

APPENDIX K

Assessment Benchmarks

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Table 7 - Uses and Development Guideline Plan Requirements

Requirement	Response
Building Height	
1 storey minimum 2 storey maximum	Complies The proposed development involves the establishment of a Service Station and two (2) Fast Food Premises with a maximum building height of one (1) storey, being consistent with the minimum requirement but less than the maximum requirement.
Site Cover	
65%	Complies The proposed development results in a site cover of 15.5% and as such, is significantly less than the maximum site cover of 65% which applies.
Plot Ratio	
2:1	Complies The allowable maximum plot ratio is 2:1. The proposed development comprises 689m² of GFA, resulting in a plot ratio of approximately 0.08:1 and therefore comfortably complying with the maximum permitted plot ratio.
Setbacks	
To carpark kerb or building: ■ 6.0m to primary frontage ■ 1.5m to side (southern) boundary ■ 1.5m to rear (eastern) boundary ■ 1.5m to the easement	Complies The proposed development incorporates appropriate building setbacks, taking into consideration the site's irregular formation and surrounding land uses. The minimum setback to Lakeside Drive from built form is 7.640m along the front (western) boundary. Significant building setbacks in excess of 15.000m are provided from the southern, northern, and eastern boundaries. The building of each tenancy is setback more than 1.500m from the easement.
Urban Design and Architecture	
Architecture – Building design is intended to contribute to urban character through	Generally Compliant

the use of architectural features for visual interest, including: ■ Glazing – at the ground storey, a minimum of 65% of building frontage provided as predominately transparent windows or glassed doors and a maximum of 35% as solid façade. ■ Awnings – provision of awnings on: street frontages, building facades used for pedestrian entry, and building facades adjoining pedestrian movement routes internal to the site. ■ Façade Articulation & Variation – use of different wall heights, lengths, planes, materials and landscaping to break up the visual length of walls, and maximum length of unarticulated wall is 15m. ■ Varied Palette of Building Materials & Colours – activated building edges; sub-tropical design features; strong interface with movement routes, particularly pedestrian movement internal to the site; addressing the Lakeside Drive frontage and the public realm; and where building face public realm areas including street, park and walkways, overlooking and surveillance opportunities must be incorporate with positive CPTED practice. ■ Roofing – roofing materials are to be pre coloured and non-reflective	The proposed development has been designed to contribute to the urban character by using architectural features, as follows: ■ Glazing – The proposed development is considered to provide a suitable percentage of each building façade as transparent windows or doors. The percentage of the building façade that is provided as transparent windows or doors is reduced on the eastern building facades due to the refuse areas. ■ Awnings – Awnings are provided to all buildings to provide shade and establish a suitable pedestrian environment along with an awning above the ordering and pickup / pay windows associated with the drive-through for the Fast Food Premises. ■ Façade Articulation & Variation – The proposed development incorporates a range of wall heights, lengths, materials and landscaping to break up the visual length of materials. ■ Varied Palette of Building Materials & Colour – As shown in the Proposal Plans at Appendix B and summarised in Table 2 above, the proposed development incorporates a range of building materials to articulate the façades of the built form. The proposed variety of materials and colours contributes to providing visual interest. ■ Roofing – A standard condition can be applied to ensure that roofing materials are pre-coloured and non-reflective. In view of the above, the proposed development has been designed generally in compliance with the outcomes sought within the Uses and Development Guideline Plan for urban design / architectural design.
Legibility	
■ All building to clearly identify a street number in a prominent location	Complies

at the front of each building, either visible from the site entry or from the main integral circulation route; ■ Buildings must provide clear, defined and legible entry points for pedestrians v ■ Pedestrian and cyclist circulation routes from the site entries and through car parking areas are to provide safe and direct routes to building entries	A clearly defined vehicle access is provided to the development from Lakeside Drive, and each tenancy will be provided with appropriate internal wayfinding measures.
Crime Prevention through Environmental Design (CPTED)	
Site, building, landscaping, pathway and signage siting and design are to encourage casual surveillance, overlooking and promote positive CPTED practice.	Complies The proposed development incorporates graffiti and vandalism prevention techniques and maximises opportunities for casual surveillance of the carpark and vehicle manoeuvring areas from the Service Station / Fast Food Premises buildings. In particular, the proposed development is to be constructed of materials which are able to be easily maintained. Further, the proposal ensures casual surveillance of the carpark and vehicle manoeuvring areas through the establishment of shopfront windows / doors along this façade. Similarly, windows and doors / openings are provided along the northern, western and southern facades to maximise opportunities for casual surveillance of the surrounding locality. In view of the above, the proposed development incorporates appropriate CPTED practice in compliance with the requirements of the Uses and Development Guideline Plan.
Car Parking	
Car parking spaces are to be designed in accordance with AS2890.1:2004 Off Street Parking Facilities. Car parking spaces are to be provided as follows: ■ Business – One (1) space per 30m2 of GFA	Complies The Uses and Development Guidelines Plan requires a total of 27 parking spaces for the proposed development. The proposal includes: ■ 32 car parking spaces in total. ■ Two (2) PWD parking spaces.

■ Fast Food Premises – One (1) space per 10m² of GFA available to the public (including outdoor dining), one (1) space per 50m² of GFA for food preparation and one (1) space per 100m² of GFA used for storage ■ Indoor Sport & Recreation – To be determined by a Traffic Impact Assessment ■ Service Industry – One (1) space per 100m² ■ Shop – One (1) space per 25m² available to the public and one (1) space for each 100m² of total storage GFA ■ Service Station – One (1) space per 40m² ■ Utility Installation – To be determined by a Traffic Impact Assessment v Warehouse – One (1) space per 100m²	■ Four (4) drive-thru waiting bays. Based on the above, the proposed parking supply exceeds the minimum parking requirements of the Oonoonba UDA Development Scheme and the Uses and Development Guidelines Plan therefore is considered appropriate.
Bicycle Parking	
■ Bicycle parking spaces are to be designed and provided in accordance with AS2890.3:1993 Bicycle Parking Facilities.	Not Applicable The proposed development does not provide any bicycle parking spaces in this instance.
Car Parking Shading	
■ Shade trees are to be provided at a rate of no less than 1 tree per 6 car parks dispersed throughout car parking areas; or ■ Alternative shading methods can be provided in car parking areas, such as shade sail structures, subject to shading details being clearly identified on plans in a subsequent PDA Development Approval for a PDA Development Permit.	Complies The proposed development would require six (6) shade trees to the car parking areas where providing thirty-two (32) car parking spaces. The proposed development exceeds this provision and provides a sufficient level of shading to the car park.
End of trip Facilities	
End of trip facilities are to be provided in accordance with Queensland Development Code.	Not Applicable End of trip facilities are not proposed as part of the development, nor are required for the proposed land uses.
Landscaping	

■ 10% of the site is to be provided as landscaping ■ Landscaping to be established in setback areas to site boundaries, excluding entry locations (driveways, footpaths, etc.) ■ Detailed landscaping to be submitted as part of application for PDA Development Approval for PDA Development Permit v ■ Landscaping be a mixture of ground cover, semi-advanced and advanced vegetation	Complies As illustrated in the Landscape Concept Plan at Appendix C, extensive landscaping has been incorporated throughout the subject site, which equates to 2,577m² (excluding the easement) or 30% of the site area. Significant landscaped areas are provided to the eastern boundary adjoining the railway corridor, to the southern boundary and along the Lakeside Drive frontage and incorporate a range of ground covers and shade trees.
Screening	
■ All service areas and storage areas (i.e. areas containing plant, equipment, materials, refuse storage and the like) are to be: ■ Screened as an integral part of the building, including roof structures ■ Screened from view by structures and materials consistent with or complimentary to the building form Screened areas at ground level to be located and designed in conjunction with landscape planting.	Complies As shown in the Proposal Plans at Appendix B, screening is provided to the rooftop plant of the proposed Service Station building and to the refuse storage areas associated with each tenancy. The proposed rooftop plant and refuse storage areas have been screened by structures and materials which are consistent and complimentary to the building form.
Fencing	
Fencing details to be assessed at PDA Development Permit stage with the applicant providing justification for fencing type and extent on land use and adjoining site interface.	Not Applicable Fencing will be provided in detailed design stage and is not incorporated into the proposal plans at this point.
Vehicle Access and Manoeuvring	
■ Vehicle access to the site is to be at location identified as per Figure 1 of the Uses and Development Guideline Plan ■ An alternative vehicle access location can be proposed subject to a Traffic Impact Assessment prepared by a suitably qualified consultant that is approved as part of a subsequent PDA Development Approval for a PDA Development Permit	Partially Complies Whilst the Uses and Development Guidelines site plan nominates a single site access at the centre of the western boundary to Lakeside Drive, this location has been determined to be impractical. Accordingly, the Proposal Plans at Appendix B incorporate two (2) new access crossovers to Lakeside Drive: one (1) left-in/left-

■ All loading and unloading of equipment, materials and goods to occur on-site and to comply with AS2890.2:2002 Off Street Parking Commercial Vehicle Facilities	out crossover on the northern boundary and one (1) all-movements crossover on the southern boundary. Overall, the proposed access arrangements are considered suitable to cater for the anticipated development traffic volumes. All loading and unloading of equipment, materials and goods is capable of occurring on site in compliance with AS2890.2:2002 Off Street Parking Commercial Vehicle Facilities. As such, the proposed vehicle access and manoeuvring is provided in accordance with the requirement of the Uses and Development Guideline Plan.
Advertising Devices	
Advertising devices are to be in accordance with Townsville City Council City Plan Advertising Devices Code.	Not Applicable This development application does not seek approval for advertising devices. Any future advertising devices are capable of being established in accordance with the Townsville City Council City Plan Advertising Devices Code, in compliance with the requirement of the Uses and Development Guideline Plan
Potential for Nuisance	
■ v All external lighting to be in accordance with AS4282:1997 – Control of Obtrusive Effects of Outdoor Lighting ■ v All emissions from on site uses (including air, noise, vibration, heat, light and the like) must be managed in accordance with the Environmental Noise (Air) Policy 2008, the Environmental Protection (Noise) Policy 2008 and the Work Health and Safety Act 2011	Complies Outdoor lighting is capable of being provided in accordance with AS4282:1997 – Control of Obtrusive Effects of Outdoor Lighting. A standard condition can be applied to ensure compliance. As demonstrated in the Air Quality Report at Appendix E, the proposed development is capable of managing air quality emissions for the site in accordance with the Environmental Protection (Noise) Policy 2008. All other possible emissions (air quality, vibration, heat and light) are expected to be minimal given the nature of the proposed land uses and the distance to adjoining land uses. The proposed development is considered to be in

	compliance with the Environmental Noise (Air) Policy 2008 and the Work Health and Safety Act 2011. In view of the above, the proposed development is capable of managing potential for nuisance in compliance with the requirement of the Uses and Development Guideline Plan.
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Table 8 - Assessment of Vision Criteria

Vision Criteria	Response
■ Creating residential and mixed use areas with a range of densities, types, designs, prices, home ownership and rental options to deliver a range of housing choices for low to moderate income families, key workers, singles, couples, first home buyers and retirees ■ Providing a variety of housing types that cater for the changing needs of the Townsville community	Not Applicable The proposed development does not involve residential uses or housing. Further, the remaining undeveloped portion of the PDA has been nominated to accommodate future residential growth whereas the mixed-use zone has been omitted from recent structure and zoning mapping (Extract 1).
Be a connected place by: ■ locating the neighbourhood centre on higher ground at the entry to the UDA to establish its prominence and create a community focus ■ framing the neighbourhood centre with mid-rise medium density housing and small-scale mixed uses to maximize activity in the centre and accessibility to services ■ facilitating a street pattern and pathways, that link parks to the river and support local trips to nearby schools and shops ■ opening vistas to Castle Hill, through the street pattern and other elements, which visually connect the UDA to the city and surrounding suburbs ■ using street treatments to reinforce a clear hierarchy of pedestrian and cycle routes.	Complies The proposed centre is located at the southern entry to the PDA, establishing a prominent and community node. The built form is limited to a single storey, ensuring that it is small scale in nature. Further, the gross floor area is limited to only 689m², which also ensures the development is small scale.

Manage environmental values by: ■ retaining significant trees in public areas ■ enhancing the marine habitat, preserving the river sandbank ■ applying best practice water sensitive urban design ■ striking a balance between natural and built elements considering land form, climate and ecology to maximise environmental conservation, amenity and contribute to the desired landscape character.	Complies ■ The subject site has previously been cleared of most vegetation and does not contain any significant trees. As such, the proposed development does not result in the removal of any significant trees or vegetation. ■ The subject site is not located in proximity to the Ross River and as such, is not expected to have any impact on marine habitat or the river sandbank. ■ Given the extensive operational works which have occurred over the site to date, the site is considered to have low ecological value. ■ The proposed development incorporates a suitable balance between built and natural elements, providing significant landscaped areas (2,577m² or 30% of the site area) which contribute to establishing landscape character. In view of the above, the proposed development appropriately manages environmental values.
Be a liveable community by: ■ providing employment opportunities in the neighbourhood centre, and also in home based businesses in residential areas, such as micro-small businesses and service industries ■ providing access to the Ross River by creating shaded and cool places to rest and relax, and paths to walk and ride along the river banks ■ establishing a civic-style neighbourhood park to the east of the neighbourhood centre, and another park to the west, to provide places for the community to gather, relax and play under the shade of many of the site's existing rain, fig and other feature trees ■ ensuring street patterns, the location of open spaces and planting, and the orientation and design of buildings and openings, capture and channel cooling	Complies The proposed development contributes to establishing a liveable community, as follows: ■ A development that provides a well-designed and high-quality outcome on an otherwise underutilised vacant site; ■ Economic benefits associated with employment generation during construction and operation; ■ A design which provides an appropriate balance between hardstand areas and soft landscaping. Further, the orientation of the building is appropriate for breezes and natural light; ■ The current and future uses on site will provide a range of diverse land uses to support the surrounding community.

breezes, particularly from the north-east ■ identifying opportunities to recognise the site's indigenous heritage and history of military use ■ drawing on the site's landform and existing vegetation to create a distinctive neighbourhood which reinforces the existing landscape character and enhances local amenity ■ exploring new forms of tropical architecture appropriate for the Townsville context ■ promoting community health and wellbeing through a neighbourhood design that supports a healthy and active lifestyle ■ ensuring development is sensitive to the environment by using, where possible, efficient sources of energy and waste disposal ■ providing necessary community, social and cultural infrastructure ■ recognizing opportunities to use existing buildings on the site.	
Be a good neighbour by: ■ addressing interfaces between new uses in the UDA and existing residential areas.	Complies The subject site adjoins the railway corridor to the east, with an existing residential catchment on the adjacent side of Lakeside Drive (to the north and east). The proposed development is setback from the street frontage, thereby providing a suitable transition to the residential areas. Further, landscaping buffers are provided along the frontages to reduce bulk and scale. An Acoustic Report has been prepared (Appendix F) demonstrating that the proposed development is capable of managing noise impacts to ensure no adverse impacts occur to the nearby residential uses. In view of the above, the proposed development provides suitable interface to nearby residential areas and adjoining land uses.

Be a safe place to live by: ■ locating housing to overlook open space and paths to improve surveillance and personal safety ■ ensuring land is rehabilitated and removed from the Environmental Management Register or Contaminated Land Register prior to works or sensitive uses commencing.	Complies The proposed development does not involve the establishment of a residential use. The subject site is not listed on the Environmental Management Register or Contaminated Land Register.
Promote planning and design excellence by: ■ becoming a modern, resilient and adaptable urban area that promotes connectivity, safety and accessibility whilst recognising what is important to the Townsville community ■ embracing a Queensland building style that is in keeping with a tropical context.	Complies The proposed development promotes planning and design excellence by incorporating appropriate connections to the surrounding road and pedestrian networks, and encouraging safety through CPTED principles. Given the nature of the proposed use, the proposed development accommodates a building style which is reflective of the land use whilst responding to the surrounding context through landscaping and appropriate building materials.

Table 9 - Assessment of PDA-Wide Criteria

PDA Criteria	Response
3.3.1 Housing and Community	
The UDA delivers housing affordability and choice. Residential Neighbourhoods: ■ deliver a minimum of 50 percent of all dwellings across the UDA available for purchase at or below the median house price for Townsville ■ deliver a minimum of 40 percent of all dwellings available to purchase or rent to low to moderate income households for Townsville ■ deliver 10 percent of all dwellings as accessible housing to meet the changing needs of people and households over time contribute to housing choice by providing a range of housing types.	Not Applicable The proposed development does not involve residential uses or housing. Further, the remaining undeveloped portion of the PDA has sufficient area to accommodate future residential growth and the establishment of mixed use areas.

3.3.2 Neighbourhood, Block and Lot Design

The UDA delivers development designed to:

- maximise connectivity
- be responsive to the local climate and site features
- include walkable streets and neighbourhoods
- provide personal safety and security
- enhance character and amenity
- use infrastructure efficiently.

Complies

The proposed centre is located at the entry to the PDA, establishing a prominent and community node. The built form is limited to a single storey, ensuring that it is small scale in nature. Further, the gross floor area is limited to only 689m², which also ensures the development is small scale.

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 and use of streetscape elements
- delivers appropriate scale of development
- incorporates principles for crime prevention through environmental design (CPTED)
- identifies appropriate areas for multiple residential and mixed uses
- ensures adequate visual and noise amenity
- maximises opportunities for views and vistas
- achieves a balanced mix of lot sizes to provide housing choice and streetscape variety
- responds to natural features, including topography and natural drainage features
- promotes healthy and active lifestyles by prioritising walking and cycling within the UDA and connecting to facilities and services outside the UDA
- incorporates orientation for solar access and natural ventilation
- integrates development with the surrounding environment and provides for shared use of public facilities by adjoining communities

Complies

The proposed development contributes to neighbourhood planning and design, as follows:

- the layout of the site has been largely driven by the CPTED principles, ensuring that the building is orientated to overlook the street, bowers and car parking area. The development will incorporate the use of lighting, CCTV and appropriate sight lines;
- A Noise Impact Assessment has been prepared, demonstrating that the development does not create a visual or noise amenity impact on adjoining properties;
- the development manages natural features, including drainage on site; and
- services and utilities are appropriately located to maximise efficiency and ease of maintenance.

■ provides parks that cater for a variety of functions and experiences and that are safe and accessible for users ■ locates services and utilities to maximise efficiency and ease of maintenance.	
The public realm of civic spaces, parks, plazas, footpaths, urban streets and other shared community spaces, notably in and around the neighbourhood centre, are clearly delineated from, but integrated with, the private realm and comprise: ■ a sense of place reflecting the character of the location ■ material and plant selection appropriate to the location and relevant to the sense of place ■ shade trees along streets and within public and private spaces ■ an appropriate climate-based orientation and design, ensuring shade is provided, breezes are captured and optimal use is made of natural light ■ setbacks for the movement of pedestrians and standing areas for public transport stops ■ at ground level, buildings designed to integrate shopping, dining, and other outdoor activities and continuous awnings to provide protection from the rain and sun and integrated with street plantings ■ opportunities for informal and formal play, meeting and gathering ■ opportunities to highlight local history, landmarks and culture through public information and artwork ■ where possible, balconies to enable surveillance and overlooking of public spaces and places.	Complies The proposed development ensures that the design of footpaths and other shared public spaces are consistent with the surrounding public realm, noting that pedestrian footpaths are not proposed along the site's frontage as they are provided for on the opposite side of Lakeside Drive.
Adequate lots for non-residential or mixed-use development are provided in appropriate locations to facilitate business and employment generation, taking into account:	Complies The proposed non-residential land uses are considered to be appropriately located to facilitate business and employment generation. Specifically, the site is situated at the entrance of the PDA, thereby

■ the need for businesses and home based businesses to be located in and around the neighbourhood centre ■ opportunities for businesses and home based businesses with vehicular access via rear lanes ■ the capacity on mixed use lots to effectively change between mixed uses and housing.	providing a range of uses to serve the local community and has been appropriately separated from residential uses via Lakeside Drive which acts as an edge between uses.
3.3.3 Street Design and Parking	
The UDA delivers: ■ efficient and safe street networks for all users ■ adequate car parking ■ access to public transport networks.	Complies Vehicle access to the development will be provided via Two (2) access crossovers to Lakeside Drive; one (1) left-in left-out crossover on the northern boundary and one (1) all movements crossover on the southern boundary. This arrangement ensures that the development provides efficient and safe street networks. Further, the development provides adequate car parking to cater for the proposed land uses.
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 public transport effectiveness ■ provides for pedestrian and cycle connections within the site which connect to existing facilities and support movement to key city-wide, district and local destinations such as shops, schools, parks and community facilities	Complies The proposed development provides a safe and pleasant environment through lighting, pavement treatment, materials, sight lines and landscaping. As shown on the Proposal Plans at Attachment B, the proposed development provides a clear internal driveway network which responds to the external road network and surrounding context. The proposed development does not constrain future provision of public transport and effectively reduces the through volumes at Lakeside Drive.

■ supports public transport routes and facilities and provides safe, legible and attractive connections from residential areas to public transport nodes or stops ■ does not unreasonably constrain future provision of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors.	
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.	Complies The proposed vehicle access and parking areas have been designed in a safe and convenient manner for visitors and ensures the adequate provision of car parking spaces for the number and nature of vehicles expected. Refer to the Traffic Report at Appendix H for further details.
Car parking is provided for business, retail and community and service uses as follows: ■ 1 space per 30m² of gross floor area ■ up to 50 percent of car parking spaces may be provided off site, where in close proximity to the site and in accordance with a parking management plan.	Complies The development scheme proposes a total of 32 car parking spaces which meets the required Oonoonba UDA Development Scheme provision of 24 car parking spaces for the proposed development. Refer to the Transport Engineering Report at Appendix H which further demonstrates that the proposed car parking rate is suitable to service the proposed development.
Car parking is provided for Multiple residential as follows: ■ at a rate of 1 space per dwelling unit ■ 1 space for every 4 dwellings for visitor parking ■ 1 space for car washing. ■ Variations to car parking provision may be appropriate in close proximity to public transport stops.	Not Applicable The proposed development does not involve a multiple dwelling.
3.3.4 Environment and Sustainability	
The UDA delivers: ■ minimal emissions to land, water and atmosphere ■ efficient use of land and resources ■ protection of amenity, ecological values and natural systems including	Complies The Air Quality Statement at Appendix E and the Acoustic Report at Appendix F demonstrates that the proposed development can manage air quality emissions in an appropriate manner. The proposed development is not anticipated to result in

the marine habitat and sandbank of the Ross River.	any further emissions with respect to light, noise and air quality. The subject site has been mostly cleared of vegetation, is considered to have low ecological value and does not immediately adjoin the Ross River. The proposed development is separated from the nearest residential land use by Lakeside Drive and as such, is not expected to have any impact on the amenity of the nearby residential uses.
The design, siting and layout of development: ■ minimises adverse impact on the environmental values of the receiving waters and appropriately manages stormwater ■ minimises adverse impacts on natural landforms and visual amenity of the site ■ retains significant vegetation where possible within parks, along streets and within development sites ■ ensures that all land and groundwater will be fit for its intended use in accordance with accepted standards and practices ■ maintains or enhances marine habitat within the bed and banks of the Ross River including the western sandbank ■ incorporates leading energy efficiency and water efficiency practices, maximises recycling opportunities and reduces waste generation ■ promotes the adoption of decentralized energy generation systems and natural ventilation to reduce energy use ■ incorporates landscaping that contributes to flora and fauna habitat and fauna movement, with street trees selected from species native and/or endemic to the Oonoonba UDA ■ demonstrates consistency with current best practice for the identification and management of acid sulfate soils ■ appropriately manages mosquito breeding areas	Complies As demonstrated in the Engineering and Stormwater Report at Appendix D, the proposed development is capable of managing stormwater discharge in an appropriate manner. The subject site has previously been cleared of most existing vegetation and as such, the subject site has low ecological value and does not contain any significant vegetation. The proposed development incorporates significant areas of landscaping which contributes to the flora and fauna habitat and fauna movement. The Flood Impact Assessment provided at Appendix G demonstrates that the proposed development is capable of achieving an appropriate level of flood immunity.

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| <ul style="list-style-type: none">■ development will achieve an appropriate level of flood immunity■ During construction, adverse impacts on amenity are minimised. | |
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