

DEVELOPMENT ASSESSMENT REPORT

ROMA URBAN DEVELOPMENT AREA – STAGE 3A and 3B

Reconfiguration of a Lot – 1 Lot into 49 Lots, New
Road, Park and a Balance Parcel

Bowen Street
ROMA
REF: PL2360/3

PREPARED FOR:
URBAN LAND DEVELOPMENT AUTHORITY

DECEMBER 2012



WOLTER
consulting group

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EXECUTIVE SUMMARY

Summary Table

Address of Site: Upper Bowen Street, Roma																					
Name of Development Area: Roma Urban Development Area – Stage 3A and 3B																					
Real Property Description: ¹ Lot 145 on SP253603																					
Area of Site: Stage 3 – 11.90Ha																					
Area Zone: Residential Zone																					
Name of Owner: ¹ The Urban Land Development Authority under s100 of the ULDA Act 2007 Vesting Gazette																					
Type of Application: ²		Prelodgement / Consultation:																			
Aspects of Development	Type of Approval Requested		<table border="1"> <tr> <td>Meeting:</td> <td>Date</td> <td>Contact Name / Ref</td> </tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	Meeting:	Date	Contact Name / Ref															
	Meeting:	Date		Contact Name / Ref																	
	PA	DP																			
MCU	☐	☐																			
RoL	☐	☒																			
BW	☐	☐																			
OW	☐	☐																			
PA ☐ yes ☒ no																					
Brief Description/ Purpose of Proposal: Subdivision of 1 Lot into 49 Lots in two stages (Stage 3A-24 Lots and Stage 3B-25 Lots) plus new road, park and a balance parcel.																					
Staged Development: Yes – 3A & 3B																					
Level of Assessment: ULDA Permissible Development																					
Public Notification: ☒ no ☐ yes (20 business days)																					
Assessment Manager / ULDA Officer Previously Involved: N/A																					
Applicant Contact Person: Mitchell Hendricks (ph) 3666 5200 (f) 3666 5202																					

¹ If it is an extensive list then attach to the overview as a schedule

² Preliminary Approval (PA), Development Permit (DP), Material Change of Use (MCU), Reconfiguration of a Lot (RoL), Building Works (BW), Operational Works (OW).

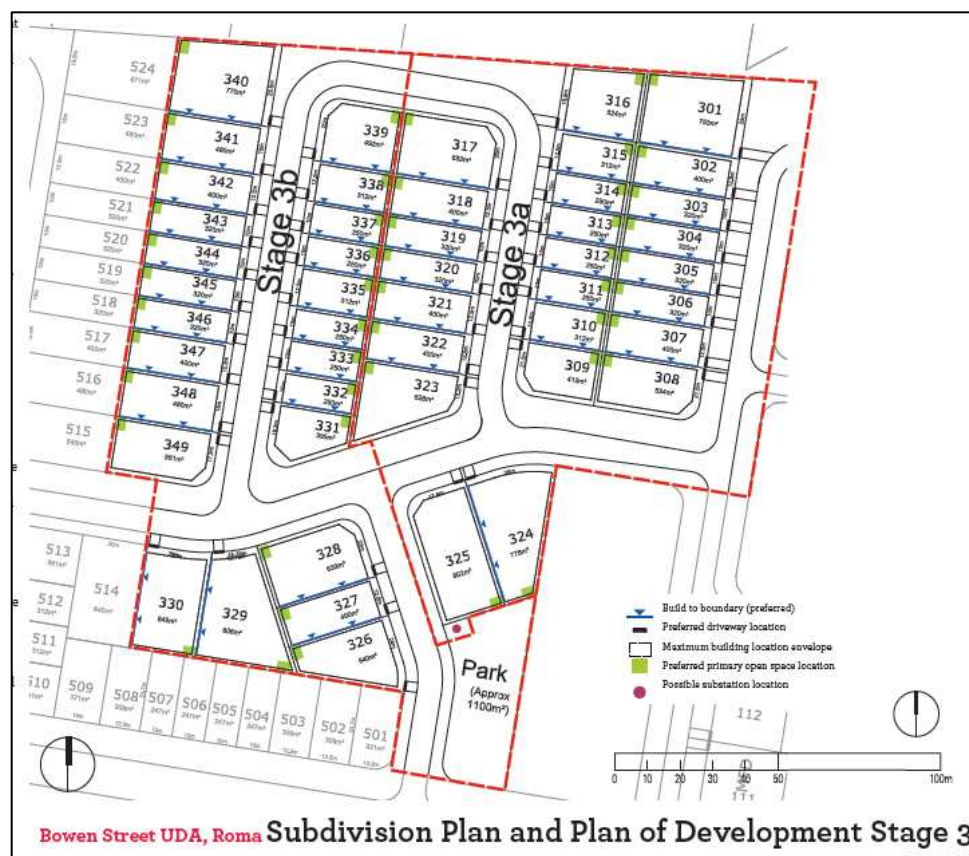


Figure 1: Simple Site Plan
Source: lat 27°

Summary of Proposal

This development application is for a Reconfiguration of a Lot (1 Lot into 49 lots) plus new road, park and a balance parcel (refer to **Appendix D**) on land located at Upper Bowen Street, Roma and described as Lot 145 on SP253603. As shown in Figure 1 above, the reconfiguration is to be undertaken in 2 separate stages (3A and 3B).

The subject site is located within the Roma Urban Development Area (UDA) which is intended for a mixture of residential dwellings on traditional and smaller lots, including affordable housing. A Development Approval has been issued for Stage 1, 2, 4 and 8. This land subdivision is identified as Stage 3 (A and B) of development within the Roma UDA.

The subject site is located within the Roma Urban Development Area (UDA) which is intended for a mixture of residential dwellings on traditional and smaller lots, including affordable housing. The development is consistent with other approved development within the UDA and represents the next stage of development for the wider UDA. The land to the east of the subject site has been reconfigured and developed in accordance with the intent of the Roma Development Scheme, and this proposal seeks to carry on this intent throughout the remainder of the Roma UDA.

The subdivision contains a total of 49 residential lots ranging in size from 250m² to 806m² lots. All lots are intended to be used for single residential dwellings and there is no provision for Villa or Multi-Family lots within the Plan of Development (POD). The proposal is separated into two stages, Stage 3A and Stage 3B, which will allow for the early survey plan endorsement of Stage 3A. Please refer to the attached POD (**Appendix A**) for further information.

Key Issues Tables

Key Issue	Rationale
Lot Description	Lot 145 on SP253603 has been created as part of a road closure application. The attached road closure documentation can be found in Appendix C .
Civil Services	The current parcel is not serviced by typical urban services due to the rural location. The proposal involves connecting into the existing Civil Services infrastructure found within the eastern portion of the UDA where development has already begun. Please see the attached engineering and civil sketches for further detail.
Easements	Maranoa Regional Council (Council) has confirmed that easements in favor of Council will not be needed for sewer infrastructure, although easements will be required for drainage and water if the network traverses through private property. Easements would generally be 2-3m in width.
Plan of Development	A POD has been prepared to facilitate future Material Change of Use (MCU) applications. As stated in the development scheme, any future MCU application over the subject site in accordance with the POD will be exempt from the development scheme.
Accessible Housing	Design guidelines will be implemented across specific lot types to provide a minimum of 10% accessible dwellings.
Staging	Stage 3 is separated into Stage 3A and Stage 3B, to allow for the early plan sealing of Stage 3A.

The proposal is recommended for approval subject to necessary reasonable and relevant conditions.

1 INTRODUCTION

This town planning report has been prepared in support of a development application seeking a Development Permit for Reconfiguration of a Lot on land at Upper Bowen Street, Roma and described as part of Lot 145 on SP253603, referred to as the subject site in this report.

This report provides the following information with respect to the assessment of the proposal:

- Proposal Overview;
- Site Information and Analysis;
- Assessment Framework; and
- Recommendations and Conclusion.

2 PROPOSAL

2.1 General Description

The proposal is to reconfigure the subject site to create a total of 49 lots for residential development plus new road, park and a balance parcel on land located at Upper Bowen Street, Roma.

The site is within the bounds of the Roma UDA, forming Stage 3 of the overall development. The site is bound by Upper McDowall Street to the east and west, Upper Bowen Street to the South and Stage 1 & 2 of the UDA to the East. Further west lie future (stages 5, 6 & 7) of development.

The proposed lots are intended to facilitate residential uses and contribute to a variety of residential lot sizes.

2.2 General Justification for Proposal / Design

By providing a range of residential lot sizes, this proposal addresses housing diversity and affordability issues within Roma. The development of Stage 3 provides the opportunity for the development of a mixture of housing types and provision of affordable housing, and is designed to allow for the progression of a connected and accessible neighbourhood.

The site is well accessed via the existing road network, and the dedication of road reserve within Stage 3 will ensure a high level of connectivity to existing stages of the UDA. Additionally, a neighbourhood park, comprising a total area of approximately 1100m² will provide a recreation option within close proximity to a number of new, and existing, residential lots, and will improve pedestrian connectivity throughout the area.

The subject site is suitably located as it is within close proximity of local services, such as Roma Hospital, a community garden and a child care.

2.3 Proposal Detail

The proposed reconfiguration contains a total of 49 residential lots ranging in size from 250m² to 800m² plus. These lot sizes cater for a range of housing products, which will be predominantly courtyard, villa, studio and traditional lots. Stage 3 does not provide for multi-family, urban and terrace lots as found

throughout other stages of the UDA and is primarily intended to allow for the provision of more standardised housing on a variety of lot sizes.

All residential lots will have adequate access to the internal road network which connects to the existing street network via Upper McDowall Street, Upper Bowen Street and Hanly Street. This street network provides on street car parking and access to nearby local services, facilities and transport within the town of Roma. Additionally, a local park is proposed within the bounds of Stage 3B in order to service the recreational needs of future residents.

The proposal also details the associated POD, which caters for future MCU applications. The POD has been prepared to allow any future MCU applications in accordance with the approved POD to be exempt from the Roma Development Scheme.

Engineering

Civil Engineering Plans have been prepared by Bradlees Civil Consulting (refer to **Appendix B**). The plans demonstrate that the subject site can be adequately serviced by stormwater, sewer and water infrastructure. The proposal involves connecting into the existing civil services infrastructure found within the eastern portion of the UDA where development has already begun. The proposed earthworks plan illustrates the limit of earthworks required to facilitate the sites development.

2.4 Staging

The overall Roma UDA is divided into 8 potential stages, based on which areas are required for immediate development, and which areas require further consideration before development occurs. The proposed reconfiguration consists of two sub-stages and is identified as Stage 3A and Stage 3B of the Roma UDA. Stage 3 is sub-staged to allow for the early survey plan endorsement of Stage 3A.

2.5 Summary and List of Supporting Specialist Reports

The following specialist reports and information have been prepared in support of this DA:

- Plan of Development prepared by lat27'
- Engineering Plans prepared by Bradlees Civil Consulting'
- Road Closure Documentation; and
- Plan of Reconfiguration prepared by Wolter Consulting Group.

3 SITE INFORMATION AND ANALYSIS

3.1 Physical Description

The subject site is located at Bowen Street, Roma and described as Lot 145 on SP253603. As shown in Figure 2 below – Aerial Map, the subject site is bounded by existing residential development to the north, Stages 1 and 2 of the UDA to the east, future stages of development to the west and Upper Bowen Street to the south. In a wider context, the subject site is located in the central portion of the Roma UDA.

3.2 Existing Uses

The subject site is currently vacant and contains cleared land, with very sparse vegetation.

3.3 Context

The Roma UDA is located approximately 1.5km west of the Roma Town Centre as shown in Figure 3 – Locality Map. The surrounding area is dominated by low density, detached residential dwellings and a clearing to the west which is an old stock route.

The subject site is within close proximity of local facilities, including the Roma Hospital, and commercial, community and retail services. The site is easily accessible via a proposed internal road network that connects to existing streets including Hanly Street and Upper Bowen Street. The subject site is also close proximity to major transport infrastructure that provides interstate and intrastate connections.



Figure 2: Aerial Map (subject site depicted by red boundary)
Source: Google Maps

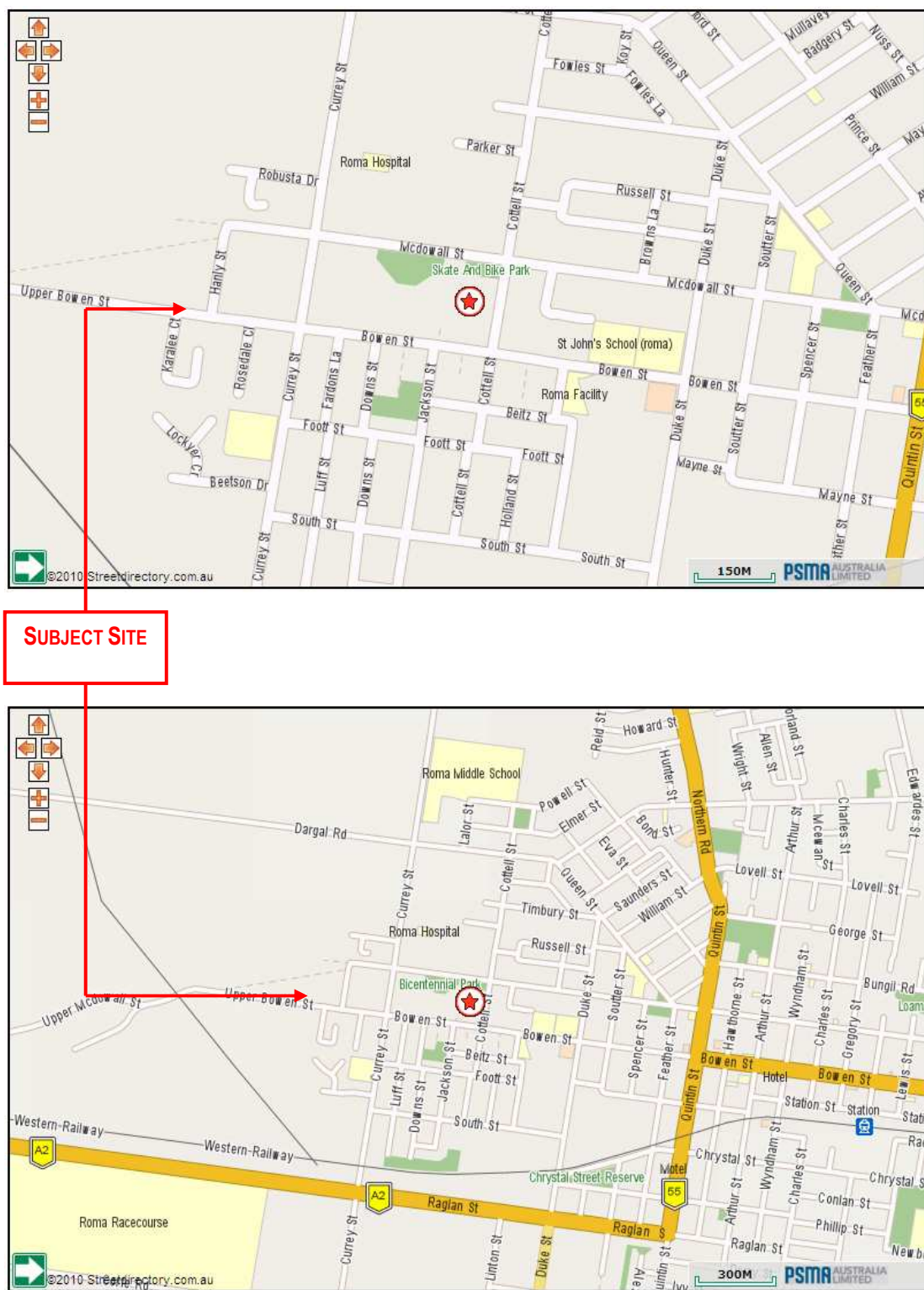


Figure 3: Locality Plan (subject site depicted by red star)

Source: www.street-directory.com.au

4 ASSESSMENT FRAMEWORK

The development application requires assessment against relevant provisions of the *Urban Land Development Authority Act 2007 (ULDA Act)*, the Roma Development Scheme and the Residential 30 Guideline.

4.1 *Urban Land Development Authority Act 2007*

The ULDA Act was established to provide a mechanism for particular parts of the State to be declared as urban development areas. The Act also refers to the establishment of the ULDA who is charged with the responsibility of planning, carrying out, promoting/coordinating and controlling the development of land in these areas. Several areas in Queensland have been declared as Urban Development Areas (UDA) by the ULDA, one of which is in the Roma UDA. This statutory body was established as a key part of the Queensland Housing Affordability Strategy.

4.1.1 **Bowen Street, Roma Urban Development Area-Development Scheme**

The Roma (RDS) was adopted on 15 April, 2011. Its purpose *'is to establish the overall intentions for development of the UDA as well as identify a broad range of requirements applicable to proposed development.'*

The Roma Development Scheme consists of:

- A land-use plan – including the UDA Wide Criteria and the applicable Zone Provisions;
- An infrastructure plan; and
- An implementation strategy.

4.2 The Roma Development Scheme

UDA Wide Criteria

The subject site is located within the development scheme's Residential Zone. The proposed subdivision is required to be assessed against the development scheme's UDA Wide Criteria. The Roma UDA Wide Criteria covers the following topics:

- Housing and Community;
- Neighbourhood, block and lot design;
- Street design and parking; and
- Environment and sustainability.

Table 1 – UDA Wide Criteria

Assessment Criteria	Response	Complies
Housing and Community The UDA delivers housing affordability and choice. Residential neighbourhoods:		
▪ deliver a minimum of 66% of all dwellings across the UDA available for rent by households on or below the median annual income for Roma	The proposed development application is for a reconfiguration of a lot; predominately for the purposes of developing lots to facilitate affordable housing. Please note, the affordable housing intent is to create 66% of all dwellings across the UDA to be available for rent by households on or below a median annual income of \$55,000 which represents an investor house and land purchase price of \$328,640 (as per Affordable Home Ownership Calculations by ULDA Sustainability and Innovation). 36% will be available at or below this price point with 30% at or below \$269,360. A total of 36% of the current 372 estimated dwellings equates to 133 dwellings at or below \$328,640.	✓
▪ deliver a minimum of 30% of all dwellings across the UDA available for rent by households on a low to moderate income for Roma	Furthermore, a total of 30% of the current 372 estimated dwellings equates to 111 dwellings at or below \$269,360. This target will be achieved utilising a range of lot sizes.	✓

Assessment Criteria	Response	Complies
deliver 10 percent of all dwellings as accessible housing to meet the changing needs of people and households over time	Development guidelines will be implemented to specific lot types in order to allow for 10% of the residential dwellings to be constructed as accessible housing. The inclusion of medium density housing in close proximity to local facilities and services will contribute towards the development of a sustainable community.	✓
contribute to housing choice by providing a range of housing types	The proposed mix of residential lots will allow for diversity within the dwelling typologies. This will contribute to dwelling densities and variety that caters to all levels of affordability.	✓
deliver housing which integrates into existing residential areas	The proposed development will be integrated into the existing community with new road and will utilise existing road networks. The proposed new road reserve forms part of the application as it intends to connect into Bowen Street to the south, future road reserve as part of future Stage 5 of the Roma UDA to the west and Hanly Street to the east of the subject site.	✓
Neighbourhood, block and lot design		
The UDA delivers development designed to:		
maximise connectivity	A key focal point of the intended lot layout is vehicular and pedestrian connectivity throughout the Roma UDA and the existing town of Roma. Connectivity is enhanced through the provision of extensive new road within Stage 3. Road fronting proposed Lots 308, 309, 323-325, 328-331 & 349 contributes to the formation of the primary east/west linkage through the Roma UDA.	✓
be responsive to the local climate and environment	Generally, lots have been orientated at least 20 degrees of a north/south direction to respond to solar access, however the existing street network and site conditions do not allow for all lots to be orientated in a north/south direction.	✓
walkable streets and neighbourhoods	The proposed street layout and pedestrian network encourages permeability through the site, as well as directing pedestrians to parks and other walkable features.	✓

Assessment Criteria	Response	Complies
enhanced character and amenity	Street trees will be planted along the road reserve to enhance the streetscape and the provision of a local park will promote urban character and amenity.	✓
provide personal safety and security	Street lights will provide safety and security for the community.	✓
Use infrastructure efficiently.	Civil infrastructure is detailed on the attached plans which outlines the way that infrastructure will be provided efficiently to the infill development site.	✓
Neighbourhood planning and design:		
gives the neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible street networks, open space networks and use of streetscape elements	The subdivision will provide the neighbourhood with a strong and positive identity by integrating the proposed residential development into the existing urban landscape, and retaining existing street networks to aid in maintaining legibility. The proposal is integrated through new road and landscape design. The allotment design, landscaping and presentation will clearly identify this as a distinct neighbourhood in Roma.	✓
- achieves a balanced mix of lot sizes to provide housing choice and streetscape variety - identifies appropriate areas for multiple residential uses - incorporates orientation for solar access and natural ventilation	The development will allow for a balance of lot sizes to provide an active streetscape with a mix of lot sizes ranging from 250m ² to over 800m ² . This will contribute to providing housing choice, diversity and affordability for the UDA and responds to the need for a range of housing product to meet housing demand.	✓
- delivers appropriate scale of development - incorporates principles for crime prevention through environmental design (CPTED) - ensures adequate visual and noise amenity	The proposed scale of development is appropriate for the area and consistent with the adjoining approved stages 1 and 2. The proposed design of Stage 3, including lot configuration, length of blocks and landscape treatments have been designed in accordance with CPTED principles and will also contribute to achieving a reduction in visual and noise impacts.	✓
integrates development with the surrounding environment and provides for shared use of public facilities by adjoining communities	A local 'connection' park is proposed within Stage 3, providing pedestrian connection and activity from Bowen Street and facilitating sufficient vegetation screening to	✓

Assessment Criteria	Response	Complies
- maximises opportunities for views and vistas - responds to natural features, including topography and natural drainage features - provides parks that cater for a variety of functions, experience that are safe for users	the existing sub-station. The proposed park will provide a safe and useable area for the local community and contributes to the open space network planned for the Roma UDA.	
promotes healthy and active lifestyles by prioritising walking and cycling within the UDA and connecting to facilities and services outside the UDA	The provision of a pedestrian and cycle network (shared 'Parkways') that promotes connectivity within the Roma UDA and to existing neighbourhoods will contribute to promoting healthy and active lifestyles for its users.	✓
locates services and utilities to maximise efficiency and ease of maintenance	Sustainable transport options are provided to nearby local facilities and services, with the inclusion of bicycle and pedestrian pathways to encourage the use of sustainable transport options.	✓
Street design and parking The UDA delivers: - efficient and safe street networks for all users - adequate car parking - access to public transport networks	The street network has been designed in accordance with Australian Standards and can facilitate on street parking. The new road reserves within Stage 3 can facilitate future public transport routes with standard proposed road widths of 7.5m from kerb to kerb within Stage 3. Please refer to the attached engineering drawings for the conceptual road design layout.	✓
Street network planning and design: - connects to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic - provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping - provides movement networks for vehicles, pedestrians and bicycles that have a clear structure, provide a high level of internal accessibility and good external connections with the surrounding area and maximise transport effectiveness - provides for pedestrian and cycle connections within the site which connect	The proposed street network effectively integrates with the existing transport network to ensure that acceptable levels of amenity are maintained, and that through traffic does not impact on the development. To support the existing street network, internal street networks are also proposed. The inclusion of elements such as lighting and pavement treatment will provide for an attractive streetscape, maintenance of visual amenity and inclusion of CPTED principles. Pedestrian and cycle connections will be provided throughout the site to reduce the impact of traffic by encouraging sustainable transport options, and providing public transport connections to key local facilities and services. Vehicle access and parking will not adversely impact on residential areas, and the proposed lot layout will provide	✓

Assessment Criteria	Response	Complies
to existing facilities and support movement to key local and district destinations such as shops, educational facilities, parks and community facilities minimises the impact of traffic noise on residential development	parking for residents, visitors and service providers.	
Planning and design of vehicle access and parking ensures: - safety and convenience for residents, visitors and service providers - adequate provision for the number and nature of vehicles expected.	The proposed street network provides safe vehicular access to all residents and service providers. Preferred driveway locations have been identified on the plan of development. The proposed road width is 7.5m within Stage 3.	✓
Environment and Sustainable Development		
The UDA delivers: - minimal emissions to land, water and atmosphere - efficient use of land and resources - protection of amenity, environmental and resource values.	The proposed design, siting and layout of development will ensure that sustainable building practices can be undertaken without impacting on the land, water or atmosphere.	✓
The design, siting and layout of development: - minimises adverse impact to the environmental values of the receiving waters by appropriately managing stormwater - minimises adverse impacts on natural landforms and the visual amenity of the site - retains vegetation where possible along streets and within parks - Promotes energy and water efficiency practices above current standards, maximises recycling opportunities and reduces waste generation - Promotes the adoption of decentralised energy generation systems and natural ventilation to reduce energy use.	The proposed subject site is not located within proximity to any existing waters or wetlands, however floodwater and stormwater will be adequately managed to reduce the impact on the environment. The best possible building practices will be used during construction to ensure any rising dust/emissions do not cause any nuisance to the surrounding community. Air quality will be monitored to ensure minimal impacts. The subject site is not identified as containing any natural or cultural features that require protection. Sustainable building practices will ensure efficient use of resources, minimisation of waste generation and recycling of materials where appropriate. The proposed residential subdivision layout will allow for the incorporation of energy efficiency standards and the distribution of energy that encourages the generation of renewable energy.	✓
During construction adverse impacts on amenity are minimised.		

4.2.1 Roma Development Scheme – Zone Assessment

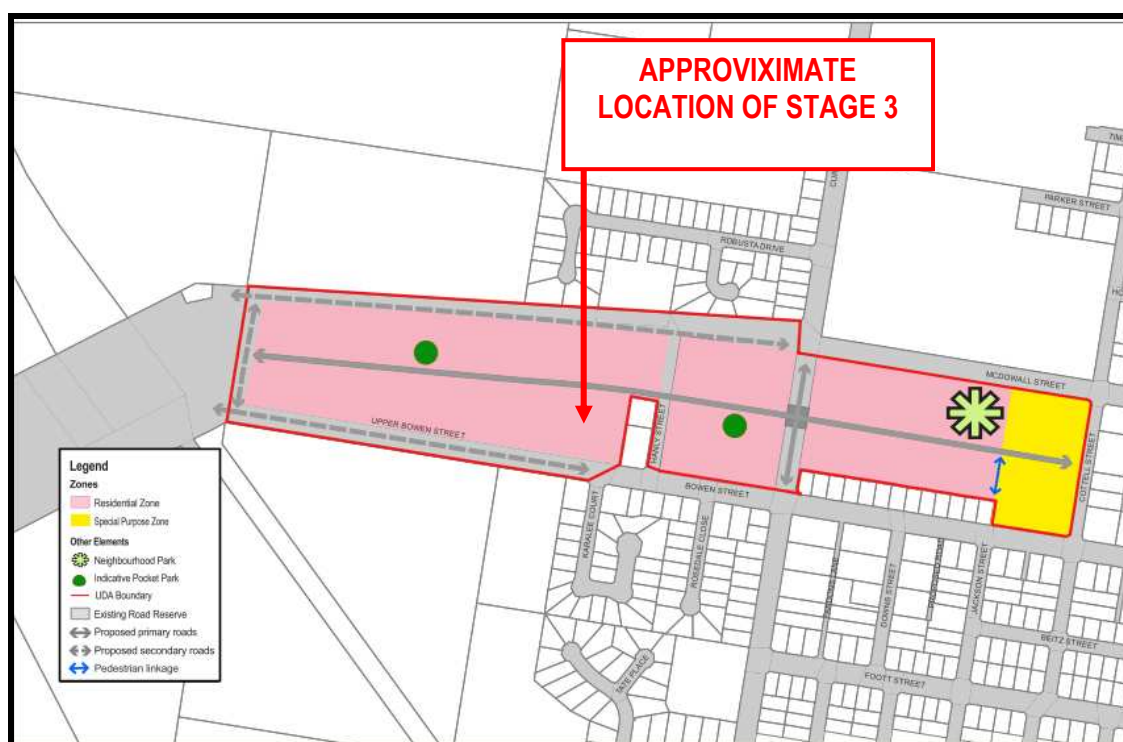


Figure 4: Precinct 1
Source: Roma ILUP

Residential Zone Intent

The Roma Development Scheme identifies zones within the UDA (as shown below). The subject site is located in the Residential Zone, which is intended to contain houses and small scale multi-unit dwellings on traditional and smaller lots. The zone also provides for densities up to 30 dwellings per hectare.

Response

The proposed lots can facilitate houses and small scale multi-unit dwellings on traditional and smaller lots. Lots within the proposed Stage 3 range in size from 250m² to approximately 800m² and may incorporate built to boundary walls as indicated on the POD. Therefore the proposed lots are considered to be generally within the intended range of the Residential Zone. These allotment sizes cater for a range of housing products. The lot layout over the subject site complies with the intent of the zone

4.3 Residential 30 Design Guidelines

The Residential 30 Guideline outlines the ULDA's standards for development in Urban Development Areas (UDAs). This guideline is not a statutory document; however they are to be read in conjunction with the provisions of the development scheme.

As outlined in the following tables, the proposed development has been assessed against the ULDA Design Checklist and generally accords with the design outcomes sought, as outlined in detail in Table 3 below.

Table 3 - NEIGHBOURHOOD DESIGN

Checklist Criteria	Complies	Our Response
Neighbourhood layout and design		
Does the neighbourhood layout and design respect and respond appropriately to local conditions, including:		
▫ The local market and need for housing and business	✓	The proposed 49 residential lots provides for greater variety in housing size and affordability that will have a positive impact on the local housing market and support business within the local community, which is identified as lacking housing diversity, in turn influencing housing affordability.
▫ Physical features such as topography, natural drainage systems and vegetation	✓	The proposed subdivision responds appropriately to local conditions by limiting changes to topography or natural systems. The site is currently vacant with minimal vegetation. The proposal also incorporates a local park breaking up the urban form both within the stage, and along the east/west movement corridor throughout the wider UDA.
▫ Places of cultural heritage significance	N/A	The subject site is not identified as containing any places of cultural heritage significance.
▫ Opportunities for views and vistas and other elements that will clearly identify and, from a commercial perspective, 'brand' the neighbourhood	N/A	The proposed lot design does not impact on any views or vistas to significant identifiable elements.
▫ Providing connections to existing facilities, services and movement networks in the surrounding area	✓	The proposed subdivision will integrate with the existing road network by providing access points connecting the new road to Hanly Street and also Upper Bowen Street to ensure adequate access to surrounding commercial, retail and community facilities and services. Civil services are detailed on the attached engineering plans.

Checklist Criteria	Complies	Our Response
Does the neighbourhood have:		
▫ Defined entries and legible neighbourhood boundaries to foster a sense of identity	✓	The proposed subdivision identifies legible neighbourhood boundaries by defining entry points into the proposed development that adhere to existing and new roads.
▫ A highly permeable, legible street pattern	✓	The proposed street network is centred around the dominant east/ west movement corridor with development focussed primarily on the northern side of the corridor. The proposal seeks to connect to this movement spine in a way that does not impact on the function of it, but rather seeks to enhance it's role in legibility by creating walkable and permeable offshoots.
▫ A variety of multi-use parks	✓	A local park is proposed within the southern portion of Stage 3B to add to the multitude of approved parks throughout the rest of the UDA. This park adds to the development and does not compromise the function of the higher order parks.
▫ A safe, attractive and efficient pedestrian and cycle network	✓	The proposed reconfiguration contains an extensive pedestrian footpath network and specified road widths allow for the incorporation of on-road, dedicated cyclist routes.
▫ Distribution of land uses, layout of streets and building densities that support public transport use	✓	The proposal seeks to facilitate further development of the UDA and aims to mimic densities as found within other stages. The street layout and lot layout compliments the intent of the wider UDA by focussing itself about the east/west movement corridor.
▫ A mix of lot sizes providing wide choice in affordable and accessible housing	✓	The proposed subdivision provides lots ranging in size from 250m ² to 806m ² .
▫ Lots of a size to allow small-scale, compatible land uses such as child care, aged care, retirement living, local shops and home-based business	N/A	The proposed subdivision is located solely within a residential designation and as such commercial and community facilities are not encouraged.

Table 4 - LOT DESIGN

Checklist Criteria	Complies	Our Response
Lot shape and dimensions		
Are the lots of a regular shape and standard dimensions:		
▫ To contribute to delivery of street patterns that are rectilinear	✓	The proposed lots are of a regular shape and standard dimensions that allows for a rectilinear street pattern. Lots range from 25m to approximately 41m in depth, with the majority of lots ranging from 10m – 12.5m wide.
▫ To contribute to cost savings in engineering and building construction	✓	The proposed lot design will contribute to cost savings in engineering and building construction through regular lot shapes.
▫ To suit proven dwelling designs	✓	The proposed lot design will allow for the future construction of proven dwelling designs.
▫ Consistent in lot depth(s) and widths	✓	Lots are consistent in depth and width across frontages, with variation between different streets and where road layout does not permit regular lot design. Lot dimensions within proposed stage 3 are consistent with existing approved lots depths and typologies.
▫ Of a standard depth of 25.0 metres and 32.0 metres and widths generally in multiples of 2.5 metres and 5.0 metres	✓	The majority of proposed lots have been designed with a standard depth of 25m or 32m and generally with a width in multipliers of 2.5m or 5m.
Slope		
Unless the dwellings are to be constructed in an integrated or attached development, is the slope on a lot less than 450sqm in area no more than:		
▫ 10 percent side slope	N/A	The proposed lot layout complies with the identified slope requirements. The proposed slope of the subject site will be subject to detailed engineering design. The site slopes to the east at an approximate rate of 4%.
▫ 5 percent lengthwise slop	N/A	
▫ Less, if both these figures approach the maximum together	N/A	

Table 5 - BLOCK DESIGN

Checklist Criteria	Complies	Our Response
Block shape and dimensions		
Are the blocks of a size and dimension that, when arranged, facilitate:		
▫ An efficient neighbourhood pattern, scale and area	✓	The range of lot sizes, standard dimensions and primarily the street pattern contributes to an efficient neighbourhood pattern. Block lengths are a maximum of approximately 104m

Checklist Criteria	Complies	Our Response
		which facilitates a regular pattern of streets and block design. No cul-de-sacs are proposed with all future road linking to through roads.
▫ High levels of pedestrian connectivity throughout the neighbourhood	✓	Pedestrian footpaths are provided throughout the neighbourhood and together with the predominant grid street pattern it provides high levels of pedestrian connectivity.
▫ Safe and direct pedestrian, cycle and vehicle access to destinations such as local shops, neighbourhood centre, public transport stop or station, neighbourhood park and nearby district and regional sport facilities	✓	The proposed new road is integrated with existing networks to provide adequate pedestrian, cycle and vehicle access to nearby facilities and services. A neighbourhood park will be the subject of a future application to the north east of the subject site, at a later stage of the overall development.
▫ Choice in the type of housing	✓	In response to an identified need for greater housing diversity, the proposed subdivision consists of a wide range of residential lot sizes ranging from 250m ² to 819m ² .
▫ Rear lanes that maintain standard lot types and dimensions	N/A	The proposed subdivision does not contain rear lanes.
Laneway lots – Not Applicable. There are no laneway lots within Stage 4.		
If more than one dwelling is proposed, are the laneway lots:		
▫ At least 7.5 metres wide	N/A	As above.
▫ At least 30.0 metres deep on at least one side of the laneway	N/A	As above.
To enable ease of visitor access to houses which front the laneway has:		
▫ The block length been shortened	N/A	As above.
▫ A mid block lane and / or pedestrian link been provided	N/A	As above.
Orientation for climate		
Where the design for the prevailing summer breeze is paramount, is the long road leg length:		
▫ Orientated perpendicular to the prevailing breeze	✓	Where possible, lots have been orientated north/south, however, in response to the parent parcel orientation and dimensioning, most lots are orientated east/west. Having said this, all lots have equitable access to through breezes. The POD also requires efficient design through building orientation, requiring habitable rooms to face the street.

Checklist Criteria	Complies	Our Response
Where the design for access to winter sun is paramount, is the long road length:		
▫ Orientated in an east-west direction	✓	The proposed lot design allows for climate-appropriate orientation. A section of new road is orientated east/west.
To avoid the western summer sun are:		
▫ Wide lots minimised on the north-south streets	✓	Wide lots are minimised on north-south streets with the majority of lots having a width of 10m – 12.5m. Generally, lots are orientated 20 degrees (either side) of a north/south direction where possible.
▫ Built-to-boundary walls, unless constrained by topography, located on the west to southern walls	✓	The proposed subdivision plan will allow restricting built-to-boundary walls, to the southern boundaries, as identified on the POD (i.e. blue lines demonstrating preferred built to boundary locations).
Lot arrangement		
Are lots within the block arranged so that:		
▫ The highest densities are located around open space, amenity features or other focal points	N/A	Lot sizes throughout this proposed stage do not vary enough to create higher densities around open space.
▫ There are between four and six adjoining terrace or row housing lots in a group (to enable group housing construction and integrated streetscape solution)	N/A	No terrace lots are proposed.
▫ There are no more than eight narrow frontage lots in a row	✓	There are no more than eight narrow frontage lots proposed in a row.
▫ There are no more than four lots with a width of 7.5 metres or less in a row unless serviced by a rear lane	N/A	There are no lots proposed that have a frontage of less than 10m.
▫ There are no minor mismatches (e.g. less than 1.0 metre) in the rear corner lot boundaries of adjoining lots (to minimise the risk of set out error)	✓	There are no minor mismatches in the rear corner lot boundaries of adjoining lots.
▫ Multi-family housing lots are preferred on highly accessible: - Block ends - Corner lots - Lots with dual road frontage	N/A	No multi-family lots are proposed because they are not suitable to the lot typologies presented within this proposed stage.
Are small lots minimised:		
▫ At the end of a T-intersection	✓	Small lots are minimised at the end of T-intersections.
▫ At the entrance to a precinct if not	N/A	There are no rear lanes proposed within

Checklist Criteria	Complies	Our Response
rear lane accessed		stage 3.

Table 6 - STREET DESIGN

Checklist Criteria	Complies	Our Response
Street function and experience		
Do streets:		
▫ Provide a diversity of functions and experiences that prioritise use by pedestrians and cyclists	✓	The proposed street network contains a defined pedestrian footpath. This provides a diversity of functions that allows for adequate pedestrian and cyclist access.
▫ Provide routes for vehicles and public transport	✓	The proposed street network provides routes for vehicles, with opportunities for public transport.
▫ accommodate utility services and drainage systems	✓	The proposed street network accommodates utility services and drainage.
▫ provide pedestrian and cyclist movement	✓	The proposed street network provides for safe and efficient pedestrian and cyclist movement.
▫ include street tree planting and water sensitive design features	✓	The proposed street network allows for street tree planting and water sensitive design in accordance with the overall concept landscape plan for the Roma UDA.
Is the movement network designed to encourage walking and cycling by:		
▫ ensuring a highly interconnected and permeable street network	✓	The street network is highly interconnected with other proposed new roads and the existing street network, providing a grid-like pattern accessible from all street frontages to the site.
▫ establishing good linkages to surrounding development and features	✓	The proposed street network is well linked and integrated with surrounding development. Stage 3 has access to McDowall Street, which is a main east/west connection to the existing Roma business district and the UDA.
▫ providing a well located, legible and convenient to use pathway network	✓	The pathway network is extensive and ensures all residential dwellings can be safely accessed by pedestrian routes.
Vehicle speed		
Are the streets designed to reduce traffic speeds for the safety of pedestrians, cyclists and all vehicle users by:		
▫ using short block lengths (less than 100 metres)	x	The proposed street network contains predominantly short block links, with a maximum block length of approximately

Checklist Criteria	Complies	Our Response
		104m. This is influenced by the road pattern and the parent parcel dimensioning.
▫ using narrowed carriageways in select locations	N/A	The road layout does not necessitate the use of narrow carriageways.
▫ extending verges to narrow the carriageway at the intersection (creating 'pinch-points')	✓	Verges are used to narrow the carriageway at the intersection.
▫ using appropriate street markings and signage	✓	Appropriate street markings and signage will be incorporated where necessary to reduce traffic speeds.
▫ using differently textured materials on the carriageway across the throat of intersections	✓	Differently textured materials will be used on carriageways across the throat of intersections. This can be designed during the Operational Works phase.
Pedestrian and bicycle routes and paths		
Are pedestrian and bicycle routes:		
▫ direct, continuous and well lit, and provide appropriate street crossings	✓	Pedestrian and cycle routes are safe, legible, accessible and are provided throughout the residential development.
▫ if separate, cycle paths indicated with street markings or by clearly displayed and well-designed signage	✓	Cycle paths are indicated by on-street markings and clear signage.
Footpaths		
Are footpaths:		
▫ provided on at least one side of every street, including in culs-de-sac that provide through routes for pedestrians and cyclists	✓	Footpaths are provided on at least one side of every street proposed within Stage 3.
▫ provided on both sides - of connector or collector streets - of every street to and from key focal points and destinations - of every street when the neighbourhood density approaches and/or exceeds 30 dw/ha	✓	Footpaths are located adjacent to all key focal points and destinations and along both sides of proposed streets.
▫ generally 1.2 metres wide	✓	Proposed footpaths are a minimum 2.5m wide.
▫ 1.5 metres wide where demand requires, to allow pedestrians, including those with prams and ambulant people with disabilities, to walk two abreast or comfortably pass each other.	✓	Pedestrian footpaths are wider along major streets and around facilities, services and local focal points.

Checklist Criteria	Complies	Our Response
Topography		
Are streets shaped in response to topography and natural features:		
▫ to reveal desirable views	✓	The grid-like street network will encourage an active neighbourhood and ensures pedestrians can easily find their way throughout the neighbourhood.
▫ help to enhance the character of the neighbourhood	✓	
▫ assist in wayfinding throughout the neighbourhood	✓	
Where land slopes at a grade of 6 per cent or more is:		
▫ the predominant street alignment perpendicular to contours	N/A	The land does not contain slopes of 6% or more.
Does the street layout avoid lots:		
▫ being considerably higher or lower than the street level	✓	The street layout does not contain lots that are considerably higher or lower than street level.
Does the street terminate with:		
▫ views that make the most of the special features of a site (such as a park, a stand of mature trees, distant hills, water or significant building)	✓	Around the park lot, streets are orientated to make the most of views to open/green space.
Street carriageways		
Are street carriageways:		
▫ wide enough to allow vehicles to pass safely	✓	Street carriageways are 7.5m kerb to kerb, which ensures vehicles can safely pass each other.
▫ of sufficient lane width and comprise corner splays when used for bus routes	✓	New road is proposed and is wide enough to facilitate public transport widths. The new road is 7.5m in width. Truncations are provided on all street corners.
For neighbourhoods with dwelling densities up to 20 dw/ha) are:		
▫ the carriageway widths of lower order street 5.5 metres	N/A	The proposed neighbourhood has dwelling densities of greater than 20dw/ha.
▫ For neighbourhoods with higher densities (e.g. 20-30 dw/ha) are:		
▫ the carriageway widths of lower order street 7.5 metres	✓	All carriageway widths within Stage 3 are 7.5m wide.
Legibility and connectivity		
To achieve legibility and connectivity and encourage walking and cycling does the street layout:		
▫ connect new streets with existing street systems where appropriate	✓	The proposed street network is a logical and permeable extension of the existing street network.
▫ provide clearly defined cycle and pedestrian connections	✓	The proposed street network provides clearly defined cycle and pedestrian

Checklist Criteria	Complies	Our Response
		connections.
▫ provide for potential bus routes and ensure that these routes can be comfortably accessed by foot from most dwellings	✓	The existing street network located adjacent to the subject site has the potential to accommodate a bus route. The extensive footpath network ensures all residents can access this bus route.
▫ minimise culs-de-sac, or where they are used: - limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end - provide access to a maximum of 10 houses - ensure turning heads are capable of accommodating a three point turn by a medium rigid vehicle (e.g. garbage and fire trucks) - ensure pedestrian and cyclist connections through to other streets are provided.	✓	The proposal does not incorporate cul-de-sacs.
▫ avoid roundabouts, particularly on local streets	N/A	The proposed street network does not contain any roundabouts.
▫ ensure the design indicates the presence of the intersection on all approaches	✓	The design indicates the presence of the intersection on all approaches.
▫ use traffic signals, street markings and signs where required	✓	The proposed street network will allow for traffic signals, street markings and signs where required.
▫ use tight kerb radii at intersections to shorten pedestrian crossing distances and reduce vehicle speeds	✓	The proposed street network uses tight kerb radii to shorten pedestrian crossing distances and reduce vehicle speeds.
▫ avoid splitter islands wherever possible	✓	The proposed street layout does not contain splitter islands.
▫ ensure driveways are kept to a minimum width	✓	Driveways will be kept to a minimum width.
▫ use rear laneways to minimise driveways on high order streets	N/A	The proposed subdivision does not contain any rear laneway access.
Rear lanes		
Are rear lanes:		
Not Applicable. Stage 3 does not propose rear lanes.		
Do rear lanes that provide front door access to lofts/apartments also provide:		
Not Applicable. As above.		

Table 5 – PARK DESIGN

Checklist Criteria	Complies	Our Response
Park function and experience		
Does the network of parks and open space:		
▫ provide for multiple purpose parks	✓	The proposal includes a local 'connector' park which contributes to the network of parks of varying sizes and intended uses within the Roma UDA.
▫ provide for smaller 'pocket' parks	N/A	The reconfiguration does not propose pocket parks.
▫ distribute parks and open space throughout the neighbourhood	✓	The park is located in a location that provides a direct connection to Upper Bowen Street and is purposefully located to provide a buffer to the existing substation (adjoining the proposed park to the east). The location of the park is easily accessible to local residents.
Do parks:		
▫ contribute to the ecological and civil engineering functions of the neighbourhood	✓	The park contributes to the ecological and engineering functions of the neighbourhood.
▫ provide for a diversity of recreation functions and experiences for anticipated users	✓	The proposed park is a local 'connector' park and contributes to the character of the area and providing a more attractive connection to the internal street network. The proposed park (when considered within the context of the overall park network of the Roma UDA) contributes to providing a diverse range of uses for residents.
Park diversity		
To provide sustainable, safe and secure open space experiences, are parks planned and designed with:		
▫ respect to existing natural elements (e.g. trees, rocks, streams, creeks), sites of natural or cultural value and linkage of habitats and wildlife corridors	N/A	The proposed reconfiguration does not contain any waterways, natural habitat or wildlife corridors.
▫ a clear relationship between public open space and adjoining land uses established by appropriate treatment including alignment, fencing, landscaping, and addressing issues of security and surveillance	✓	There will be a clear relationship between the proposed park and the adjoining land to the north (proposed lots 324 and 325) through the provision of fencing and landscaping.
▫ avoidance of solid fencing along park and open space areas for security, surveillance, aesthetic and	✓	Solid fencing is not to be constructed along the park.

Checklist Criteria	Complies	Our Response
maintenance reasons		
landscaping that contributes to the park character and to flora and fauna habitat and fauna movement	✓	The landscaping will contribute to park character and not have an additional negative impact on flora and fauna
For the safety and security of dwelling occupants and park users, is:		
the majority of the park overlooked	✓	Overlooking of the park lot is facilitated by adjoining dwellings to the north and adjoining street frontages.
at least 50 per cent of the perimeter of the park bounded by a street	✓	The southern side of the park is bound by Upper Bowen Street and the western side of the park is bounded by a new proposed internal road. As a result, approximately 50 per cent of the parks perimeter is bound by a street, allowing for sufficient safety and security of its users.
Trees and vegetation		
Are existing trees and other vegetation:		
retained within all parks	N/A	The site contains no existing trees or vegetation.
located to assist in their protection during development and building construction	N/A	As above.
Pocket parks		
Do pocket parks:		
provide a small open space setting for adjoining dwellings	✓	The reconfiguration proposes a Pocket Park which contains a pedestrian path and an open space setting. The proposed park will also provide a buffer to the existing substation, adjoining the eastern side of the park.
incorporate existing natural features	✓	The subject site does not contain any existing vegetation. However, sufficient landscaping is proposed.
incorporate landscaping to assist in creating neighbourhood identity and way finding	✓	The subject site does not contain any existing vegetation. However, landscaping is proposed as part of the landscape concept for the Roma UDA and will promote the character of the area and promote way finding.
Neighbourhood parks		
Are neighbourhood parks:		
centrally located	N/A	The Neighbourhood Park was approved as part of Stage 8.
supporting the local communities	N/A	The Neighbourhood Park was approved

Checklist Criteria	Complies	Our Response
recreational needs		as part of Stage 8.
▫ providing opportunities for community and special events	N/A	The Neighbourhood Park was approved as part of Stage 8.
Lineal or corridor parks		
Do lineal or corridor parks:		
▫ connect with existing or planned open space in the locality	N/A	The reconfiguration does not propose a lineal or corridor park.
▫ incorporate pedestrian and cycle paths	N/A	The reconfiguration does not propose a lineal or corridor park.
▫ protect significant natural features	N/A	The reconfiguration does not propose a lineal or corridor park.
▫ convey stormwater	N/A	The reconfiguration does not propose a lineal or corridor park.
▫ provide for other recreational needs when not flooded	N/A	The reconfiguration does not propose a lineal or corridor park.
Natural parkland areas		
Do natural parkland areas provide:		
▫ for retention of locally significant wetlands, remnant vegetation and habitat for fauna	N/A	The site does not contain any natural parkland areas.
▫ continued ecological corridors and linkages to areas outside of the neighbourhood	N/A	The site does not contain any natural parkland areas.
▫ important landscape and visual quality values	N/A	The site does not contain any natural parkland areas.
▫ opportunities for habitat improvement arising from development in other localities through the provision of vegetation and habitat offsets to improve existing remnant vegetation and habitat areas	N/A	The site does not contain any natural parkland areas.
▫ opportunities for appropriate sustainable nature based recreation	N/A	The site does not contain any natural parkland areas.
▫ temporary management areas for stormwater prior to its release	N/A	The site does not contain any natural parkland areas.
▫ enhancement of wetland communities as part of stormwater management	N/A	The site does not contain any natural parkland areas.

Table 6 – BUILDING DESIGN

Note: The application is for subdivision only, however the subdivision includes a POD which sets the design parameters for future dwellings on these lots. The following responses relate to those design parameters stipulated in the POD.

Checklist Criteria	Complies	Our Response
Building setbacks		
Terrace, row and loft housing lots:		
▫ front minimum 2.4 metres ▫ park minimum 0.0 metres to veranda and 2.4 metres to wall ▫ side and rear minimum 0.0 metres	✓	Frontage setbacks are all directed to be a minimum of 2.4m for the ground floor and first floor.
Traditional, courtyard, villa and multi-family housing lots:		
▫ In accordance with the following table: Width of lot frontage	✓	Frontage setbacks are all directed to be a minimum of 2.4m for the ground floor and first floor.
Car parking and driveways		
Is one covered on-site car parking space:		
▫ with minimum clear dimensions of 2.7 metres by 5.5 metres, provided for each dwelling	✓	Each proposed lot can accommodate one covered on-site car parking space with minimum clear dimensions, if required.
Are tandem parking spaces provided to allow for:		
▫ one on-site visitor parking on traditional, courtyard, villa and multi-family lots not serviced by a laneway	✓	Visitor parking is to be in accordance with the POD (tandem allowed). On street car parking is also accommodated.
Is visitor parking for loft homes provided:		
▫ other than within laneways	N/A	Loft homes are not proposed.
Is the space between a garage and street front property boundary to be utilised for visitor car parking:		
▫ a minimum dimension of 4.5 metres by 2.5 metres	x	Garages will be setback from the street front property a minimum of 4.5m.
Where not serviced by a rear lane, are all garage and car park structures on premises adjoining a street and driveways to on-site car parking spaces should be designed so that they do not dominate the streetscape, do not interfere with the efficient functioning of the street, and enable on street car parking, so that:		
▫ car parking areas including garages and car park structures are located so that they do not occupy more than 40 per cent of the lot frontage ▫ there is a maximum of one driveway per dwelling ▫ driveways avoid on-street works	✓	Car parking areas can be located on all proposed lots so that they do not occupy more than 40 per cent of the lot frontage. Double garages are not to be located on lots less than 10m unless the dwelling is more than 1 storey in height and complies with the requirements in point 11 of the POD.

Checklist Criteria	Complies	Our Response
such as dedicated parking bays, drainage pits and service pillars ▫ the minimum distance of a driveway from an intersection of one street with another street is 6.0 metres ▫ the minimum distance between driveways on the same lot is 3.0 metres at the boundary ▫ driveways are no more than 3.0 metres wide at the lot boundary where providing access to only a single garage or carport ▫ a double garage is generally not permitted on a lot that is 7.5 metres or less in width ▫ one on-street car parking space with a minimum length of 5.0 metres clear of driveways is provided per dwelling, except either: ▫ in the case of terrace and row lots where the minimum length between driveways is 4.0 metres, and there are no more than four of these lots in a row, or ▫ where on-street car parking is provided in accordance with a parking management plan.		One preferred driveway location is provided on each lot for future Studio, Urban 1 and 2 bed dwellings with other dwelling types to provide for 2 spaces (which may be tandem). Driveways are located so to avoid interference with on-street works. No preferred driveway locations are within 6.0 metres of an intersection. No proposed sites are nominated to contain more than 1 driveway access point. Driveways providing access to only a single garage or carport do not exceed 3.0 metres at the lot boundary. Double garages are not required or allowed on proposed lots with a width of 10m or less unless the dwelling is more than 1 storey in height and complies with the building requirements set out in point 11 of the POD. Adequate on-street car parking can be provided within Stage 3 in accordance with the number of future dwellings. It is expected that one on street car parking space can be provided for each lot due to the 7.5m road widths. A car parking management plan is not proposed, however driveway locations have been shown on the POD.
Buildings facing a park or more than one street		
Do buildings address each street frontage or park frontage through:		
▫ verandahs ▫ porches ▫ awning and shade structures ▫ variation to roof and building lines ▫ inclusion of window openings ▫ use of varying building materials	✓	The POD requires buildings to address each street frontage when located on corner allotment..
Site coverage		
Does the total site coverage of development of a lot:		

Checklist Criteria	Complies	Our Response
- not exceed 60 per cent of the lot area - in the case of 'row' and 'terrace' style buildings the total site coverage does not exceed 75 per cent of the lot area - for multi-family dwellings not exceed 75 per cent of the lot area		Site cover does not exceed 60% of the lot as mandated in the POD.
Front entry		
Is the front entry to all dwellings:		
clearly defined, with elements such as a direct path and separate covered area at the front door	✓	The primary frontage of proposed lots allows for the front entry of future dwellings to be clearly defined.
Do all dwellings have:		
- a habitable room with windows facing onto the street - a sidelight window at the front door	✓	The POD specifies that dwellings should contain habitable rooms that face the street. A sidelight window can be incorporated into the dwelling design.
Slope		
Are buildings on narrow sloping lots (less than 15.0 metres wide) built to the boundary:		
on the low side of the lot	✓	The proposed subdivision plan appropriately locates built-to-boundary walls along the southern boundaries of the subject lots as identified on the POD (i.e. blue lines demonstrating preferred built to boundary locations).
Wide buildings		
Are all buildings with a width of more than 10 metres that are visible from a street or a park articulated to reduce the mass of the building by:		
- windows recessed into the façade - balconies, porches or verandahs provided - window hoods provided - shadow lines created on the building through minor changes in the facade (100 millimetres minimum)	✓	The POD contains provisions for all buildings to be articulated with balconies, recesses, feature entry doors, gables, windows, shade and screening devices (please refer to point 24).
Building articulation		
Do all buildings incorporate two or more, of the following design elements to provide diversity in building form as well as respond to the climate:		
- verandahs - roof overhangs - window hoods/screens - awnings and shade structures	✓	The POD contains provisions for all buildings to be articulated with balconies, recesses, feature entry doors, gables, windows, shade and screening devices (please refer to point 24).

Checklist Criteria	Complies	Our Response
		24)
Privacy		
On other than a lot for a house, is the privacy of occupants of nearby residential properties adequately protected from visual intrusion by:		
▫ the outlook from the first or second storey windows, terraces and decks and other private communal or public areas being obscured or screened where a direct view at a distance closer than 9.0 metres would otherwise be available into the private open space or a living room of an existing dwelling; and ▫ where screening is required, it is provided by solid opaque screens or perforated panels or trellises that are permanent and have a maximum of 50 per cent openings or windows have a minimum sill height of 1.7 metres or opaque glass is utilised.	✓	The POD contains provisions for shading and screening devices as well as balconies that overlook the street or an open space area.
Fences		
Are front fences and walls, where required, one of the following:		
▫ solid front fences and walls no more than 1.2 metres high ▫ if containing openings that make it more than 50 per cent transparent, a maximum fence height of 1.8 metres, and solid to a maximum height of 1.2 metres ▫ if the dwelling has a frontage to a street with traffic volumes in excess of, or projected to exceed, 10,000 vehicles per day, or where the main private open space is in front of the dwelling, the maximum height for solid front fences and walls 1.8 metres.	✓	Front fences are generally not permitted except for approved special circumstances. In this instance, individual designs will be approved by ULDA.
Is all fencing interfacing with a park:		
▫ no more than 1.5 metres high ▫ Predominantly open in nature.	✓	Fencing directly fronting a park of public area will be no more than 1.5m high and all fencing materials and finishes will be required to be assessed and approved by the ULDA.
Are fences on laneways: N/A No laneways are proposed.		
▫ 1800 millimetres high and completely screen private open space, car parking and service	N/A	No laneways are proposed.

Checklist Criteria	Complies	Our Response
areas		
Are fences on corner lots:		
designed as front fences addressing both streets (rather than a front and a side fence)	✓	Fences on corner lots are to address the front fencing requirements.
Are fences in key locations proposed to be constructed by the developer to ensure consistency in appearance, such as fencing:		
- to non-access roads - high visibility open space areas - where integrated housing construction is proposed on multi-family and grouped terrace and row housing lots	✓	As above. Fences in key locations can be consistent with adjoining fences.
Private open space		
Do dwellings with their main living areas located at ground level have private open space with:		
- a minimum of 12 sqm in area per dwelling unit - a minimum dimension of 2.4 metres and/or have adequate space to accommodate a table, chair, planting, barbeque and shade	✓	The POD identifies a preferred primary open space location with a minimum of 15m ² on each lot, with 3m minimum dimensions. (Refer to POD Note 14).
Do dwellings with their main living areas located above ground level have private open space with:		
- a minimum area of 5.0 sqm, and - a minimum dimension of 1.2 metres, directly accessible from a living room.	✓	Future dwellings in accordance with the POD are to have a minimum area of 9m ² with a minimum dimension of 1.8m above ground level. (Refer to POD Note 14).
Do sites containing more than 6 attached dwellings or apartments include a communal open space area that:		
- has a minimum of 25 per cent of the area of the site - is provided in addition to the private open space areas - has a minimum dimension of 4.0 metres - has a maximum gradient not exceeding one in ten - is designed and located so that it is subject to informal surveillance from dwellings on the site - is separated from any private areas by a fence or landscaping.	N/A	No sites contain attached dwellings.
Loft apartments		
Do loft apartments:		

Checklist Criteria	Complies	Our Response
▫ have a maximum of two storeys in height, including garage level ▫ have a clearly identifiable and addressed front door and undercover point of entry ▫ incorporate in all walls adjoining the main dwelling and private open space areas of the main dwelling: ▫ windows with a minimum sill height of 1500 millimetres or privacy screening ▫ low maintenance building materials and nonreflective finishes ▫ no external drainage or other pipes ▫ incorporate an area of private open space such as a balcony or veranda with a minimum depth of 1.2 metres and a minimum area of 5.0 sqm, preferably overlooking the lane, and including a screened drying area ▫ incorporate at least two openings to all habitable rooms, including internal windows and louvred windows to facilitate cross ventilation	N/A	This application does not propose loft apartments.
Multi family and other small dwellings		
Do multi family and other small dwellings:		
▫ have a maximum of two storeys in height ▫ have a clearly identifiable and addressed front door and undercover point of entry ▫ incorporate an area of private open space such as a balcony or veranda with a minimum depth of 1.2 metres and a minimum area of 5.0 sqm, preferably overlooking the street or an area of public open space ▫ have screened drying and rubbish bin areas behind the main face of the dwelling ▫ incorporate at least two openings to all habitable rooms, including internal windows and louvred windows to facilitate cross ventilation	N/A	No multi-family or small dwellings are proposed within stage 3.

4.4 ULDA Guideline No.5-Neighbourhood Design Standards

As outlined in the following tables, the proposed development has been assessed against the Urban Land Development Authority's Neighbourhood Design Standards and generally accords the design outcomes sought.

Checklist Criteria	Complies	Our Response
Design Standards		
Access		
Maximum 400 metres walk to neighbourhood recreation park or equivalent (see ULDA Guideline no. 12 Park planning and design).	✓	The proposed development contains a local park within walking distance to residents.
Clear, direct walk or cycle access to neighbourhood centres.	✓	Pedestrian and cycle linkages are proposed in accordance with the overall landscape concept plan for the Roma UDA and provide dedicated access to surrounding road networks and open space areas. As the proposal is integrated to the existing road network, access to neighbourhood centres is achievable from the development site.
Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop	✓	At least ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop.
Dwelling Density		
Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints).	✓	A dwelling density of approximately 22 dwellings per hectares is achieved which will assist in achieving the overall dwelling density outlined in the Residential 30 guideline.
Urban neighbourhood - average net residential density of at least 30 dwellings per hectare.	N/A	As above.

Checklist Criteria	Complies	Our Response
▫ Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes. <i>Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.</i>	N/A	As above.
Land Use		
▫ Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access.	N/A	The proposed residential reconfiguration does propose any neighbourhood centres.
▫ Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.	N/A	The proposed development contains a local park only.
Street Network		
▫ Grid pattern or modified grid responsive to site characteristics.	✓	Predominantly, a grid-pattern that is responsive to site characteristics and the existing park.
▫ Where slope allows, orientation within 15 degrees of north-south or east-west.	✓	Lots are predominantly orientated to within 15 degrees of an east/west direction to enhance solar access.
▫ Connector and main streets of centres orientated to landmarks.	✓	Streets are orientated to landmarks and open space, with connector streets orientated to make the most of the open space network.
▫ To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.	✓	The proposed lot layout complies with the identified slope requirements. The proposed slope of the subject site will be subject to detailed engineering design.
Streets		
Street network includes: ▫ neighbourhood streets within neighbourhoods ▫ neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods ▫ major connector streets linking groups of neighbourhoods ▫ neighbourhood main streets in centres	✓	The proposed residential subdivision will utilise the existing street network ensuring a safe and pleasant environment that contains streetscape elements and accommodates for private and public transport. The proposed street network contains a defined pedestrian footpath. This allows for adequate pedestrian and cyclist access, therefore creating a multi-functional experience for pedestrians.

Checklist Criteria	Complies	Our Response
rear lanes (See ULDA Guideline no. 6 - Street and movement network)		The proposed street network provides routes for vehicles, with opportunities for public transport. The proposed street network accommodates utility services and drainage. The proposed street network provides for safe and efficient pedestrian and cyclist movement. Street tree networks allow for water sensitive design.
Block Sizes		
Length 100-200 metres	✓	Block lengths are a maximum of approximately 104m.
Mid-block break providing a pedestrian link when blocks are over 130 metres	N/A	No blocks are over 130m.
Depth 40-80 metres	✓	Standard block depth is approximately 57m.
Suburban neighbourhood lot layout		
No more than eight narrow (less than 10.0 metres) frontage lots in a row.	N/A	All proposed lots have a minimum width of 10m.
No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane.	N/A	As above.
No more than twelve lots with a width of less than 5.0 metres in a row.	N/A	As above.
Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage.	N/A	The proposal does not contain any Multiple Residential lots.
Lot corners match or are within 1.0 metre of corners of adjoining lots.	✓	All lot corners match or are within 1.0 metre of corners of adjoining lots
Urban Neighbourhood lot layout		
Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block ends, corner lots and lots with dual road frontage.	N/A	The proposed residential reconfiguration does not contain any lots intended for non-residential use or lots with a width of 7.5 metres or less.
One lot type is not to dominate a street block.	✓	One lot type does not dominate the street. Varied frontages between 10m and 35m are used to provide diversity in streetscape.

Checklist Criteria	Complies	Our Response
Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.	✓	The proposed residential reconfiguration does not contain any lots with a width of 7.5 metres or less.
Natural Hazards		
State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide	✓	State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide has been considered in the design of the proposed reconfiguration.

4.5 ULDA Guideline No.6-Street and movement network design standards

As outlined in the following tables, the proposed development has been assessed against the Urban Land Development Authority's street and movement network design standards and generally accords the design outcomes sought.

Checklist Criteria	Complies	Our Response
Function		
Depending on anticipated traffic volumes and type of connection, streets include: ▫ provision of routes for vehicles and public transport ▫ accommodation of utility services and drainage systems ▫ provision of pedestrian and cyclist movement ▫ street tree planting and water sensitive features ▫ on-street car and service vehicle parking ▫ emergency vehicle access ▫ public realm recreational activities such as outdoor dining and informal entertainment	✓	The development's street network will be finished with landscaping that provides for a safe and pleasant environment. Street trees and park embellishment upgrades have been proposed as part of the development. Pedestrian and cycle connections have been considered in the design with dedicated connections provided between the development and the surrounding public parks. The road layout has been designed by the project engineer to cater for traffic routes and public transport. The new east/west connector road consists of a 20m road reserve with an 8m road width.
Legibility and Connectivity		
Highly connected, legible and permeable grid pattern or modified grid required to provide choices in mode of movement.	✓	The street network's permeable grid pattern integrates clear sight lines, a clear structure and a high level of internal accessibility as well as good external connections with the surrounding area
Network promotes safe traffic and transport movements and provides direct pedestrian and cyclist access to centres, focal points and transit opportunities.	✓	Pedestrian and cycle connections have been included in the design with dedicated east/west connections provided between the development and the surrounding public parks and existing street network.

Checklist Criteria	Complies	Our Response
Minimise culs-de-sac, and where they are used: ▫ limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end ▫ provide access to a maximum of 10 houses ▫ ensure turning heads are capable of accommodating a three point turn by a medium-rigid vehicle (e.g. garbage and fire trucks) ▫ ensure pedestrian and cyclist connections through to other streets are provided.	✓	The proposed residential reconfiguration does not contain any cul-de-sacs.
Avoid roundabouts, particularly on local streets.	✓	The development does not contain roundabouts.
Ensure the design indicates the presence of the intersection on all approaches.	✓	Appropriate verges to narrow the carriageway, street markings, different textured materials and signage will be incorporated where necessary to indicate the presence and reduce traffic speeds on approach.
Where required, use traffic signals, street markings, signs lighting, variations to pavement treatment, materials and landscaping to differentiate local and neighbourhood connector streets.	✓	Traffic signals, street markings and signs are to be used where required. This will be dealt with during detailed engineering design.
Use tight kerb radii at intersections to shorten pedestrian crossing distances and reduce vehicle speeds.	✓	The proposed street network uses tight kerb radii at intersections to shorten pedestrian crossing distances and reduce vehicle speeds.
Avoid splitter islands wherever possible.	✓	The proposed reconfiguration does not contain splitter islands
Ensure driveways are kept to a minimum width.	✓	Driveway width will be kept to a minimum, approximately 3-3.5m.
Use rear laneways to minimise driveways on higher order and connector streets.	✓	The proposed reconfiguration does not establish driveways on higher order streets
Where slope allows, streets orientated within 15 degrees of N-S or E-W.	✓	Where slope allows, streets are orientated within 15 degrees of N-S.
Connector and main streets of centres orientated to landmarks.	✓	Streets are orientated to landmarks such as the neighbourhood park to the north to make the most of the views to the open space.

Checklist Criteria	Complies	Our Response
To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope. (See ULDA Guidelines 9 Centres and 10 Industry and Business Areas for standards which may vary from the above).	✓	The land does not contain slopes of 6% or more.

5 CONCLUSIONS AND RECOMMENDATIONS

The proposed residential subdivision is consistent with and promotes the intention of the ULDA to create affordable and sustainable housing. Specifically, the proposal complies with the intention of the development scheme's Residential Zone and the Residential 30 Guidelines, by providing a mix of dwelling types in order to contribute to an affordable housing market for Roma.

The proposed subdivision will be a catalyst development to encourage the future development of residential dwellings that address housing choice, density and affordability issues within Roma.

It is therefore recommended that the proposed Reconfiguration of a Lot (1 Lot into 49 lots for residential purposes plus new road and a balance parcel) is approved, subject to reasonable and relevant conditions.

Appendices

Appendix A – Plan of Development prepared by Lat 27

Appendix B – Engineering Plans prepared by Bradlees Civil Consulting

Appendix C – Road Closure Documentation

Appendix D – Plan of Reconfiguration

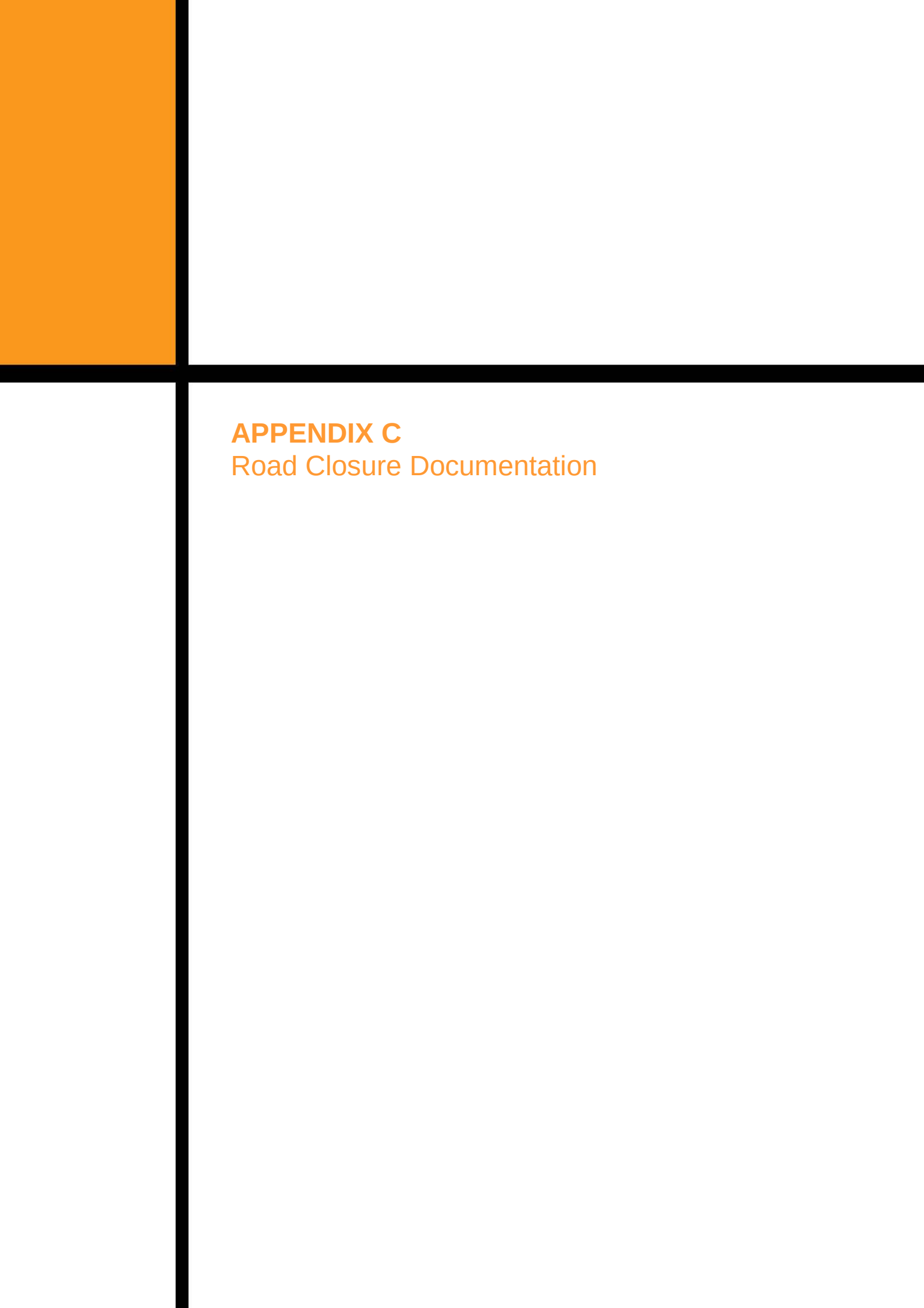
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APPENDIX A
Plan of Development
Prepared by lat 27

APPENDIX B

Engineering Plans

Prepared by Bradlees Civil Consulting

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APPENDIX C

Road Closure Documentation

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APPENDIX D
Plan of Development
Prepared by lat 27