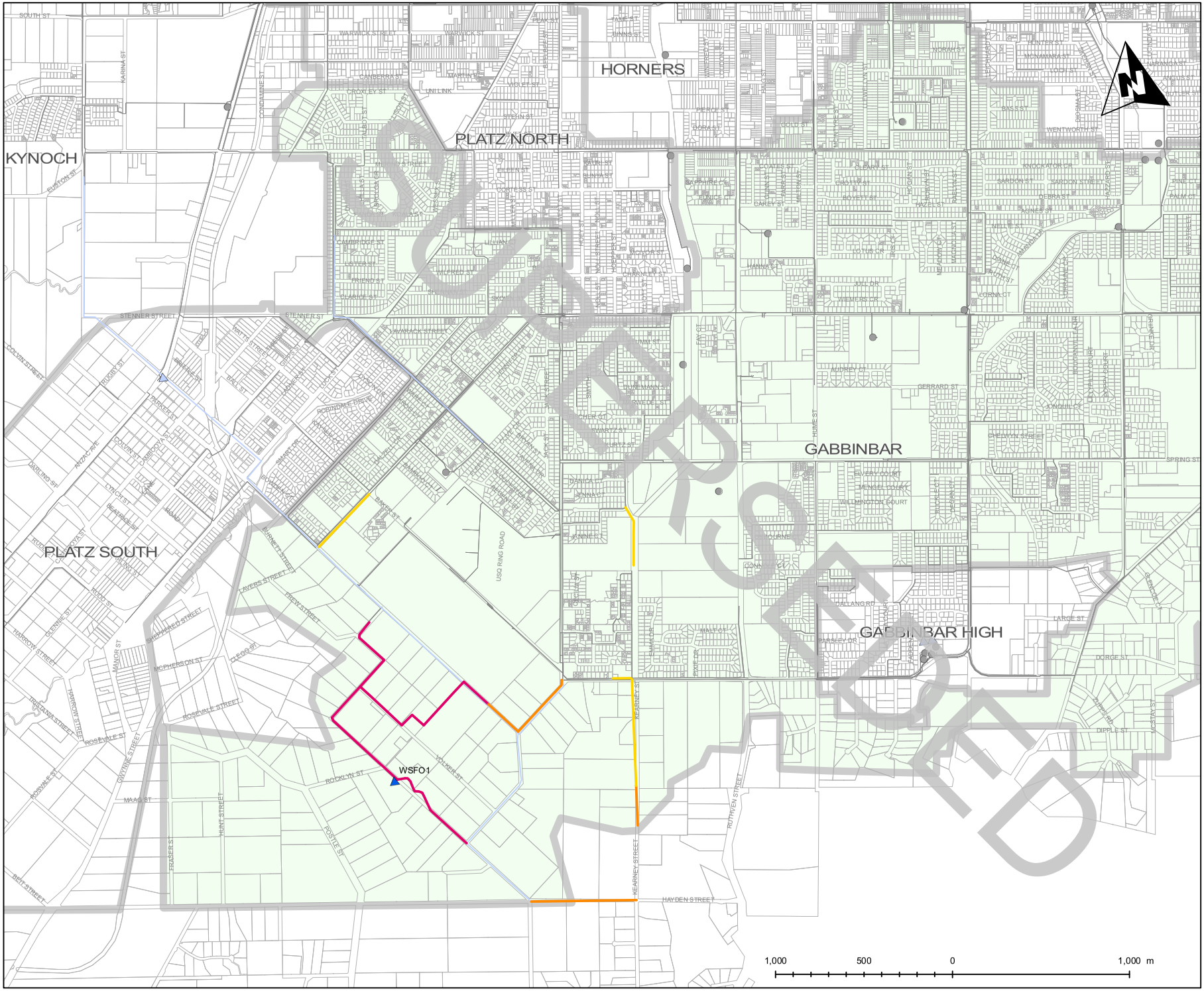
Structures
- Gabbinbar Zone
- Other Zone

Shared Infrastructure
- Shared Pipes
- Shared Structures



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TOOWOOMBA REGIONAL COUNCIL



Map No.4.24
Plans For Water
Supply Infrastructure
Gabbinbar Catchment

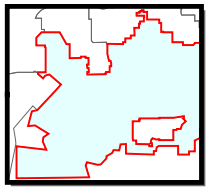
Future Gabbinbar Infrastructure

Pipe Works Timing (Yr)
- - 2011
- 2012 - 2016
- 2017 - 2021

Structure Works Timing (Yr)
- - 2011
- 2012 - 2016
- 2022 - 2026

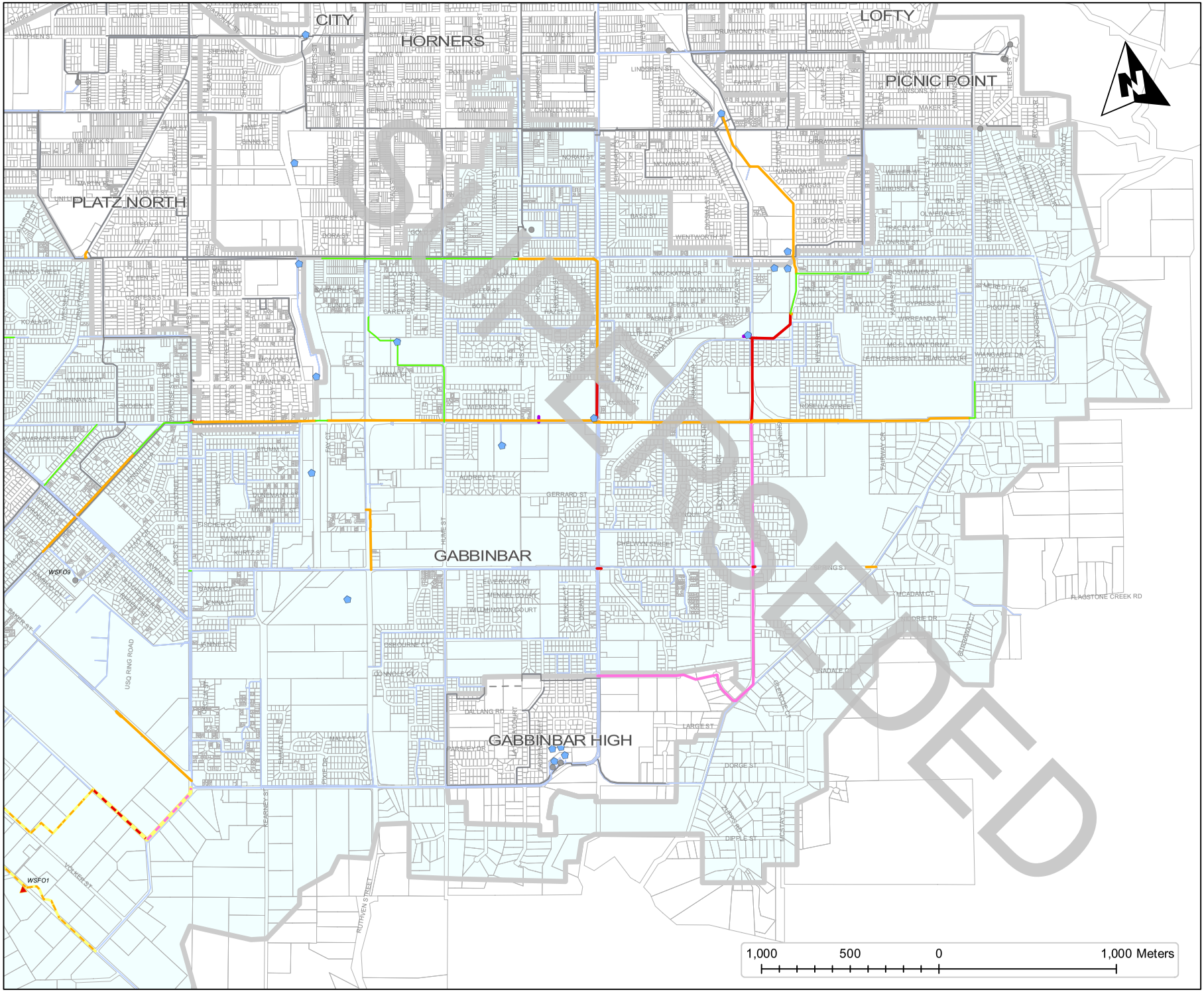
Future Shared Infrastructure
- Pipe
- Structure

Existing Infrastructure
- Pipe
- Structure



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TOOWOOMBA REGIONAL COUNCIL



SUPERSEDED

Map No.4.25
Plans For Water
Supply Infrastructure
Gabbinbar Catchment - Part 2

Existing Infrastructure

Pipes ø

- 200
- 225-250
- 300-375
- 450
- 600-675

Gabbinbar Zone

- Other Zones

Structures

- Other Zones

Future Infrastructure

Pipes ø

- 225-250
- 300-375
- 450

Gabbinbar Zone

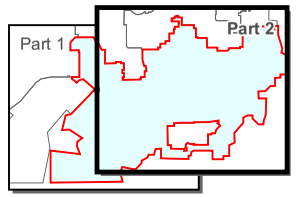
- Other Zones

Structures

- Gabbinbar Zone
- Other Zone

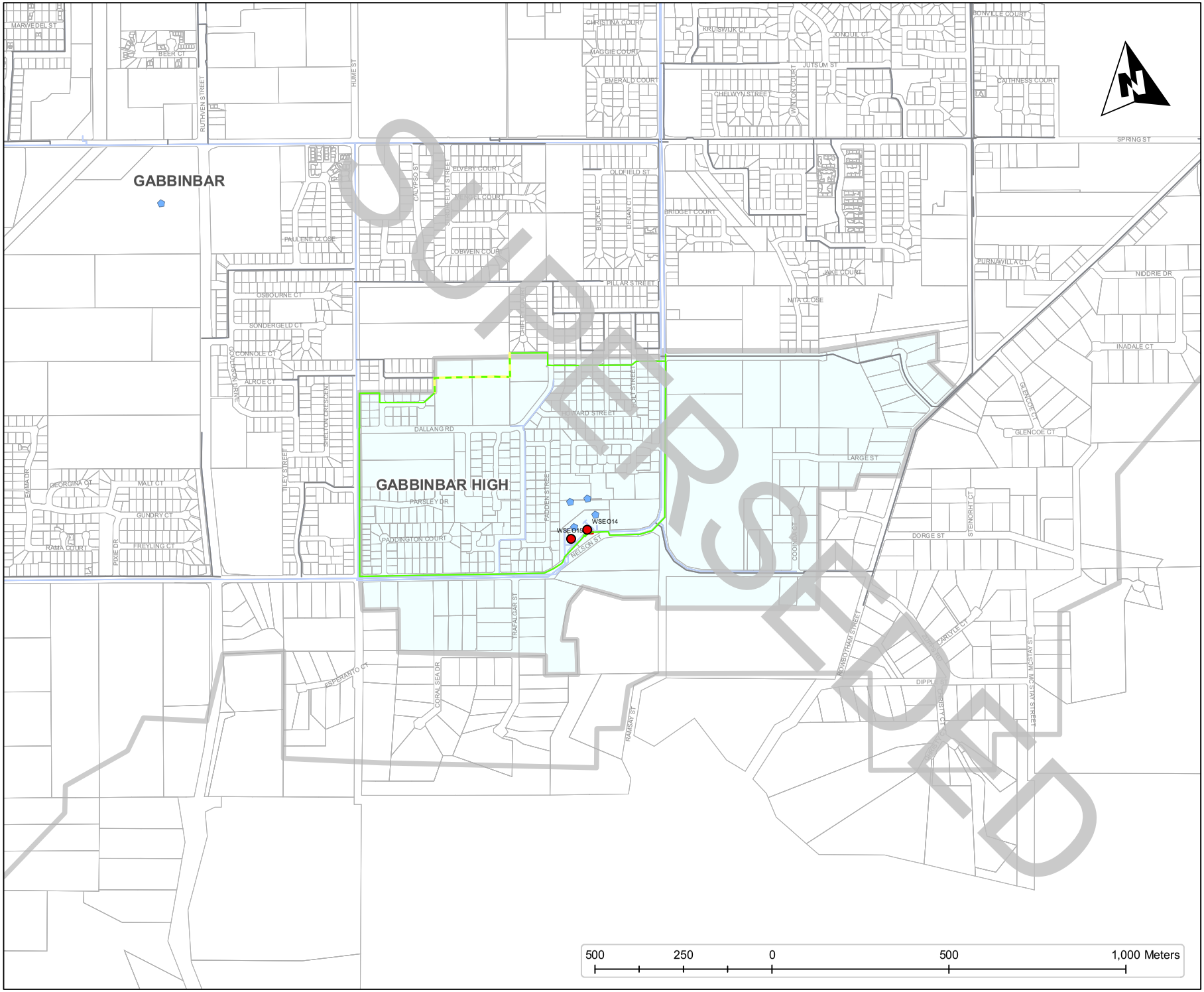
Shared Infrastructure

- Shared Pipes
- Shared Structures



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TOOWOOMBA REGIONAL COUNCIL



Map No.4.26
Plans For Water
Supply Infrastructure
Gabbinbar High Catchment

Existing Infrastructure

Pipes ø

225-250, 300-375 } Gabbinbar High Zone

Other Zones

Structures

Gabbinbar High Zone (IC Code)

Other Zones

Future Infrastructure

Pipes ø

200 Gabbinbar High Zone

Other Zones

Structures

Other Zones

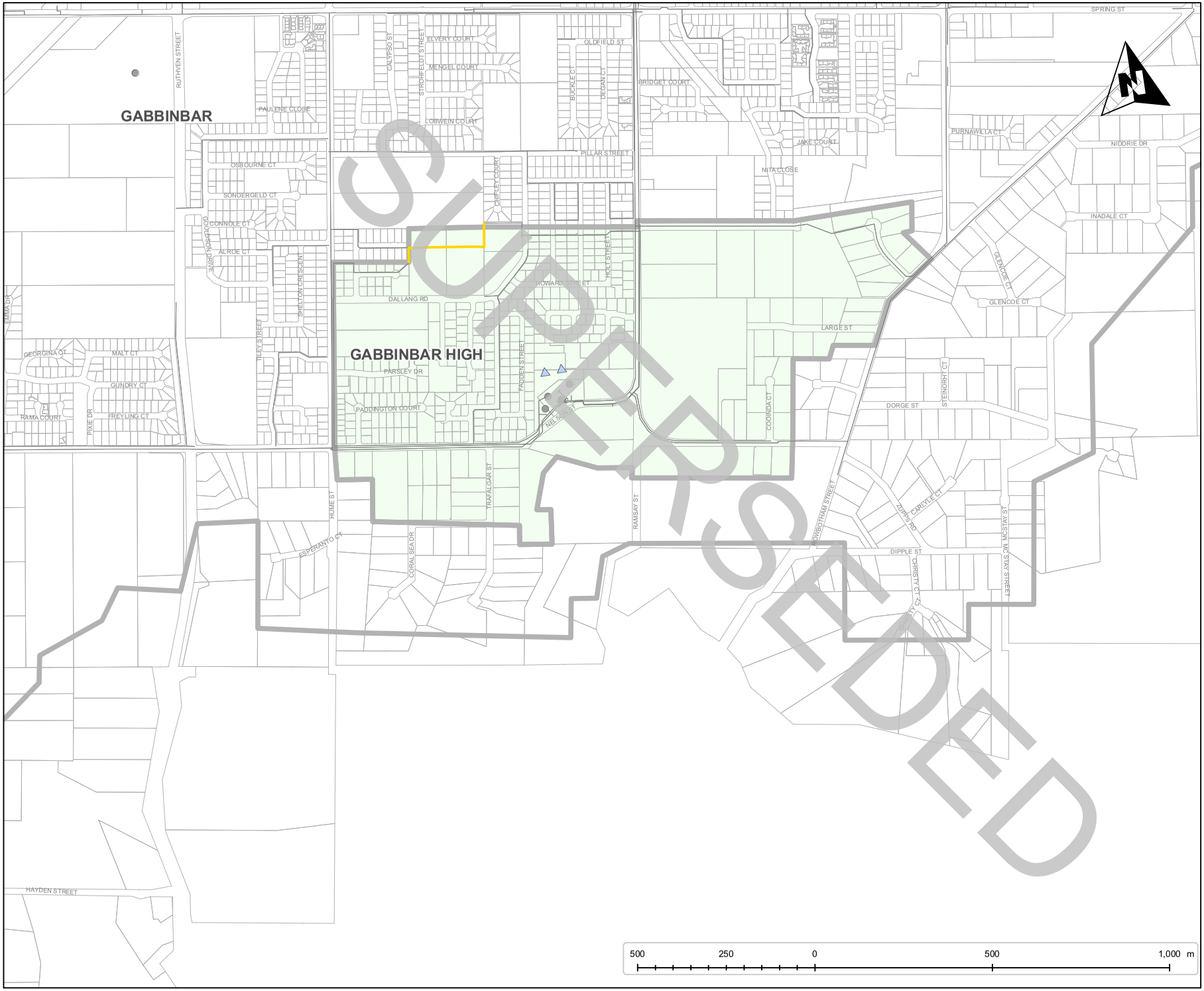
Shared Infrastructure

Shared Pipes

Shared Structures

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.27
Plans For Water
Supply Infrastructure
Gabbinbar High Catchment

Future Gabbinbar High Infrastructure

Pipe Works Timing (Yr)

- 2011

Structure Works Timing (Yr)

- 2011

Future Shared Infrastructure

Pipe

Structure

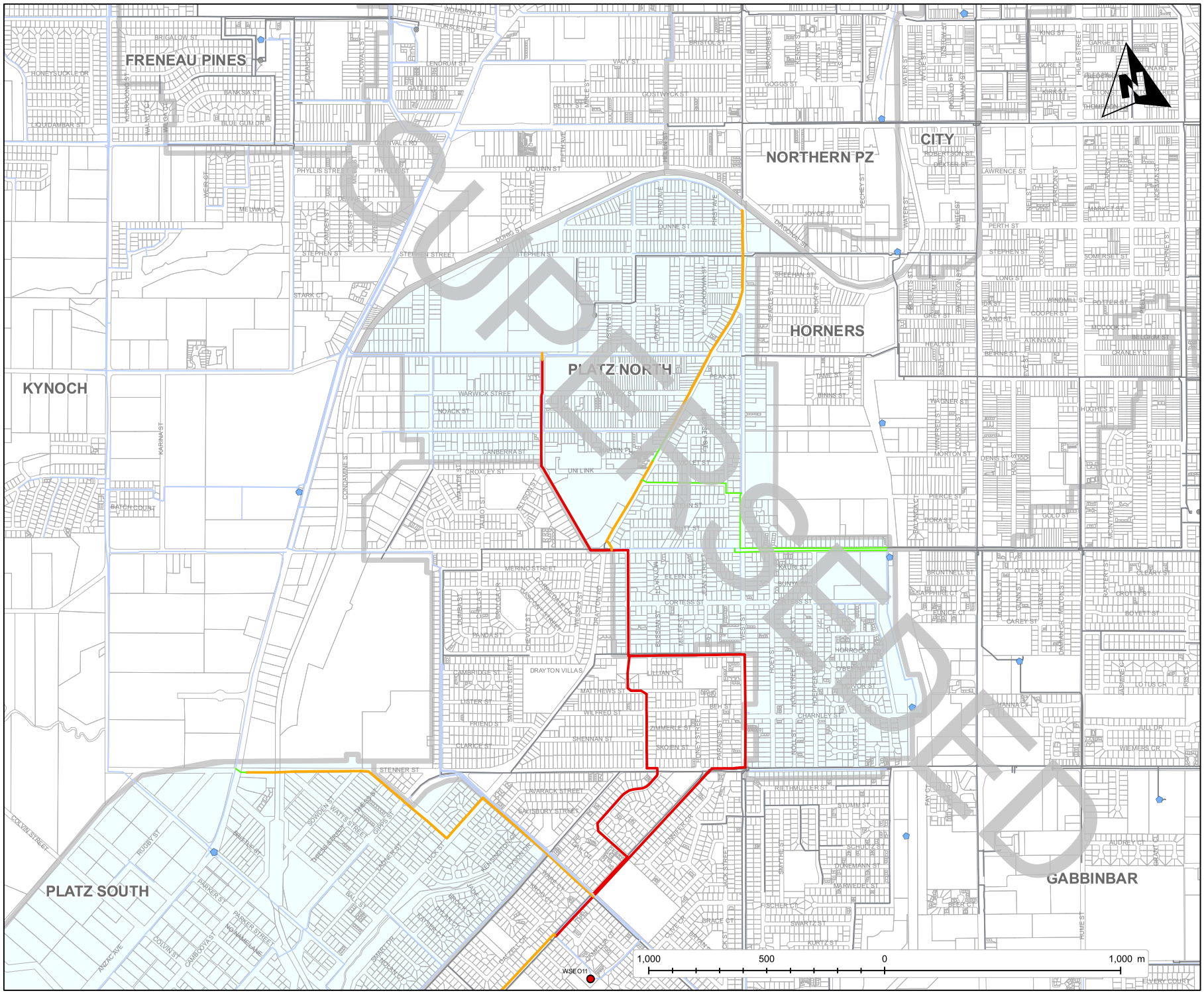
Existing Infrastructure

Pipe

Structure

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.28
Plans For Water
Supply Infrastructure
Platz North Catchment

Existing Infrastructure

Pipes ø
- 200
- 225-250
- 300-375

Platz Zone

Other Zones

Structures
- Platz Zone (IC Code)
- Other Zones

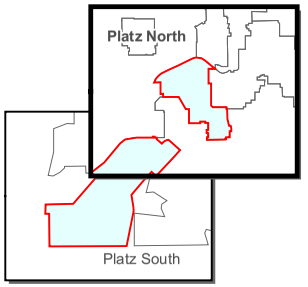
Future Infrastructure

Pipes
- Other Zones

Structures
- Other Zone

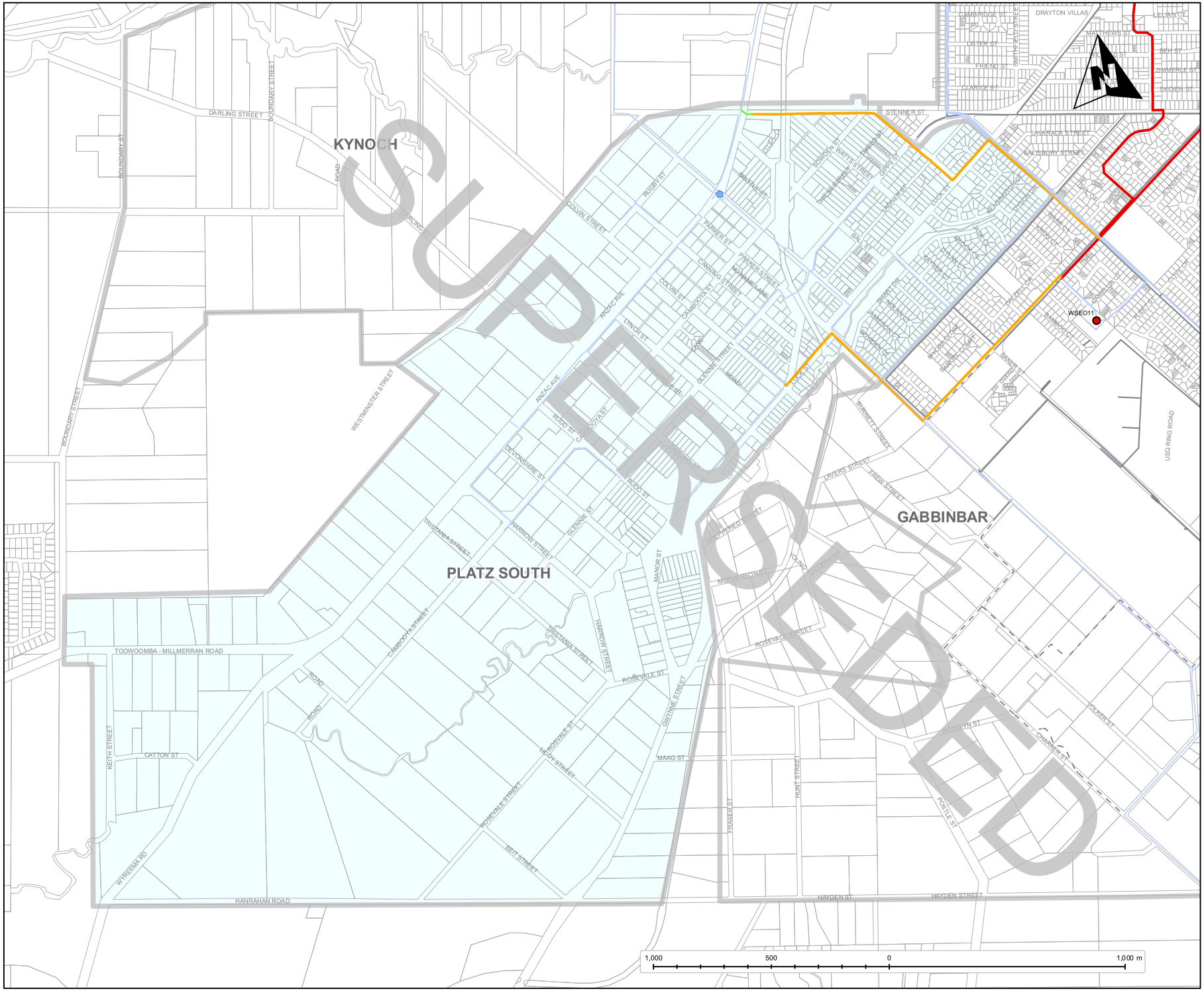
Shared Infrastructure

- Shared Pipes
- Shared Structures



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TOOWOOMBA REGIONAL COUNCIL



Map No.4.29
Plans For Water
Supply Infrastructure
Platz South Catchment

Existing Infrastructure

Pipes ø

- 200
- 225-250
- 300-375

Platz Zone

Other Zones

Structures

- Platz Zone (IC Code)
- Other Zones

Future Infrastructure

Pipes

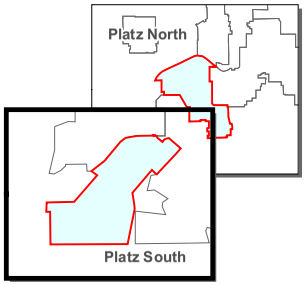
- Other Zones

Structures

- Other Zone

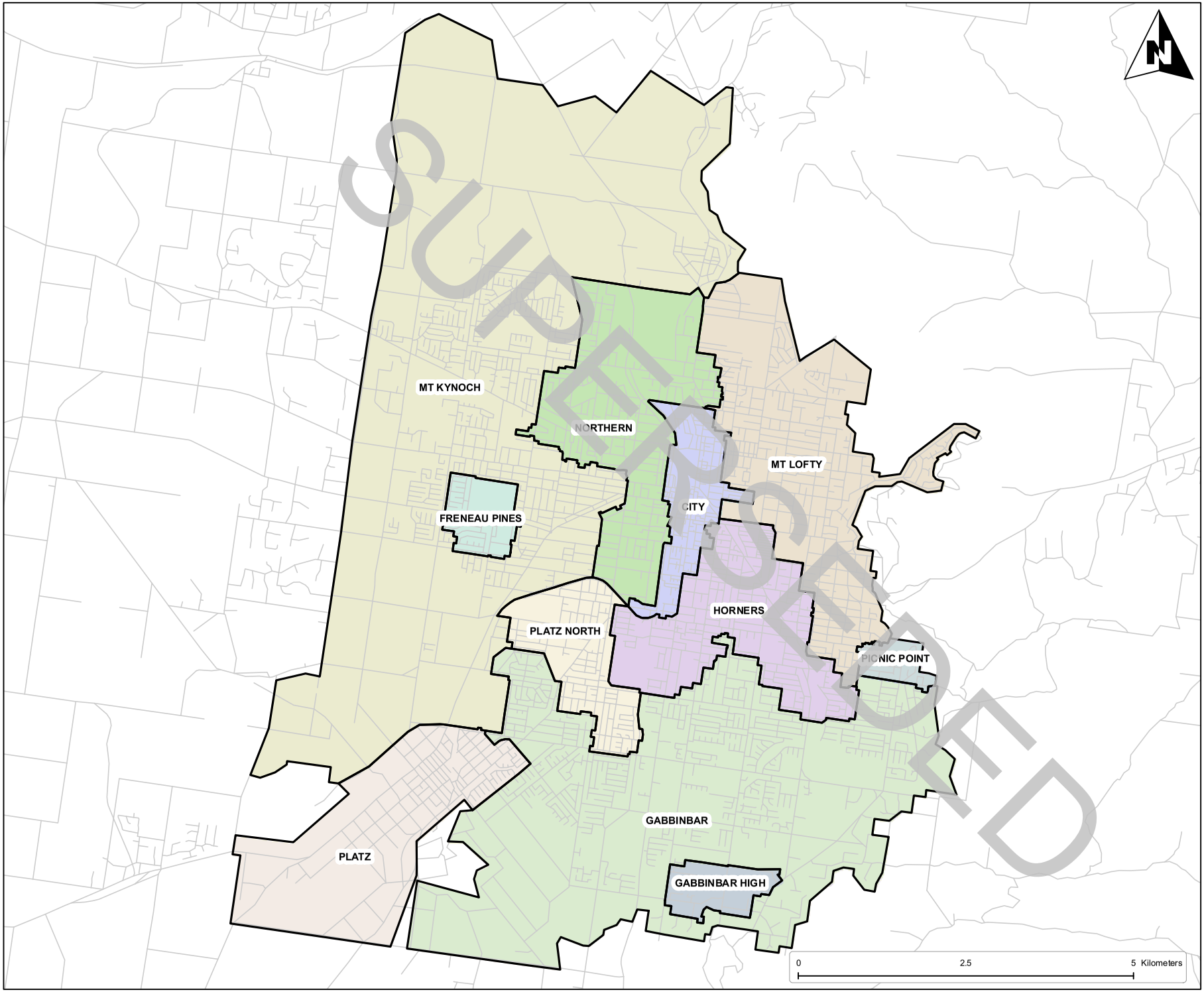
Shared Infrastructure

- Shared Pipes
- Shared Structures



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Map No.5.1 Plan for Water Supply Contribution Areas

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TOOWOOMBA REGIONAL COUNCIL

SUPERSEDED



TOOWOOMBA PLANNING SCHEME

PLANNING SCHEME POLICY No. 9

INFRASTRUCTURE CONTRIBUTIONS FOR

SEWERAGE NETWORK

SUPERSEDED

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1 PRELIMINARY

1.1 INTRODUCTION

This planning scheme policy has been prepared in accordance with the requirements of the *Integrated Planning Act 1997*.

The planning scheme policy (PSP) applies to the area of the Toowoomba Planning Scheme 2003 (the planning scheme).

This PSP replaces the previous 'Toowoomba Regional Council Planning Scheme Policy – Infrastructure Contributions for Sewerage Network (Toowoomba) and will take effect as of 31 October 2009.

1.2 PURPOSE

The purpose of this planning scheme policy is to support the planning scheme by assisting with:

(a) the integration of land use planning and infrastructure planning for the sewerage network;
(b) the efficient and orderly provision of shared development infrastructure for the sewerage network; and
(c) the funding of shared development infrastructure for the sewerage network through the fair apportionment of these costs to development.

1.3 STRUCTURE OF PLANNING SCHEME POLICY

This planning scheme policy:

(a) identifies in section 2 'Application of Planning Scheme Policy' how the planning scheme policy will be applied to development;
(b) states in section 3 'Planning Assumptions' the projections of future urban growth and the assumptions of demand for the sewerage network, which have informed the preparation of the planning scheme policy;
(c) identifies in section 4 'Timing of Shared Development Infrastructure' when it is anticipated that shared development infrastructure for the sewerage network will be provided;
(d) states in section 5 'Contribution Rates' how the contribution rates have been calculated through the apportionment of the establishment cost across demand; and
(e) states in section 6 'Infrastructure Contributions' how to calculate an infrastructure contribution for shared development infrastructure within the sewerage network using the infrastructure contribution rates identified in section 5.

2 APPLICATION OF PLANNING SCHEME POLICY

2.1 APPLYING THE PLANNING SCHEME POLICY TO DEVELOPMENT

This planning scheme policy:

(a) states the basis for the calculation of infrastructure contributions that may be imposed as a condition of development; and

SUPERSEDED

(b) states the basis for the imposition of a condition of development requiring:
   i. the supply of shared development infrastructure; and
   ii. the payment of additional shared development infrastructure costs.

2.2 INFRASTRUCTURE CONTRIBUTIONS

Infrastructure contributions for the sewerage network applicable to a development will be calculated in accordance with section 6 'Infrastructure Contributions'.

2.3 SUPPLY OF SHARED DEVELOPMENT INFRASTRUCTURE

A condition may be imposed for the supply of shared development infrastructure where:

(a) existing shared development infrastructure necessary to service the premises is not adequate and shared development infrastructure adequate to service the premises is identified in the planning scheme policy; or

(b) shared development infrastructure to service the premises is necessary, but is not yet available and is identified in the planning scheme policy; or

(c) shared development infrastructure identified in the planning scheme policy is located on the premises.

The agreed value of the necessary shared development infrastructure supplied for the sewerage network will be offset against an infrastructure contribution imposed for that network on the development (see section 6.6 'Calculation of Demand Offset').

2.4 PAYMENT OF ADDITIONAL SHARED DEVELOPMENT INFRASTRUCTURE COSTS

A condition may be imposed requiring the payment of additional shared development infrastructure costs where:

(a) for a properly made development application lodged on or before 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in the policy or policies dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy; or

(b) for a properly made development application lodged after 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in this policy.

Costs associated with the provision of additional shared development infrastructure will not normally be offset against infrastructure contributions calculated in accordance with section 6.

The Toowoomba Regional Council (TRC) may however allow the additional shared development infrastructure to be offset against infrastructure contributions where it decides the works provide a necessary shared function to other network users.

2.5 CONDITIONS FOR THE SUPPLY OF LOCAL DEVELOPMENT INFRASTRUCTURE

In addition to conditions imposed for shared development infrastructure, conditions may also be imposed on development for the supply of local development infrastructure.

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2.6 PLANNING SCHEME POLICY BASED ON EXISTING PLANNING SCHEME

The demand assumptions, future infrastructure and infrastructure contribution rates within this planning scheme policy are based on the anticipated level of development allowed for under the planning scheme at 30 June 2009. Should the planning scheme be amended after 30 June 2009 to allow for more intense forms of development, applications that require additional shared infrastructure will be conditioned to pay for that infrastructure in accordance with section 2.4.

2.7 EFFECTIVE DEVELOPMENT APPROVALS GRANTED AND PROPERLY MADE DEVELOPMENT APPLICATIONS LODGED ON OR BEFORE 30 OCTOBER 2009

If a development approval was granted on or before 30 October 2009 and includes a condition requiring payment of contribution(s) under this policy, so long as the contribution(s) is paid to the TRC by 5pm on 30 June 2010, the applicant / landowner may pay the lesser of the following:

(a) the amount of contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) the amount of contribution(s) which is payable under this policy.

If a properly made development application is lodged with the TRC on or before 30 October 2009 and the TRC imposes a condition(s) on the development approval requiring the payment of a contribution(s) under this policy, the applicant / landowner may satisfy that condition(s) by either:

(a) paying within 20 business days of the development approval taking effect, the amount of the contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items as dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) paying the contribution required under this policy in accordance with the condition.

3 PLANNING ASSUMPTIONS

Details concerning the planning assumptions are referenced in section 8 ‘Extrinsic Material’.

4 TIMING OF SHARED DEVELOPMENT INFRASTRUCTURE

4.1 PURPOSE

This section identifies:

(a) existing shared development infrastructure for the sewerage network; and

(b) when it is anticipated that future shared development infrastructure for the sewerage network will be provided.

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4.2 SHARED DEVELOPMENT INFRASTRUCTURE FOR THE SEWERAGE NETWORK

Table 4.1 defines the shared development infrastructure for the sewerage network.

Table 4.1 Shared development infrastructure for the sewerage network

Network	System	Items
Sewerage	Treatment	• Sewage treatment plants • Storage facilities • Release systems • Associated monitoring systems
	Reticulation	• Rising mains generally > 150mm • Gravity sewers generally > 150mm • Associated pump stations, manholes and fittings • Associated pump stations and fittings • Associated monitoring systems • Odour and corrosion control systems

4.3 PLANS FOR DEVELOPMENT INFRASTRUCTURE

Plans showing the existing and future shared development infrastructure for the sewerage network are shown on the following maps:

- Maps 4.1 to 4.14 Toowoomba City - Plans of existing sewerage infrastructure.

4.4 SCHEDULE OF WORKS

Table 4.2 identifies when it is anticipated that shared development infrastructure for the sewerage network will be provided to service growth.

Table 4.2 Schedule of works - sewerage network

Item	Shared Development Infrastructure	Estimated Completion	Cost of Works ($)* - Includes Contingency and Design and Supervision Costs
TOPS 55	Construct new pump station, rising and gravity mains in Glenvale	2010 - 11	4,023,129
TOPS 56(E)	Construct new pump station and rising main in Glenvale	2015 - 16	2,178,203
TOPS 58 overflow	Construct additional overflow storage at TOPS58 in Glenvale	2010 - 11	59,514

SUPERSEDED

Item	Shared Development Infrastructure	Estimated Completion	Cost of Works ($)* - Includes Contingency and Design and Supervision Costs
TOPSWC1	Construct new pump station WC1 and rising main in West Creek. Decommission TOPS15	2018 - 19	443,973
TOPSWC3	Construct new pump station WC3 and rising main in West Creek	2020 - 21	270,668
TOPSWC4	Construct new pump station WC4 and rising main in West Creek	2025 - 26	278,524
TOPSWC6	Construct new pump station WC6 and rising main in West Creek	2010 - 11	418,739
TOPSWC6 upgrade	Upgrade TOPSWC6 in West Creek	2012 - 13	71,416
TOPS D1	Construct new pump station TOPSD1 in Drayton, decommission TOPS1,2,3,4,8, construct new rising main	2015 - 16	2,262,421
TOPS D10	Construct new pump station TOPSD10 in Drayton, construct new rising main and upgrade TOPSD1	2025 - 26	1,475,958
PSB –Willowburn	Construct new pump station, raising and gravity main in Willowburn	2009 - 10	874,852
Wetalla Stage 6	Construct new stage of treatment plant	2017 - 18	47,610,994
TOPS 50 upgrade pumps	Upgrade TOPS50	2008 - 09	83,319
TOPS 52	Construct additional wet well capacity at TOPS52	2007 - 08	41,660
TOPS 53	Upgrade TOPS53 pumps	2008 - 09	11,903
West Creek trunk sewer	Construct new West Creek gravity trunk sewer, Alderley St southwards	2008 - 09	903,050
Drayton Trunk Sewer	Construct new gravity trunk sewer from Drayton catchment	2008 - 09	545,754
Gowrie Creek Trunk Sewer	Construct new Gowrie Creek Trunk sewer	2007 - 12	1,853,178
Black Gully Trunk Sewer	Construct Black Gully gravity sewers	2006 - 07	222,573
Drayton Gravity Sewers	Construct Drayton gravity sewers	2015 - 16	953,973

SUPERSEDED

Item	Shared Development Infrastructure	Estimated Completion	Cost of Works ($)* - Includes Contingency and Design and Supervision Costs
Drayton Rising Mains	Construct Drayton rising mains	2015 - 16	1,493,433
East Creek Trunk Sewers	Construct East Creek gravity sewers	2009 - 10	157,760
Glenvale Trunk Sewers	Construct Glenvale gravity sewers	2010 - 11	2,358,902
Glenvale Rising Mains	Construct Glenvale rising mains	2010 - 11	586,157
Gowrie Creek Trunk Sewers	Construct Gowrie Creek gravity sewers	2012 - 16	473,964
West Creek Trunk Sewers	Construct West Creek gravity sewers	2012 - 21	1,053,323
Total Cost			**70,707,340**

** Costs are expressed at the base date of 30 June 2009.*

SUPERSEDED

5 CONTRIBUTION RATES

5.1 CONTRIBUTION AREAS

Contribution rates for the sewerage network have been stated for that part of the planning scheme area planned to be supplied with a reticulated sewerage service. The location of the contribution areas are identified on Map 5.1 – Toowoomba City – Sewerage Contributions Areas.

5.2 ESTABLISHMENT COST

(a) The establishment cost (existing and future) of the sewerage network up to 2036 is $309,310,952 (as at 30 June 2009). Of this amount:
   i. 76.8% will be funded by infrastructure contributions; and
   ii. 23.2% will be funded by grants and subsidies.

(b) Table 5.1 identifies the estimated proportion of the establishment cost to be funded by infrastructure contributions in each contribution area.

Table 5.1 Sewerage network - establishment costs

Area	Amount of Establishment Cost ($)* to be Funded by Infrastructure Contributions
Black Gully	18,780,218
Drayton	17,332,583
East Creek	46,034,397

Area	Amount of Establishment Cost ($)* to be Funded by Infrastructure Contributions
Glenvale	24,069,088
Gowrie Creek	28,567,188
West Creek	51,883,431
Willowburn	4,471,909
TOTAL	**$191,138,814**

** Costs are expressed at the base date of 30 June 2009.*

(c) All existing shared development infrastructure has been valued at current cost.

(d) The establishment cost of future shared development infrastructure has been determined using typical current costs for similar works.

(e) The establishment cost of the sewerage network includes an allowance for the costs associated with preparing and administering the planning scheme policy over time. These costs are equal to 1.75% of the establishment cost of the sewerage network.

(f) The establishment cost includes engineering, planning and design costs equal to 15%, together with a contingency allowance of 10% to deal with construction, utility relocations and land acquisition cost variations.

5.3 PROJECTED DEMAND

A summary of the projected demand on the sewerage network is identified in Table 5.2.

Table 5.2 Sewerage network - projected demand summary

Contribution Area	Cumulative Demand, (ET)					
	2006	2011	2016	2021	2026	2036
Black Gully	5,683	6,151	6,411	6,674	6,745	6,951
Drayton	1,611	1,818	1,953	2,105	2,773	3,686
East Creek	13,544	14,084	14,348	14,585	14,680	15,094
Glenvale	2,271	2,883	3,652	4,686	5,061	5,162
Gowrie Creek	10,517	10,861	11,241	11,704	12,377	12,513
West Creek	15,733	16,569	17,497	18,259	18,734	19,628
Willowburn	1,180	1,304	1,477	1,500	1,502	1,507
TOTAL	50,539	53,670	56,579	59,513	61,872	64,541

SUPERSEDED

5.4 COST APPORTIONMENT

The method used to calculate the contribution rate (CR) is as follows:

$$CR = \frac{\text{Amount of establishment cost to 2036 funded by contributions (see Table 5.1)}}{\text{Sewerage network – establishment costs}}$$

$$\text{Cumulative demand to 2036 (see Table 5.2)}$$
$$\text{Sewerage network – projected demand summary}$$

5.5 CONTRIBUTION RATES

The contribution rates for the sewerage network are identified in Table 5.3.

Table 5.3 Sewerage network - contribution rates

Contribution Area	Contribution Rate ($/ET)
Black Gully	2,702
Drayton	4,703
East Creek	3,050
Glenvale	4,663
Gowrie Creek	2,283
West Creek	2,644
Willowburn	2,967

SUPERSEDED

6 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

6.1 INFRASTRUCTURE CONTRIBUTIONS THAT MAY BE IMPOSED

Infrastructure contributions may be imposed for shared development infrastructure within the sewerage network.

6.2 DEVELOPMENT SUBJECT TO INFRASTRUCTURE CONTRIBUTIONS

The types of assessable development that may trigger an infrastructure contribution being imposed are:

(a) reconfiguration of a lot; and
(b) a material change of use of premises.

6.3 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution for the sewerage network is to be calculated in accordance with the following formula-

$$\mathbf{IC = [(D – DC – DO) \times CR]}$$

Where:

(a) IC is an infrastructure contribution for the sewerage network.

(b) D is the amount of demand for sewerage infrastructure expressed as a number of demand units and calculated in accordance with section 6.4. The demand unit for the sewerage network is Equivalent Tenement (ET).

(c) DC is the demand credit for the sewerage network calculated in accordance with section 6.5.

(d) DO is the demand offset for the sewerage network calculated in accordance with section 6.6.

(e) CR is the contribution rate for the contribution area in which the development is located and will be applied in accordance with section 6.7.

6.4 CALCULATION OF DEMAND (D)

(a) For the reconfiguration of a lot, the demand for the sewerage network is to be calculated using the demand generation rates identified in Table 6.1.

(b) For a material change of use, the demand for the sewerage network is to be calculated using the demand generation rates identified in table 6.2.

(c) Where a development involves more than one use, the demand is to be determined by adding together the proposed demand for each use calculated in accordance with section 6.4(b).

6.5 CALCULATION OF DEMAND CREDIT (DC)

(a) The demand credit is to be calculated using the greater of:
   i. The amount of demand generated by an existing lawful use of the premises, calculated using the demand generation rates identified in Table 6.2; or
   ii. The demand for which infrastructure contributions for the sewerage network have been previously made.

(b) Where a contribution referred to in 6.5(a)(ii) is not expressed in the same demand units as those used in this planning scheme policy, the contribution is to be converted into a demand credit as follows:
   i. Where a previous monetary contribution has been made:
      - Convert the previous monetary contribution into its value as at the base date.
      - Divide the amount in the dot point above by the contribution rate identified in Table 5.3 to determine the demand credit.
   ii. Where a previous non monetary contribution has been made:
      - Determine the agreed value of the non monetary contribution at the base date. This is to be derived using the TRC's current cost.
      - Divide the amount in the dot point above by the relevant contribution rate identified in Table 5.3 to determine the demand credit.

(c) No demand credit will be applied where existing lawful use rights apply to a site but the use has not been established or which does not place a demand on the sewerage network. The only exception to this will be in relation to residential lots on which no dwelling has been constructed. In such cases, a demand credit equivalent to one dwelling per lot will be allowed.

(d) A demand credit arising from 6.5(a)(i) will only be provided to a maximum amount equal to the demand arising from a proposed development.

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6.6 CALCULATION OF DEMAND OFFSET (DO)

(a) The demand offset is to be calculated by converting a contribution for the supply of shared development infrastructure for the sewerage network into an agreed demand offset as follows:
   i. Determine the establishment cost (less the contingency allowance) of the infrastructure item at the base date identified in this policy.
   ii. Divide the establishment cost in the dot point above by the contribution rate identified in Table 5.3 to determine the demand offset.

(b) Where the demand offset (DO) for the sewerage network is greater than the demand (D) for that network, the infrastructure provider will enter into an agreement to refund the proportion of the establishment cost of the shared development infrastructure that reasonably can be apportioned to other premises.

(c) Where the TRC is satisfied that the contingency allowance is required to deliver that infrastructure item, it may agree to include the allowance in 6.6(a)(i).

6.7 APPLYING THE CONTRIBUTION RATE (CR)

The contribution rate for the sewerage network has been calculated at the base date of 30 June 2006. The contribution rates for the sewerage network are identified in Table 5.3.

6.7.1 Indexation of contribution rate

The contribution rate identified in Table 5.3 is expressed in base year dollar values and will be indexed quarterly up to the time of payment using the Australian Bureau of Statistics Non-Building Construction (412) Old Index.

6.8 TIME OF PAYMENT OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution is payable:

(a) prior to the time specified in the development approval; or

(b) if no time is specified in the development approval, prior to the time being:
   i. if the contribution applies to **reconfiguration of a lot**—before the local government approves the plan of subdivision under Chapter 3, Part 7 of the *Integrated Planning Act 1997*; or
   ii. if the contribution applies to **material change of use**—before the change of use happens.

6.9 ALTERNATIVES TO PAYING INFRASTRUCTURE CONTRIBUTIONS

(a) The TRC may require or accept an infrastructure contribution that may be in a form other than a monetary contribution.

(b) Alternatives to a monetary contribution are:
   i. a land contribution; or
   ii. a works contribution.

(c) The TRC may require or accept an infrastructure contribution that is a combination of monetary, land and works contribution.

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6.10 DEMAND GENERATION RATES

The sewerage network demand generation rates are identified as follows:

(a) reconfiguration of a lot – Table 6.1; and
(b) a material change of use – Table 6.2.

Table 6.1 Demand generation rates per lot - lot reconfiguration

Planning Scheme Identification		Demand Generation Rate Demand (ET) Per Lot	
Zone	**Precinct**		
Neighbourhood Residential		1 ET	Lot
Mixed Housing		1 ET	Lot
Park Residential	Rural Residential	1 ET	Lot
	Bushland Residential	1 ET	Lot
Regional Centre		2 ET	Lot
Sub-Regional Centre		2 ET	Lot
Suburban Centre		1.9 ET	Lot
Industry	Light	2 ET	Lot
	General	2 ET	Lot
Open Space		0 ET	Lot
Rural		0 ET	Lot
Special Use		4 ET (or as agreed with the TRC)	Lot

Table 6.2 Demand generation rates - material changes of use

Development Land Use Type	Demand Generation Rate	
	Demand (ET)	**Measure**
Accommodation Building	0.3	Bed
Adult Entertainment	0.3	100m^2 Gross Floor Area (GFA)

SUPERSEDED

Development Land Use Type	Demand Generation Rate	
	Demand (ET)	Measure
Aged Persons Housing / Care - Hostel Units	0.3	Bed
Aged Persons Housing / Care - Nursing Home Beds	0.6	Bed
Aged Persons Housing / Care - Self Contained	0.3	Bedroom
Animal Keeping, Farming, Forestry, Intensive Animal Husbandry	0.1	100m^2 GFA
Automotive / Equipment Showroom	0.25	100m^2 GFA
Automotive Parts and Accessories	0.3	100m^2 GFA
Bed and Breakfast	0.3	Bedroom
Boarding House	0.3	Bedroom
Bus / Rail / Air Passenger Terminal	4	100m^2 GFA
Car Washing Station	2	100m^2 GFA
Caravan Park	0.5	Site
Childcare Centre	2	100m^2 GFA
Community Club	0.3	100m^2 GFA
Community Facility	0.8	100m^2 GFA
Display Home	1	Dwelling
Dual Occupancy	0.3	Bedroom
Education Establishment - Secondary	2	100m^2 GFA
Education Establishment – Tertiary / Further	2	100m^2 GFA
Education Establishment - Primary	2	100m^2 GFA
Entertainment - Amusement Parlour	0.8	100m^2 GFA
Entertainment - Cinema	0.8	100m^2 GFA
Entertainment - Gaming Machine Areas	0.8	100m^2 GFA
Food Outlet (Café / Restaurant)	1.5	100m^2 GFA
Food Outlet (Convenience Restaurant)	1.5	100m^2 GFA
Freight Terminal	0.2	100m^2 GFA
Fuel Depot	0.5	100m^2 GFA
Function Centre	0.8	100m^2 GFA
Funeral Parlour	0.8	100m^2 GFA
Garden Centre	0.2	100m^2 GFA
Home Based Business (Additional to Dwelling)	0.8	100m^2 GFA
Hospital	0.8	100m^2 GFA
Hotel	1.1	100m^2 GFA
Hotel - Liquor Retail Sales Area	0.6	100m^2 GFA
Hotel - Lounge/Dining	1.5	100m^2 GFA
House	1	Dwelling
Indoor Recreation Facility - Gymnasium	0.2	100m^2 GFA
Indoor Recreation Facility - Skating Rink	0.2	100m^2 GFA

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Development Land Use Type	Demand Generation Rate	
	Demand (ET)	Measure
Indoor Recreation Facility - Squash or Other Court	0.2	100m^2 GFA
Industrial Premises - Concrete Batching Plant	0.7	100m^2 GFA
Industrial Premises - Other Medium / Heavy Industry	0.3	100m^2 GFA
Industrial Premises (Light Industry)	0.3	100m^2 GFA
Institution	0.3	Bedroom
Laundromat	0.4	100m^2 GFA
Licensed Club	0.3	100m^2 GFA
Local Utility	0	100m^2 GFA
Major Recreation Facility / Sporting Arena	1	100m^2 GFA
Major Utility	0.8	100m^2 GFA
Market	1	100m^2 GFA
Medical Centre	0.8	100m^2 GFA
Motel	0.3	Bedroom
Multiple Dwelling Units	0.3	Bedroom
Office - General (e.g. Administration, Govt)	0.8	100m^2 GFA
Office - Service (e.g. Banks, Real Estate)	0.8	100m^2 GFA
Outdoor Recreation Area - Swimming Pool, Golf Course	1	100m^2 GFA
Outdoor Recreation Area - Tennis / Other Court / Lawn Bowls	1	100m^2 GFA
Place of Public Worship	0.2	100m^2 GFA
Relocatable Home Park	0.5	Site
Retail Showroom	0.2	100m^2 GFA
Service Station - Pumps, Service and Storage Areas	0.8	100m^2 GFA
Service Station - Shop	0.5	100m^2 GFA
Shop	0.6	100m^2 GFA
Storage or Supplies Yard	0.15	100m^2 GFA
Supermarket	0.4	100m^2 GFA
Vehicle Depot	0.5	100m^2 GFA
Vehicle Workshop	0.3	100m^2 GFA
Veterinary Clinic	0.8	100m^2 GFA
Warehouse	0.2	100m^2 GFA
Waste Facility	4	100m^2 GFA

SUPERSEDED

7 DEFINITIONS

Base date - means the date from which a local government has estimated its projected infrastructure demands and costs. The base date is 30 June 2009.

Contribution area - means the area to which a contribution rate applies.

Contribution rate, CR - means the dollar amount per demand unit for an infrastructure network.

Current cost - in relation to an asset, means its cost measured by reference to the lowest cost at which the gross service potential of that asset could be obtained in the normal course of business. Where service potential, in relation to an asset, means its economic utility to the entity, based on the total benefit expected to be derived by the entity from use (and/or through sale) of the asset. Gross service potential means the total benefit expected to be derived when the asset was first acquired, and also the benefit from any subsequent upgrading. (Source: *CPA Australia and Institute of Chartered Accountants in Australia)*

Demand, D - refer section 6.4.

Demand credit, DC - refer section 6.5.

Demand offset, DO - refer section 6.6.

Demand unit - means the standard unit of demand that applies to each type of infrastructure to express the demand represented by different types of lots or uses.

Gross Floor Area – means the total floor area of a building on a site excluding private balconies and patios, and areas for parking vehicles.

Infrastructure contribution, IC - means a contribution calculated for a premise for a development infrastructure network.

Local development infrastructure - means development infrastructure which provides a lower order function through connections to individuals or small groups of users. It includes infrastructure internal to the site and connections to shared development infrastructure networks.

Net developable area - means the *developable area* of a site, minus land required for development infrastructure and easements, and other areas constrained from development under the planning scheme provisions.

Proposed demand - means the demand proposed for a premise, calculated using the demand generation rates referenced in section 6.10.

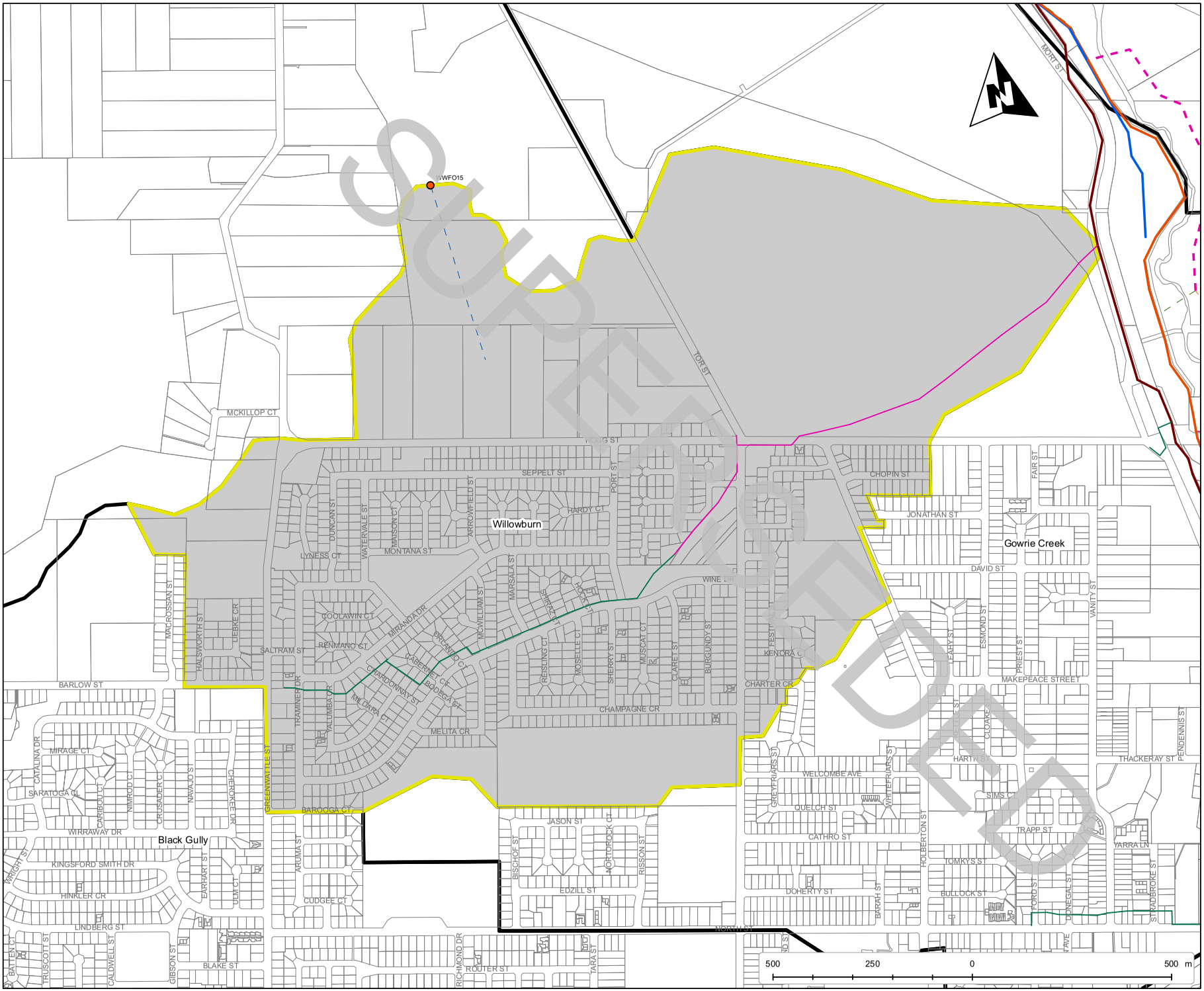
Shared development infrastructure - means development infrastructure which provides a higher order function through connections to a number of users. It does not include local development infrastructure which provides connections to individuals or small groups of users.

8 EXTRINSIC MATERIAL

The following documents are extrinsic material under the *Statutory Instruments Act 1992* and assist in the interpretation of this policy:

(a) Toowoomba Planning Assumptions Report 2009;
(b) Toowoomba Sewerage Planning Report; and
(c) Toowoomba City Council Draft Priority Infrastructure Plan.

SUPERSEDED



SUPERSEDED

Map No.4.1 Toowoomba City Plans for Sewerage Infrastructure - Willowburn Catchment

Pipe Infrastructure

Existing Sewer Mains

- Rising Mains
- 75; 100
- 150; 200
- 225; 250
- 300; 375
- 450; 525
- 600; 675
- 900; 1000
- 1050; 1200

Future Sewer Mains

- 100; 150
- 225; 300
- 375; 450
- 600; 750
- 825

Non-Pipe Sewerage Infrastructure

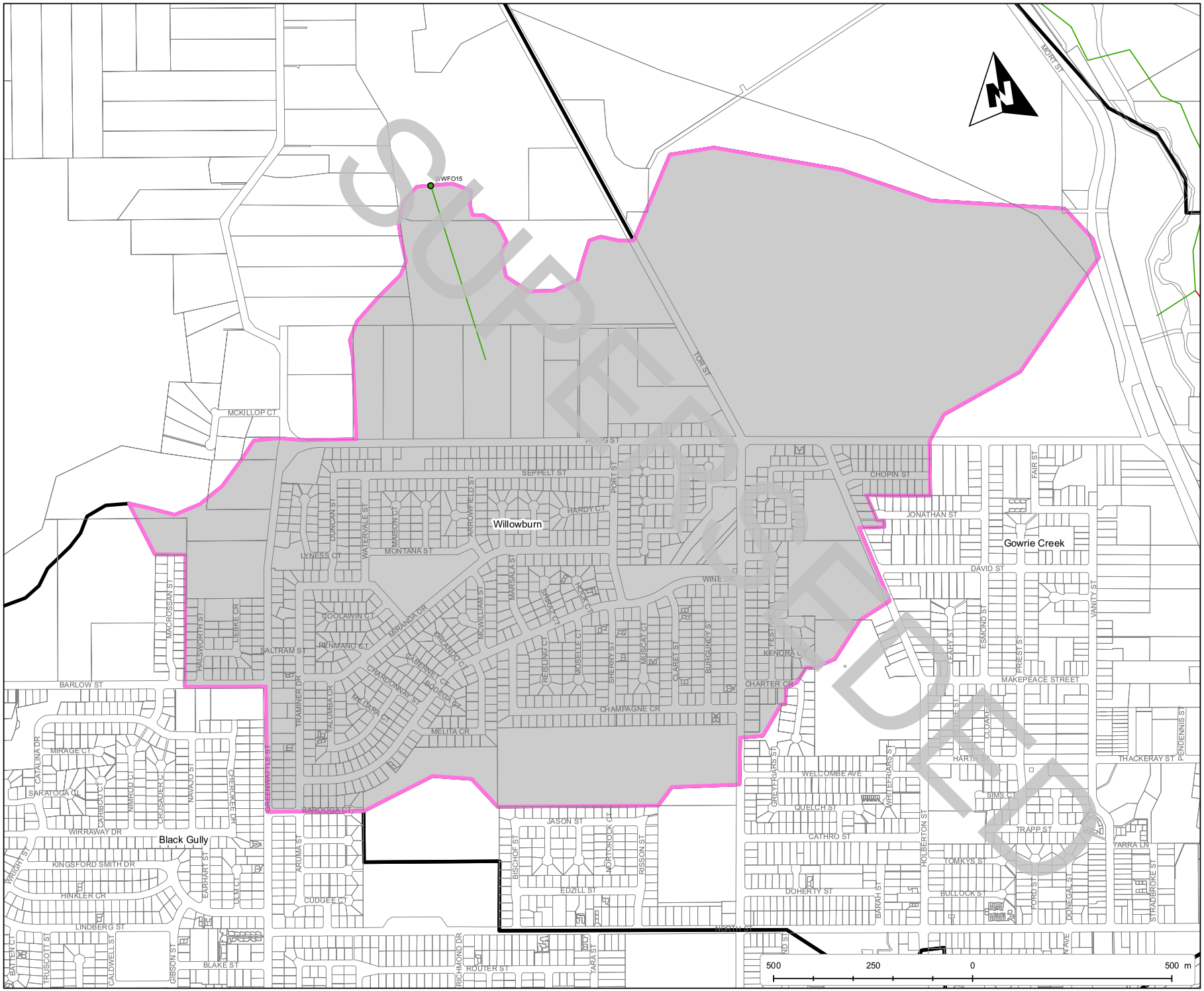
- Future Sewer Structure
- Existing Sewer Structure

Catchment

- Sewerage Catchment Boundary

1. Toowoomba Regional Council has taken all due care in the data represented, but cannot be held responsible for any inaccuracies in the data.
2. Data must not be distributed or supplied to any other party, without the express written permission of Land Use Planning Branch, or other delegated representative of Council.
3. Please notify Toowoomba Regional Council - Land Use Planning on (07) 4688 6787 of any data errors or omissions.

TOOWOOMBA REGIONAL COUNCIL



SUPERSEDED

Map No.4.2
Timing of Shared Sewerage Infrastructure - Willowburn Catchment

Pipe Infrastructure

Future Sewer Mains

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Non-Pipe Sewerage Infrastructure

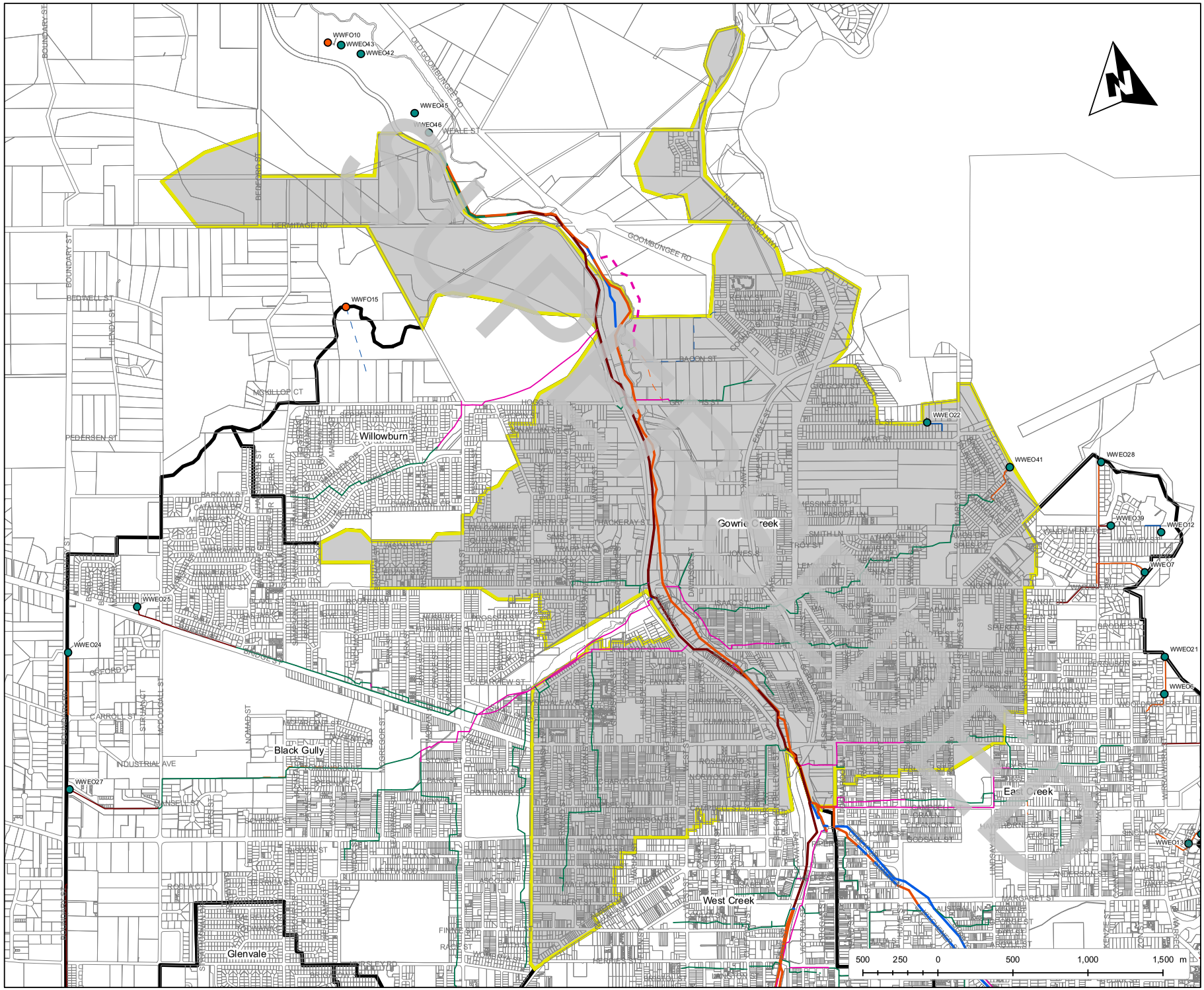
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026

Catchment

Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.3 Toowoomba City Plans for Sewerage Infrastructure - Gowrie Creek Catchment

Pipe Infrastructure

Existing Sewer Mains

- Rising Mains
- 75; 100
- 150; 200
- 225; 250
- 300; 375
- 450; 525
- 600; 675
- 900; 1000
- 1050; 1200

Future Sewer Mains

- 100; 150
- 225; 300
- 375; 450
- 600; 750
- 825

Non-Pipe Sewerage Infrastructure

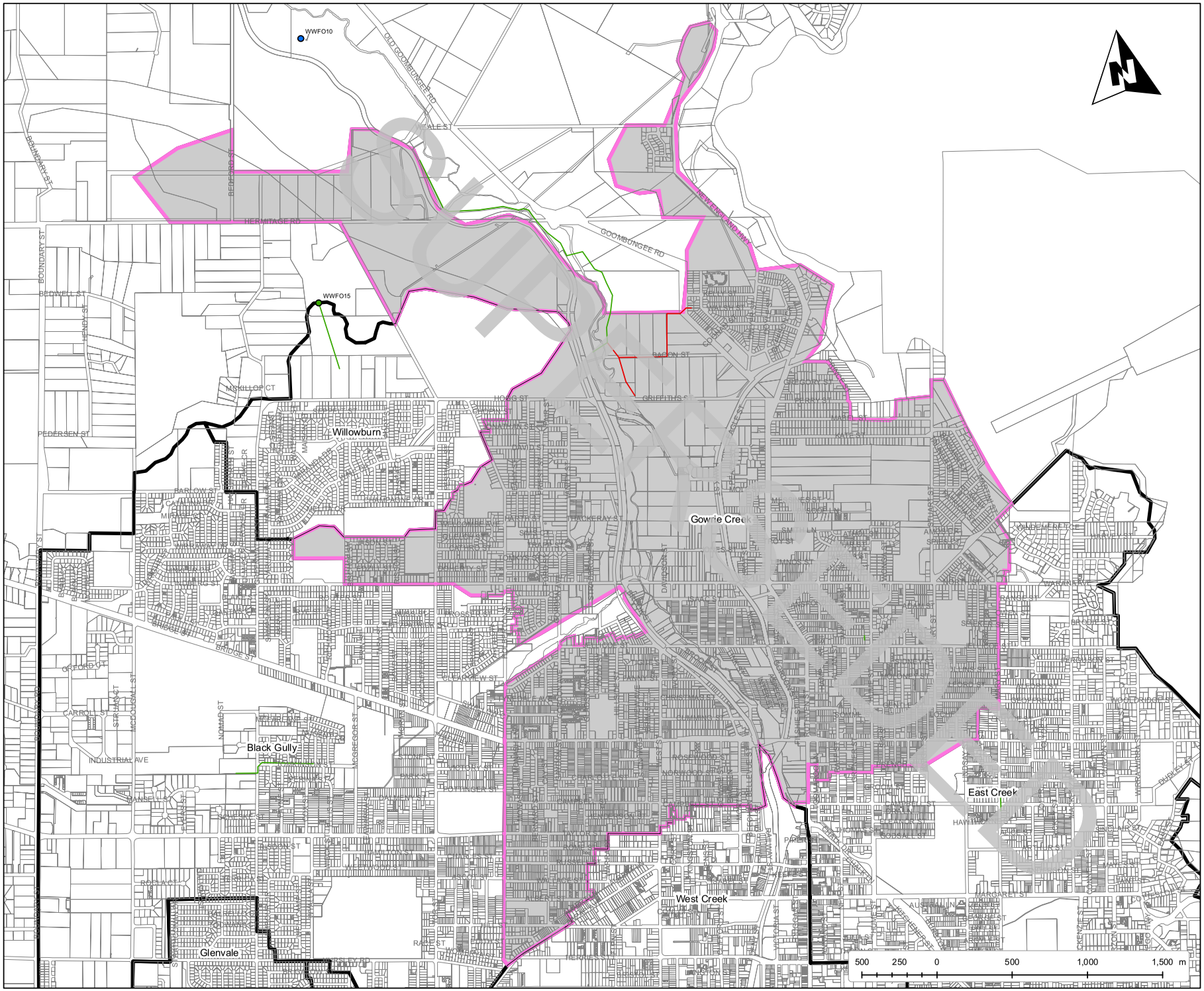
- Future Sewer Structure
- Existing Sewer Structure

Catchment

- Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.4
Timing of Shared Sewerage Infrastructure - Gowrie Creek Catchment

Pipe Infrastructure

Future Sewer Mains

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Non-Pipe Sewerage Infrastructure

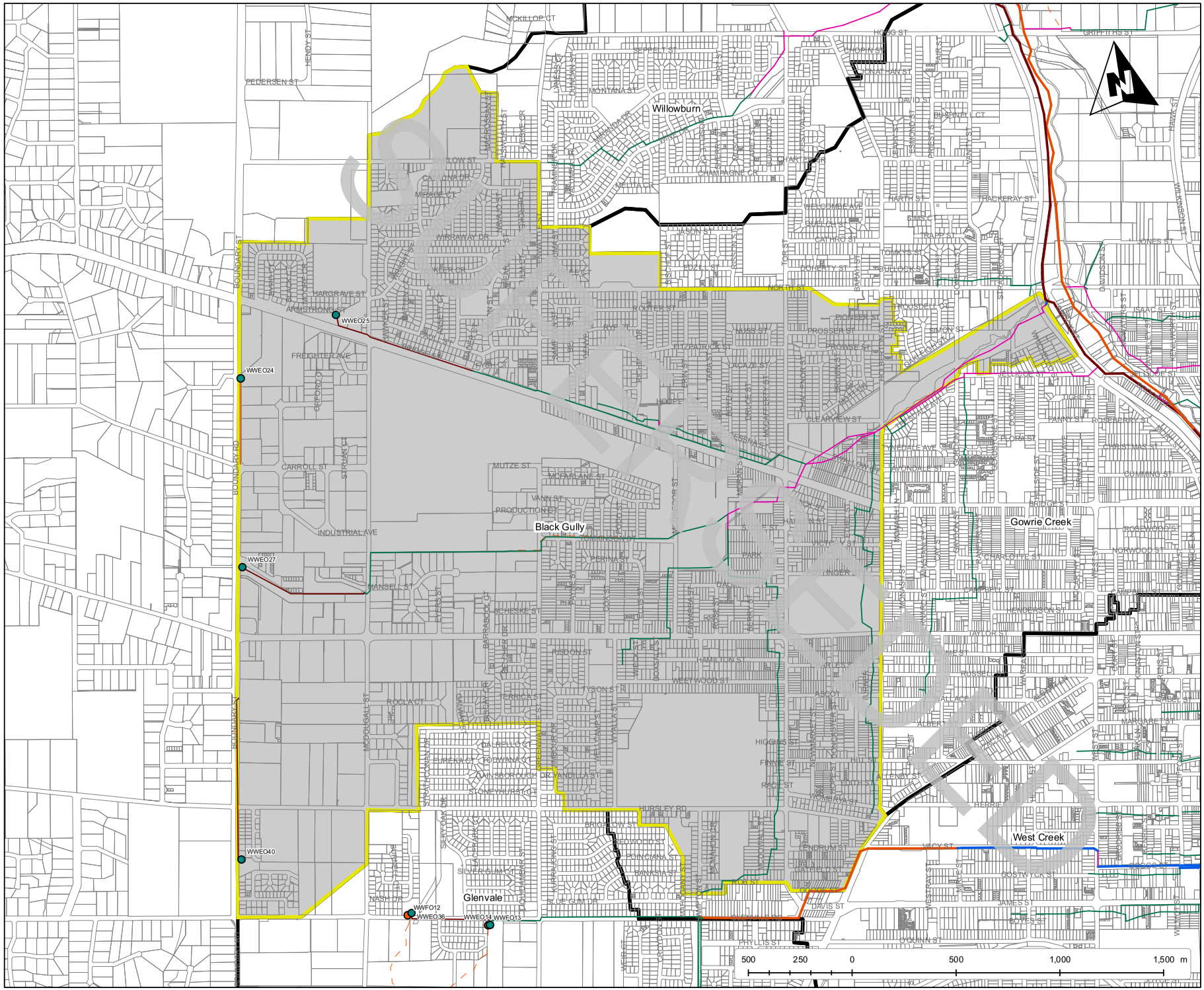
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026

Catchment

Sewerage Catchment Boundary

1. Toowoomba Regional Council has taken all due care in the data represented, but cannot be held responsible for any inaccuracies in the data.
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TOOWOOMBA REGIONAL COUNCIL



Map No.4.5 Toowoomba City Plans for Sewerage Infrastructure - Black Gully Catchment

Pipe Infrastructure

Existing Sewer Mains

- Rising Mains
- 75; 100
- 150; 200
- 225; 250
- 300; 375
- 450; 525
- 600; 675
- 900; 1000
- 1050; 1200

Future Sewer Mains

- 100; 150
- 225; 300
- 375; 450
- 600; 750
- 825

Non-Pipe Sewerage Infrastructure

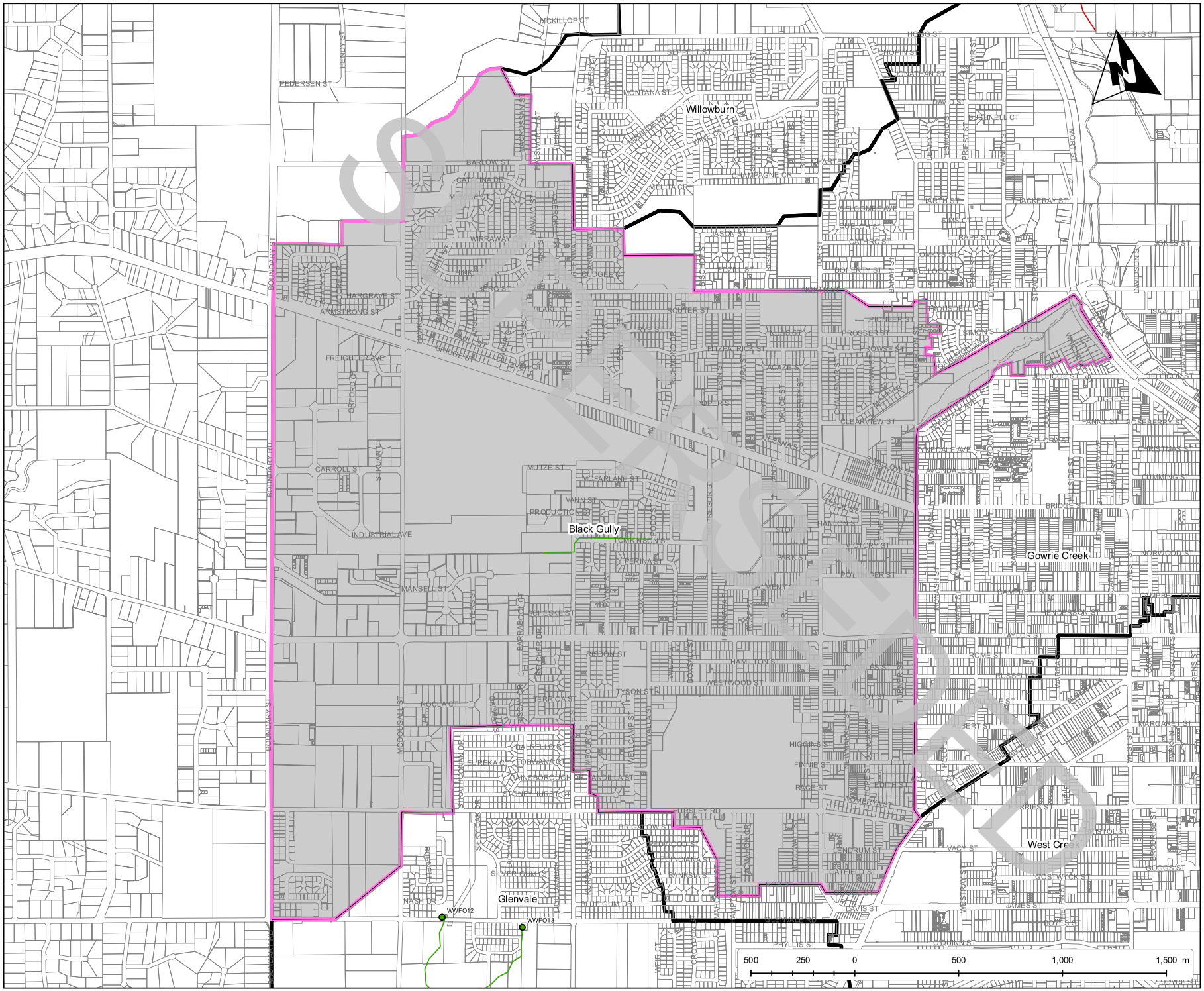
- Future Sewer Structure
- Existing Sewer Structure

Catchment

- Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.6
Timing of Shared Sewerage Infrastructure - Black Gully Catchment

Pipe Infrastructure

Future Sewer Mains

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Non-Pipe Sewerage Infrastructure

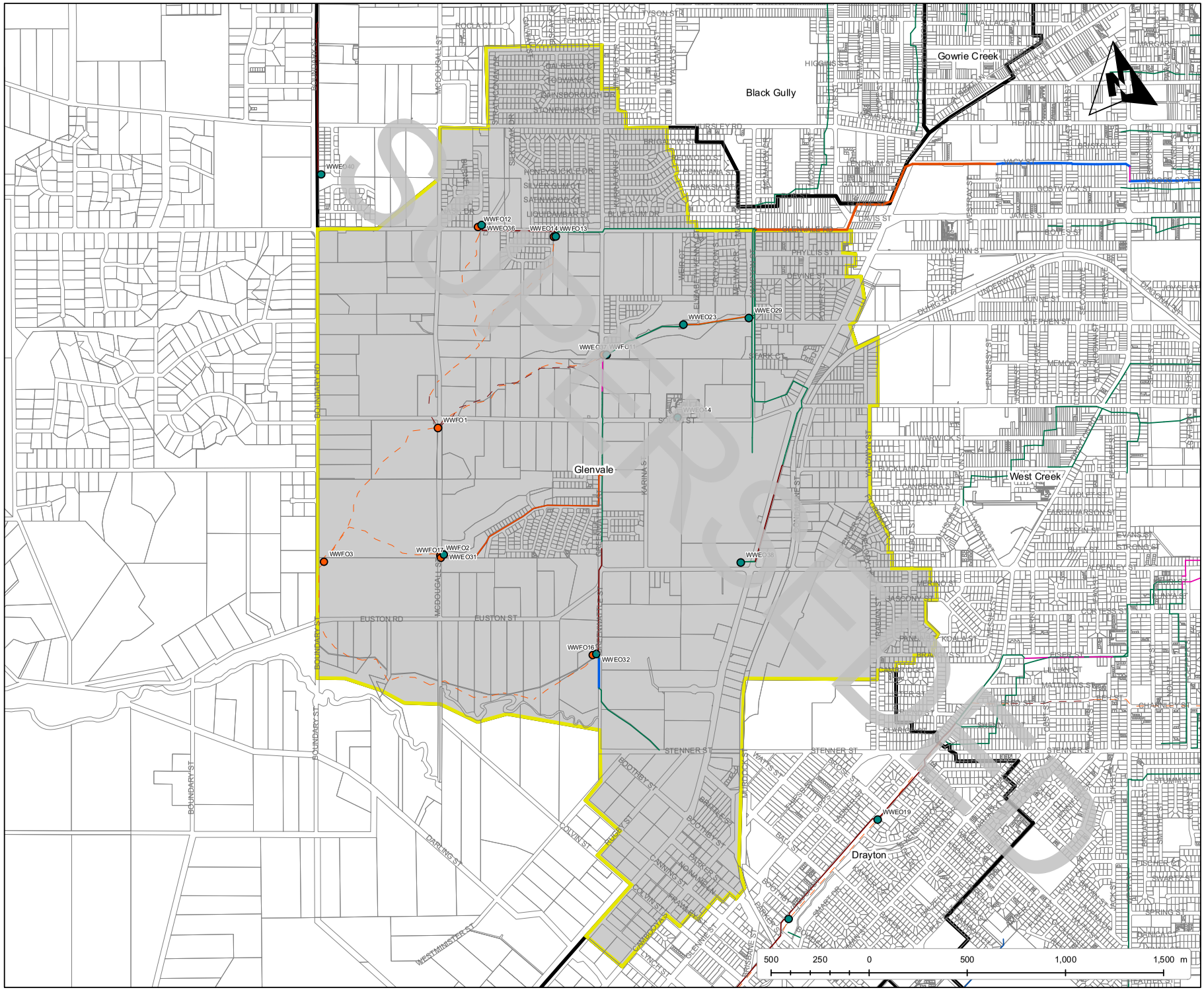
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026

Catchment

Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.7 Toowoomba City Plans for Sewerage Infrastructure - Glenvale Catchment

Pipe Infrastructure

Existing Sewer Mains

- Rising Mains
- 75; 100
- 150; 200
- 225; 250
- 300; 375
- 450; 525
- 600; 675
- 900; 1000
- 1050; 1200

Future Sewer Mains

- 100; 150
- 225; 300
- 375; 450
- 600; 750
- 825

Non-Pipe Sewerage Infrastructure

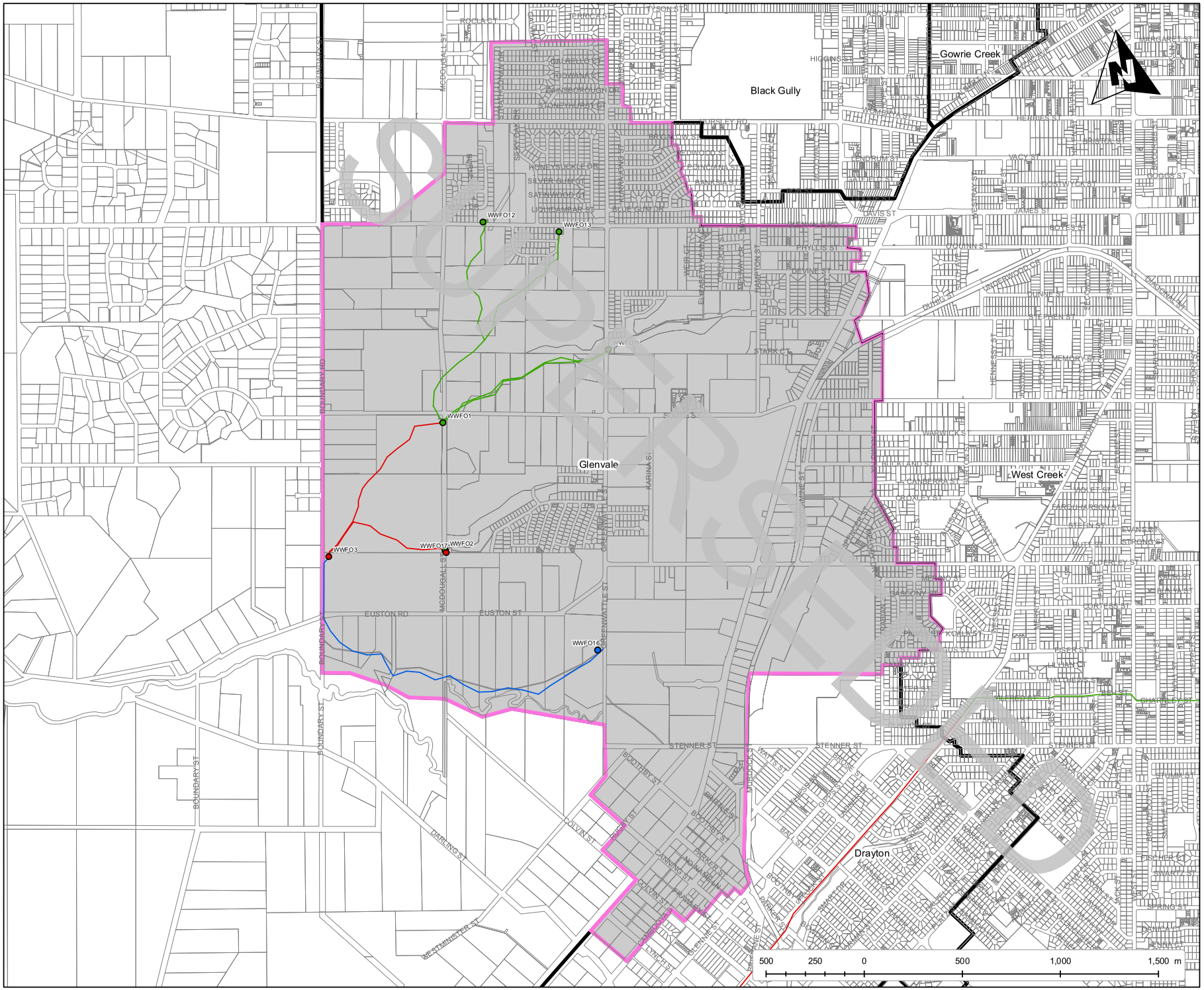
- Future Sewer Structure
- Existing Sewer Structure

Catchment

- Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.8
Timing of Shared Sewerage Infrastructure - Glenvale Catchment

Pipe Infrastructure

Future Sewer Mains

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Non-Pipe Sewerage Infrastructure

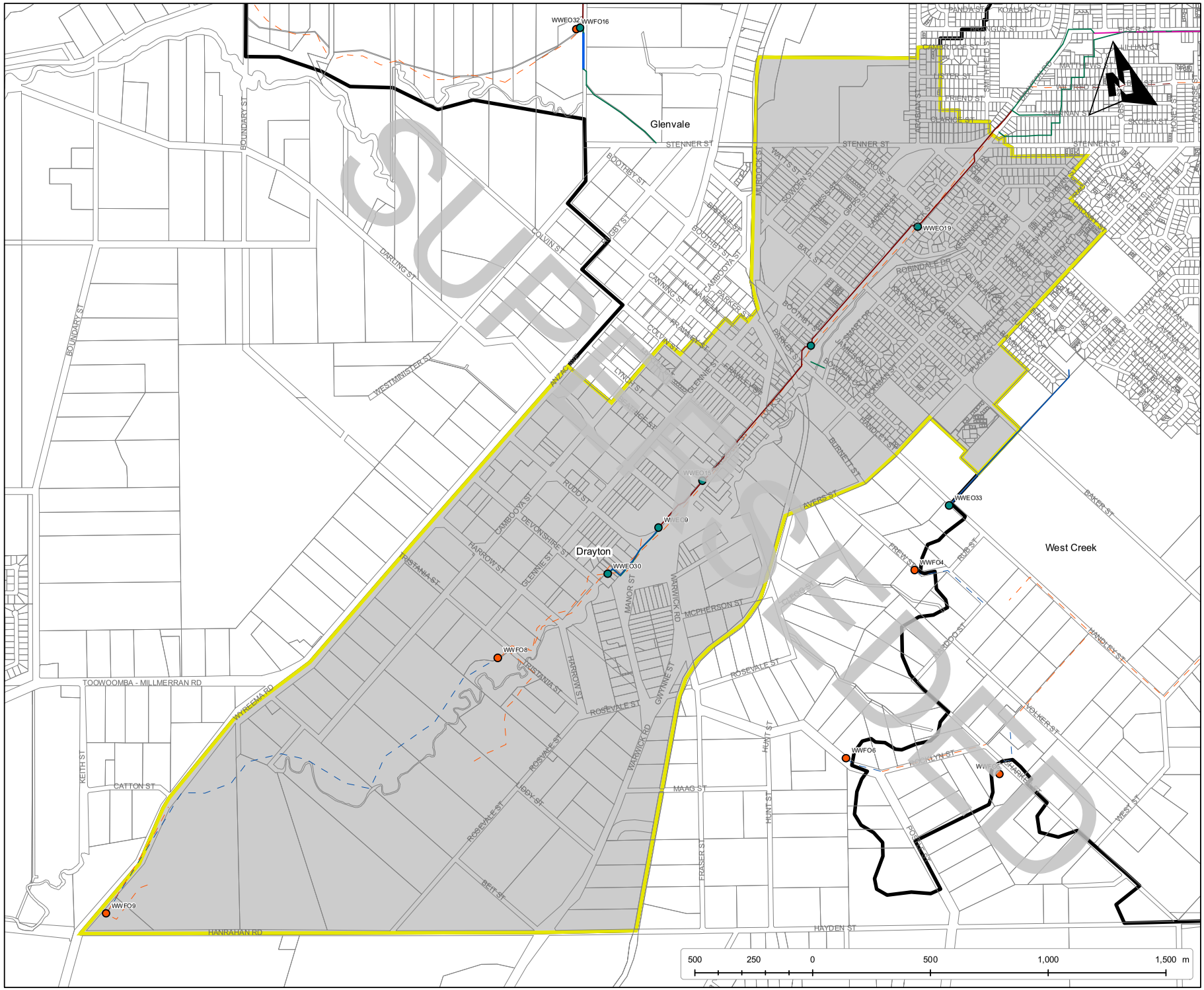
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026

Catchment

Sewerage Catchment Boundary

1. Toowoomba Regional Council has taken all due care in the data represented, but cannot be held responsible for any inaccuracies in the data.
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TOOWOOMBA REGIONAL COUNCIL



Map No.4.9 Toowoomba City Plans for Sewerage Infrastructure - Drayton Catchment

Pipe Infrastructure

Existing Sewer Mains

- Rising Mains
- 75; 100
- 150; 200
- 225; 250
- 300; 375
- 450; 525
- 600; 675
- 900; 1000
- 1050; 1200

Future Sewer Mains

- 100; 150
- 225; 300
- 375; 450
- 600; 750
- 825

Non-Pipe Sewerage Infrastructure

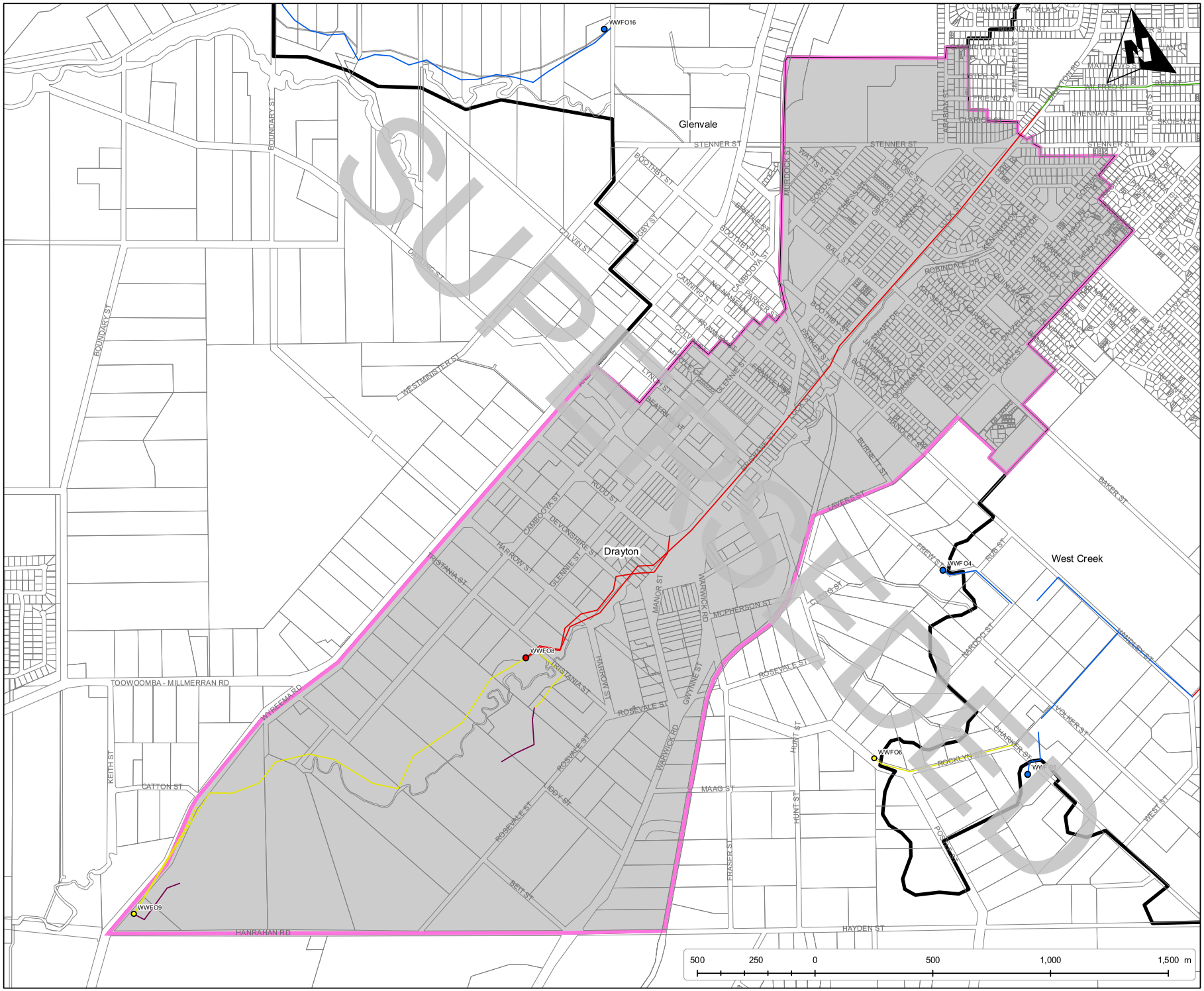
- Future Sewer Structure
- Existing Sewer Structure

Catchment

- Sewerage Catchment Boundary

1. Toowoomba Regional Council has taken all due care in the data represented, but cannot be held responsible for any inaccuracies in the data.
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TOOWOOMBA REGIONAL COUNCIL



SUBMITTED

Map No.4.10
Timing of Shared Sewerage Infrastructure - Drayton Catchment

Pipe Infrastructure

Future Sewer Mains

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Non-Pipe Sewerage Infrastructure

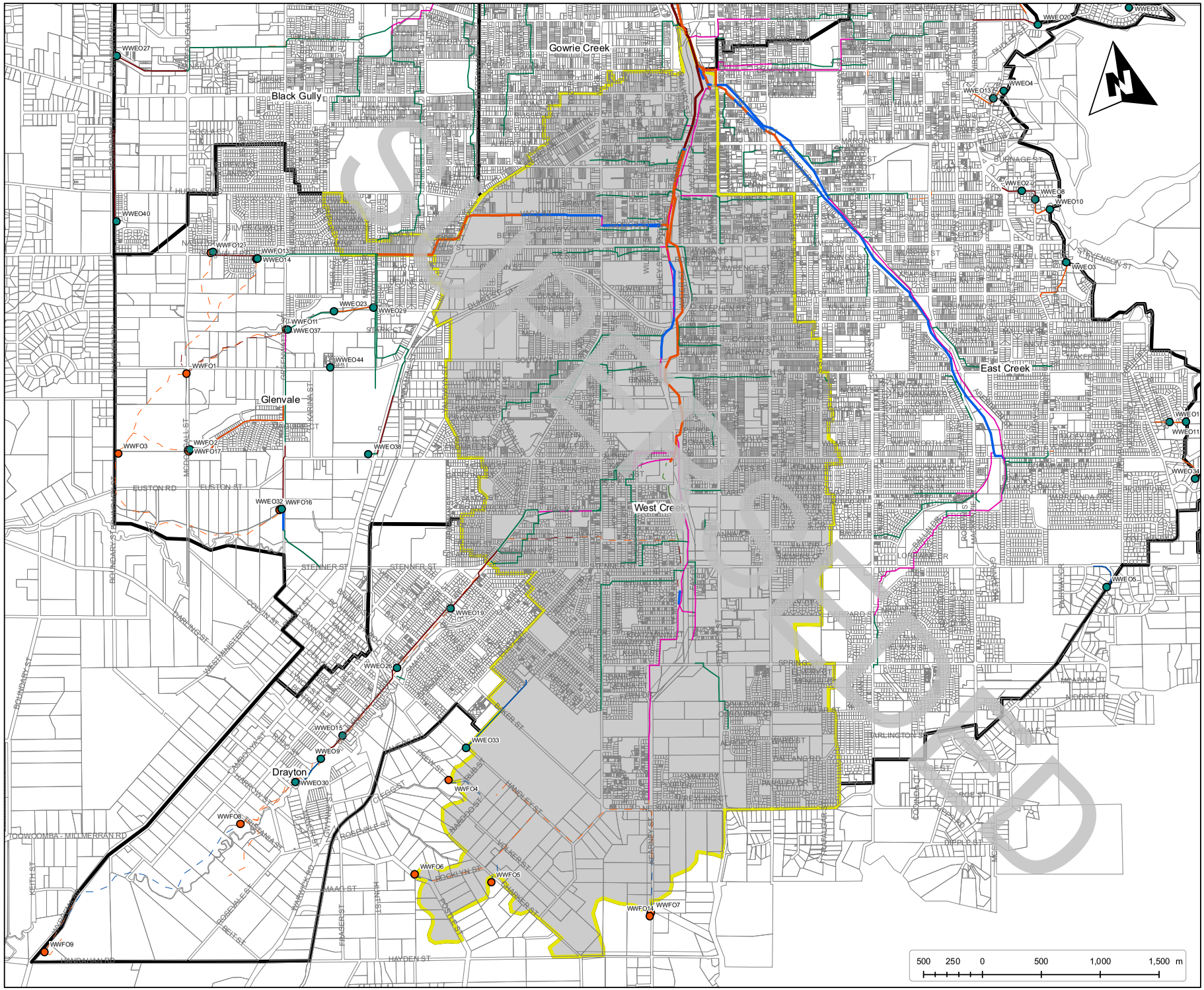
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026

Catchment

Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.11 Toowoomba City Plans for Sewerage Infrastructure - West Creek Catchment

Pipe Infrastructure

Existing Sewer Mains

- Rising Mains
- 75; 100
- 150; 200
- 225; 250
- 300; 375
- 450; 525
- 600; 675
- 900; 1000
- 1050; 1200

Future Sewer Mains

- 100; 150
- 225; 300
- 375; 450
- 600; 750
- 825

Non-Pipe Sewerage Infrastructure

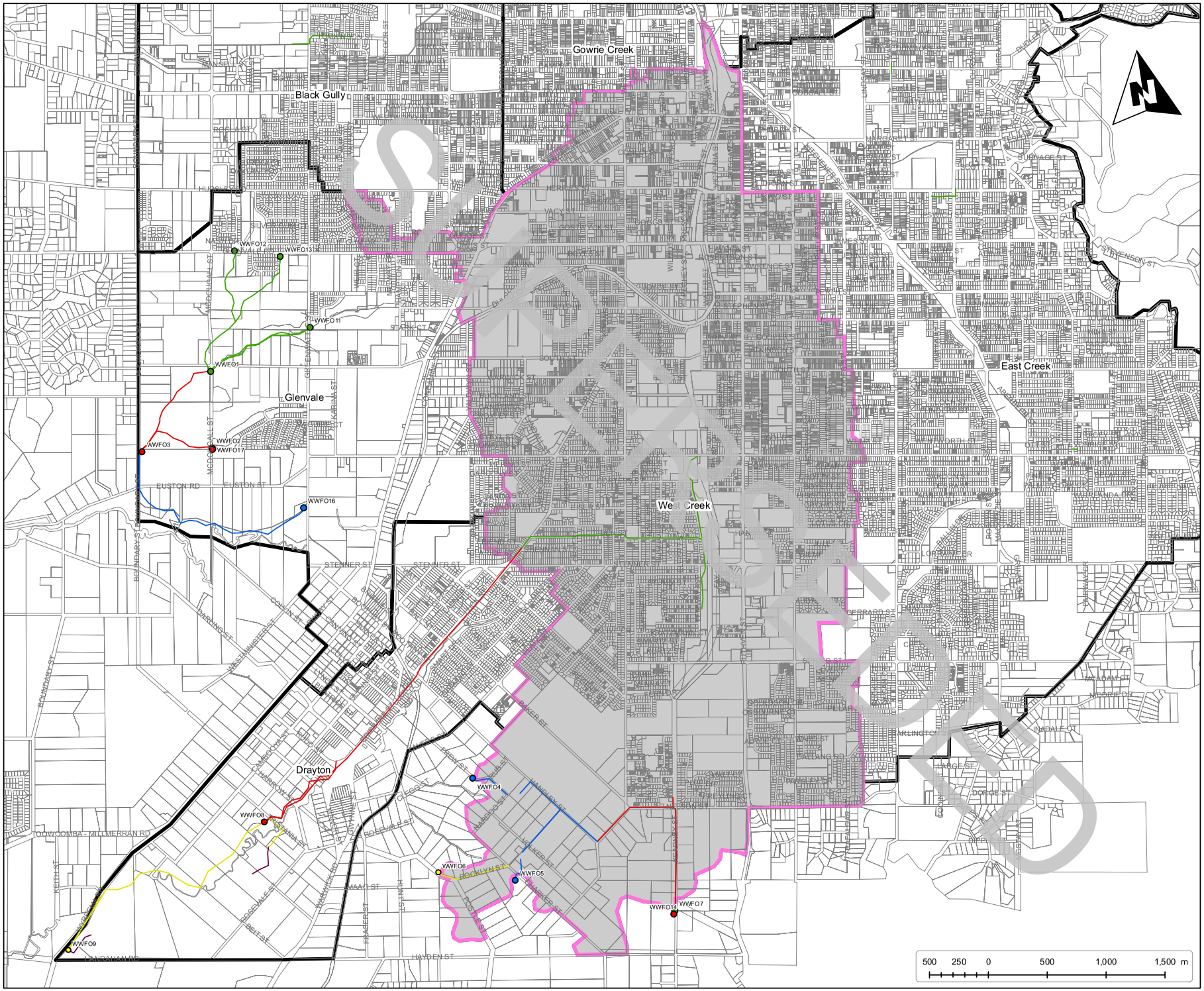
- Future Sewer Structure
- Existing Sewer Structure

Catchment

- Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.12
Timing of Shared Sewerage Infrastructure - West Creek Catchment

Pipe Infrastructure

Future Sewer Mains

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Non-Pipe Sewerage Infrastructure

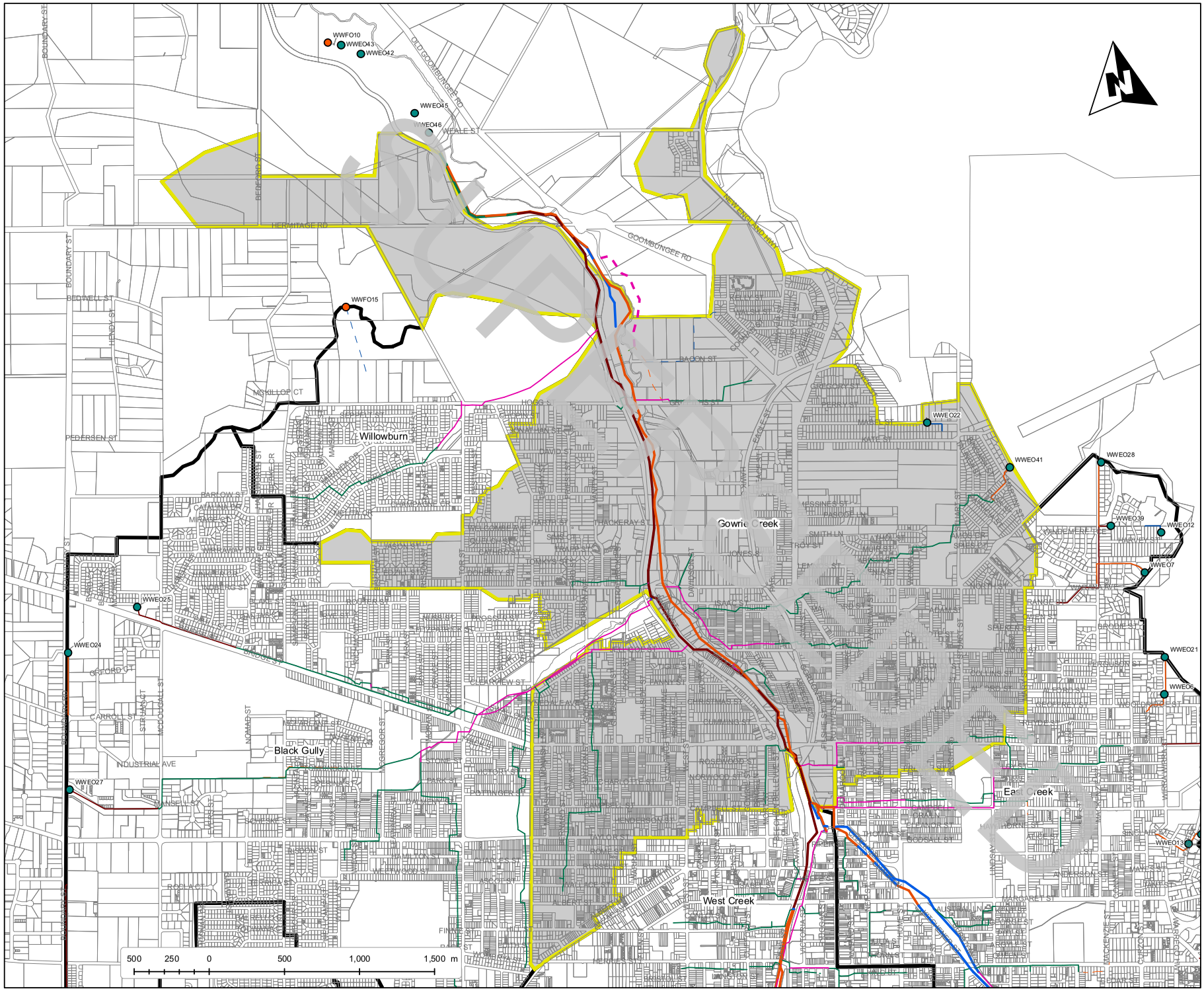
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026

Catchment

Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.13 Toowoomba City Plans for Sewerage Infrastructure - Gowrie Creek Catchment

Pipe Infrastructure

Existing Sewer Mains

- Rising Mains
- 75; 100
- 150; 200
- 225; 250
- 300; 375
- 450; 525
- 600; 675
- 900; 1000
- 1050; 1200

Future Sewer Mains

- 100; 150
- 225; 300
- 375; 450
- 600; 750
- 825

Non-Pipe Sewerage Infrastructure

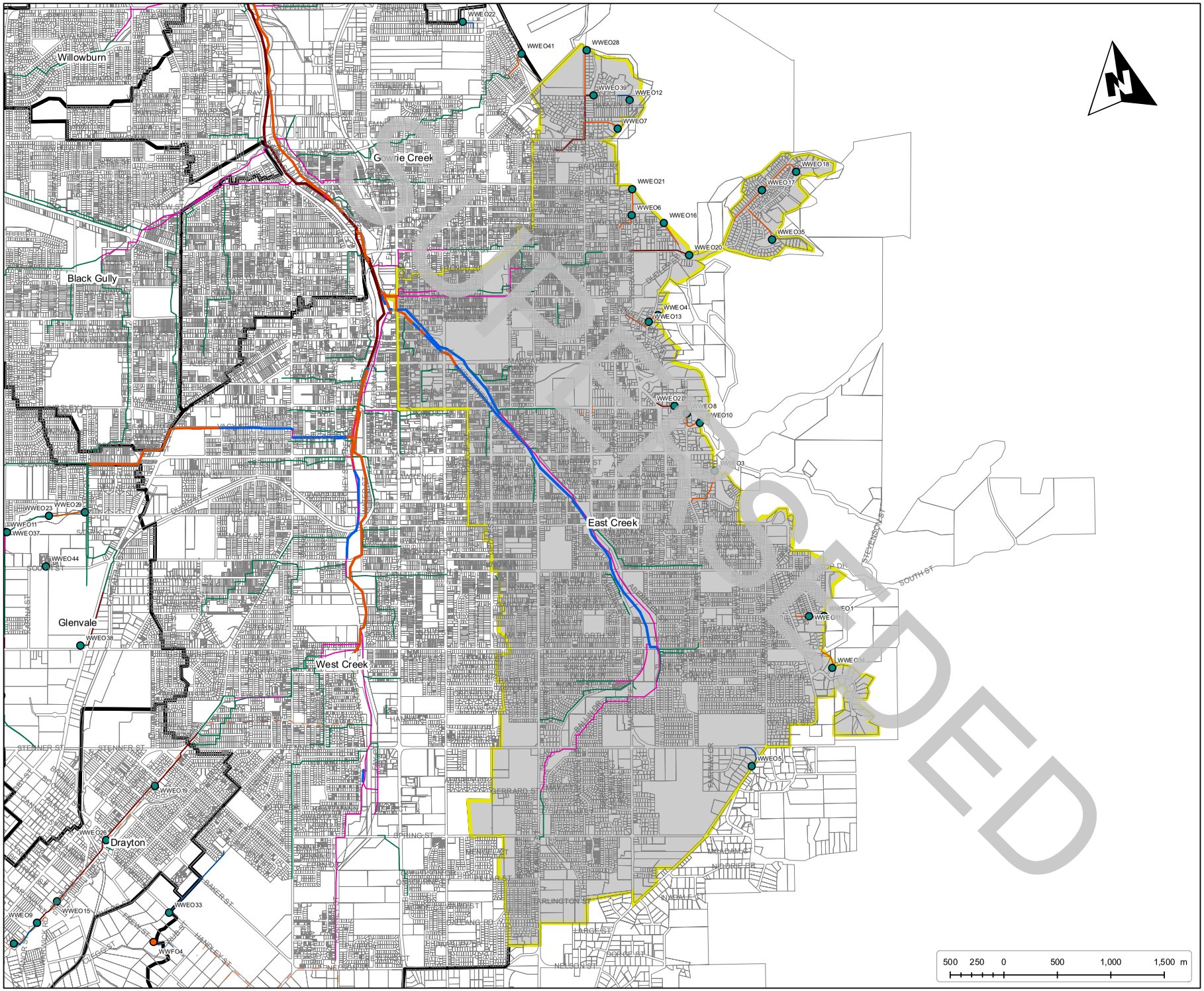
- Future Sewer Structure
- Existing Sewer Structure

Catchment

- Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.14
Plans for Sewerage Infrastructure - East Creek Catchment

Pipe Infrastructure

Existing Sewer Mains

- 50; 63; 65
- 75; 100
- 150; 200
- 225; 250
- 300; 375
- 450; 525
- 600; 675
- 900; 1000
- 1050; 1200

Future Sewer Mains

- 100; 150
- 225; 300
- 375; 450
- 600; 750
- 825

Non-Pipe Sewerage Infrastructure

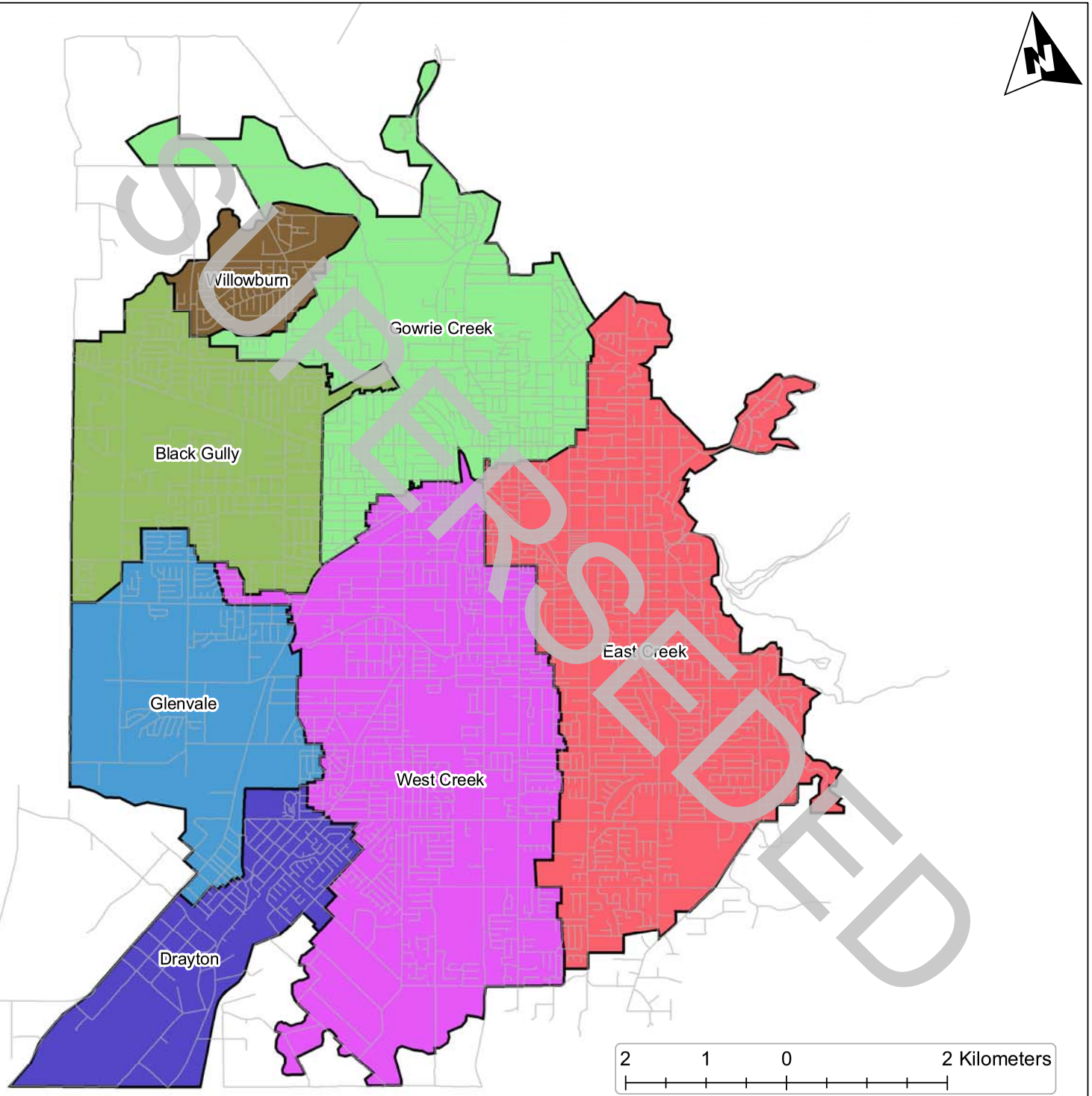
- Future Sewer Structure
- Existing Sewer Structure

Catchment

- Sewerage Catchment Boundary

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TOOWOOMBA REGIONAL COUNCIL



SUPERSEDED

Map 5.1 Toowoomba City Sewerage Contributions Areas

- Black Gully
- Drayton
- East Creek
- Glenvale
- Gowrie Creek
- West Creek
- Willowburn

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TOOWOOMBA REGIONAL COUNCIL

SUPERSEDED

PLANNING SCHEME POLICY NO. 10

REFERENCED DOCUMENTS

1. PURPOSE

(1) The purpose of this Planning Scheme Policy is to:

(a) list the documents referenced in the planning scheme; and

(b) clearly establish which version of those documents is applicable for the purposes of the planning scheme.

2. STATEMENT

(1) This policy is a means of allowing timely updating of referenced documents and the application of best practice while allowing community consultation. The documents referenced in the planning scheme are included in the following two schedules to this policy:

(a) Schedule A – Referenced State and National legislation and State Codes; and

(b) Schedule B – Other referenced and supporting documents.

(2) For the purposes of the planning scheme:

(a) the applicable version of the documents listed in Schedule A to this policy is the latest version, or the replacement document where it has been replaced; and

(b) the applicable version of the documents listed in Schedule B is the version or date indicated in Schedule B.

SUPERSEDED

Schedule A

Referenced State and National Legislation and State Codes

REFERENCED DOCUMENT	AUTHOR/PUBLISHER
Body Corporate and Community Management Act 1997	Queensland Government Printer (Goprint)
Building Code of Australia	Australia Building Codes Board (ABCB)
Child Care (Child Care Centres) Regulation 1991	Goprint
Child Care Act 1991	Goprint
Civil Aviation Regulation 1988	Civil Aviation Safety Authority
Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987	Goprint
Electricity Act 1994	Goprint
Environmental Protection Act 1994	Goprint
Environmental Protection (Air) Policy 1997	Goprint
Environmental Protection Regulation 1998	Goprint
Environmental Protection (Noise) Policy 1997	Goprint
Environmental Protection (Water) Policy 1997	Goprint
Food Hygiene Regulation 1989	Goprint
Integrated Planning Act 1997	Goprint
Liquor Act 1992	Goprint
Local Government Act 1993	Goprint
Mineral Resources Act 1989	Goprint
Nature Conservation Act 1992	Goprint
Nature Conservation (Wildlife) Regulation 1994	Goprint
Prostitution Act 1999	Goprint
Queensland Heritage Act 1992	Goprint
Queensland Heritage Register	Cultural Heritage Branch, DEH
Retirement Villages Act 1999	Goprint
Sewerage and Water Supply Act 1949	Goprint
Standard Building Regulation 1993	Goprint
Standard Sewerage Law	Goprint
Telecommunication Act 1997	Australian Government Publishing Service (AGPS)
Telecommunication (Low Impact Facilities) Determination 1997	Infrastructure Policy Section, Telecommunications Industry Division, Commonwealth Department of Communication and the Arts
Telecommunications Code of Practice 1997	AGPS
Vegetation Management Act 1999	AGPS
Water Act 2000	Goprint

SUPERSEDED

Schedule B

Other Referenced and Supporting Documents

REFERENCED DOCUMENT	AUTHOR/PUBLISHER	VERSION/DATE
A Walk Through History (Brochures)	Toowoomba City Council	2000
AUS-SPEC #1 Development Design and Construction Specifications 1997	Sinclair Knight Merz Pty Ltd	Date of commencement of the Scheme
Australia ICOMOS Character for the Conservation of Places of Cultural Significance (Burra Charter) 1981	International Council on Monuments and Sites, Canberra, ACT	Date of commencement of the Scheme
Australian Model Code for Residential Development (AMCORD) 1995	Department of Housing & Regional Development, AGPS	Date of commencement of the Scheme
Australia Standard AS 1158.0 – Road Lighting – Introduction	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting - Performance and Installation Design Requirements	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting - Performance and Installation Design Requirements	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 1428.1 – Design for Access and Mobility: General Requirements for Access – New Building Work, Part 1-9	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 1596 – Storing and Handling of LP Gas	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 1940 – The Storage and Handling of Flammable and Combustible Liquids	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 2021 – Acoustics – Aircraft Intrusion – Building Siting and Construction	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 2890.1 – Parking Facilities – Off-Street Car Parking	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 2890.2 – Off-Street Parking – Commercial Vehicle Facilities	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 3500.2 – National Plumbing and Drainage – Sanitary Plumbing and Drainage – Performance Requirements	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 3959 – Construction of Buildings in Bushfire Prone Areas	Standards Australia	Date of commencement of the Scheme
Australia Standard AS 4282 – Control of the Obtrusive Effects of Outdoor Lighting	Standards Australia	Date of commencement of the Scheme
Australian Water Quality Guidelines for Fresh and Marine Water 1992	Australian and New Zealand Environment and Conservation Council (ANZECC)	Date of commencement of the Scheme
Bushfire Hazard Planning in Queensland	Queensland Fire and Rescue Authority	1993
Bushfire Prone Areas – Siting and Design of Residential Buildings	Queensland Fire Service and Department of Housing, Local Government and Planning (DHLGP)	1998
Charlton Integrated Employment Areas – Scoping Study Compendium	Barker Campbell & Assoc.	1997
Charlton Strategic Business and Industry Land Use Study	Buckley Vann Town Planning Consultants	1999
City Airport Management Study	Sinclair Knight Merz Economics	1999
City of Toowoomba Retail Strategy	Kinhill Cameron McNamara	1994

SUPERSEDED

REFERENCED DOCUMENT	AUTHOR/PUBLISHER	VERSION/DATE
Commercial Development Package and Retail Review	Spiller Gibbins Swan Pty Ltd	1998
Conservation Status of Queensland's Regional Ecosystem	Department of Environmental and Heritage	1998
Eastern Downs Integrated Transport Plan	Queensland Transport	Date of commencement of the Scheme
Eastern Downs Regional Organisation of Councils Regional Land Use Strategy	Buckley Vann Town Planning Consultants	1996
Eastern Downs Regional Organisation of Councils Regional Standards Manual (EDROC Manual)	Baker Rossow & Partners Pty Ltd	Date of commencement of the Scheme
Guide to Traffic Engineering Practice AUSTROADS:		
Part 2 – Roadway Capacity 1988	Queensland Transport	Date of commencement of the Scheme
Part 5 – Intersections At Grade 1995	Queensland Transport	Date of commencement of the Scheme
Part 6 – Roundabouts 1993	Queensland Transport	Date of commencement of the Scheme
Part 7 – Traffic Signals 1993	Queensland Transport	Date of commencement of the Scheme
Part 8 – Traffic Control Devices 1988	Queensland Transport	Date of commencement of the Scheme
Part 12 – Roadway Lighting 1988	Queensland Transport	Date of commencement of the Scheme
Part 13 – Pedestrians 1995	Queensland Transport	Date of commencement of the Scheme
Part 14 – Bicycles 1999	Queensland Transport	Date of commencement of the Scheme
Guidelines on Good Design for Caravan Parks and Relocatable Home Parks – Solutions for Queensland 1997	Department of Communication, Information, Local Government, Planning and Sport (DCILGPS)	Date of commencement of the Scheme
Guidelines for Poultry Farming in Queensland 1988	Department of Primary Industry (DPI)	Date of commencement of the Scheme
Guidelines for the Establishment and Operation of Cattle Feedlots 1988	DPI	Date of commencement of the Scheme
Guidelines for the Study of Cultural Heritage Issues Associated with the Gowrie Creek Waterways	Toowoomba City Council	2001
Heritage Provision of Housing Choice in the New Planning Scheme (Discussion Paper)	Toowoomba City Council	2000
HB 72 – Design Vehicles and Turning Path Templates 1995	AUSTROADS/Standards Australia	Date of commencement of the Scheme
Industrial Planning Strategy	GHD / Toowoomba City Council	2000
Integrated Regional Transport Plan for South East Queensland 1996	Queensland Transport	Date of commencement of the Scheme
IPA Planning Scheme Framework – Additional Assistance	GHD / Toowoomba City Council	2000
Land Stability on the Eastern Slopes of Toowoomba	K. H. Homes	1981
Manual of Uniform Traffic Control Devices 1995	Queensland Transport	Date of commencement of the Scheme
Non-residential Uses in Residential Areas (Discussion Paper)	Toowoomba City Council	2000
People and Places (Discussion Paper)	Toowoomba City Council	2000
Planning Guidelines – Separating Agricultural and Residential Land Uses 1997	Department of Natural Resources (DNR) / DCILGPS	Date of commencement of the Scheme
Planning Guidelines for major shopping developments	Department of State Development	2001
Planning Guidelines No. 1/02 – *Development in the Vicinity of Certain Airports and Aviation Facilities*[1]	DLGP / Queensland Transport	3 August 2002
Policy for New Residential Areas in the New Planning Scheme (Discussion Paper)	Toowoomba City Council	2000
Queensland Residential Design Guidelines 1997	DCILGPS	Date of commencement of the Scheme
Queensland Streets 1993	Weathered Howe Pty Ltd	Date of commencement of the Scheme

SUPERSEDED

REFERENCED DOCUMENT	AUTHOR/PUBLISHER	VERSION/DATE
Queensland Urban Drainage Manual 1992	Neville Jones and Associates	Date of commencement of the Scheme
Queensland Water Commission Sewerage Guidelines	Queensland Water Commission	Date of commencement of the Scheme
Recent Population Change in Toowoomba and Surrounding Areas	DCILGPS	1999
Retail Trends and Retail Policies (Discussion Papers)	Abnett Consulting	2000
Rural & Escarpment Zoning Issues in the New Planning Scheme (Discussion Paper)	Toowoomba City Council	2001
Small Lot Housing (Discussion Paper)	Toowoomba City Council	2001
Soil Erosion and Sediment Control – Engineering Guidelines for Queensland Construction Sites 1996	Institute of Engineering, Australia	Date of commencement of the Scheme
South East Queensland Regional Framework for Growth Management 2000	DCILGPS	Date of commencement of the Scheme
State Planning Policy No. 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities[2]	DLGP / Queensland Transport	30 August 2002
Stormwater Catchment Management Strategies:		
▪ Catchment D – Stormwater Drainage Management Plan 1996	Sinclair Knight Merz Pty Ltd	Date of commencement of the Scheme
▪ Escarpment Outer Catchments Management Strategy 1998	Gutteridge Haskins & Davey	Date of commencement of the Scheme
▪ Gowrie Creek Catchment Management Strategy 1998	WBM Oceanics Australia and Hassell	Date of commencement of the Scheme
▪ Outer Northern Catchment Management Strategy 2001	Sinclair Knight Merz Pty Ltd	Date of commencement of the Scheme
▪ Spring Creek Catchment Management Strategy 1998	Sinclair Knight Merz Pty Ltd	Date of commencement of the Scheme
▪ Westbrook Creek Catchment Management Strategy 2000	Sinclair Knight Merz Pty Ltd	Date of commencement of the Scheme
▪ Master Drainage Study - Outer Catchments 1993	Sinclair Knight & Partners	Date of commencement of the Scheme
▪ Gowrie Creek Reference Stream Monitoring Program 1997	WBM Oceanics	Date of commencement of the Scheme
▪ Urban Stormwater Quality Environmental Management Plan Scoping Document – Monitoring of Water Quality Within Toowoomba Waterways, 2001	Toowoomba City Council	Date of commencement of the Scheme
▪ Ramsay/Spring Street Stormwater Report 2001	Toowoomba City Council	Date of commencement of the Scheme
Strategy for Home Based Business in the New Planning Scheme (Discussion Paper)	Toowoomba City Council	2001
The Escarpment and Foothills of the Great Dividing Range at Toowoomba	Marie Holland and Peter Cullen	2001
The Toowoomba House	Toowoomba City Council	1999
Toowoomba Heritage Inventory	David Roessler and Associates	1996
Toowoomba Central City Economic Strategy	Abnett Consulting and Mark Doonar & Associates Pty Ltd	1997
Toowoomba City Centre Heritage Study 2001	Ivan McDonald Architects	Date of commencement of the Scheme
Toowoomba Community Information Directory	Toowoomba City Council	Date of commencement of the Scheme
Toowoomba Cycle and Pedestrian Strategy	Toowoomba City Council	Date of commencement of the Scheme
Toowoomba Industrial Strategy Planning Study	GHD / Toowoomba City Council	2000
Toowoomba Inner Residential Area Heritage Study	Ivan McDonald Architects	1995
Toowoomba Needs Assessment and Consultation Program	Toowoomba City Council	Date of commencement of the Scheme
Waste Management Strategy for Queensland 1996	Department of Environment, Queensland	Date of commencement of the Scheme

SUPERSEDED

Schedule 1

Administration Details

Local Government (P&E) Act Version:		Not applicable
IPA Version:	**Adopted:**	11 April 2003
	Commenced:	
	Amended:	[1] 23/03/07 – Amendment No.1 [2] 23/03/07 – Amendment No.1

SUPERSEDED



TOOWOOMBA PLANNING SCHEME

PLANNING SCHEME POLICY No. 11

INFRASTRUCTURE CONTRIBUTIONS FOR

TRANSPORT NETWORK

SUPERSEDED

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SUPERSEDED

1 PRELIMINARY

1.1 INTRODUCTION

This planning scheme policy has been prepared in accordance with the requirements of the *Integrated Planning Act 1997*.

The planning scheme policy applies to the area of the Toowoomba Planning Scheme 2003 (the planning scheme).

The planning scheme policy (PSP) includes contributions towards roads, bus infrastructure and off road paths.

This PSP replaces the previous 'Toowoomba Regional Council Planning Scheme Policy – Infrastructure Contributions for Transport Network (Toowoomba)' and will take effect as of 31 October 2009.

1.2 PURPOSE

The purpose of this PSP is to support the planning scheme by assisting with:

(a) the integration of land use planning and infrastructure planning for the roads, paths and bus infrastructure (the trunk transport network);

(b) the efficient and orderly provision of shared development infrastructure for the trunk transport networks; and

(c) the funding of shared development infrastructure for the trunk transport networks through the fair apportionment of these costs to development.

1.3 STRUCTURE OF PLANNING SCHEME POLICY

This planning scheme policy:

(d) identifies in section 2 'Application of Planning Scheme Policy' how the PSP will be applied to development;

(e) states in section 3 'Planning Assumptions and Forecasting Travel' the projections of future growth and the assumptions of demand for the trunk transport network, which have informed the preparation of the PSP;

(f) states in section 6 'Infrastructure Contributions' how to calculate an infrastructure contribution for shared development infrastructure within the transport network using the infrastructure contribution rates identified in section 5.

2 APPLICATION OF PLANNING SCHEME POLICY

2.1 APPLYING THE TO DEVELOPMENT

This PSP:

(a) states the basis for the calculation of infrastructure contributions that may be imposed as a condition of development; and

(b) states the basis for the imposition of a condition of development requiring:
   i. the supply of shared development infrastructure; and
   ii. the payment of additional shared development infrastructure costs.

SUPERSEDED

2.2 SCOPE OF PSP AND INFRASTRUCTURE CONTRIBUTIONS

This PSP includes the following systems:

(a) roads – but specific to the use of local government roads only;
(b) bus stop and shelter infrastructure; and
(c) off road paths.

Infrastructure contributions for the trunk transport network applicable to a development will be calculated in accordance with section 5 'Infrastructure Contributions'.

2.3 SUPPLY OF SHARED DEVELOPMENT INFRASTRUCTURE

A condition may be imposed for the supply of shared development infrastructure where:

(a) existing shared development infrastructure necessary to service the premises is not adequate and shared development infrastructure adequate to service the premises is identified in the PSP; or
(b) shared development infrastructure to service the premises is necessary, but is not yet available and is identified in the planning scheme policy; or
(c) shared development infrastructure identified in the PSP is located on the premises.

The agreed value of the necessary shared development infrastructure supplied for the trunk transport networks will be offset against an infrastructure contribution imposed for that network on the development (see section 6.6 'Calculation of Demand Offset').

2.4 PAYMENT OF ADDITIONAL SHARED DEVELOPMENT INFRASTRUCTURE COSTS

A condition may be imposed requiring the payment of additional shared development infrastructure costs where:

(a) for a properly made development application lodged on or before 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in the policy or policies dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy; or
(b) for a properly made development application lodged after 30 October 2009, the application is inconsistent with the planning assumptions or creates a need for infrastructure not identified in this policy.

Costs associated with the provision of additional shared development infrastructure will not normally be offset against infrastructure contributions calculated in accordance with section 6.

The Toowoomba Regional Council (TRC) may however allow the additional shared development infrastructure to be offset against infrastructure contributions where it decides the works provide a necessary shared function to other network users.

SUPERSEDED

2.5 CONDITIONS FOR THE SUPPLY OF LOCAL DEVELOPMENT INFRASTRUCTURE

In addition to conditions imposed for shared development infrastructure, conditions may also be imposed on development for the supply of local development infrastructure.

2.6 EFFECTIVE DEVELOPMENT APPROVALS GRANTED AND PROPERLY MADE DEVELOPMENT APPLICATIONS LODGED ON OR BEFORE 30 OCTOBER 2009

If a development approval was granted on or before 30 October 2009 and includes a condition requiring payment of contribution(s) under this policy, so long as the contribution(s) is paid to the TRC by 5pm on 30 June 2010, the applicant / landowner may pay the lesser of the following:

(a) the amount of contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) the amount of contribution(s) which is payable under this policy.

If a properly made development application is lodged with the TRC on or before 30 October 2009 and the TRC imposes a condition(s) on the development approval requiring the payment of a contribution(s) under this policy, the applicant / landowner may satisfy that condition(s) by either:

(a) paying within 20 business days of the development approval taking effect, the amount of the contribution(s) which would have been payable under the PSP(s) dealing with the same infrastructure items as dealt with by this policy in effect immediately before the commencement of this policy, with such amount being increased by the Consumer Price Index to the date of payment; or

(b) paying the contribution required under this policy in accordance with the condition.

3 PLANNING ASSUMPTIONS AND FORECASTING TRAVEL

3.1 PURPOSE

The planning assumptions outline the projections of residential and non-residential development for the area to which this applies. These provide the underlying basis for predicting the demand for travel and the consumption of road capacity. This has been determined using a road network model for the region and is described as *'The Greater Toowoomba Region Transport Model' (GTRTM)* calibrated at 2006 and used in a forecasting mode to 2016.

3.2 OVERALL METHODOLOGY

For the purposes of predicting travel and travel patterns, the area covered by the transport model has been split up into small areas known as traffic zones (*zones*). Whilst zones have been defined across the whole region, the zones adopted for the area covered by this PSP are identified in Map 3.1.

There are 165 zones within this PSP area.

Planning data have been prepared for each traffic zone at 2006 and again at 2016, which is the forecast year for defining future travel needs.

SUPERSEDED

3.2.1 Population and Employment

Projections of residential dwellings, population, employment and school enrolments drive the transport model forecasting. Growth details have been prepared up to the year 2016 for that area to which the PSP applies.

3.2.2 Dwellings and non-residential floor space

The distribution and timing of future development (residential dwellings and non-residential floor space) to accommodate projected population and employment growth have been estimated based on the following factors:

- existing level of development as at June 2006;
- physical constraints on the land;
- land use planning provisions of the planning scheme;
- current development applications and approvals; and
- current state government Local Government Association projections (by Planning Information and Forecasting Unit).

3.3 PARAMETERS

3.3.1 Time Periods

The base date for which growth projections have been undertaken is June 2006. The planning assumptions have been prepared for the following time periods to align with the Australian Bureau of Statistics (ABS) census years:

- mid 2006 (existing development) - mid 2011; and
- mid 2011 – mid 2016.

3.3.2 Planning data categories

The following planning variables have been used in combination in the transport model:

(a) Households;
(b) Population, workers and dependants;
(c) Cars;
(d) Jobs in retail;
(e) Jobs in industry;
(f) Other jobs; and
(g) School enrolments.

The relationship between the defined uses in the PSP forecasting categories and the defined uses in the Planning Scheme is identified in Table 3.1.

SUPERSEDED

Table 3.1 Relationship between PSP categories and Planning Scheme defined uses

Planning Scheme Policy Categories	Planning Scheme Defined Uses
Household	House, Multiple Dwelling, Caravan Park, Motel, Aged Care Facilities, Retirement Village, Home Based Business, Home Host Accommodation
Retail	Commercial Premises
Industrial	Extractive Industry, Low Impact Industry, Other Industry
Other	Agriculture, Animal Husbandry, Community Use, Education, Health Care, Indoor Entertainment, Outdoor Entertainment, Kennels, Place of Worship, Public Purpose, Service Station, Transport Depot, Utility, Warehouse

SUPERSEDED

3.4 FACTORS AFFECTING FUTURE DEVELOPMENT

3.4.1 Existing Level of Development

The existing level of residential and non-residential development is shown in Table 3.2.

Table 3.2 Existing Residential and Non-Residential Development

Planning Scheme Policy Categories	Existing Development
Households	97,292
Retail	9,754 jobs
Industrial	10,028 jobs
Other	24,060 jobs

3.4.2 Physical Constraints on the Land

The land available for future development, or developed area, is that land designated for development under the planning scheme that is not affected by absolute constraints under the Planning Scheme such as regional flooding (Q100 flood inundation), nature conservation and resumption plans etc.

3.4.3 Scale of Future Development

Future growth is driven by the future population projections provided by the Planning Information Forecasting Unit. This then generates employed residents and local jobs by applying the current job self containment rates obtained from the ABS.

The 2016 planning data inputs are provided in Table 3.3.

Table 3.3 Existing and projected dwellings

Area	Dwellings			Population	
	2006 (Existing)	2016	Household Size	2006 (Existing)	2016
North West	7,614	8,844	2.5-2.36	19,039	20,886
North East	4,718	5,159	2.34-2.18	11,050	11,251
West	2,193	3,425	2.76-2.79	6,043	9,571
Central and CBD	14,583	15,511	2.31-2.17	33,758	33,723
South East	9,946	11,669	2.76-2.72	27,402	31,780
Total Planning Scheme Area	39,054	44,608	2.49-2.4	97,292	107,211

3.4.4 Floor Space Conversion Rates

The average floor space conversion rates provided in the following table have been used to convert projections of employment into non-residential floor space requirements.

Table 3.4 Average floor space conversion rates

Planning Scheme Policy Categories	Floor Space Conversion Rate (m^2 Gross Floor Area (GFA) / employee)
Retail	33
Industrial	200
Other Employment	30

3.5 EXISTING AND PROJECTED NON-RESIDENTIAL EMPLOYMENT

The existing and forecast future non-residential development is shown in table 3.5.

Table 3.5 Existing and projected non-residential employment

Area	Existing and Projected Non-Residential Employment	
	2006 (Existing)	2016
North West	10,354	12,422
North East	3,528	4,287
West	5356	6,611

SUPERSEDED

Area	Existing and Projected Non-Residential Employment	
	2006 (Existing)	2016
Central and CBD	21,485	25,623
South East	3,113	3,875
Total Planning Scheme Area	43,836	52,818

4 TIMING OF SHARED DEVELOPMENT INFRASTRUCTURE

4.1 PURPOSE

This section identifies:

(a) existing shared development infrastructure for the trunk transport networks; and

(b) when it is anticipated that shared development infrastructure for the trunk transport networks will be provided.

4.2 SHARED DEVELOPMENT INFRASTRUCTURE FOR THE TRUNK TRANSPORT NETWORKS

The following table defines the shared development infrastructure for the trunk transport networks.

Table 4.1 Shared Development Infrastructure for the Transport Network

Network	System	Items
Transport	Roads	• Local Government roads, intersections, bridges and culverts
	Bus	• Bus shelters and stops and information
	Off road paths	• Paths not located in road reserves

4.3 PLANS FOR DEVELOPMENT INFRASTRUCTURE

Plans showing the existing and future shared development infrastructure for the trunk transport networks are shown on the following maps:

- Map: 4.1 - Toowoomba City - existing and future road network; and
- Map: 4.2 – Map 4.12 – Existing and future path network.

4.4 SCHEDULE OF WORKS

For the costs of the road network refer to section 5.2.

SUPERSEDED

The future off road path schedule of works has been defined in the Toowoomba City Council Draft Priority Infrastructure Plan (PIP). Table 4.2 summarises these future works and the planned timing of the works.

Table 4.2 Future off road path schedule

Catchment	Construction	On Cost	Contingency	Establishment Cost	Date
Toowoomba North-East	2,660,998	187,835	281,753	3,130,586	2009 - 2021
Toowoomba South-East	4,205,355	296,849	445,273	4,947,477	2009 - 2021
Toowoomba South-West	5,425,023	382,943	574,414	6,382,380	2009 - 2021
Toowoomba North-West	5,602,978	395,504	593,257	6,591,739	2009 - 2021
Toowoomba Central	1,708,783	120,620	180,930	2,010,333	2009 - 2021
Toowoomba West	5,390,681	380,519	570,778	6,341,978	2009 - 2021
Total	**24,993,818**	**1,764,270**	**2,646,405**	**29,404,493**	

SUPERSEDED

5 CONTRIBUTION RATES

5.1 CONTRIBUTION RATE AREAS

Contribution rates have been defined for the individual traffic zones in Toowoomba. For the purposes of this PSP contribution rate areas have been defined for:

- North West;
- North East;
- West;
- Central and CBD;
- South East;
- Jondaryan within the Toowoomba Statistical Division (TSD);
- Crows Nest within the TSD; and
- Cambooya within the TSD.

These contribution areas are defined in Map 5.1

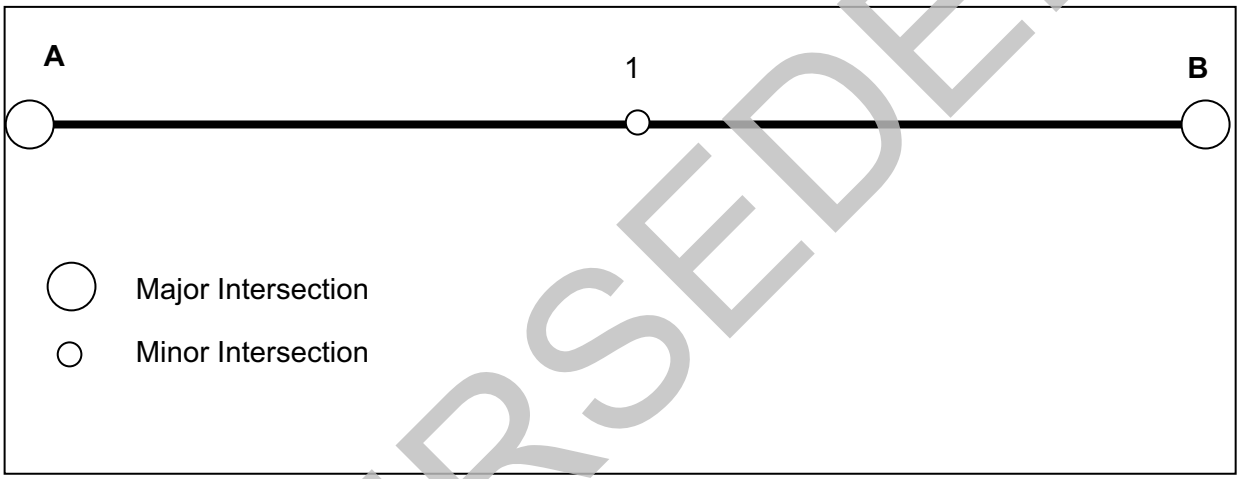
5.2 ESTABLISHMENT COSTS

5.2.1 Local Roads

Roads in TRC have been valued on the basis of the cost of providing road capacity on a per kilometre basis. Intersection costs have been added to the network on the basis of a major intersection per kilometre and one intermediate minor intersection. The cost of intersections have been allocated to a link by apportioning one quarter of the major intersection to each end of the link and half the intermediate intersection to the link. This is shown in Figure 5.1.

Individual road links within the road network model are then valued depending on their length. This is conceptually shown in Figure 5.1.

Figure 5.1 Conceptual representation of one kilometre length of road



The cost of providing road capacity in TRC is summarised in Table 5.1.

Table 5.1 Cost of supplying road capacity in TRC

Area	Cost of Provision ($ '000s)			Total Cost per Kilometre	Unit Establishment Cost / Daily Vehicle Kilometre($)
	Road per Kilometre	Intersections			
	2 lanes	Major	Minor		
TSD	800	400	200	1,400	87.50
Balance : Clifton, Cambooya, Crows Nest, Jondaryan, Pittsworth, Rosalie	500	400	200	800	50
Millmerran	350	200	100	500	35

SUPERSEDED

5.2.2 Bus Infrastructure

The establishment cost for a bus stop and shelter is shown in Table 5.2.

Table 5.2 Establishment cost of bus stop and shelter

Item	Cost ($)				
	Land	Construction	On cost	Contingency	Establishment
Bus Bay	5,000	10,000	1,000	1,000	17,000
Bus Stop and Shelter		10,000	2,000	2,000	14,000
Total	5,000	20,000	3,000	3,000	31,000

5.2.3 Off Road Paths

Table 5.3 summarises the establishment cost for the off road path system.

Table 5.3 Off road path system - establishment costs

Catchment	Existing and Future Infrastructure Cost ($)	Admin Cost ($)	Establishment Cost ($)	Amount of Establishment Cost to be Funded through Contributions ($)
Toowoomba North-East	6,835,379	119,619	6,954,998	6,954,998
Toowoomba South-East	8,431,892	147,558	8,579,450	8,579,450
Toowoomba South-West	11,164,574	195,380	11,359,954	11,359,954
Toowoomba North-West	9,062,417	158,592	9,221,009	9,221,009
Toowoomba Central	8,829,796	154,521	8,984,317	8,984,317
Toowoomba West	8,784,496	153,729	8,938,225	8,938,225
Total	**53,108,554**	**929,400**	**54,037,954**	**54,037,954**

SUPERSEDED

Off road paths in the TSD but outside Toowoomba City Centre (TCC) have been valued at $80/m^2$ and assume a width of 1.8 metres and deliver a practical daily capacity of 600 cycle and pedestrian movements per day.

5.3 PROJECTED DEMAND

The projected future road demand from Toowoomba has been determined from the transport model to be 290,619 daily trips at 2016.

The model has indicated that there is a need to upgrade a number of links in the network to support growth. These are identified in the future road network.

The future demand for off road cycle and walk trips are defined in Table 5.4 and are taken from the Toowoomba City Draft PIP.

Table 5.4 Future off road path demand

Catchment	Catchment Demand (ET)
Toowoomba North-East	6,585
Toowoomba South-East	12,641
Toowoomba South-West	11,854
Toowoomba North-West	7,090
Toowoomba Central	3,684
Toowoomba West	5,811

SUPERSEDED

5.4 COST APPORTIONMENT

5.4.1 Road Contributions

The road network charge is based upon the consumption of road capacity by a particular location or small area. In the case of Toowoomba, it is represented by eight (8) charge areas in the wider TSD context.

Consumption of road space is calculated through the use of a transport model (*the model)*, in this case the *GTRTM* which has been developed by Department of Transport and Main Roads and TRC. The model is a traditional four step modelling process that replicates the four principle components of travel being trip generation (how much travel), distribution (the pattern of travel), mode split (what form of transport is used such as cycle, public and private vehicle) and assignment (what route is chosen).

The Toowoomba model has been established for different time periods but for the purpose of determining infrastructure charges a model for 2016 that predicts daily traffic flows for that time frame has been used to ensure that individual jurisdiction charges align with other charging regimes across the region.

The model predicts the amount of daily travel produced by and attracted to each of the traffic zones in Toowoomba; in addition to every other location in the Toowoomba regional area. This demand for travel to and from an area is based on the type and scale of development in that area. Characteristics of the generation of travel are typically the number of residential dwellings, the household size (numbers of people) and structure (the number of employed and unemployed residents) and the scale and type of employment etc.

This planning data has been prepared for each and every area of the region and the planning data for Toowoomba City is provided in section 3 of this PSP.

The model also predicts how much private vehicle travel occurs between each and every zone and through this process determines the pattern of daily private vehicle travel. The road network provides a broad range and number of route choice opportunities for undertaking this private travel. The assignment process predicts the route and choices of private travellers between all zones which results in it being able to determine the most likely '*average daily*' road utilization at 2016 and the paths or routes that were used.

By examining which routes are taken by traffic moving into and out of each zone on a daily basis and by knowing the (unit) cost characteristics of providing individual road links, the cost or value of road space consumed can be determined. Generally roads that contain bridges and culverts or large embankments cost more per unit of capacity to provide than those without these heavy cost elements.

The cost characteristics of the trunk roads in Toowoomba are provided in Table . The unit cost characteristics of all the other trunk local government roads in the region lie generally in the range of $35.00 - $87.50 per daily vehicle kilometre.

These costs are expressed in 2008/09 dollar terms.

Half the value of the road space consumed by each trip is allocated to the zone at each end of the trip (origin zone and the destination zone). The total value of road capacity consumed can then be accumulated for each zone and allocated to the total (daily) demand of that zone, expressed as daily trips. Apportioning the total cost to the total daily trips generated by each zone determines the average cost of making each trip. This is expressed in the form of dollars per daily trip and is the basis for calculating the road charge.

Survey evidence in South East Queensland suggests that the trip length for non-residential uses is approximately 60% less than the trip length for residential uses. Transport modelling for the Toowoomba Region has shown that the trip length for non-residential uses in existing centres tends to be approximately 50% lower than the surrounding residential areas. Therefore the local road charge for non-residential uses in existing centres has been set to 50% of the residential charge rate.

The contribution rate applicable to each development type in Toowoomba (residential, retail, industry, other) can expressed through the transport demand rates in Table 6.1or Table 6.2 and the road contribution rate.

5.4.2 Bus contribution rates

Bus contribution rates are defined for Toowoomba City and are based on the catchment provided by a bus stop and shelter.

SUPERSEDED

A 500 metre walk radius has been adopted for the catchment. This generates a catchment with a net developable area of 59 ha. This could support 906 detached dwellings or 5,889 daily trips. A bus stop could also support 206,100m^2 retail activity, 235,600m^2 of commercial activity, 294,500m^2 of industrial activity and 117,800m^2 of other activity based on plot ratios of 0.35, 0.4, 0.5 and 0.4 respectively.

The contribution rate is obtained by apportioning the establishment cost of a bus stop and shelter over the trips generated by the particular type of development in the bus stop catchment.

5.4.3 Off road path contribution rates

Table 5.5 shows the contribution rate for paths within Toowoomba City created by apportioning the establishment cost in the catchments by the cumulative catchment demand.

Table 5.5 Off road path contribution rates

Catchment	Establishment Cost of Paths Recovered by Contributions ($)	Cumulative Catchment Demand (ET)	Contribution Rate per Daily Trip ($)
Toowoomba North-East	6,954,998	6,585	162
Toowoomba South-East	8,579,450	12,641	104
Toowoomba South-West	1,1359,954	11,854	147
Toowoomba North-West	9,221,009	7,090	200
Toowoomba Central	8,984,317	3,684	375
Toowoomba West	8,938,225	5,811	237

SUPERSEDED

Outside the TCC area of TSD, the path contribution rates have been determined from an assessment of mean trip lengths for the various charge areas within the PSP area. Each charge area has been categorised in to outer, middle and inner communities, with the outer community having the shortest trip length and the inner communities having the longest. This assessment is based on the inner communities having marginally more network and longer trips than the outer communities as follows:

- Inner: 3 kilometres
- Middle: 2.5 kilometres
- Outer: 2 kilometres

The formulation for determining contribution rate for paths outside TCC is as follows:

$$\mathbf{CR = (MTL \times PW \times CP)/C}$$

Where:

- CR is the calculated contribution rate;
- MTL is the mean trip length as per the values above;
- PW is the path width, assumed to be 1.8 metres;
- CP is the cost of provision, $\$80/m^2$; and
- C is the practical capacity of a pathway determined to be 600 pedestrians / cyclists per day.

Path charges have been excluded for non-residential purposes when calculating the contribution rate as show in Table 5.7.

5.5 CONTRIBUTION RATES

For the purposes of calculating the road contributions, a 30% discount has been applied to those roads outside of the TSD. Therefore 70% of the road establishment costs have been applied to the roads contribution rates.

In total, the trips generated within the Toowoomba PSP area are likely to accumulate $181,181,319 worth of road capacity on the TRC road network.

The contribution rates for residential uses are presented in Table 5.6 and non-residential use in Table 5.7.

Table 5.6 Transport Network – Residential Contribution Rates

Contribution Area	Contribution Rate ($/daily trip)			
	Local Road	Bus	Paths	Total
Toowoomba North West	166	5	200	371
Toowoomba North East	144	5	162	311
Toowoomba West (average of west and south west sectors)	148	5	177	330
Toowoomba Central and CBD	142	5	375	522
Toowoomba South East	155	5	104	264
Cambooya within TSD	231	0	92	323
Crows Nest within TSD	293	0	92	386
Jondaryan within TSD	281	0	92	373

SUPERSEDED

Table 5.7 Transport Network – Non-Residential Contribution Rates

Contribution Area	Contribution Rate ($/daily trip)		
	Local Road	Bus	Total
Toowoomba North West	83	5	88
Toowoomba North East	72	5	77
Toowoomba West (average of west and south west sectors)	74	5	79
Toowoomba Central and CBD	71	5	76
Toowoomba South East	78	5	83
Cambooya within TSD	116	0	116
Crows Nest within TSD	147	0	147
Jondaryan within TSD	141	0	141

6 INFRASTRUCTURE CONTRIBUTIONS

6.1 INFRASTRUCTURE CONTRIBUTIONS THAT MAY BE IMPOSED

Infrastructure contributions may be imposed for shared development infrastructure within the transport network.

6.2 DEVELOPMENT SUBJECT TO INFRASTRUCTURE CONTRIBUTIONS

The types of assessable development that may trigger an infrastructure contribution being imposed are:

(a) reconfiguration of a lot; and
(b) a material change of use of premises.

6.3 CALCULATION OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution for the trunk transport network is to be calculated in accordance with the following formula-

IC = [(D – DC – DO) x CR]

Where:

(a) IC is an infrastructure contribution for the trunk transport network;
(b) D is the demand for the trunk transport networks calculated in accordance with section 6.4;
(c) DC is the demand credit for the trunk transport networks calculated in accordance with section 6.5;
(d) DO is the demand offset for the trunk transport networks calculated in accordance with section 6.6; and

SUPERSEDED

(e) CR is the contribution rate for the contribution area in which the development is located and will be applied in accordance with section 6.7.

6.4 CALCULATION OF DEMAND (D)

Demand is calculated by expressing the development yield proposed in standard demand units. In the case of transport demand this is in daily trips. In the case of a mixed development, it is the combined total daily trips from all the proposed uses.

(a) For the reconfiguration of a lot, the demand for the transport network is to be calculated using the demand generation rates identified in Table 6.1.

(b) For a material change of use, the demand for the transport network is to be calculated using the demand generation rates identified in Table 6.2.

(c) Where a development involves more than one use, the demand is to be determined by adding together the proposed demand for each use calculated in accordance with section 6.4(b).

6.5 CALCULATION OF DEMAND CREDIT (DC)

(a) The demand credit is to be calculated using the greater of:
   i. The amount of demand generated by an existing lawful use of the premises, calculated using the demand generation rates identified in Table 6.2, or
   ii. The demand for which infrastructure contributions for the transport network have been previously made.

(b) Where a contribution referred to in 6.5(a)(ii) is not expressed in the same demand units as those used in this PSP, the contribution is to be converted into a demand credit as follows:
   i. Where a previous monetary contribution has been made:
      - Convert the previous monetary contribution into its value as at the base date (30 June 2009) by inflating the monetary amount by the movement in the ABS non building construction (412) Qld index.
      - Divide the amount in the dot point above by the contribution rate identified in Table 5.6 or Table 5.7 where the contribution relates to residential or non-residential development respectively to determine the demand credit.
   ii. Where a previous non monetary contribution has been made:
      - Determine the agreed value of the non monetary contribution at the base date. This is to be derived using the TRC's current cost.
      - Divide the amount in the dot point above by the relevant contribution rate identified in Table 5.6 or table 5.7 where the contribution relates to residential or non-residential development respectively to determine the demand credit.

(c) No demand credit will be applied where existing lawful use rights apply to a site but the use has not been established or which does not place a demand on the transport network. The only exception to this will be in relation to detached residential lots on which no dwelling has been constructed. In such cases, a demand credit equivalent to one dwelling per lot will be allowed.

(d) A demand credit arising from 6.5(a) will only be provided to a maximum amount equal to the demand arising from a proposed new development.

SUPERSEDED

6.6 CALCULATION OF DEMAND OFFSET (DO)

(a) Demand offsets are only available for shared transport infrastructure referred to ion this PSP as follows:
   i. Road capacity works on roads other than State controlled roads identified in the figures in section 4 of this policy;
   ii. Bus stops and shelter works; and
   iii. Works to provide shared off road paths identified by TRC.

(b) The demand offset is to be calculated by converting a contribution for the supply of shared development infrastructure for the transport network into an agreed demand offset as follows:
   i. Determine the establishment cost (less the contingency allowance) of the infrastructure item at the base date identified in this policy.
   ii. Divide the establishment cost in (i) by the contribution rate identified in Table 5.6 or Table 5.7 where the works relate to residential or non-residential development respectively. In the case of a mixed use development, the works should be apportioned between residential and non-residential development in proportion to the contributing trips to determine the demand offset.

(c) Where the demand offset (DO) for the transport network is greater than the demand (D) for that network, the infrastructure provider may enter into an agreement to refund the proportion of the establishment cost of the shared development infrastructure that reasonably can be apportioned to other premises.

(d) Where the TRC is satisfied that the contingency allowance is required to deliver that infrastructure item, it may agree to include the allowance in 6.6(a).

6.7 APPLYING THE CONTRIBUTION RATE (CR)

The contribution rate for the transport network has been calculated at 30 June 2009. The contribution rates for the transport network are identified in Table 5.6 for residential development and in Table 5.7 for non-residential development.

6.7.1 Indexation of contribution rate

The contribution rates identified in table 5.6 and Table 5.7 are expressed in June 2009 dollar values, and may be indexed quarterly up to the time of payment using the movement in the Australian Bureau of Statistics Non-Building Construction (412) Qld Index.

6.8 TIME OF PAYMENT OF INFRASTRUCTURE CONTRIBUTIONS

An infrastructure contribution is payable:

(a) prior to the time specified in the development approval; or

(b) if no time is specified in the development approval, prior to the time being -
   i. if the contribution applies to **reconfiguration of a lot**—before the TRC approves the plan of subdivision under Chapter 3, Part 7 of the *Integrated Planning Act 1997*; or
   ii. if the contribution applies to **material change of use**—before the change of use happens.

SUPERSEDED

6.9 ALTERNATIVES TO PAYING INFRASTRUCTURE CONTRIBUTIONS

(a) The TRC may require or accept an infrastructure contribution that may be in a form other than a monetary contribution.

(b) Alternatives to a monetary contribution are:
   i. a land contribution, or
   ii. a works contribution.

(c) The TRC may require or accept an infrastructure contribution that is a combination of monetary, land and works contribution.

6.10 DEMAND GENERATION RATES

The transport network demand generation rates are identified as follows:

(a) reconfiguration of a lot – Table 6.1; and

(b) a material change of use – Table 6.2.

Table 6.1 Demand Generation Rates - Lot Reconfiguration

Planning Scheme Identification		Demand Rate	
		Trips per Day	
Zone	**Precinct**		
Neighbourhood Residential		6.5	Per Lot
Mixed Housing		6.5	Per Lot
Park Residential	Rural Residential	6.5	Per Lot
	Bushland Residential	6.5	Per Lot
Regional Centre		100	Per Lot (based on 850m^2 lot, plot ratio of 1.6)
Sub-Regional Centre		100	Per Lot (based on 850m^2 lot, plot ratio 0.8)
Suburban Centre		100	Per Lot (based on 850m^2 lot, plot ratio of 0.5)
Industry	Light	25	Per Lot (based on 1,000m^2 lot)
	General	25	Per Lot (based on 1,000m^2 lot)

SUPERSEDED

Planning Scheme Identification		Demand Rate	
		Trips per Day	
Zone	**Precinct**		
Open Space		N/A	N/A
Rural		Depends on activity and as agreed with Council	N/A
Special Use		25 and as agreed with the Council	Per Lot (based on 1,000m^2 lot)

Table 6.2 Demand Generation Rates – Material Change of Use

Development Land Use Type	Demand Rate	
	Daily Trips	Measure
Accommodation Building	2	Bedroom
Adult Entertainment	40	100m^2 GFA
Aged Persons Housing / Care - Hostel Units	1	Bed
Aged Persons Housing / Care - Nursing Home Beds	0.5	Bed
Aged Persons Housing / Care - Self Contained	2	unit
Animal Keeping, Farming, Forestry, Intensive Animal Husbandry	As agreed with Council	100m^2 GFA
Automotive / Equipment Showroom	4	100m^2 GFA
Automotive Parts and Accessories	12	100m^2 GFA
Bed and Breakfast	2.5	dwelling
Boarding House	2	Bedroom
Bus / Rail / Air Passenger Terminal	4	100m^2 GFA
Car Washing Station	18	Bay
Caravan Park	3.1	Site
Childcare Centre	12	100m^{2}GFA
Community Club	12	100m^2 GFA
Community Facility	12	100m^2 GFA
Display Home	6.5	dwelling
Dual Occupancy	2	Bedroom
Education Establishment - Secondary	10	100m^{2}GFA
Education Establishment - Tertiary/Further	10	100m2 GFA

SUPERSEDED

Development Land Use Type	Demand Rate	
	Daily Trips	Measure
Education Establishment - Primary	10	100m2 GFA
Entertainment - Amusement Parlour	40	100m^2 GFA
Entertainment - Cinema	40	100m^2 GFA
Entertainment - Gaming Machine Areas	40	100m^2 GFA
Food Outlet (Cafe/Restaurant)	40	100m^2 GFA
Food Outlet (Convenience Restaurant)	40	100m^2 GFA
Freight Terminal	4	100m^2 GFA
Fuel Depot	2	100m^2 GFA
Function Centre	40	100m^2 GFA
Funeral Parlour	10	100m^2 GFA
Garden Centre	20	100m^2 GFA
Home Based Business (Additional to Dwelling)	8	100m^2 GFA
Hospital	40	100m^{2}GFA
Hotel	40	100m^2 GFA
Hotel - Liquor Retail Sales Area	40	100m^{2}GFA
Hotel – Lounge / Dining	40	100m^{2}GFA
House	6.5	Dwelling
Indoor Recreation Facility - Gymnasium	30	100m^2 GFA
Indoor Recreation Facility - Skating Rink	7.5	100m^2 GFA
Indoor Recreation Facility - Squash or Other Court	30	100m^2 GFA
Industrial Premises - Concrete Batching Plant	20	100m^2 GFA
Industrial Premises - Other Medium / Heavy Industry	6	100m^2 GFA
Industrial Premises (Light Industry)	5	100m^2 GFA
Institution	2	Bedroom
Laundromat	40	100m^2 GFA
Licensed Club	40	100m^2 GFA
Local Utility	5	100m^2 GFA
Major Recreation Facility / Sporting Arena	7.5	100m^2 GFA
Major Utility	5	100m^2 GFA
Market	5	100m^2 GFA site area
Medical Centre	46	100m^2 GFA
Motel	3.0	unit
Multiple Dwelling Units	4.4	unit
Office - General (e.g. Administration, Govt)	12	100m^2 GFA
Office - Service (e.g. Banks, Real Estate)	40	100m^2 GFA
Outdoor Recreation Area - Swimming Pool, Golf Course	7.5	100m^2 GFA site area

SUPERSEDED

Development Land Use Type	Demand Rate	
	Daily Trips	Measure
Outdoor Recreation Area – Tennis / Other Court / Lawn Bowls	5	100m^2 GFA site area
Place of Public Worship	3	100m^2 GFA
Relocatable Home Park	4.5	Site
Retail Showroom	25	100m^2 GFA
Service Station - Pumps, Service and Storage Areas	8	Per pump
Service Station - Shop in Addition to Pumps	4	100m^2 GFA
Shop	40	100m^2 GFA
Storage or Supplies Yard	5	100m^2 GFA
Supermarket	40	100m^2 GFA
Vehicle Depot	1	100m^2 site area
Vehicle Workshop	12	100m^2 GFA
Veterinary Clinic	40	100m^2 GFA
Warehouse	5	100m^2 GFA
Waste Facility	4	100m^2 GFA

7 DEFINITIONS

Base date - means the date from which a local government has estimated its projected infrastructure demands and costs. The based date is 30 June 2009.

Contribution area - means the area to which a contribution rate applies.

Contribution rate, CR - means the dollar amount per demand unit for an infrastructure network.

Current cost - in relation to an asset, means its cost measured by reference to the lowest cost at which the gross service potential of that asset could be obtained in the normal course of business. Where service potential, in relation to an asset, means its economic utility to the entity, based on the total benefit expected to be derived by the entity from use (and/or through sale) of the asset. Gross service potential means the total benefit expected to be derived when the asset was first acquired, and also the benefit from any subsequent upgrading. (Source: *CPA Australia and Institute of Chartered Accountants in Australia)*

Demand, D - refer section 6.4.

Demand credit, DC - refer section 6.5.

Demand offset, DO - refer section 6.6.

Demand unit - means the standard unit of demand that applies to each type of infrastructure to express the demand represented by different types of lots or uses.

Equivalent impervious hectare - for the stormwater quality system means the combined pollutant load equivalent to that generated by an impervious hectare of detached residential development.

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Gross Floor Area – means the total floor area of a building on a site excluding private balconies and patios, and areas for parking vehicles.

Infrastructure contribution, IC - means a contribution calculated for a premise for a development infrastructure network.

Local development infrastructure - means development infrastructure which provides a lower order function through connections to individuals or small groups of users. It includes infrastructure internal to the site and connections to shared development infrastructure networks.

Management lot - means a parcel of land within a development which has been set aside for further reconfiguration at a later date.

Net developable area - means the *developable area* minus land required for all infrastructure and easements.

Planned demand - means the demand assumed to be generated by a premise calculated using the rates identified in Table 6.1or Table 6.2.

Planning horizon - means the year up to which an infrastructure network has been planned.

Present value - means the value on a given date of a series of future cash flows, discounted to reflect the time value of money. The present value is calculated as at the base date.

Proposed demand - means the demand proposed for a premise, calculated using the demand generation rates referenced in Table 6.1 or Table 6.2.

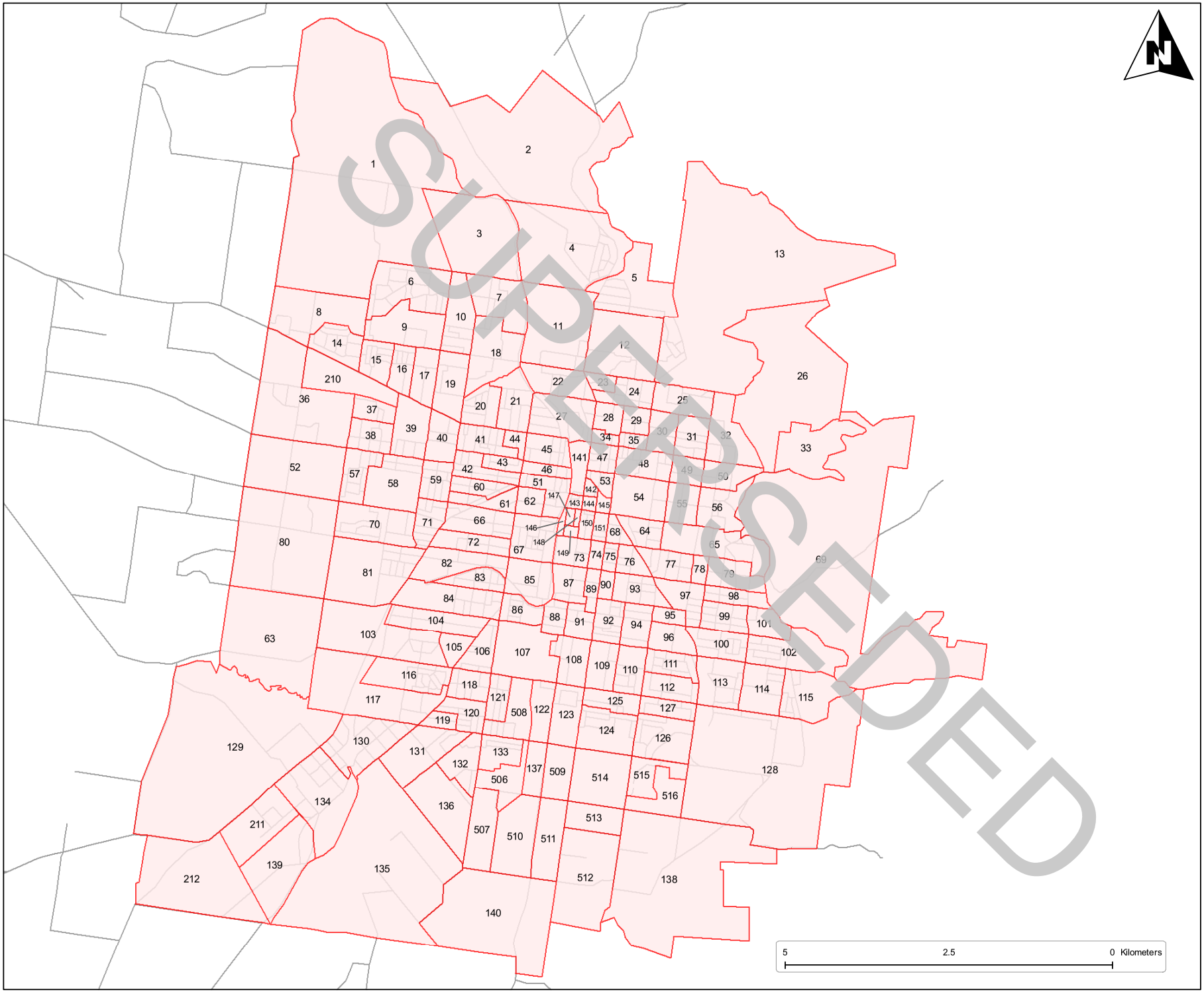
Shared development infrastructure - means development infrastructure which provides a higher order function through connections to a number of users. It does not include local development infrastructure which provides connections to individuals or small groups of users.

8 EXTRINSIC MATERIAL

The following documents are extrinsic materials under the *Statutory Instruments Act 1992* which assist in the interpretation of this PSP:

(a) Infrastructure Demand Generation Rates.
(b) Toowoomba City Council Draft Priority Infrastructure Plan October 2007.

SUPERSEDED



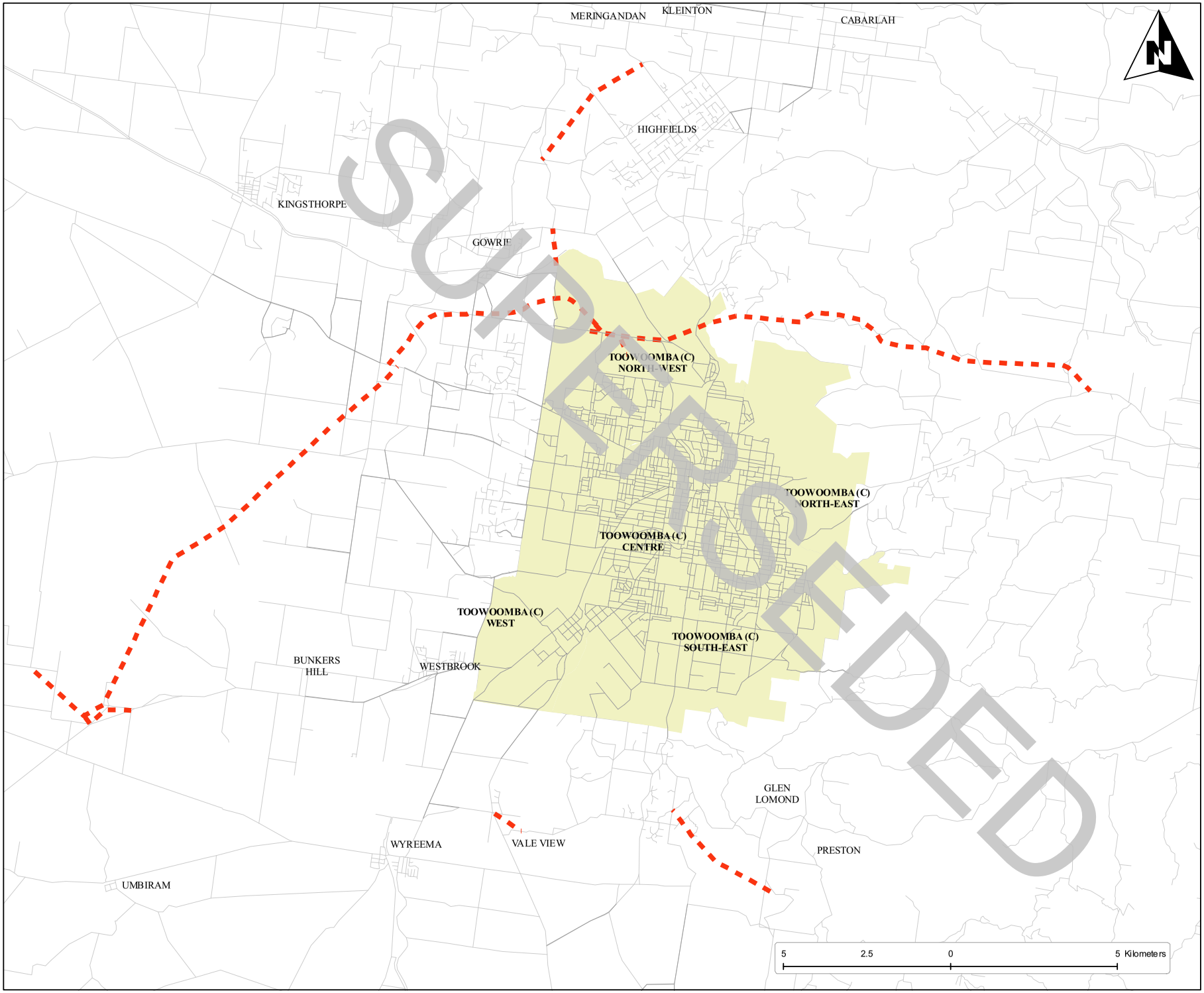
Map No.3.1 Toowoomba Road Traffic Zones

Existing Roads

123 Traffic Zone

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Map No.4.1 Toowoomba Road Network Infrastructure

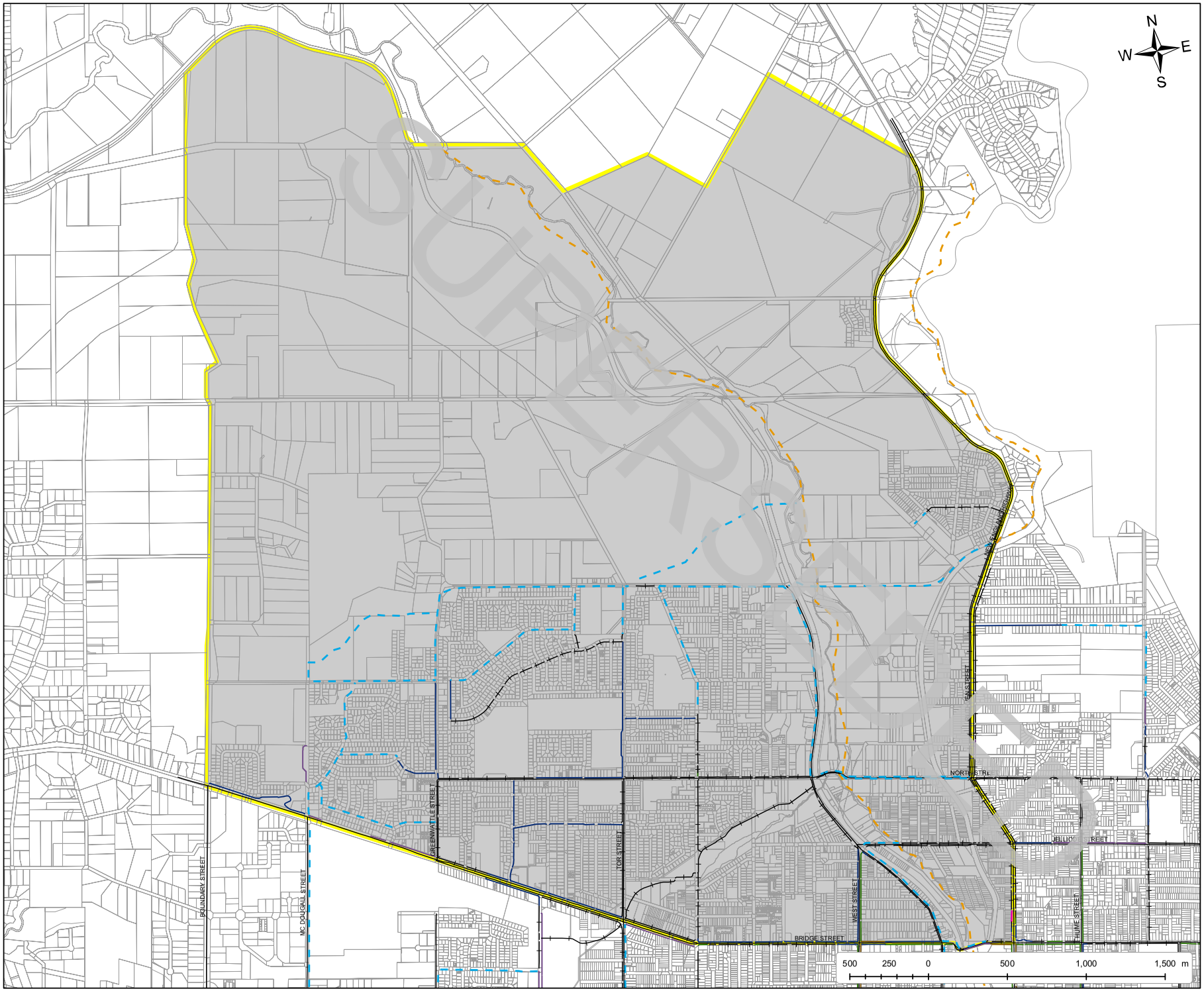
Existing Roads

Future Roads

Network Area

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Map No.4.2
Plans for Pedestrian & Cycle Paths Infrastructure
North-West Catchment

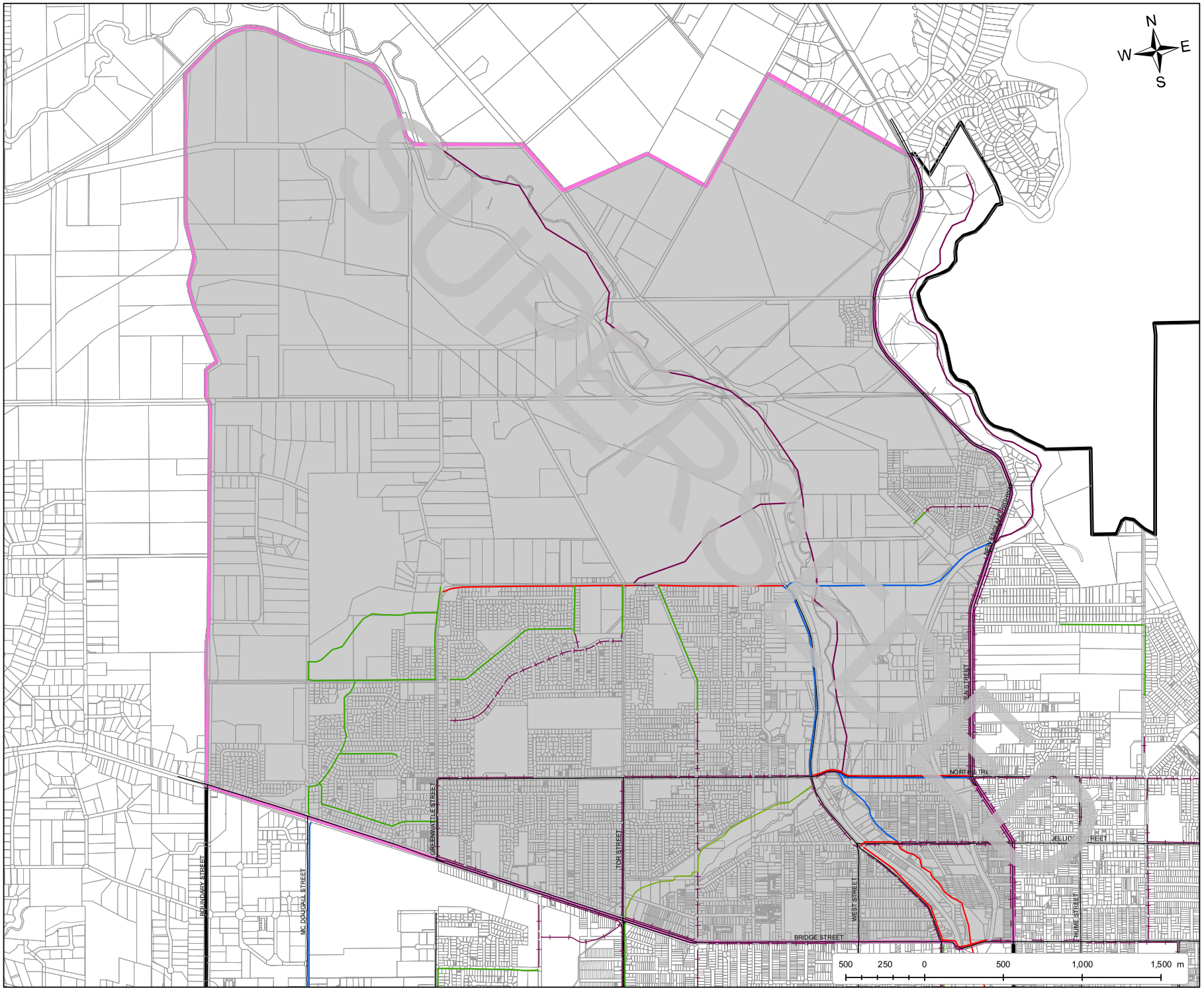
Existing Shared Paths
- 1.2 - 1.8m
- 2 - 2.5m
- 2.6 - 3m
- 3.1 - 4m
- 4.1 - 4.5m
- 5.1 - 6.5m
- Exisiting Augmentation

Future Shared Paths
- 2
- 2.5

Service Catchment

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Map No.4.3
Timing of Shared Pedestrian & Cycle Paths Infrastructure
North-West Catchment

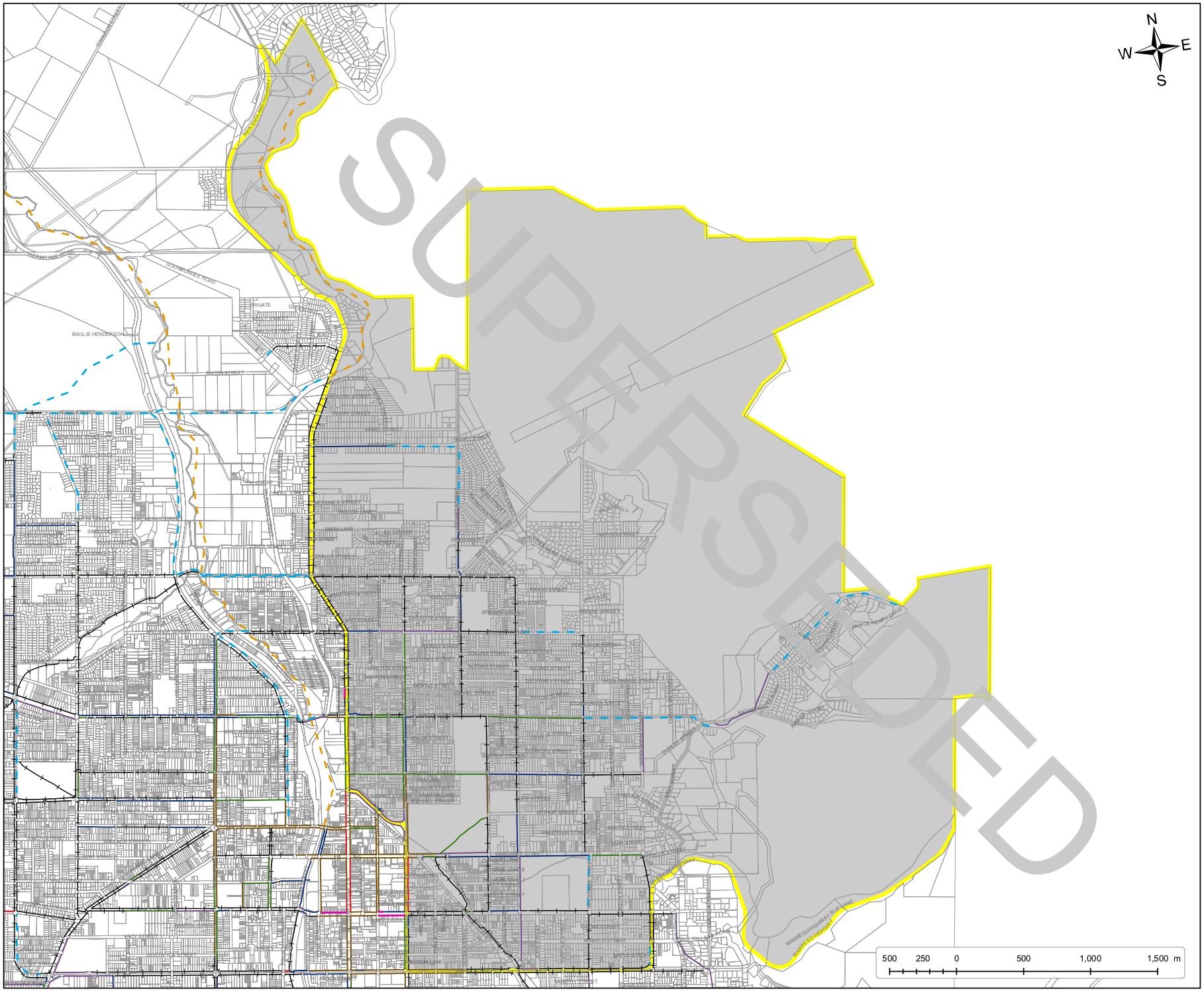
Future Trunk Paths
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- Long Term

Exisiting Trunk Augmentation
- Long Term

Service Catchment

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Map No.4.4
Plans for Pedestrian & Cycle Paths Infrastructure
North-East Catchment

Existing Shared Paths

- 1.2 - 1.8m
- 2 - 2.5m
- 2.6 - 3m
- 3.1 - 4m
- 4.1 - 4.5m
- 5.1 - 6.5m
- Exisiting Augmentation

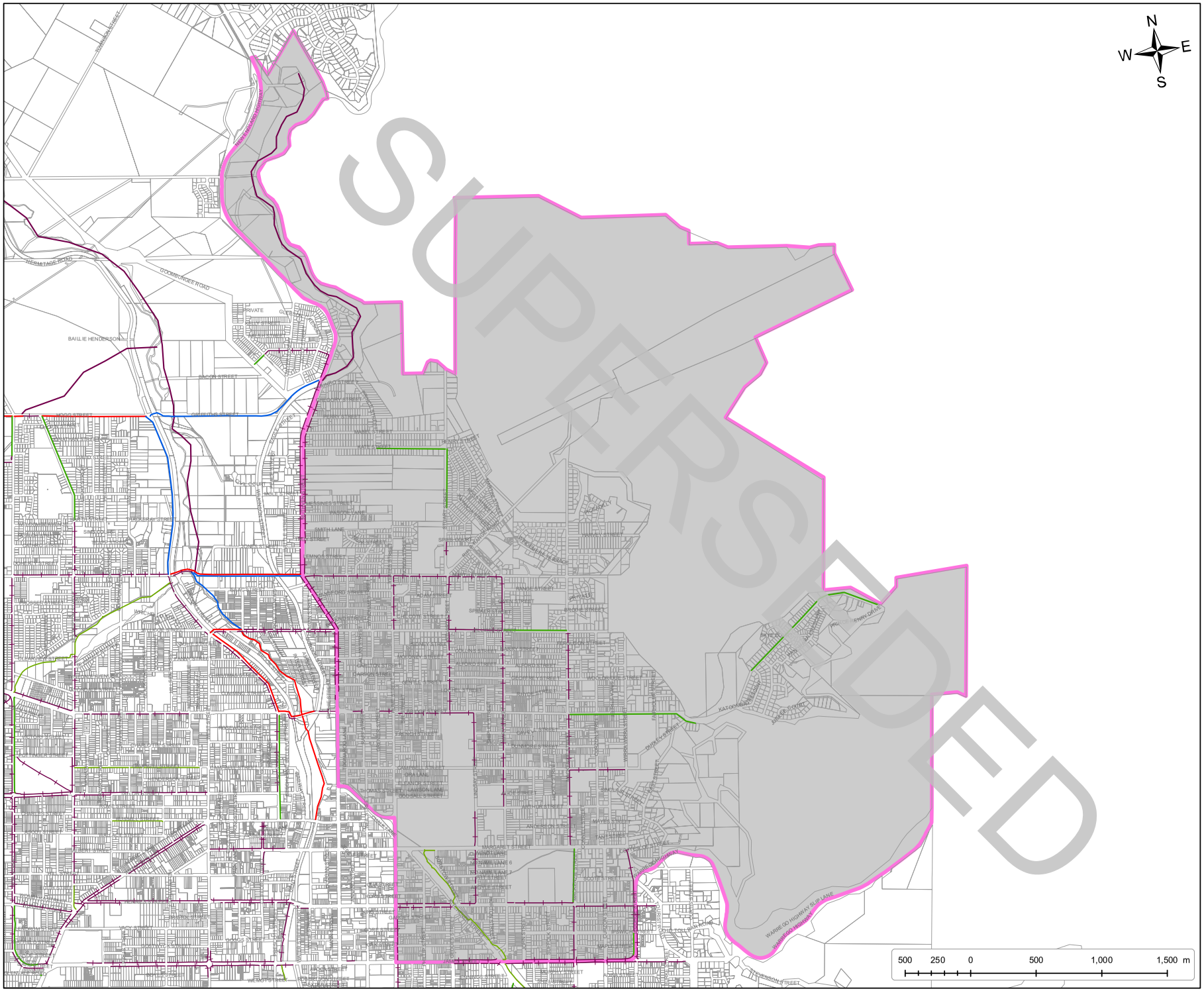
Future Shared Paths

- 2
- 2.5

Service Catchment

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Map No.4.5
Timing of Shared Pedestrian & Cycle Paths Infrastructure
North-East Catchment

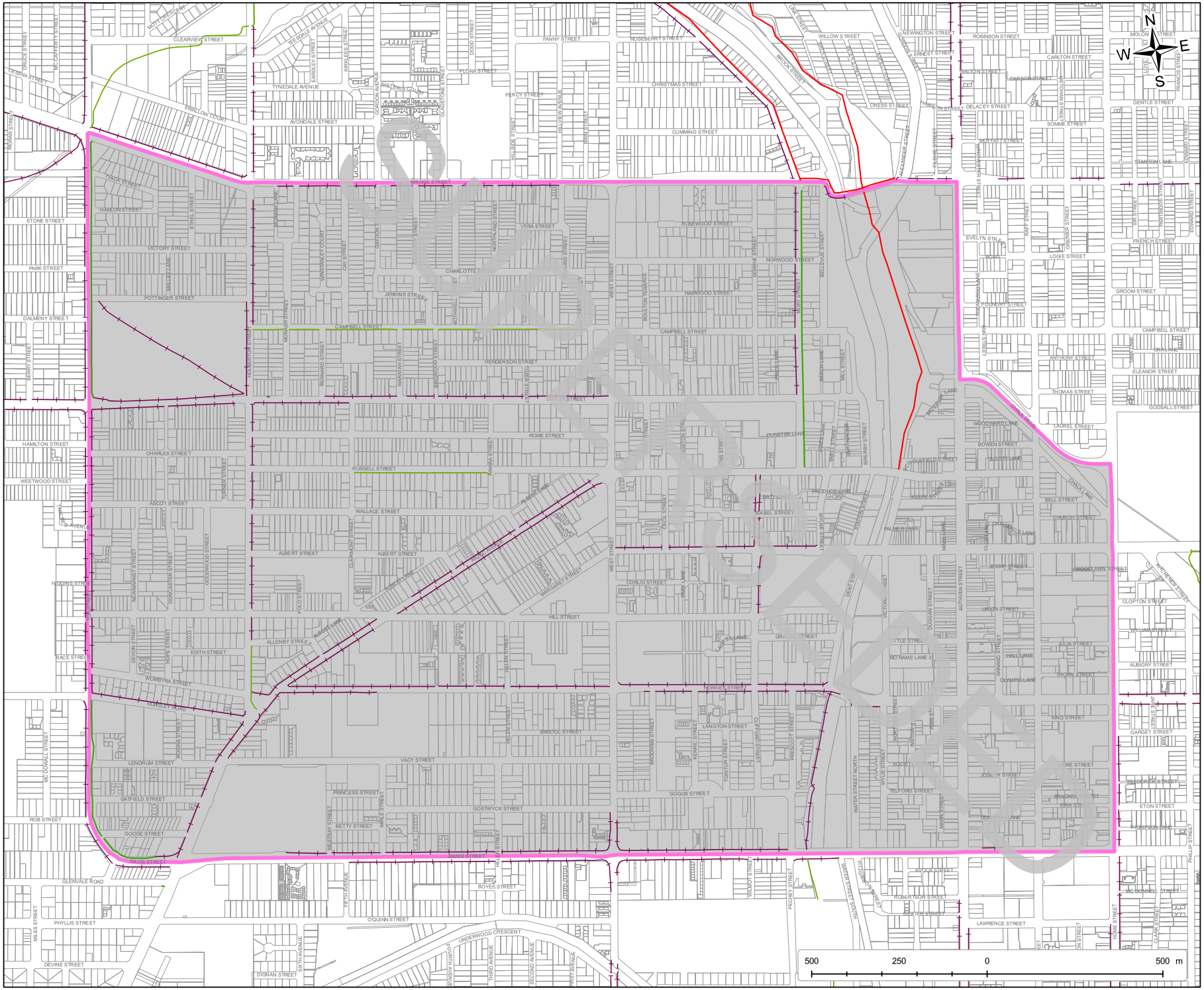
Future Shared Paths
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Exisiting Shared Augmentation
- Long Term

Service Catchment

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.6
timing of Shared Pedestrian & Cycle Paths Infrastructure Central Catchment

Future Shared Paths

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

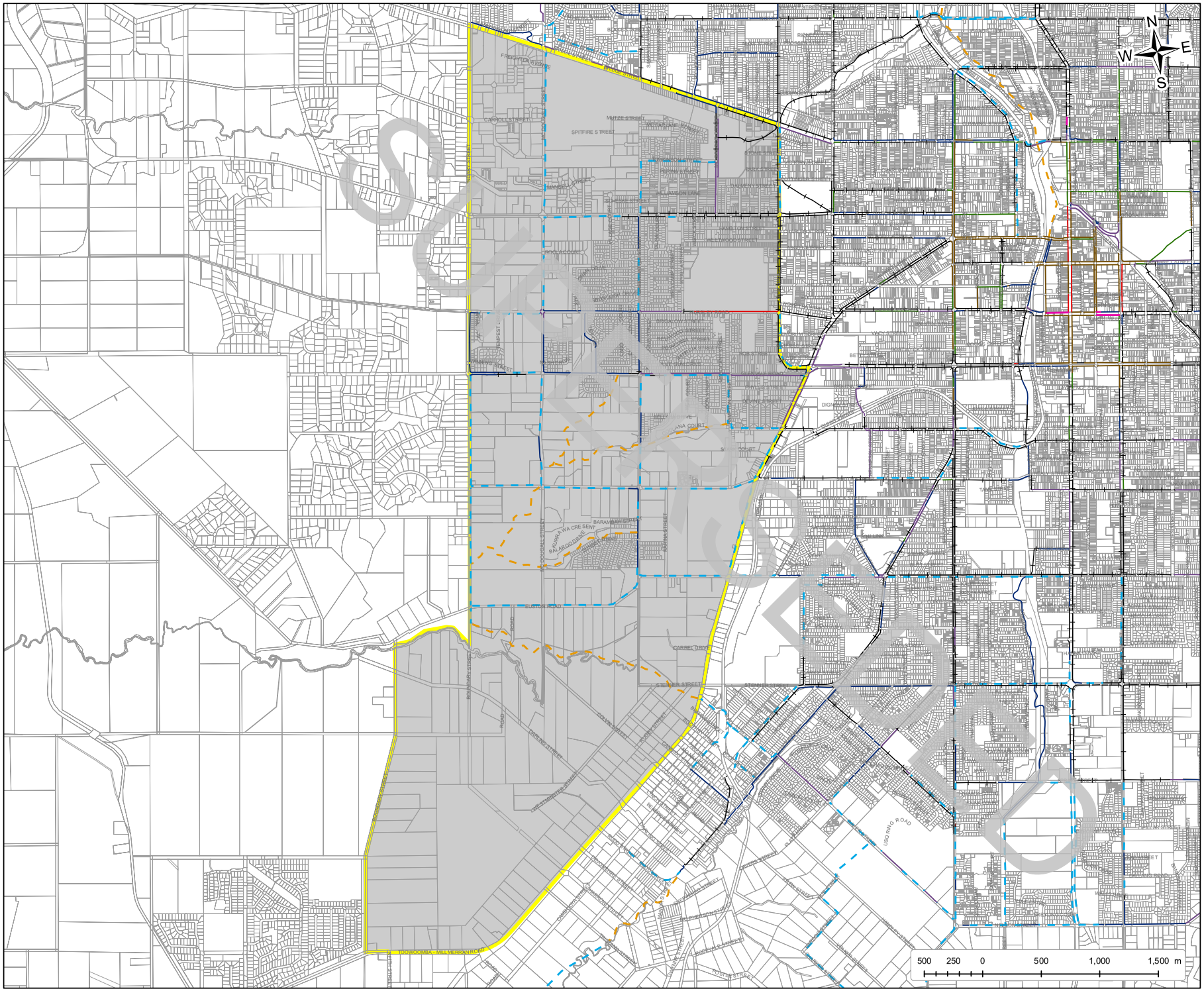
Exisiting Shared Augmentation

- Long Term

Service Catchment

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TOOWOOMBA REGIONAL COUNCIL



Map No.4.7
Plans for Pedestrian & Cycle Paths Infrastructure
West Catchment

Existing Shared Paths

- 1.2 - 1.8m
- 2 - 2.5m
- 2.6 - 3m
- 3.1 - 4m
- 4.1 - 4.5m
- 5.1 - 6.5m
- Exisiting Augmentation

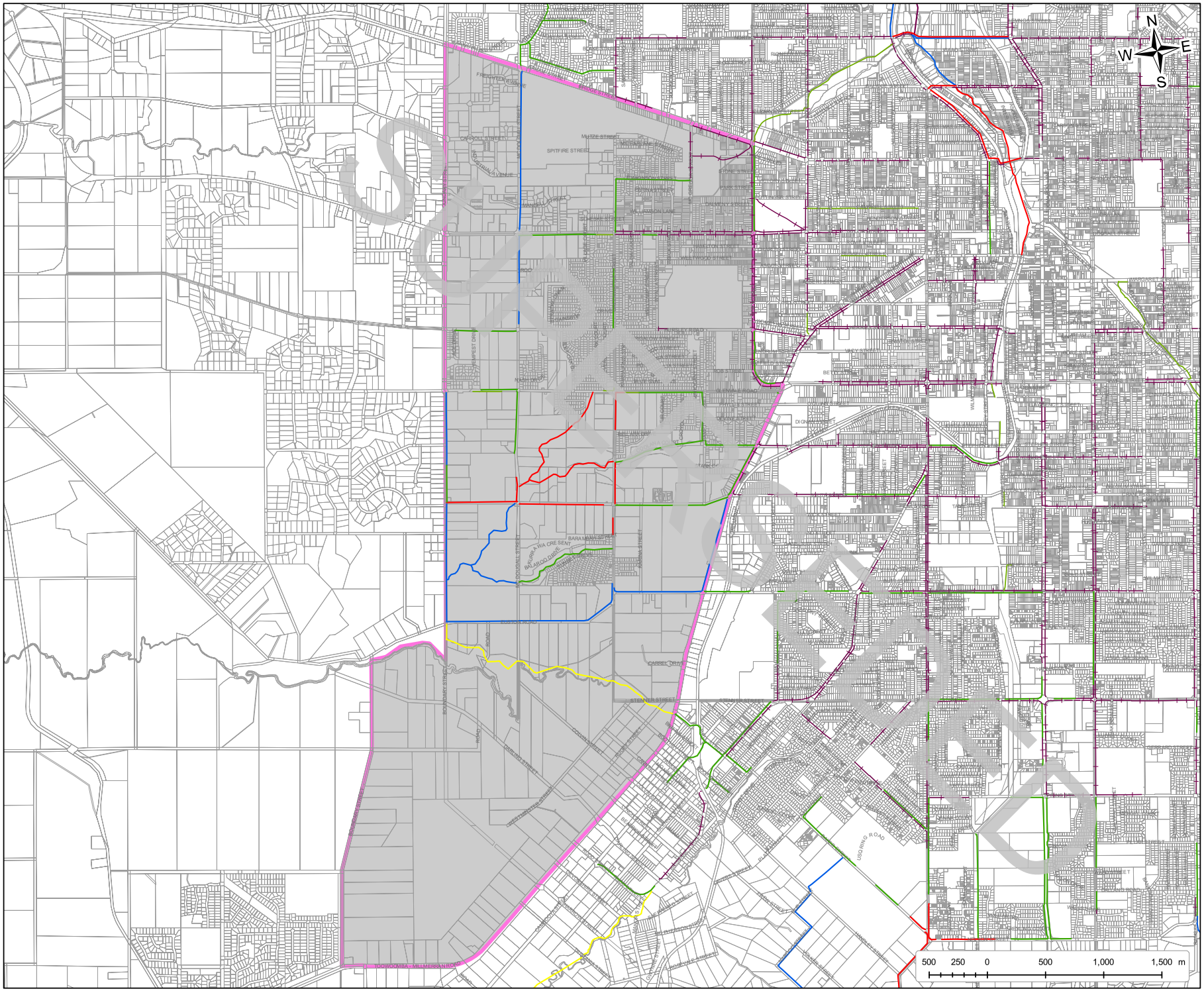
Future Shared Paths

- 2
- 2.5

Service Catchment

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Map No.4.8
Timing of Shared Pedestrian & Cycle Paths Infrastructure
West Catchment

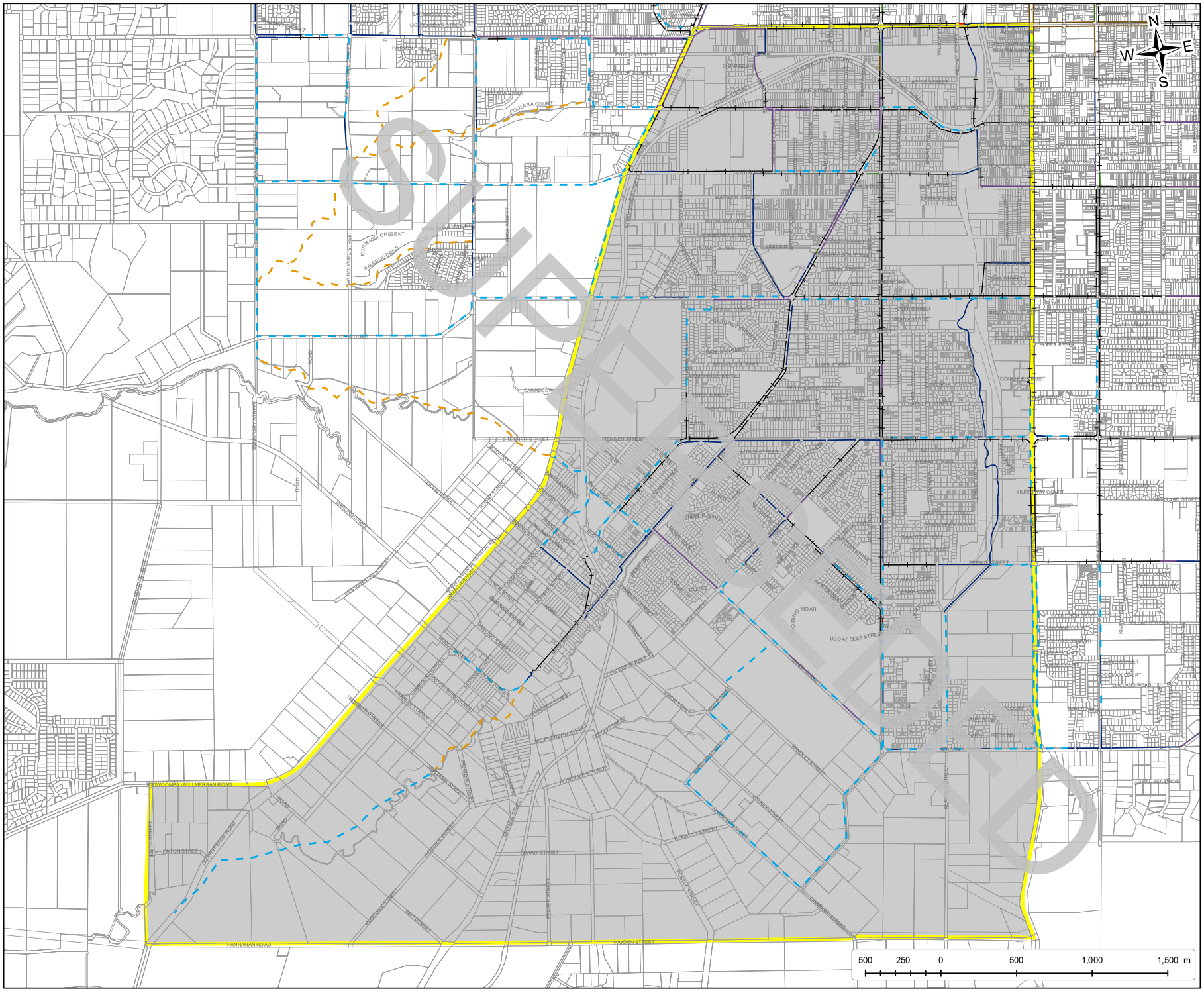
Future Shared Paths
- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Exisiting Shared Augmentation
- Long Term

Service Catchment

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Map No.4.9
Plans for Pedestrian & Cycle Paths Infrastructure
South-West Catchment

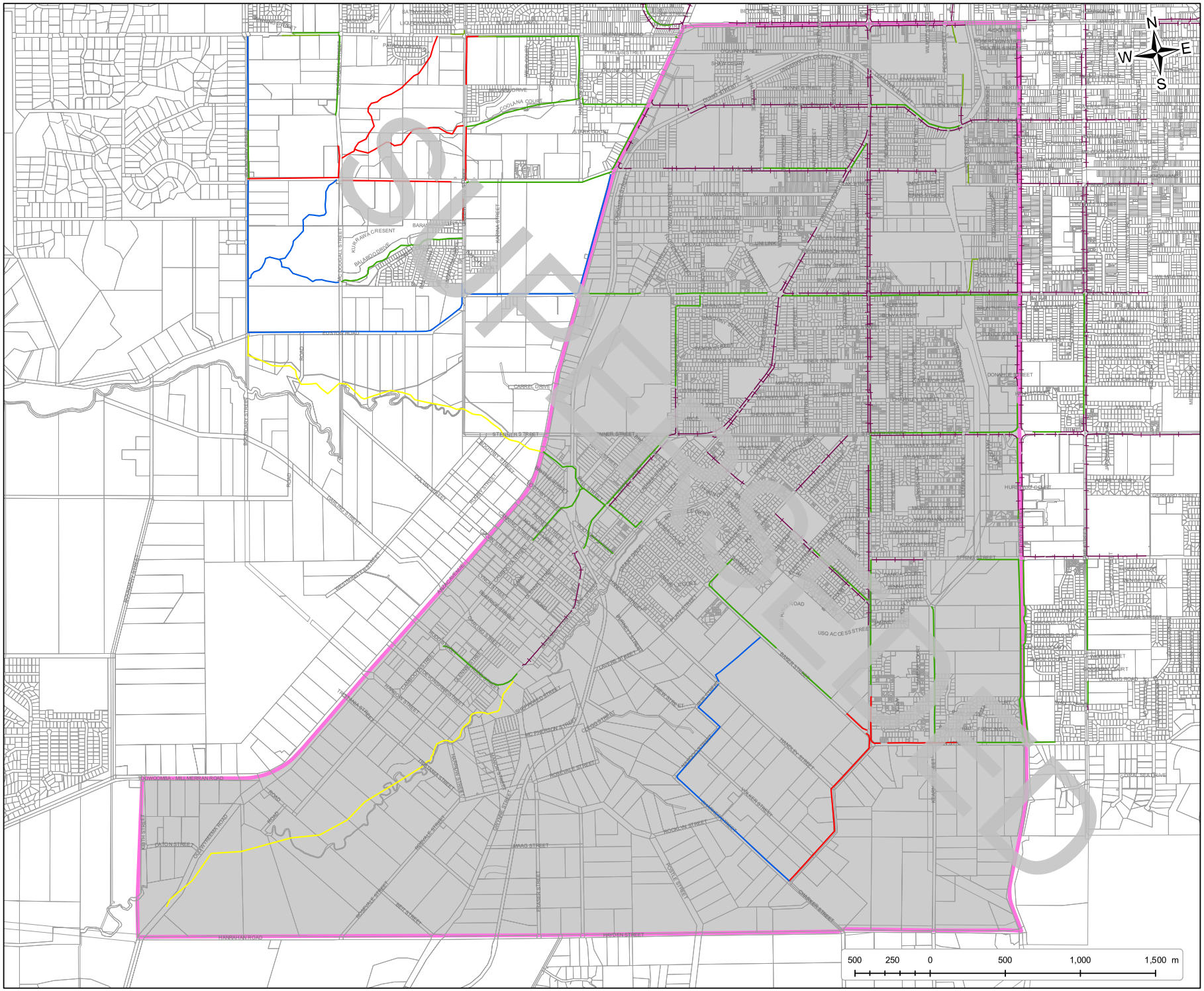
Existing Shared Paths
- 1.2 - 1.8m
- 2 - 2.5m
- 2.6 - 3m
- 3.1 - 4m
- 4.1 - 4.5m
- 5.1 - 6.5m
- Exisiting Augmentation

Future Shared Paths
- 2
- 2.5

Service Catchment

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Map No.4.10
Timing of Shared Pedestrian & Cycle Paths Infrastructure South-West Catchment

Future Shared Paths

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

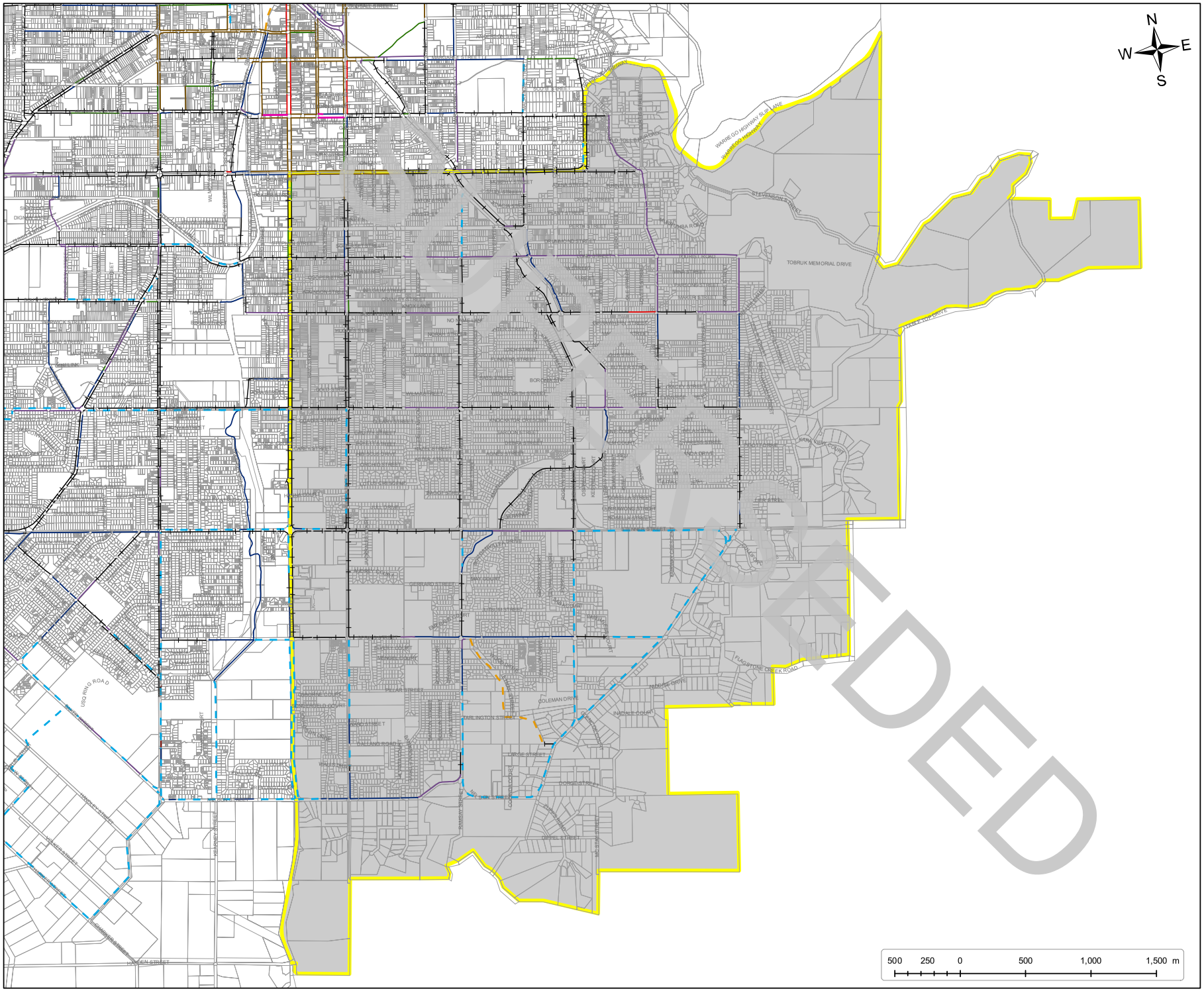
Exisiting Shared Augmentation

- Long Term

Service Catchment

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Map No.4.11
Plans for Pedestrian & Cycle Paths Infrastructure
South-East Catchment

Existing Shared Paths
- 1.2 - 1.8m
- 2 - 2.5m
- 2.6 - 3m
- 3.1 - 4m
- 4.1 - 4.5m
- 5.1 - 6.5m
- Exisiting Augmentation

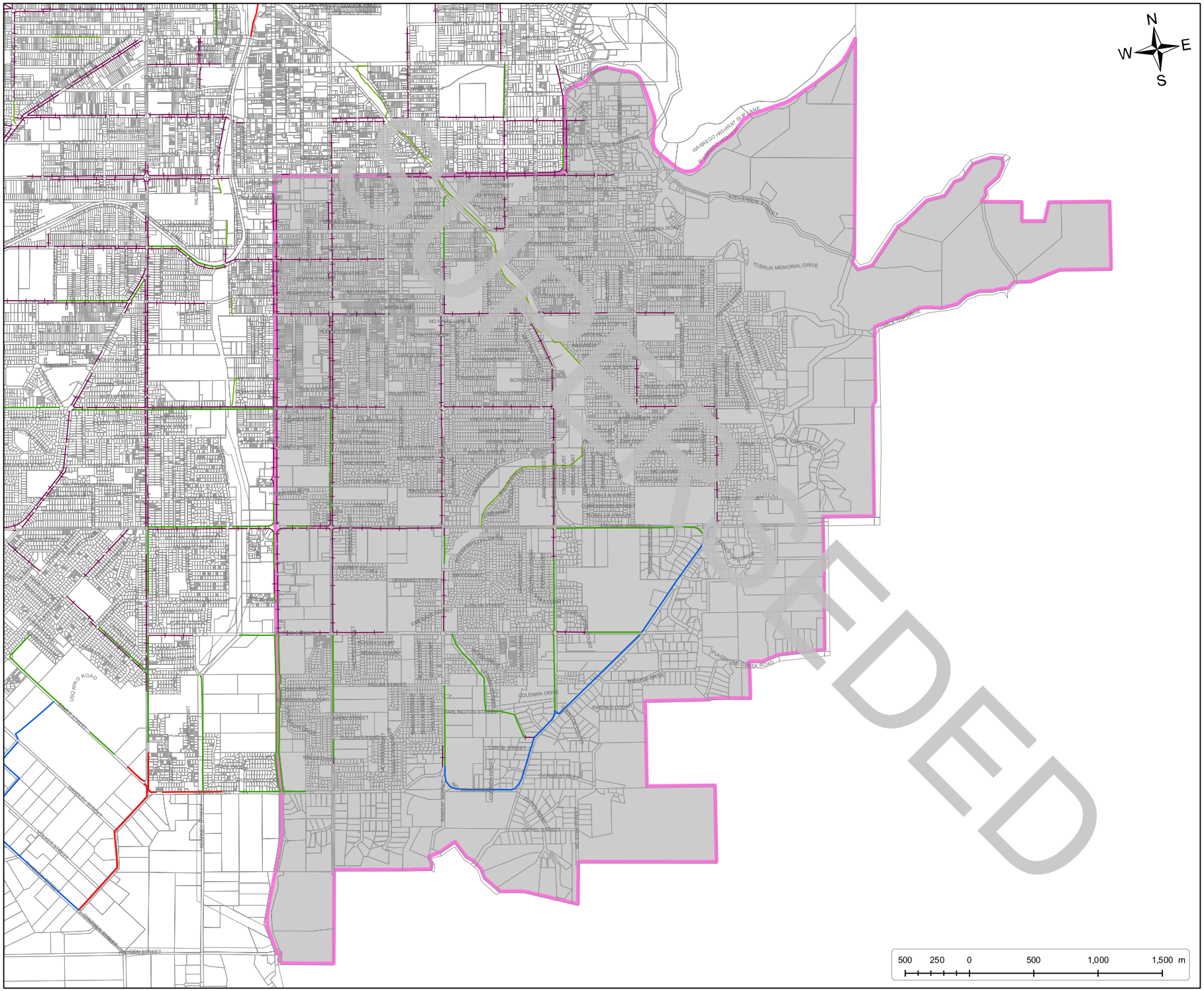
Future Shared Paths
- 2
- 2.5

Service Catchment

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SUPERSEDED



Map No.4.12
Timing of Shared Pedestrian & Cycle Paths Infrastructure South East Catchment

Future Shared Paths

- 2006 - 2011
- 2012 - 2016
- 2017 - 2021
- 2022 - 2026
- 2027 - 2036

Exisiting Shared Augmentation

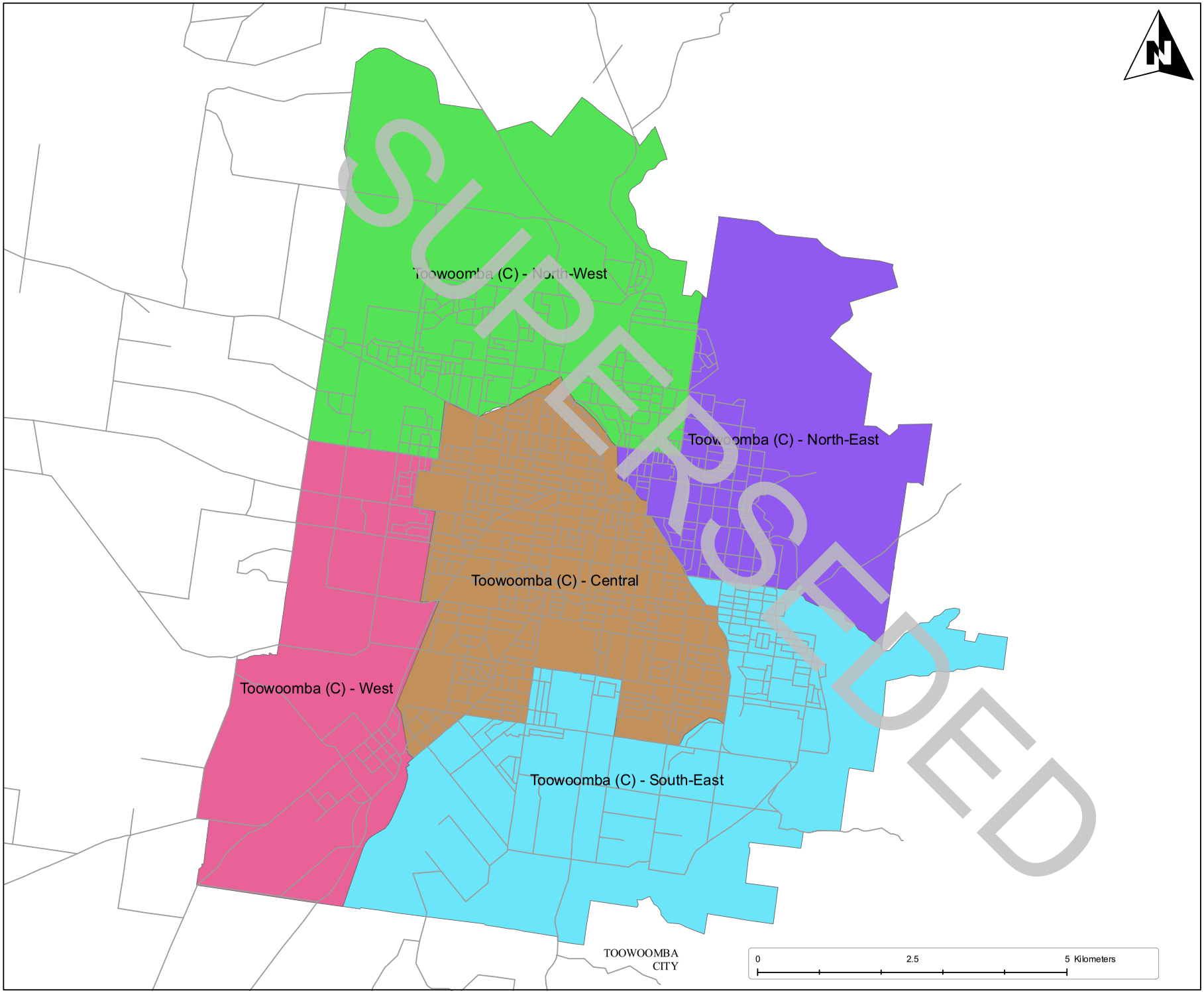
- Long Term

Service Catchment

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Map No.5.1 Toowoomba Road Network Contributions Catchments

Existing Roads

Toowoomba (C) - Central

Toowoomba (C) - North-East

Toowoomba (C) - North-West

Toowoomba (C) - South-East

Toowoomba (C) - West

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