

DEVELOPMENT ASSESSMENT REPORT

FITZGIBBON URBAN DEVELOPMENT AREA

Neighbourhood Centre -Development
Permit for Material Change of Use and
Reconfiguration of a Lot

20 Merimbula Crescent
FITZGIBBON
REF: PL2689
ULDA REF: DEV/2012/325

PREPARED FOR:
URBAN LAND DEVELOPMENT AUTHORITY

AUGUST 2012



WOLTER
consulting group

Development Assessment Report

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EXECUTIVE SUMMARY

Summary Table

Address of Site: 20 Merimbula Crescent, Fitzgibbon			
Name of Development Area: Fitzgibbon UDA			
Real Property Description: ¹ Lot 4003 on SP249426			
Area of Site: Total Site Area for Area C - 7.974 ha (Neighbourhood Centre Lot = 7243m ²)			
Area Classification: Precinct 4 – Residential Zone and Mixed Use Zone			
Name of Owner: ¹ Urban Land Development Authority			
Type of Application: ²		Prelodgement / Consultation:	
Aspects of Development	Type of Approval Requested	Meeting:	Date
	PA	DP	
MCU	☐	☒	16/8/12
RoL	☐	☒	
BW	☐	☐	
OW	☐	☐	
PA ☐ yes ☒ no		Contact Name / Ref Matt Toon - ULDA	
Brief Description/ Purpose of Proposal: Development Permit for Reconfiguring a Lot (1 lot into 34 Lots plus new road) and Material Change of Use for Shopping Centre (Shop ,Fast Food Premise, Food Premises and Market,) Office, Medical Centre, House and Home Business			
Staged Development: Yes - 4 stages			
Level of Assessment: ULDA Permissible Development			
Public Notification: ☒ no ☐ yes (20 business days)			
Assessment Manager / ULDA Officer Previously Involved: Matt Toon – Principal Planner			
Applicant Contact Person: Mitchell Hendricks (Senior Town Planner) (ph) 3666 5200 (f) 3666 5202 mhendricks@wolterconsulting.com.au PO Box 436 New Farm, Q 4006			

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).

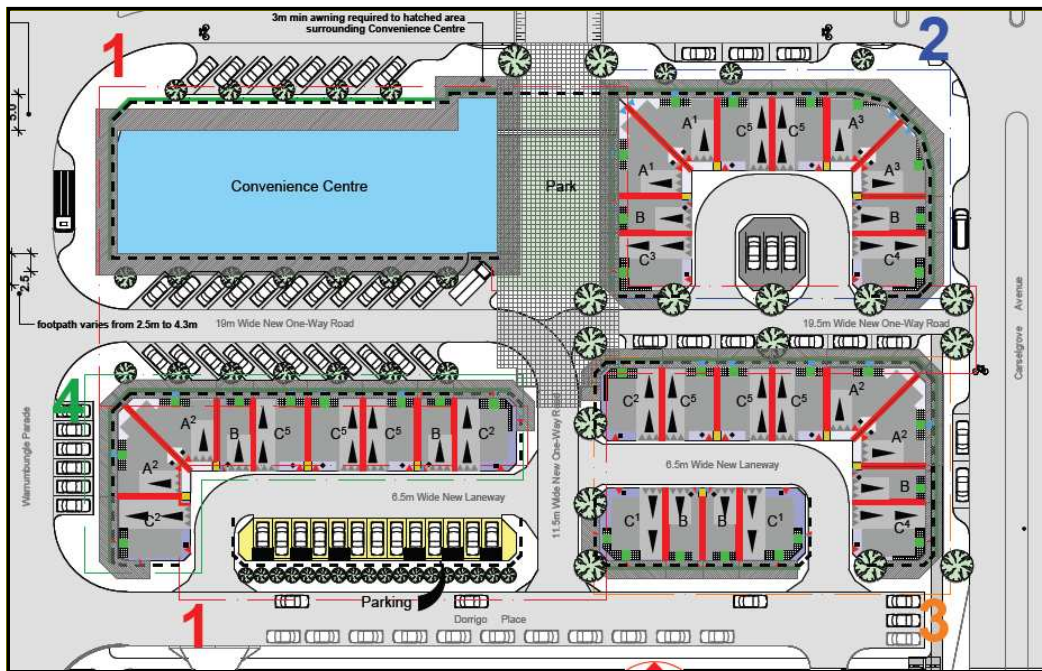


Figure 1: Plan of Development

Source: Degenhart Shedd

Summary of Proposal

The intent of this proposal is to create a mixed-use neighbourhood centre with a convenience shopping centre and shop top style houses on land located at 20 Merimbula Crescent, Fitzgibbon which forms the northern part of Lot 4003 on SP249426 (herein referred to as the subject site).

The neighbourhood centre will incorporate contemporary design and will incorporate 'shop-top' dwellings, commercial and retail space alongside other traditional neighbourhood centre uses. The proposed uses of the Neighbourhood Centre include: Shopping Centre (Shop, Fast Food Premise, Food Premises and Market,) Office, Medical Centre, House and Home Business. A suite of uses has been applied for to allow flexibility in final shopping center tenancy mix and breakdown.

The shopping centre on proposed lot 1 will accommodate the primary retail and commercial functions in a 900m² convenience centre. Use of this building will for a Shopping Centre (Shop, Fast Food Premises, Food Premises, Market,) Office, Medical Centre. Current retail uses will not exceed the allowable 1500m² identified in the Development Scheme. Lot 34 will be used a park / plaza creating some public space within the centre.

The residential component creates 31 houses over proposed lots 2-33. Each house will be located on its own freehold allotment. The dwellings are defined as houses but have been designed in a 'shop top' manner to allow residents to operate home businesses at ground level. A variety of 1 and 2 bedroom designs have been proposed and detailed design are included in this submission. While home business is self assessable in the development scheme, we are seeking approval for the entire house to be used as a home business. This will allow home business uses to occupy over 50m² of the dwelling. We believe that given the commercial / mixed use nature of the centre and the underlying precinct zoning, a higher intensity of home business uses can be accommodated without any impacts on residential amenity.

To facilitate the built form and land tenure outcomes within the neighbourhood centre, individual lots are proposed for mixed-use, retail and commercial space. A reconfiguration of lot component has been applied for alongside an application for a Material Change of Use to achieve this. The built form will be contemporary and in line with ULDA development guidelines whilst still providing affordable and effective housing options throughout Fitzgibbon.

. The proposed reconfiguration component comprises:

- 1 Commercial/ Retail Lot (898m²);
- 31 house/ home business lots (50m² -86m²);
- 1 Park Lot (437m²);
- New Road
- Balance Lot (remainder of lot 4003)

The application comprises new road to integrate the proposal with the existing street network and provide access to the proposed lots, allow for sufficient parking as well as access to park/open space. As the neighbourhood centre is only proposed over part of Lot 4003, the remainder of the subject site is to form a balance lot which contains a current subdivision approval over the area (DEV2012/239). The proposed lots are contained wholly within the area marked for use as a neighbourhood centre in accordance with Map 10 of the Fitzgibbon Urban Development Area Development Scheme.

The proposed development will allow for the future fulfillment of the Urban Land Development Authority's (ULDA) intent to provide affordable housing for low and medium income households and to create compatible, appropriate and ordered development consistent with the provisions of the Fitzgibbon Urban Development Area's Development Scheme. The proposal is generally consist with the ULDA's development guidelines (specifically guidelines 1,5,6 & 9).

Key Issues Table

Key Issues	Rationale
Lots under 100m ² (EcHo's)	Lots under 100m ² are proposed. Standard home/home business plans have been provided as part of this development application demonstrating that these lots can facilitate future residential dwellings within the home/office typology.
Landscape Treatments	A Streetscape Concept Plan has been prepared in support of this development application. This will demonstrate that effective use and maintenance of the park can be achieved as well as integrated within the pedestrian and road network.
Retail / Commercial Uses	The shopping centre on proposed Lot 1 will accommodate the primary retail and commercial functions in a 900m² convenience centre. Use of this building will for a Shopping Centre (Shop, Fast Food Premises, Food Premises, Market,) Office, Medical Centre. Current retail uses will not exceed the allowable 1500m² identified in the Development Scheme. A 3m wide awning is proposed around the convenience centre to ensure a pleasant pedestrian environment. The proposed buildings on Lots 2-32 are defined as houses. There have been designed in a shop top fashion and approval for home business is sought to allow home business uses to operate at ground level and within the house. Should proposed uses exceed those contained within the home business definition the future retail / commercial uses would be subject to an application as outlined in Precinct 4 Level of Assessment Table. The proposed mix of commercial, retail, home business and residential uses is consistent with the scale and intensity of centre intended the this location.
Mixed-Use Development	In keeping with the Land Use Plan for the Fitzgibbon area, the proposal identifies the site as a Neighbourhood Centre. Alongside this, mixed use development has been proposed to satisfy the intent of the Neighbourhood Zone as identified within the Land Use Plan. As part of this, a mix of retail, commercial, home business and residential uses have been proposed lots to create an active

	pedestrian frontage and a walk able centre. The shopping centre lot is orientated towards the main round-a-bout to encourage visitors to the site.) Commercial / Retail parking is provided in various on street parking options. Dwellings have been designed in a shop top housing style to accommodating upper level living and ground floor home businesses uses which activate the streetscape. At least 1 on site car space is provided for each dwelling.
Car Parking Management Plan	A car parking management plan has been provided showing indicative driveway locations and car parking locations. Car parking requirements ▪ Retail – 1 space per 20m² of gfa ▪ House - 1 on site space per dwelling and 0.5 visitor space per dwelling (50% of retail spaces can be on site and 50% can be shared with other facilities where appropriate) Breakdown <i>Required</i> ▪ 45 spaces - 900m² of retail for the convenience centre ▪ 31 spaces for the 31 dwellings ▪ 16 spaces for visitors ▪ = 92 spaces <i>Provided</i> ▪ 79 spaces on street car parking ▪ 47 garaged spaces within dwellings ▪ = 126 spaces Car parking for both Commercial, retail, residential and visitor comply with the development scheme.
Pedestrian Connectivity	The proposal seeks to allow a high-level of walkability and encourages pedestrian access. As mention above a 3 m awning will extend around the convenience centre to ensure sun and weather protection for pedestrians. Please refer to the Landscape Concept Plan

1 INTRODUCTION

This town planning report has been prepared in support of a development application seeking a Development Application for a Development Permit for a Material Change of Use for Shopping Centre (Shop, Fast Food Premises, Food Premises, Market,) Office, Medical Centre and House and Development Permit for Reconfiguration of a Lot (1 into 34 Lots plus new road) on land at Merimbula Crescent, Fitzgibbon and described as lot 4003 on SP249426, referred to as the subject site in this report.

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

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

2 PROPOSAL

2.1 General Description

The intent of this proposal is to create a mixed-use neighbourhood centre with a convenience shopping centre and shop top style houses on land located at Roghan Road, Fitzgibbon which forms the northern part of Lot 4003 on SP249426 (herein referred to as the subject site).

The neighbourhood centre will incorporate contemporary design and will incorporate 'shop-top' dwellings, commercial and retail space alongside other traditional neighbourhood centre uses. The proposed uses of the Neighbourhood Centre include: Shopping Centre (Shop, Fast Food Premise, Food Premises and Market,) Office, Medical Centre and House and Home Business. A suite of uses has been applied for to allow flexibility in final shopping center tenancy mix and breakdown

To facilitate the built form and land tenure outcomes within the neighbourhood centre, individual lots are proposed for mixed-use, retail and commercial space. A reconfiguration of lot component has been applied for alongside an application for a Material Change of Use to achieve this. The built form will be contemporary and in line with ULDA development guidelines whilst still providing affordable and effective housing options throughout Fitzgibbon.

The reconfiguration component of the application is to reconfigure the subject site to create 31 freehold house lots, 1 commercial lot, 1 park/plaza lot and 1 balance lot for the remainder of lot 4003.

The proposed layout consists of a variety of lot sizes and uses to cater for a range of home/office and retail options. In addition, the proposal contains designated park / open space in an easily accessible location serviced by the pedestrian pathway network, new road to service the development, as well as on-street and private car parking spaces as detailed within the Car Parking Management Plan.

2.2 General Justification for Proposal / Design

The proposed development represents a logical progression of development for the Fitzgibbon Urban Development Area. In accordance with the Fitzgibbon Urban Development Area Development Scheme, the subject site has been earmarked as a neighbourhood centre. In response to this, the application provides the opportunity for the development of a mixture of retail and shop-top dwelling types, provision for affordable housing and the logical progression of a connected and accessible

neighbourhood. The ULDA's intent to provide affordable housing for low and medium income households and to create compatible, appropriate and ordered development consistent with the provisions of the Fitzgibbon Urban Development Area's Development Scheme. The proposal is generally consistent with the ULDA's development guidelines (specifically guidelines 1,5,6 & 9).

The proposed development will cater for a mixture of home/office dwellings and retail lots that can service the surrounding area in a neighbourhood centre capacity. Lot sizes vary throughout the proposal with home/office lots being anywhere from 50m² up to 86m². This outcome accords with the intent of the Neighbourhood Centre Zone in Precinct 4..

2.3 Proposal Detail

The construction of the Neighbourhood Centre will continue to cater for the public diversity and the provision of housing and retail options within the north of Brisbane. The proposed reconfiguration comprises:

- 1 Commercial/ Retail Lot (898m²);
- 31 House Lots (50m² -86m²);
- 1 Park / Plaza Lot (437m²);
- New Road
- Balance Lot (remainder of lot 4003)

The proposal creates a walkable neighbourhood centre that can cater for a wide variety of businesses in a self contained, predominantly home/office environment. As part of this, a designated retail/commercial lot has been created on the dominant corner of the site, a park to increase pedestrian connectivity and walkability, and both on street, and private car parks to facilitate vehicular traffic in a safe and orderly manner.

Vehicular Access and Traffic

The Neighbourhood Centre will have pedestrian access to the Fitzgibbon pedestrian network as per the development scheme. Vehicular access will be provided via Carselgrove Avenue and Roghan Road to the east of the subject site and the internal road network is to provide connections to the west and north. The site fronts both Roghan Road as well as Carselgrove Avenue, however access directly to and from these roads from the site is intentionally limited to mitigate potential traffic issues. Access is to be gained from Warrumbungle Parade with traffic to exit onto Kondallila Place.

Pedestrian Network

The proposal is designed to sit within the existing pedestrian network throughout Fitzgibbon Chase and to compliment it through the provision of active frontages and parkland. The site is serviced by a pedestrian crossing over Roghan Road on the northern side leading into the proposed park. This will provide a through block connection and allow for pedestrian movement throughout the site and into the adjoining lots.

Civil Engineering

The subject site will be serviced with standard urban infrastructure. It should be noted that the site is above the Q100 flood level and therefore will be serviced by an underground drainage and overland flow system which will be designed in accordance with Queensland Urban Drainage Design Manual and the BCC supplement.

Please refer to the civil concept sketches for further engineering details.

Landscape Strategy

The landscape strategy specifically focuses on streetscape and a proposed active neighbourhood park. Tree planting will be provided along all streets as well as a 1.5m pedestrian footpath to facilitate pedestrian movement throughout the development. Refer to Landscape Concept Plans

2.4 Staging

The development is proposed to be staged to allow orderly development as key thresholds are realized and to facilitate interim uses as the site centre matures. It is proposed to stage the development into 4 stages in accordance with the plan of reconfiguration. Each stage can operate independently as development progresses and can be serviced by its own car-parking and infrastructure. We request that council condition appropriately to allow the stages to be developed in any order, and that staging order is not locked into its numerical order.

The Balance Lot form parts of the Area C2 approval (DEV2012/239) and will be developed according.

2.5 Summary and List of Supporting Specialist Reports

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

1. Plan of Development prepared by Degenhart Shedd;

2. Plan of Reconfiguration prepared by Wolter Consulting Group;
3. Landscape Concept Plans prepared by Place Design Group;
4. Engineering Services Report and Stormwater Report prepared by ETS Group
5. Supporting Information.

3 PRE – APPLICATION / CONSULTATION / HISTORY

3.1 PRELODGEEMENT MEETINGS

A pre-application meeting was held on 16 August 2012 and was attended by Peter Lovegrove (ULDA Project Manager), Matt Toon (Assessment Manager), Bruce Macarthur ((Project Engineer),and Mitchell Hendricks (Town Planning Consultant).

4 SITE INFORMATION AND ANALYSIS

4.1 PHYSICAL DESCRIPTION

The subject site is bounded by Roghan Road to the north, Carselgrove Avenue to the west, Warrumbungle Road to the east and the railway line to the south. The proposed subdivision is to be located on the northern portion of the existing lot and suffers no amenity or noise issues from the railway line because of the acoustic fence that was conditioned as part of a previous approval.

Vehicular access to the site will be via Warrumbungle Avenue, Roghan Road and Carselgrove Avenue as well as through the internal street network that has been approved over the remainder of lot 4003 (DEV2012/239).

The topography of the site is relatively flat and consists of no vegetation as clearing has previously been undertaken in anticipation of future development.

4.2 EXISTING USES

Development has commenced on the wider Fitzgibbon UDA for approved stages, however the subject site is currently vacant as it has already been cleared for development in accordance with the existing Operational Works Approval - DEV-000028_10.



Figure 2: Site Photos

Source: Urban Land Development Authority

4.3 CONTEXT

The subject site is located 12km from the Brisbane Central Business District in the suburb of Fitzgibbon. Fitzgibbon is a predominately residential suburb, with pockets of commercial, community, retail and industrial uses interspersed throughout. The site and surrounding area is well serviced by public transport with the railway line located to the west of the subject site. Carseldine Station is located on this rail line to the south. The locale is also serviced by several bus routes running along nearby Beams Road and Gympie Road to major locations such as Chermside and the Brisbane CBD. The site is bordered by the proposed Northern Busway and adjacent to the proposed north-south connector road which has the capacity for future bus services. Major traffic infrastructure, including Beams Road and Gympie Road are also within close proximity to the subject site.



Figure 3: Aerial Map (subject site depicted by red boundary)

Source: Nearmap

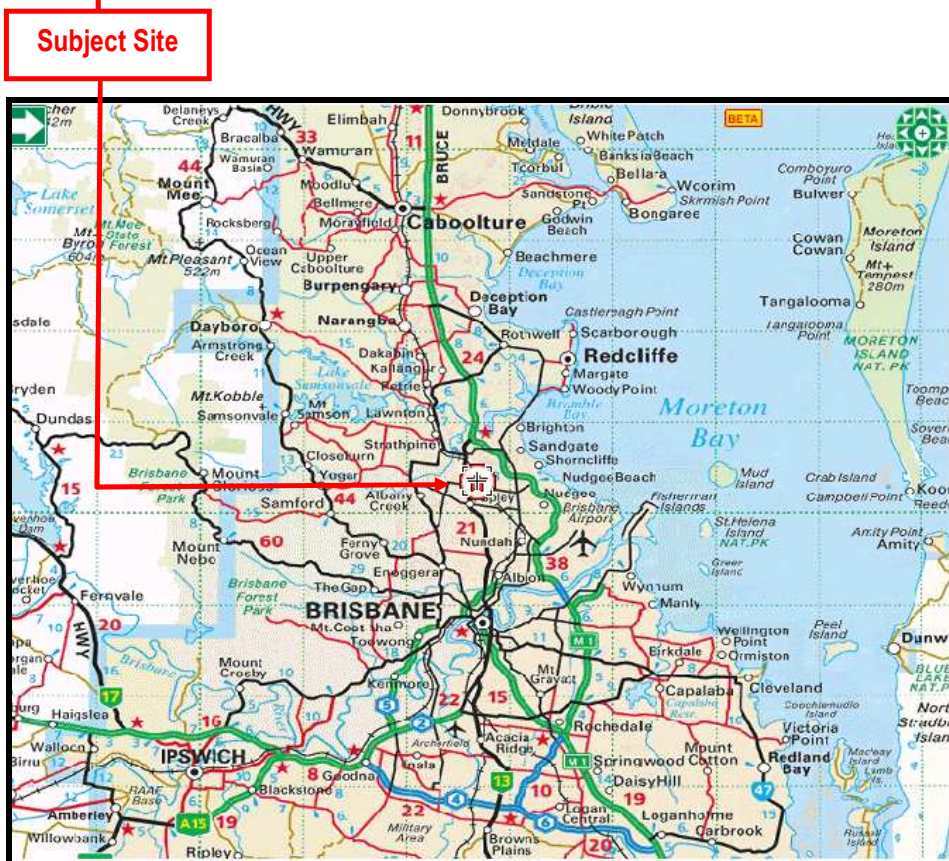
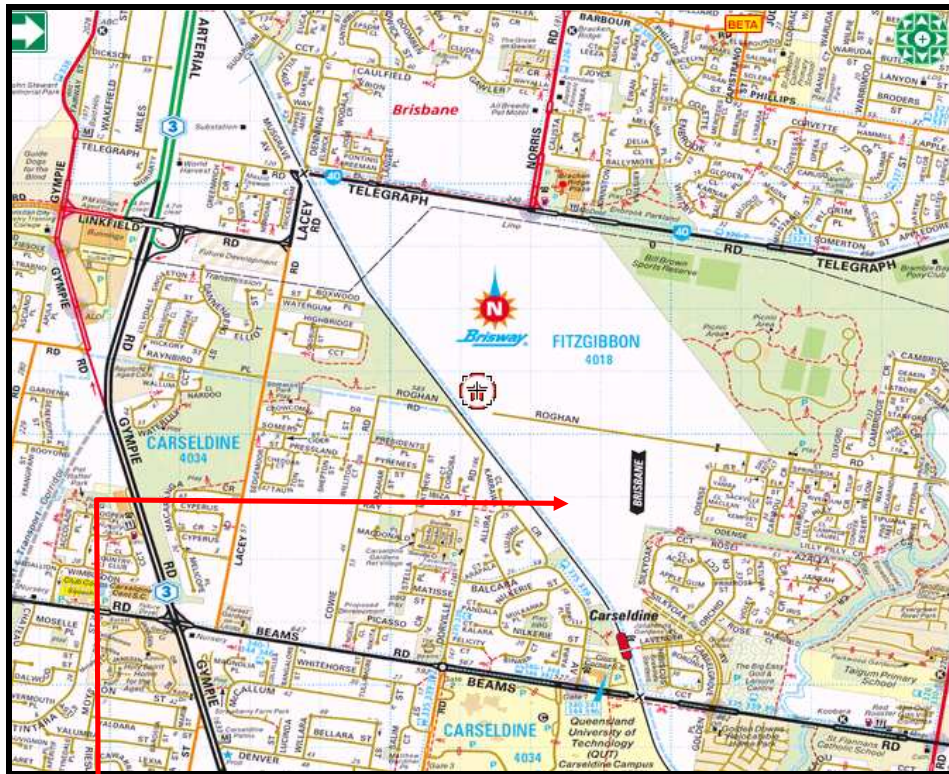


Figure 4: Locality Plan
Source: www.street-directory.com.au

3 ASSESSMENT FRAMEWORK

The development application requires assessment against relevant provisions of the *Urban Land Development Authority Act 2007* and The Fitzgibbon Urban Development Area Development Scheme.

5.1 Urban Land Development Authority Act 2007

The *Urban Land Development Authority Act 2007* has been established to provide a mechanism for particular parts of the State to be declared as urban development areas. This provides assurance about the availability of land to accommodate a range of housing options with a particular focus on the provision of affordable housing options for low to moderate income households. The *Urban Land Development Authority Act 2007* also refers to the establishment of the Urban Land Development Authority 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 by the Urban Land Development Authority, one of which is in the Fitzgibbon area which contains the subject site. This statutory body was established as a key part of the Queensland Housing Affordability Strategy.

5.1.1 Fitzgibbon UDA Development Scheme

Fitzgibbon, in the northern suburbs of Brisbane, has been earmarked for development by the Urban Land Development Authority. The Fitzgibbon UDA Development Scheme (the Development Scheme), created in July 2009, applies to development applications submitted to the Urban Land Development Authority over the Fitzgibbon UDA. The Fitzgibbon Development Scheme is one of the primary mechanisms the ULDA uses to deliver on the main purposes of the Act. As described by the Act, the main purposes of the Development Scheme are to facilitate:

- a) The availability of land for urban purposes;
- b) The provision of a range of housing options to address diverse community needs;
- c) The provision of infrastructure for urban purposes;
- d) Planning principles that give effect to ecological sustainability and best practice urban design; and
- e) The provision of an ongoing availability of affordable housing options for low to moderate income households.

Through the Development Scheme, development in the Fitzgibbon UDA will contribute to achieving the following goals:

- Promoting and maintaining liveable communities;
- Promoting planning and design excellence;
- Providing economic benefit; and
- Protecting ecological values and optimising resource use.

5.2 The Fitzgibbon Land Use Plan

5.2.1 Fitzgibbon UDA Zones

Residential Category

The site is included in the Residential Zone under the Fitzgibbon Development Scheme. Whilst the subject site is located partially within residentially zoned land, the neighbourhood centre is proposed to be wholly contained outside of this area. This will ensure the proposal is consistent with the intent of this zone as it does not impede the provision of a range of residential dwelling types including houses, dual occupancies and multiple residential houses. An application has previously been lodged over the residential land that allows for the provision of the abovementioned housing

Mixed Use Category

The site is also included in the Mixed Use Category, which identifies areas that should cater for a range of uses, including commercial, retail, community and leisure uses. The inclusion of a Neighbourhood Centre within the component of the site identified as Mixed Use complies with the area intent. The proposal allows for the provision of a large amount of retail space (whilst still staying under the limit of 1500m²) whilst also allowing for the provision of home/office style housing. This mixed use proposal allows for the site to be thought of as a neighbourhood centre under the Fitzgibbon Land Use plan as it fulfils all of the statements of intent outlined in the precinct 4 Neighbourhood Centre outcomes.

5.2.2 UDA Wide Criteria

Table 1 – UDA Wide Criteria

Assessment Criteria	Response	Complies
3.5 Affordable and Universal Housing All residential development (including residential components of a mixed use development) should deliver housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs by offering variety in size, configuration, cost, adaptability, location and tenure.	The Neighbourhood Centre of the Fitzgibbon UDA has been designed in accordance with the Development Scheme's UDA Wide Criteria. The proposed lot sizes, product mix and varied uses provide diversity to the urban environment and allow for the development of a wide range of future housing and business options to service the needs of different households and residents. Such a diverse allotment layout allows for variances in housing cost, which is aided by the ULDA's affordability strategy. It is however noted, that the provision of affordable housing is not the main intent of the neighbourhood centre. The main intent is to provide a local service hub that can service the surrounding residential uses. Whilst residential uses can occur within the neighbourhood centre, affordable housing is not sole intent.	✓
Residential development should be accessible and designed in accordance with universal and sustainable design principles to meet the diverse needs of people and households over time.	The proposed mixed use lots are to be serviced by new road reserve and pedestrian pathway network to create a high level of accessibility. The proposed layout allows future adjoining development to accord with universal and sustainable design standards as generally, lots have been positioned to within 20 -30 degrees of a north/south direction in order to receive sufficient solar access.	✓
The affordable and universal housing components of a development should be distributed throughout the development and be finished to a suitable standard with all reasonable fixtures, services and appliances.	The proposal will be finished to a suitable standard whereby mixed use development can be serviced by urban infrastructure made available upon commencement of the use, as detailed in the civil engineering report. Varied uses and lot variety is spread throughout the proposal to ensure the focus on housing choice and diversity is maintained.	✓

Assessment Criteria	Response	Complies
3.6 Placemaking, Urban Design and Sustainability The form, type, and arrangement of buildings, streets and public spaces within the Fitzgibbon UDA should be designed in accordance with the following placemaking, urban design and sustainability goals. Sustainability Development should be designed to be as sustainable as possible through balancing, integrating and leveraging the ecological, social and economic opportunities in the UDA.	The proposed development of the Neighbourhood Centre is sustainable development that balances and integrates ecological, social and economic needs and opportunities. The Fitzgibbon Chase development has achieved accreditation from the Urban Development Institute of Australia as a 6 leaf EnviroDevelopment. The proposed reconfiguration dedicates 437m² of land to park / open space, allowing for pedestrian connectivity as well as further integrating the walkable centre design concept that promotes the intent of the Area 4 Land Use Plan. The buildings are proposed as part of this application will consist of modern, ecologically sensitive construction materials and energy saving measures. The stormwater run-off from the development can be captured and re-used back into the development via the FiSH/PotaRoo rainwater harvesting network.	✓
Sub-tropical Development should be designed to be sensitive to local climatic conditions by embracing and celebrating nature, water, openness, outdoors, space, informality, and a sense of a distinctive Queensland vernacular in building and landscape design.	The development is sensitive to local climatic conditions in that it allows for breezes to permeated the site through the building layout and dedication of open space/park. The landscaping plan also demonstrates the tropical ideal and promotes informal gathering areas as well as open space and street planting.	✓

Assessment Criteria	Response	Complies
Smart Development should be designed to stimulate entrepreneurial activity and innovation in place, through diversity and mix of land uses and development intensity and enabling businesses to be conducted from home.	The proposed development represents one stage of the overall development of the Fitzgibbon UDA. The Fitzgibbon UDA consists of a diverse mix of land uses and development intensity including commercial development and the development of transport nodes and links. The Neighbourhood Centre will predominantly be developed for mixed uses and retail, however the lot sizes will allow for 1-3 storey residential development with home based businesses in accordance with the Precinct 4 Level of Assessment. This will seek to stimulate entrepreneurial activity and innovation in place.	✓
Style Development should be designed to suit its time and place, and balance Queensland contrasts of: • outside and inside spaces • natural and cultural influences • private and public realms • wet and dry seasons and • urban and suburban places.	The proposed lot layout and building design incorporates contemporary design principles alongside traditional Queensland ideals. Examples of this include the provision for summer breezes to permeate through the site as well as the park/open space nestled within the development. The proposed buildings allow inside and outside spaces within dwellings, as well as both public and private realms within the urban layout. Designated park / open space also present natural influences with the development.	✓
Scale Development should be designed to a size that respects and reflects its suburban or urban situation at a village, neighbourhood, street, lot, building, or landscape scale.	The development is consistent with the size and scale of the subsequent ULDA Stages. The position of the subject site within area 4 allows for the provision of a Neighbourhood Centre development concept. Alongside this development concept, it is proposed that the scale and nature of the development is in keeping with the design intent of the land as well as the urban scale of the wider Fitzgibbon UDA area.	✓
3.7 Bushland/open space planning and design		
Bushland The bushland areas in the Fitzgibbon UDA	The subject site does not incorporate any	✓

Assessment Criteria	Response	Complies
fulfil a multi-functional role including the retention of significant environmental values, community recreation, and stormwater management. The bushland areas should provide: • For retention of locally significant wetlands, remnant vegetation and habitat for fauna such as squirrel gliders • Continued ecological corridors and linkages to areas outside of the UDA • Important landscape and visual quality values • Opportunities for habitat improvement arising from development in other parts of the UDA through the provision of vegetation and habitat offsets to improve the existing remnant vegetation and habitat areas within the existing bushland and open space zone • Opportunities for appropriate sustainable nature based recreation • Temporary management areas for stormwater prior to its release • Enhancement of wetland communities as part of stormwater management. Multi-functional role of open space The public open space in the Fitzgibbon UDA should fulfil a multi-functional role for community recreation, retention of significant environmental values, and stormwater management. The open space should provide: • A range of recreation settings, corridors for community paths, and attractive urban environment settings and focal points • Adequate sporting and recreational facilities to meet the needs of the local and nearby communities • Accessibility to users in conjunction with existing sporting and recreation facilities • Acknowledgement of the opportunities and constraints presented by the physical characteristics of land when considering the proposed use, landscaping and facilities • Opportunities for the incorporation of natural elements (existing trees, rocks, streams, creeks), sites of natural or cultural value, and linkage of habitats and wildlife corridors	bushland areas, however, through WSUD measures, bushland and open space areas can be incorporated into the wider development scheme with minimal disturbance to infrastructure and design. The proposed open space area consists of a pocket park inclusive of park embellishments and is accessible by Area C's pedestrian footpath network. The open space will therefore present a multi-functional role within the community and a sensitive recreational setting. A landscape concept has been prepared in support of this development application to highlight embellishments to the open space areas. Native species will be used for landscaping.	✓

Assessment Criteria	Response	Complies
- Public safety and amenity of adjoining land users in the design of facilities and associated engineering works - Opportunities for regional or district open space to meet neighbourhood open space requirements - 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 - Avoidance of solid fencing along open space areas for security, surveillance, aesthetic and maintenance reasons - Landscaping that contributes to the bushland character and to the flora and fauna habitat and fauna movement. In particular street trees should be selected from species native and/or endemic to the Fitzgibbon UDA.		
Development adjoining bushland/open space A publicly accessible edge is to be provided at the interface between bushland/open spaces and other urban uses. Where required for bushfire or other emergency vehicle access, 100% of the bushland/open space interface should be roads or streets. In all other instances, at least 50% of the length of the open space interface shall be roads or streets, with the remaining public edge comprising pedestrian/cyclist ways.	The subject site does not adjoin the Bushland and Open Space Zone.	N/A
Neighbourhood parks and open space Where required in a precinct or sub-precinct, development should comprise well distributed public open spaces that: - Contribute to the legibility and character of the development - Provide for a range of uses and activities - Are cost effective to maintain - Contribute to stormwater management and environmental care.	The proposal incorporates the provision of open space/ park that contributes to the character of the development, is cost effective and allows for a range of uses and activities. The park is seamlessly integrated into the neighbourhood centre design and is of a regular shape and grade which will aid in cost effective maintenance. The proposed park will be constructed to a similar standard to previous parks within	✓

Assessment Criteria	Response	Complies
	Fitzgibbon that can be maintained by BCC when assets are transferred.	
3.8 Neighbourhood Planning and Design Responsive planning and design		
The neighbourhood (of around 300 dwellings) is the fundamental building block used to define residential neighbourhoods and mixed use development areas in the Fitzgibbon UDA. The design of each neighbourhood should be responsive to its own unique characteristics and opportunity, be it transit, integration with significant bushland and open space areas and recreational uses, proximity to the Carseldine Railway Station, or proximity to existing established communities.	The proposed development seeks to identify itself as part of the neighbourhood informally known as 'area C'. It does this by becoming a neighbourhood centre that will predominantly service this neighbourhood. It seeks to further integrate itself by allowing for mixed use development alongside retail/ commercial uses that allow for a hub of activity within the wider neighbourhood.	✓
Variety, choice and identity Each neighbourhood should: • offer a wide choice in good quality housing • provide for appropriate scale local employment opportunities • encourage walking and cycling • minimise energy consumption • promote a sense of place through distinctive neighbourhood focal points • integrate local history and cultural design elements and • recognise and, where possible, preserve the existing bushland.	The proposal seeks to compliment the variety, choice and identity of Area C by being a neighbourhood centre that caters to the wide variety of people that will reside in the area. It does this by providing mixed use development alongside commercial/retail tenancies that can be adapted for a number of uses. The wider development of Area C: ▪ offers a wide range of lot sizes, including 10 different types, to facilitate a diverse housing choice for future development; ▪ create a well serviced and high amenity urban area of a desired density to support the future mixed use hub further to the south; ▪ encourages a pedestrian friendly environment through a comprehensive pedestrian pathway network which provides links to open space areas and public transport systems; and ▪ promotes a sense of place through distinctive open space, planting of native species and bbq areas.	✓

Assessment Criteria	Response	Complies
Neighbourhood design		
Each neighbourhood should comprise:		
a subdivision layout that gives the neighbourhood a strong and positive identity, by responding to site characteristics, setting, landmarks and views creating easily understood Street and open-space networks	The proposal incorporates a layout that contributes to the character and setting of Area C. The site is in a position to be a gateway entrance and responds to this by incorporating one way internal streets and contemporary building designs. The internal street network complements the mixed use nature of the site and allows visitors to enter and exit the site easily. The site blends into the existing road network by utilising left in/out as well as one way crossovers.	✓
a layout in accordance with principles of crime prevention through environmental design	The lot layout encourages passive surveillance by guiding people through the site and having buildings orientated towards street frontages. The site is highly permeable to both vehicular and pedestrian traffic and does not contain any long alleyways.	✓
- street and movement networks which: - optimise walkable access to centres, schools, public transport stops and other local destinations - provides safe, convenient and legible movement for people with disabilities, including those using wheelchairs, mobility scooters and similar aids - deliver high levels of personal safety, traffic safety, property safety and security; and which positively contribute to streetscape amenity and open space quality - respect landmarks and sites of historical importance - minimise lots fronting culs-de-sac - deliver a safe, attractive and efficient, pedestrian and cyclist network running largely along public spaces (including streets and open spaces), fronted and/or overlooked by dwellings, avoids major breaks in surveillance on routes to and	The lot layout encourages pedestrian access without adversely limiting potential vehicle access. Pedestrian/ vehicular conflicts are minimised with the provision of a pedestrian crossing on Roghan Road and the park to encourage pedestrians to walk through the site. Pedestrian pathways are located around the site and lots can be accessed from both the front and the rear. The street network encourages vehicles to go through the site in a controlled manner because of the provision of one way, through streets that access car parking as well as lots. There is ample parking within the site, as well as along the external street frontages. The internal road network does not impede on the functioning of the wider road network both within Area C and the wider UDA site. The pedestrian network within the site encourages movement that is consistent with the surrounding area. The movement spine through the centre of the site (through the park) allows for permeability away from vehicle crossovers and	✓

Assessment Criteria	Response	Complies
from public transport, and includes end-of- trip facilities, where appropriate, to meet the needs of cyclists	encourages passive surveillance.	
distribution and design of land uses to minimise infrastructure costs	The site is separated from the wider Area C network to facilitate the cost effective distribution of infrastructure and servicing. The neighbourhood centre is proposed to operate as an integrated system that has stand alone components that compliment each-other.	✓
the siting and design of buildings to conserve non-renewable energy sources to assist in design appropriate for subtropical climatic conditions; and buffer adjoining high-impact uses such as the railway and proposed busway	Building design and finishes represent contemporary design principles which take into account climatic conditions and the use of sustainable products. The lot layout allows for breezes to traverse the site and naturally cool dwellings. The north/south orientation of lots also allows for more sustainable designs.	✓
a mix of lot sizes to enable a variety of housing types and other compatible land uses such as child care, local shops and home-based business development opportunities, arranged to minimise land use conflicts. Lot sizes address site constraints including slope and soil erosion	The varied lot sizes and shapes allows for a large amount of flexibility with regards to the mixed use component of this application. The development is designed to cater to uses that do not require a large footprint and can occupy the same space as a residence. The retail/commercial aspect allows for the provision of more established businesses to occupy a gateway site into the Area C development site.	✓
in areas abutting bushland areas, lots are sited and designed to incorporate bushfire protection measures and	There is no adjoining bushland.	N/A
streets are designed, located and connected to allow safe and efficient movement of fire emergency vehicles.	Emergency vehicles can easily gain access to all sides of the development as well as to the internal road network.	✓
Buildings and Public Realm Relationships The public realm of civic spaces, parks, plazas, footpaths, urban streets and other shared community spaces should be clearly delineated from, but integrated with the private realm, and should comprise: a sense of place reflecting the character	The provision of the open space/ park within the development provides a clear and legible public realm that blends with the private lots to either side. The pedestrian movement spine helps enhance this objective. The open space is	✓

Assessment Criteria	Response	Complies
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 can be shared and sunlight reaches internal and external spaces - 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 - where appropriate, opportunities for informal and formal play - where appropriate, opportunities to reflect local history, landmarks and culture through public artworks and - where possible, balconies to enable surveillance and overlooking of public spaces and places.	designed to reflect the mixed use character of the neighbourhood centre and is landscaped accordingly. The orientation of the site along the north/south axis helps to provide shade throughout all seasons whilst still allowing sunlight to permeate. The park is situated so that it does not adversely affect the adjoining land uses, but rather compliments them by allowing an informal area for recreation and gathering. The adjoining uses have equitable footpath access away from the park and can be accessed from both Roghan Road as well as the internal road network.	
Flood immunity Development will achieve appropriate flood immunity levels.	The site is not subject to flooding constraints.	✓
3.10 Transport, Access, On-site Parking and Servicing		
Car Parking On site car parking areas, loading bays and service areas should either be integrated within or under buildings and sleeved by active frontages, or located away from the public realm behind buildings. The use of large blank screens to mask loading areas is not appropriate.	Car-parking can be accommodated within each lot. Street parking is provided to allow for visitor parking. Loading bays are located on the street due to the small lot sizes and built form constraints. This is considered appropriate because the site needs a number of small lots to become a viable neighbourhood centre. The loading bays are recessed off the road and will not create adverse traffic or amenity issues. Car-park screening is provided within proposed lot 35 but it is behind the active frontage of the building and would not create amenity issues or detract from the overall site.	✓

Assessment Criteria	Response	Complies
Vehicle service area crossovers and car parking should not detract from the character of active edges.	The proposed intersections and entries to the site do not detract from the character of the surrounding area or active edges. Car parking is located alongside existing street frontages as well as within a dedicated lot within the site. Service crossovers are not proposed as service vehicles can enter the site via the same crossovers. These crossovers will be integrated with the pedestrian network so as not to create conflicts and detract from the pedestrian nature of the development.	✓
Co-location of uses and sharing of car parking spaces is encouraged to maximise efficiency.	The subdivision provides on street parking opportunities within the road reserve as well as on the site.	✓
Development is required to provide car parking (unless otherwise specified in a sub-precinct) in accordance with the following rates identified in Table I Car Parking Rates. Variations to car parking rates may be considered where the development is in close proximity to public transport stations and activity nodes.	Please refer to the car parking management plan for further detail.	
Circulation Development is to support accessibility, permeability and movement for pedestrians and cyclists and appropriate movement by vehicles.	The development seeks to integrate both pedestrian and vehicular traffic whilst minimising conflicts. This is done by incorporating a movement corridor away from vehicle movements and the inclusion of a highly permeable road network. Bike racks are included as needed and provisioned accordingly.	✓
Cycle way paths and high quality cycling facilities should be incorporated in new roads within the UDA.	There are no cycle ways proposed as part of this application but it is noted that throughout the rest of Area C there are cycle facilities.	✓
Development is to be designed to include safe and highly visible connections to pedestrian and cycle networks through building siting, landscape design elements and treatments.	The pedestrian pathway network which services all streets within the development site and Area C supports a high level of accessibility, permeability and movement for pedestrians.	✓

Assessment Criteria	Response	Complies
	The proposed subdivision expands on the existing pedestrian and cyclist network throughout the Fitzgibbon UDA. As shown on the allotment layout, the proposal has the capacity to provide opportunities for cyclists.	
End of Trip Facilities End of trip facilities for pedestrians and cyclists should be provided as part of development for non-residential uses including secure, undercover bicycle storage facilities, showers and lockers	The Neighbourhood Centre has the ability to incorporate end of trip facilities as part of the mixed use development scheme that has been applied.	✓
3.11 Environment		
Flora and Fauna Development should not adversely affect the environmental values of the flora and fauna within the Bush land and Open Space Zone. Where significant vegetation exists in precincts identified for development, vegetation should be retained where possible along streets and within parks. Where significant vegetation is being cleared development will be required to rehabilitate land in the Bushland and Open Space Zone in accordance with the Fitzgibbon Bushland Management Plan prepared by the ULDA.	The neighbourhood centre does not incorporate any land located in the Bushland and Open Space Zone.	N/A
Contaminated Land Development must ensure that all land and groundwater will be fit for purpose consistent with current best practice.	The identification of land and groundwater as fit for purpose will be considered in the Operational Works phase.	✓
Acid Sulfate Soils Development will demonstrate consistency with current best practice for the identification and management of acid sulfate soils.	The identification and management of acid sulfate soils will be considered in the Operational Works phase.	✓
3.12 Lot Design		
Lot sizes and dimensions must enable buildings to be sited to:		N/A
protect natural and cultural features, including significant vegetation	The neighbourhood centre does not contain any natural or cultural features.	
address site constraints including slope, soil erosion, flooding and drainage	Site constraints have been assessed by the project team. A civil engineering report	

Assessment Criteria	Response	Complies
	has been prepared to detail bulk earthworks, services and stormwater quality and quantity. The subdivision is serviced by a kerb and channel and other appropriate road works as outlined in the civil engineering report.	✓
• retain special features such as trees	The does not contain any significant vegetation.	N/A
• ensure that lots are not subject to unreasonable risk, hazard, noise impacts or air quality impacts	The neighbourhood centre will not be exposed to, or cause adjoining areas, to be exposed to unreasonable noise and air quality issues.	✓
• ensure reasonable buffers between existing or potential incompatible land uses	There will be no incompatible land uses within Area C as this area is intended for residential uses and a Neighbourhood Centre that will support residential uses.	✓
• maximise solar orientation benefits to assist energy rating targets.	Lots have been designed to respond to climate, ensuring shade is provided, breezes can be shared and sunlight can be accessed through north/south orientated lots. Solar orientation to lots has been maximised where possible.	✓
Neighbourhood and lot design for mixed residential development up to 3 storeys in height and with a net residential density up to 30 dwellings per hectare, will comply with ULDA guidelines and best practice standards.	The lot design has been put together with respect to best practices, ULDA guidance as well as density constraints. As a result of this, the lots have been dimensioned and located to facilitate equitable access, vehicle access and pedestrian permeability.	✓
Other lots must have an appropriate area and dimension for siting and construction of the buildings, the provision of outdoor space, the relationship to adjoining development and public realm, safe and convenient vehicle access, servicing and parking.	All lot frontages address a primary street frontage and open spaces where relevant. This will allow passive surveillance of the street, public open space in accordance with CPTED guidelines.	
Lot frontages must address streets and civic and open space. This is to facilitate personal and property security, surveillance of footpaths and public open space to deter crime and vandalism.		

5.2.3 Fitzgibbon Urban Development Area – Precinct Assessment

The Fitzgibbon UDA is divided into eight (8) precincts and one (1) sub-precinct. Land within the UDA is also allocated a zone. As stated earlier, the subject site is located within the Residential Zone and Mixed Use Zone of Precinct 4 (please see below). Within the Residential Zone and Mixed Use Zone, reconfiguration of a lot is a permissible development.

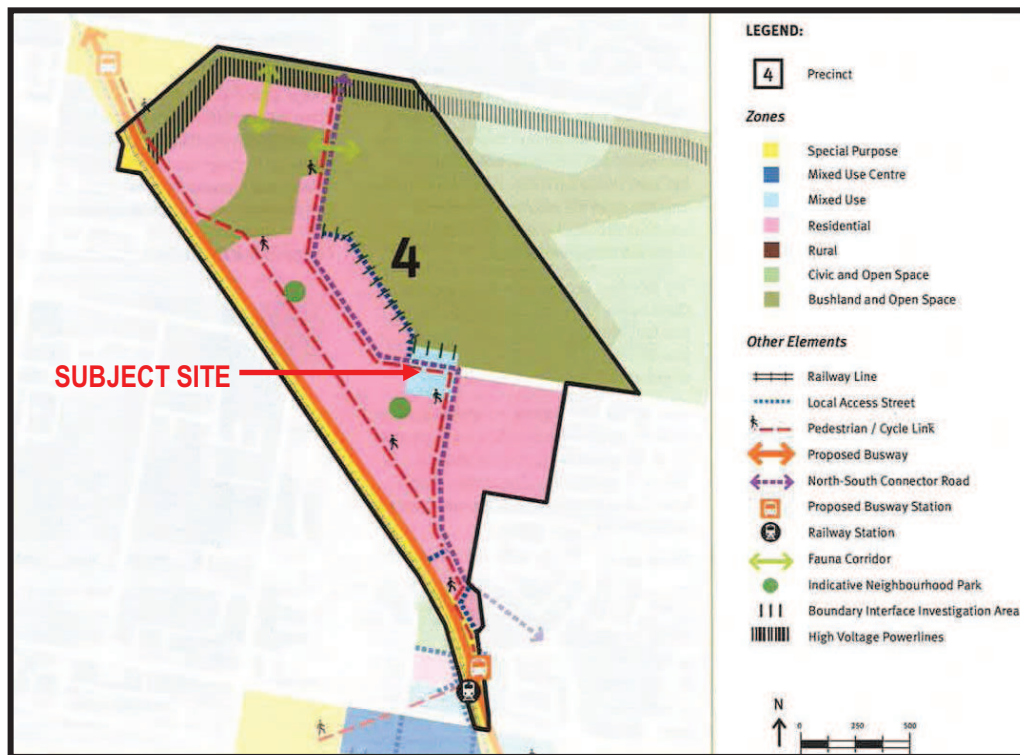


Figure 5: Precinct 4 – Area C

Source: Fitzgibbon Development Scheme, ULDA.

It is generally intended that this precinct will comprise the majority of the mixed use development within the Fitzgibbon UDA. The subject site is wholly contained within the Mixed Use Zone. Development is intended to be a mixture of sustainable and affordable mixed use and neighbourhood centre buildings to cater to the market within Area C as well as other adjoining areas. Opportunities for home-based businesses exist within the mixed use component of the neighbourhood centre to compliment the proposed retail/ commercial area on the north western corner. The site sits within the wider precinct which is designed to be predominantly residential with varying scales of height, built form and density.

This wider precinct is also traversed by a North-South connector road, Carselgrove Avenue, which will act as a major thoroughfare connection for public transport, private vehicles, pedestrians and cyclists. A north south pedestrian and cycle link is intended to be provided to allow future connections through the

precinct to connect the proposed busway and park and ride in the north of the UDA to the Carseldine railway station and proposed bus station to the south.

The proposal is consistent with the intent of the precinct because as part of the wider Area C it contains a mixture of affordable and sustainable residential dwellings ranging from single detached to multi-unit dwellings. The site itself is consistent with the intent of the precinct in that it provides a mixed use, neighbourhood centre designed to cater to the residents within the Fitzgibbon UDA. The site allows for a mix of uses and affordability scales and encourages pedestrian activity alongside private and public transport. The development nestles itself within the established road network to ensure that future development of the wider area is not compromised.

Table 2 – Precinct Outcomes

Precinct Outcomes	Our Response	Complies
Development occurs in accordance with Map 10	The proposed neighbourhood centre is consistent with Map 10 in that it is in the Mixed Use Area and includes provision for pedestrian and cycle links, vehicle access via the North-South Connector Road, parkland/open space and provision for a future busway.	✓
Development adjoining the North-South connector road can accommodate home based business and “line-work” opportunities serviced by a rear lane	The neighbourhood centre can accommodate line work and can be serviced from the rear.	✓
A centralised neighbourhood park is provided to meet the anticipated local open space requirements of each neighbourhood community in the precinct	The balance parcel subdivision provides 3,765m ² of park/open space in a location easily accessed by the proposed residential allotments. The location and size of the park/open space will be sufficient to meet the local open space needs requirements of the future neighbourhood.	✓
A safe, direct and comfortable pedestrian route is provided through the precinct generally as depicted in Map 10.	Consistent with Map 10, the proposed neighbourhood centre provides a pedestrian spine and linkages throughout the site and into adjoining residential development.	✓
An east west public street is provided between the north-South connector road and the proposed busway corridor. This public street accommodates safe and efficient movement of buses and enables	The subject site is not located within an area suitable for such a linkage. A linkage is provided within Area C to the south of the subject site (within the balance parcel but subject to a separate	N/A

Precinct Outcomes	Our Response	Complies
vehicular access points to adjoining development sites	application).	
In the residential area north of Roghan Road and east of the north south corridor, a public street is provided along the full extent of the interface between residential and bushland areas to provide access for bush fire and other emergency vehicles, and to provide a clear edge between residential development and bushland areas	No development is proposed in the residential area north of Roghan Road and east of the north south corridor as part of this subdivision proposal.	N/A
A neighbourhood centre, including community facilities located adjacent to the bushland areas and some "shop top" housing is provided	The neighbourhood centre is located on the mixed use lot with the community centre being approved on the northern side of Roghan road. The mixed use development includes flexible use options as well as the provision for 'shop-top' housing.	✓
The neighbourhood centre includes innovative, sustainable and affordable housing	As above.	✓
Development that supports the primary residential uses, such as child care is developed as need or demand warrants	Future development of the Neighbourhood Centre has the opportunity to support adjoining residential uses. This is ensured by the provision of flexible floor plates as well as a variety of approved uses within the centre.	✓
Sufficient land is set aside to accommodate the proposed northern busway corridor	The proposal does not encroach on the identified northern busway corridor.	✓
Development is located away from the existing high voltage power lines in accordance with energy supplier standards; including buildings located at least 10.0 metres from the energy easement boundary.	The proposed lots are not located within the energy easement boundary and as such are not affected by the high voltage power lines.	✓
A minimum of two thirds of dwellings are available for purchase at or below the median house price in Brisbane	The proposed subdivision accommodates for this outcome, which is expected to be a condition of approval.	✓
A minimum of one fifth of dwellings are available for purchase or rental to low to moderate income households and	The proposed subdivision accommodates for this outcome, which is expected to be a condition of	✓

Precinct Outcomes	Our Response	Complies
	approval.	
Building heights and densities are limited to those shown in Map 5 and Map 6	The allowable height for development within this Precinct is up to 3 storeys. The required density is a maximum of 45 dwellings per hectare. The subdivision anticipates a maximum residential building height of three storeys and provides a net residential density of 25 dwellings per hectare. The proposal therefore does not exceed these provisions prescribed in Maps 5 & 6.	✓

5.3 Residential 30 Design Guidelines

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

The preliminary plan was forwarded to the assessment manager and it was noted that Streets and Lot Design was to be assessed. As outlined in the following tables, the proposed development has been assessed against the Urban Land Development Authority's Design Checklist and generally accords the design outcomes sought.

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 proposal includes a mix of uses, sizes and price points to meet the demand of the local market for 'shop-top' housing and business.
▫ Physical features such as topography, natural drainage systems and vegetation	✓	The proposed development responds appropriately to local conditions by limiting changes to topography or natural systems. The site is currently vacant with minimal vegetation.
▫ 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 design does not impact on any views or vistas to significant identifiable elements. No significant views or vistas have been identified within the immediate area.
▫ Providing connections to existing facilities, services and movement networks in the surrounding area	✓	The proposal connects into the existing network by having one access point and several exit points. Alongside this, the development is serviced by on-street parking along all four road frontages. The pedestrian network is bolstered by the inclusion of the pedestrian spine through the centre of the site.
Does the neighbourhood have:		

Checklist Criteria	Complies	Our Response
▫ Defined entries and legible neighbourhood boundaries to foster a sense of identity	✓	The proposed reconfiguration identifies legible neighbourhood boundaries and entries through new street works, landscaping and lots.
▫ A highly permeable, legible street pattern	✓	The proposed reconfiguration has a highly legible road and pedestrian network incorporating through road, one way streets and pedestrian spines.
▫ A variety of multi-use parks	✓	Area C contains lots of dedicated park / open space which provide for a multitude of uses.
▫ A safe, attractive and efficient pedestrian and cycle network	✓	The proposed development incorporates pedestrian considered design and allows for safe movement into, and through the site.
▫ Distribution of land uses, layout of streets and building densities that support public transport use	✓	The density of the proposed development is somewhat higher than the surrounding area because of its role as a neighbourhood centre. This aids in the encouragement of the use of public transport both to and from the site, and allows for end of trip services.
▫ A mix of lot sizes providing wide choice in affordable and accessible housing	✓	The mix of lots sizes and uses allows for a variety of affordable, and customisable mixed uses.
▫ 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	✓	The lots sizes within the proposal are designed such that small, home based businesses can flourish in a neighbourhood centre environment.

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 lots are shaped in a relatively regular shape and are of small dimensions to facilitate the provision of affordable and customisable mixed uses in a neighbourhood centre. The proposal integrates itself into the existing street layout and includes the provision of new road to help facilitate this.
▫ To contribute to cost savings in	✓	The proposed lot layout in the centre

Checklist Criteria	Complies	Our Response
engineering and building construction		has been designed to achieve cost savings in engineering and building construction where possible.
▫ To suit proven dwelling designs	✓	Due to the nature and scale of the proposal, the lot shapes and dimensions are designed so that effective shop-top housing can be provisioned.
▫ Consistent in lot depth(s) and widths	✓	Lots are relatively similar in width and are of the same depth dimensions where on the same 'block'. This is designed so as to create some amount of built form variation across the end product and to avoid having a monotonous final product.
▫ 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	×	Lots are not of a standard width and depth because the mixed use, neighbourhood centre design concept does not respond to deep lots. To facilitate an effective and CPTED orientated design that caters for pedestrians and vehicles, lot sizes have been reduced to provide for an effective end product.
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	✓	The proposed lot layout complies with the identified slope requirements. The proposed slope of the subject site will be subject to detailed engineering design. However, the site will be filled and will be generally flat.
▫ 5 percent lengthwise slop	✓	
▫ Less, if both these figures approach the maximum together	✓	

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 wider street network contains a defined pedestrian network which will be well lit and signed to aid pedestrian movement. Within the development, footpaths and planting will be undertaken to add to the streetscape as well as prioritise access.
▫ Provide routes for vehicles and	✓	Roghan Road is the designated bus

Checklist Criteria	Complies	Our Response
public transport		transport corridor, and as such, the development respects this designation by keeping the built form 'rear loaded'. Vehicles can access the site from Warrumbungle Street on the western edge, and exit the site to the south and east. Vehicle and bus routes are not disturbed by the development because the centre is to be contained within an area that was designated as such, and the road network planned around it.
▫ accommodate utility services and drainage systems	✓	The proposed street network accommodates utility services as shown in the engineering sketches.
▫ provide pedestrian and cyclist movement	✓	The proposed street network provides for pedestrian and cycle movement with a pedestrian/cyclist prioritised path.
▫ include street tree planting and water sensitive design features	✓	The proposed street network allows for street tree planting and water sensitive design as per the Landscape Concept Plan.
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 and permeable.
▫ establishing good linkages to surrounding development and features	✓	The proposed street network is well linked and integrated with surrounding development.
▫ providing a well located, legible and convenient to use pathway network	✓	The pathway network throughout the site is centred on the movement spine and park. This ensures a highly legible environment that traverses the site, as well as services the lots to the south.
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)	✓	All internal roads are less than 100m.
▫ using narrowed carriageways in select locations	✓	Narrow carriages are used in select locations to prioritise space for recreation uses and pedestrian and cycle movement.
▫ 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	✓	Appropriate street markings and signage will be incorporated where

Checklist Criteria	Complies	Our Response
and signage		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.
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 and accessed and are provided throughout the wider development. The pedestrian and cycle routes within the development link with these external routes to provide direct and continuous routes.
▫ if separate, cycle paths indicated with street markings or by clearly displayed and well-designed signage	N/A	No dedicated cycle paths are proposed within this development due to the nature and scale of the proposal.
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.
▫ 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 connector and collector streets. All footpaths are generally 1.2-1.5m wide. Footpaths will be detailed during the Operational Works stage of the development.
▫ generally 1.2 metres wide	✓	As above.
▫ 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	✓	Wider footpaths may be provided in areas of higher demand. For example along the Roghan Road frontage and through the park.
Topography		
Are streets shaped in response to topography and natural features:		
▫ to reveal desirable views	✓	The street network will encourage a pedestrian friendly development that assists in character identification and wayfinding. The streets naturally guide people through the site and allow a controllable flow of traffic.
▫ help to enhance the character of the neighbourhood	✓	
▫ assist in wayfinding throughout the neighbourhood	✓	

Checklist Criteria	Complies	Our Response
Where land slopes at a grade of 6 per cent or more is:		
▫ the predominant street alignment perpendicular to contours	✓	The land does not contain slopes of 6% or more. The subject site is has already been cleared and will be filled to a finished level, which is generally flat.
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 lots, 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	✓	The one way streets throughout the development are wide enough to facilitate safe parking, pedestrian crossings and passing parked vehicles.
▫ of sufficient lane width and comprise corner splays when used for bus routes	N/A	The internal street network of the subject site is not planned to accommodate a bus route.
For neighbourhoods with dwelling densities up to 20 dw/ha) are:		
▫ the carriageway widths of lower order street 5.5 metres	✓	The internal streets are a minimum of 5.5m wide.
▫ For neighbourhoods with higher densities (e.g. 20-30 dw/ha) are:		
▫ the carriageway widths of lower order street 7.5 metres	N/A	This density is not proposed as part of this application.
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 connected directly and logically to the existing street network.
▫ provide clearly defined cycle and pedestrian connections	✓	The street network provides clear and definable cycle and pedestrian connections.
▫ provide for potential bus routes and ensure that these routes can be comfortably accessed by foot from most dwellings	✓	The north-south connector road located adjacent to the subject site can accommodate a bus route. The extensive footpath network ensures all residents can access this bus route.
▫ minimise culs-de-sac, or where they	✓	The proposed development does not

Checklist Criteria	Complies	Our Response
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.		include culs-de-sacs.
▫ avoid roundabouts, particularly on local streets	✓	There are no roundabouts proposed.
▫ 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	✓	Traffic signals, street markings and signs are to be used 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 reconfiguration 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	✓	No driveways access the north south connector road.
Rear lanes		
Are rear lanes:		
▫ providing enough width to enable safe and efficient vehicle movement, including service vehicles a maximum 6.5 metres wide	✓	Rear lanes are wide enough to provide effective turning circles for vehicles and safe vehicle movement.
▫ either in straight or T configurations	✗	In order to present an active street frontage and address all corners, some lanes have been made into semi circles or with a left turn. This is to allow servicing and parking to all lots whilst still addressing all street frontages.
▫ no longer than 140 metres without a mid-lane link	✓	The lanes are no longer than 50m.

Checklist Criteria	Complies	Our Response
▫ detailed to enable easy and safe access into and out of garages, but without using tilt-panel or other doors that open into the lane	✓	It is expected this can be conditioned as part of an approval.
▫ not creating a more direct through-route alternative for vehicles, cyclists or pedestrians than the adjoining street network	✓	The laneway layout is such that it is one way and does not provide a faster or easier route for vehicles. They will be distinct from the preferred route.
▫ designed to ensure rear yards of properties can be fenced for security	N/A	There are no rear yards proposed with this application.
▫ ensuring that any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards	N/A	There are no rear yards proposed with this application.
▫ not dead ends or culs-de-sac	✓	There are no cul-de-sacs proposed.
▫ not providing for visitor parking within the lane unless in specifically designated areas	✓	There is no provision for visitor parking in rear lanes.
Do rear lanes that provide front door access to lofts/apartments also provide:		
▫ good passive surveillance into, along and through lanes	N/A	There is no 'front door' access proposed from rear lanes.
▫ a reasonable level of amenity/landscaping	N/A	There is no 'front door' access proposed from rear lanes.
▫ clearly identifiable and addressed front doors	N/A	There is no 'front door' access proposed from rear lanes.
▫ easy access from on-street visitor car parking areas	N/A	There is no 'front door' access proposed from rear lanes.
▫ a minimum of space for metered services and other facilities requiring recesses	N/A	There is no 'front door' access proposed from rear lanes.
▫ public lighting, located so that poles are outside reversing vehicle paths	N/A	There is no 'front door' access proposed from rear lanes.
▫ adequate sightlines for both pedestrians and cars at junctions	N/A	There is no 'front door' access proposed from rear lanes.

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, dimensions and street pattern contributes to an efficient neighbourhood pattern. The

Checklist Criteria	Complies	Our Response
		neighbourhood centre can be considered as occupying one block, which is in keeping with the existing neighbourhood pattern.
▫ High levels of pedestrian connectivity throughout the neighbourhood	✓	Pedestrian connectivity is emphasised throughout the proposal with the inclusion of the pedestrian spine and crossing over Roghan Road. Alongside this, 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 including the park / open space and residential areas located within Area C.
▫ Choice in the type of housing	✓	Whilst housing choice and mix is not the predominant aim of the proposal, the mix in lot sizes and flexibility in use allows for a mix in 'shop-top' housing.
▫ Rear lanes that maintain standard lot types and dimensions	✓	The rear lane lots are fairly uniform in size and dimension. They are smaller than other rear access lots throughout the area so they can facilitate the built form outcome desired for the neighbourhood centre.
Laneway lots		
If more than one dwelling is proposed, are the laneway lots:		
▫ At least 7.5 metres wide	×	The majority of laneway lots are at least 7.5m wide, but in order to facilitate the built form outcome envisaged for an effective neighbourhood centre, lots have been created smaller to give freehold title. Freehold title is needed to achieve the the 'shop-top' desired outcome of the ULDA.
▫ At least 30.0 metres deep on at least one side of the laneway	×	As above.
To enable ease of visitor access to houses which front the laneway has:		
▫ The block length been shortened	✓	The internal block lengths have been shortened and the layout is such that visitors do not have to walk the whole length of laneways. The laneway is

Checklist Criteria	Complies	Our Response
		predominantly a service lane, and therefore visitor parking/ access has not been a design priority.
▫ 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	✓	The proposed lot design allows for climate-appropriate orientation, by providing a north/south lot orientation where possible.
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, by providing an east/west road orientation where possible.
To avoid the western summer sun are:		
▫ Wide lots minimised on the north-south streets	✓	Wide lots are minimised on north-south streets with no standard lot exceeding 12.5m in width. 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	✓	Built-to-boundary walls are incorporated within the development to provide an appropriate building finish that characterises the area as the mixed-use neighbourhood centre. As part of this, built to boundary walls will not be restricted with this proposal.
Lot arrangement		
Are lots within the block arranged so that:		
▫ The highest densities are located around open space, amenity features or other focal points	✓	Densities are to be even across the whole block. Within the scheme of the wider area, densities are increased around the neighbourhood centre (subject site).
▫ 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	There is no terrace housing proposed.
▫ There are no more than eight narrow frontage lots in a row	✓	There are no more than 8 narrow frontage lots proposed along the same road.
▫ There are no more than four lots	✓	Lots with a width of 7.5m or less in

Checklist Criteria	Complies	Our Response
with a width of 7.5 metres or less in a row unless serviced by a rear lane		rows greater than four are serviced by rear roadway to facilitate loading, parking and access.
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 throughout the proposal.
- Multi-family housing lots are preferred on highly accessible: - Block ends - Corner lots - Lots with dual road frontage	N/A	There are no multi-family lots proposed.
Are small lots minimised:		
At the end of a T-intersection	✓	Small lots are provided in order to provide freehold lots to facilitate orderly development of shop-top housing and mixed uses.
At the entrance to a precinct if not rear lane accessed	✓	Smalls lots are serviced by an internal road network that allows for rear servicing.

Building Design

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	N/A	There are no terrace, row or loft housing lots proposed.
Traditional, courtyard, villa and multi-family housing lots:		
In accordance with the following table: Width of lot frontage	N/A	There are no Traditional, courtyard, villa and multi-family housing lots proposed.
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 of 2.7 metres by 5.5 metres.
Are tandem parking spaces provided to allow for:		
one on-site visitor parking on	N/A	Traditional, courtyard, villa and multi-

Checklist Criteria	Complies	Our Response
traditional, courtyard, villa and multi-family lots not serviced by a laneway		family housing lots are not proposed with this development.
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	N/A	There is no provision for visitor car parking between the buildings and verge.
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 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,	✓	Car parking areas can be located on all proposed lots so that they do not dominate the lot frontage. This can be conditioned. Adequate on-street car parking can be provided within Area C 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 road widths.

Checklist Criteria	Complies	Our Response
or where on-street car parking is provided in accordance with a parking management plan.		
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	✓	Where feasible buildings will address each street frontage when located on corner allotments and front doors are to address the primary street frontage.
Site coverage		
Does the total site coverage of development of a lot:		
- 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	✓	To achieve a neighbourhood centre in a mixed use context, higher site coverage is needed. The built form across the whole site is reduced through the provision of park, road and verge planting. The scale and bulk of the buildings is also reduced by only having a height of 2-3 storeys across the site.
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. Front doors and entryways will be clearly defined with the use of textured and varied building materials.
Do all dwellings have:		
- a habitable room with windows facing onto the street - a sidelight window at the front door	✓	Rooms of shop-top homes will have street orientated rooms as well as clearly defined entryways.
Slope		
Are buildings on narrow sloping lots (less than 15.0 metres wide) built to the boundary:		
on the low side of the lot	N/A	The subject site is generally flat.
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	✓	The proposal incorporates several façade treatments to help reduce the

Checklist Criteria	Complies	Our Response
provided □ window hoods provided □ shadow lines created on the building through minor changes in the facade (100 millimetres minimum)		bulk of the building. Although lots are less than 10m the nature of the proposal dictates that the development may look like a single building. Variation and shadow lines across the building front will help to reduce the bulk of the built form.
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	✓	There are several design elements throughout the built form. Please refer to the architectural detail in the appendix.
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.	✓	Where overlooking issues may arise, there has been the inclusion of screening devices on windows to minimise the effect.
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	N/A	Front fences and walls are not proposed.

Checklist Criteria	Complies	Our Response
the main private open space is in front of the dwelling, the maximum height for solid front fences and walls 1.8 metres.		
Is all fencing interfacing with a park:		
- no more than 1.5 metres high - predominantly open in nature.	N/A	As above.
Are fences on laneways:		
1800 millimetres high and completely screen private open space, car parking and service areas	N/A	As above.
Are fences on corner lots:		
designed as front fences addressing both streets (rather than a front and a side fence)	N/A	As above.
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	N/A	As above.
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 living areas of all product types comply with the minimum size criterion.
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.	✓	Above ground level private open space is to be a minimum of 5.5m ² in area with a minimum dimension of 1.2m.
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	N/A	The POD does not make provisions for communal open space.

Checklist Criteria	Complies	Our Response
▫ 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.		
Loft apartments		
Do loft apartments:		
▫ 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	N/A	This reconfiguration does not propose Multi Family Dwelling Lots.

Checklist Criteria	Complies	Our Response
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		

PARK DESIGN

Checklist Criteria	Complies	Our Response
Park function and experience		
Does the network of parks and open space:		
provide for multiple purpose parks	N/A	The proposal is not of a scale or nature to accommodate the provision of a multi purpose park.
provide for smaller 'pocket' parks	✓	The reconfiguration proposes a pocket park to help reduce built form and allow for greenspace.
distribute parks and open space throughout the neighbourhood	✓	Areas of park / open space are situated throughout the wider Area C development zone.
Do parks:		
contribute to the ecological and civil engineering functions of the neighbourhood	✓	Please refer to the supporting engineering and landscaping drawings.
provide for a diversity of recreation functions and experiences for anticipated users	✓	The proposed areas of park / open space allow for a diverse range of recreation functions and experiences.
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	Area C does not contain existing natural or cultural values.
a clear relationship between public open space and adjoining land uses established by appropriate treatment	✓	There is a clear relationship between the park and the built form in that the park creates a pedestrian link and

Checklist Criteria	Complies	Our Response
including alignment, fencing, landscaping, and addressing issues of security and surveillance		greenspace throughout the neighbourhood centre. This relationship is emphasised by the parks central location and path network.
▫ avoidance of solid fencing along park and open space areas for security, surveillance, aesthetic and maintenance reasons	✓	No fencing is proposed along the park.
▫ landscaping that contributes to the park character and to flora and fauna habitat and fauna movement	✓	The landscape concept design package provides a detailed plan for the landscaping
For the safety and security of dwelling occupants and park users, is:		
▫ the majority of the park overlooked	✓	Overlooking of the park lots is facilitated by adjoining dwelling and street frontages with pedestrian pathways.
▫ at least 50 per cent of the perimeter of the park bounded by a street	✓	The park is bounded by streets on two sides (north and south).
Trees and vegetation		
Are existing trees and other vegetation:		
▫ retained within all parks	N/A	The subject site does not contain vegetation for retention.
▫ 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 park is situated so as to provide an open space for the neighbourhood centre. This is done with a combination of location and through linkages that allows unctional use.
▫ incorporate existing natural features	N/A	The subject site does not contain existing natural features.
▫ incorporate landscaping to assist in creating neighbourhood identity and wayfinding	✓	The pocket park is to incorporate landscaping in accordance with the landscape concept plan.
Neighbourhood parks		
Are neighbourhood parks:		
▫ centrally located	N/A	A neighbourhood park does not form part of this proposal.
▫ supporting the local communities recreational needs	N/A	As above.

Checklist Criteria	Complies	Our Response
providing opportunities for community and special events	N/A	As above.
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.

5.4 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.

Table 5 – ULDA Guideline No. 5 Response

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).	✓	There is an approved neighbourhood park within 400m walking distance of the site. A pocket park is also proposed within the subject site.
□ Clear, direct walk or cycle access to neighbourhood centres.	✓	The neighbourhood centre sits within the existing pedestrian and cycle network.
□ 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).	N/A	The site is not within the suburban neighbourhood.
□ Urban neighbourhood - average net residential density of at least 30 dwellings per hectare.	N/A	The site is not within the urban neighbourhood.
□ Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes.	✓	The development forms the neighbourhood centre for Area C. Alongside this, the mixed use nature of the proposal, coupled with the existing surrounding dwelling densities allow for the minimum density to be achieved. Having said this, it should be noted that dwelling density is not the main aim of the proposal, rather it is achieving an effective neighbourhood centre that can service the surrounding residential area.
Land Use		
□ Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access.	✓	The proposal is located alongside Roghan Road and Carselgrove Avenue. Access is gained from an access street off Roghan Road to alleviate traffic issues. The location of the centre allows for it to service neighbourhoods to the

Checklist Criteria	Complies	Our Response
		east, west and south, and form a connection with the community centre to the north.
Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.	✓	The previous development approval consists of a neighbourhood park - DEV2011/182.
Street Network		
Grid pattern or modified grid responsive to site characteristics.	✓	The internal street network follows a modified grid pattern to promote through access and minimise pedestrian conflicts.
Where slope allows, orientation within 15 degrees of north-south or east-west.	✓	Predominantly, lots are orientated to within 15 degrees of a north/south direction to enhance solar access.
Connector and main streets of centres orientated to landmarks.	N/A	There are no connectors or main streets proposed.
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. Having said this, the topography of the site is relatively flat and does not constrain layout.
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 - rear lanes (See ULDA Guideline no. 6 - Street and movement network)	✓	The proposed 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 provides for safe and efficient pedestrian and cyclist movement. Street tree networks allow for water sensitive design. This will be detailed within the landscape concept. Rear lanes are proposed within the street design.
Block Sizes		
Length 100-200 metres	✓	Block lengths are a maximum of 110m.
Mid-block break providing a pedestrian link when blocks are over 130 metres	N/A	
Depth 40-80 metres	✓	The neighbourhood centre block is

Checklist Criteria	Complies	Our Response
		approx 65m deep.
Suburban neighbourhood lot layout		
□ No more than eight narrow (less than 10.0 metres) frontage lots in a row.	N/A	The proposal is not within a suburban neighbourhood.
□ 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	The proposal is not within a suburban neighbourhood.
□ No more than twelve lots with a width of less than 5.0 metres in a row.	N/A	The proposal is not within a suburban neighbourhood.
□ Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage.	N/A	The proposal is not within a suburban neighbourhood.
□ Lot corners match or are within 1.0 metre of corners of adjoining lots.	N/A	The proposal is not within a suburban neighbourhood.
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 proposal is not within an urban neighbourhood.
□ One lot type is not to dominate a street block.	N/A	The proposal is not within an urban neighbourhood.
□ Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.	N/A	The proposal is not within an urban neighbourhood.
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. Please refer to the attached civil engineering report and stormwater report. The site is above the Q100 flood level.

5.5 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.

Table 6 - ULDA Guideline No.6 Response

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.
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. These connections also provide pedestrian access from the development to Carselgrove Avenue.

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 E-W.
□ Connector and main streets of centres orientated to landmarks.	✓	The external road network aligns the streets towards this proposal.

Checklist Criteria	Complies	Our Response
▫ To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.	✓	The land does not contain slopes of 6% or more.

5.6 Guideline No.9 – Centres

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

Checklist Criteria	Complies	Our Response
Centre Layout		
The layout of each centre needs to respond to its particular setting and characteristics, including such matters as existing natural features, role in the centres network and relationship to transport networks. However there are certain basic principles that underpin the structure of successful centres, and should provide the initial starting point for any centre design activities.		
Structure		
□ Compact and walkable usually not extending more than 400 metres from focal point.	✓	The centre is compact and walkable and does not expand past 400m. The whole centre is approx 110x65m.
Focal Point		
□ Plaza, square or local park located close to public transport stop.	✓	The park is located as close to public transport as possible. The rest of the development is focussed around this feature but is also easily accessed by public transport.
Land Use Mix		
□ Predominantly retail and community uses at ground level, with residential/office activities above. Retail to include a supermarket which may not be full-line depending on centre catchment.	✓	The product mix and development type is such that there is provision for 'shop-top' housing. Mixed use spaces are located on the ground floor of buildings with provision for a supermarket in the retail area. The internal building design allows for flexible living arrangements and can allow for the extension of shop/ office space into the second floor.
Community Facilities		
□ Locate community facilities requiring high levels of accessibility within or adjoining centres.	✓	The pocket park is located to provide a high level of accessibility and can be accessed from multiple directions and via different forms of transport.
Height and Density		
□ Commensurate with surrounding development. Usually no more than 3 storeys in suburban neighbourhoods.	✓	The development is not proposed to exceed 3 storeys.
Transition		
□ Incorporate residential into mixed-use developments near residential neighbourhoods to provide a transition between residential and non-residential uses.	✓	The 'shop-top' mixed use development model allows for a transition between residential and non-residential uses.
Public Transport		
□ One or more local bus routes linking catchment neighbourhoods to centre.	✓	There is a bus route that runs along Roghan Road adjacent to the development.
Relationship to Transit Node		

Checklist Criteria	Complies	Our Response
▫ Locate bus stop close to focal point and retail core.	✓	The focal point and core is as close as practical to the bus stop.
Development Staging		
▫ Higher density buildings may not be viable until the community reaches certain development thresholds. Key, highly accessible lots should be retained for longer-term development when these thresholds are achieved. Staging of development to replace initial lower intensity development with more intense development over the longer term is also acceptable.	✓	The development has been staged accordingly with uses being flexible to achieve a viable threshold for more intense use over the longer term.
Interim Uses		
▫ Depending on the specific context, a range of interim uses may be acceptable within a centre. The key tests to determine acceptability are whether the interim use would be compatible with existing and proposed centre activities and whether the interim use would be likely to prejudice or delay the ultimate development of the site and adjoining areas. Interim uses should be low intensity in nature and characterised by a low investment in buildings and infrastructure relative to the value of the site.	✓	The flexible nature of the development allows for the provision of interim uses that will not detrimentally affect the end product of the proposal. Interim uses in this context can be thought of as low-scale businesses that can take advantage of the 'shop-top' housing provisioned. These uses do not require large amounts of infrastructure and investment and are flexible enough to be compatible with the end uses of the centre.
CPTED		
▫ Ensure that the centre layout achieves the CPTED principles for the design of centres.	✓	The lot layout encourages CPTED principles such as passive surveillance and pedestrian activity through the provision of highly trafficable areas, no long, dark lanes and both passive and active surveillance.
Streets and Lots		
A fine-grained street network encourages pedestrian movements and street activity, contributing to the vitality of the centre.		
Street Network (internal)		
▫ Highly connected, legible and permeable grid. Network promotes safe movements and provides direct pedestrian and cyclist access to the centre's focal point/transit opportunities. All streets should accommodate multiple transport modes to encourage activity and personal safety. Streets should accommodate on-street parking	✓	The internal street network promotes through movement and allows for the separation of bikes, pedestrians and cars. On street parking has been designed to allow for the preservation of walking and cycling amenity whilst still allowing for navigatable streets. Buildings are front-loaded to allow for an active main street and encourage active frontages.

Checklist Criteria	Complies	Our Response
and vehicle movements without compromising walking and cycling safety and amenity. The street network should provide sufficient capacity for service vehicles, taxis and public transport stops and layovers as required. Focus internal street design around achieving a safe and attractive main street as the heart of the retail, entertainment and civic/cultural uses. ▫ Development on Main Streets with active frontages are provided with access from rear lane or other access streets for service vehicles and to parking areas to reduce potential conflicts with pedestrians and cyclists.		Buildings can be serviced from the rear to mitigate potential conflicts.
Internal street types and designs		
▫ Main street located parallel to and adjacent to connector street where necessary to maintain pedestrian amenity due to traffic volumes. Rear lane to service centre.	✓	The development is serviced by rear lanes to preserve pedestrian amenity and to reduce traffic volumes.
▫ Streets should be designed to accommodate all activities that take place in the street (such as outdoor dining, landscaping, bus stops, cycle lanes and on-street parking), not just the roadway or vehicle movements. Ensure streets provide access for emergency vehicles.	✓	The internal streets allow for a large amount of footpath space to promoted outdoor landscaping. The landscape concept plan addresses this further.
Preferred block size		
▫ Parallel streets not more than 100 metres apart, and total block perimeter no greater than 600 metres.	✓	The block perimeter is less than 600m and the streets are not more than 100m apart.
Maximum Block Size		
▫ Maximum Block Size is 150 metres x 70 metres	✓	The internal block sizes are all less than 150 x 70m. They range form 15 x 30m up to 110 x 35m.
Pedestrian Links		
▫ Where block lengths exceed 120 metres, a mid-block pedestrian and cycle connection with a minimum width of 6 metres, constant public access and incorporating CPTED principles should be provided.	N/A	Block length does not exceed 120 metres. Mid block connections are provided with the pocket park however.
Active transport links		

Checklist Criteria	Complies	Our Response
Provide direct links from the centre street network to the main pedestrian and cycle network.	✓	The centre is connected to the external network through the provision of footpaths and walkways through the park.
Weather protection		
All streets (except lanes) are provided with awnings where buildings are built to the street frontages and/or street trees to provide weather protection and visual amenity.	✓	Awnings will be provided where appropriate. It is expected that this will be a condition of approval.
Built Form		
Buildings in centres play an important role in defining the streetscape and public realm, and determining the character and amenity of a centre.		
Streetscape		
Buildings on a main street or connector street should be built to the street alignment for at least two-thirds of the street frontage.	✓	Buildings will be front loaded and built to the frontage where appropriate.
Building Scale		
Buildings built to the street alignment are commensurate in scale with the width of the street. The minimum height for buildings built to the street alignment is 2 storeys.	✓	Buildings fronting the street are built according to the proposed scale of development and are a minimum of 2 storeys high.
Ground Level		
Built to street alignment buildings provide an awning over the footpath for weather protection. Awnings may need to be set back from the kerb or include cut-outs to allow for street trees. The ground floor of buildings on active frontages (including mid-block pedestrian walkways) should accommodate high activity uses such as retail, entertainment or community activities, present an interesting facade with extensive use of windows and doors (see Figure 2). Long single use frontages should be avoided. Large format retail uses such as supermarkets or discount department stores should be sleeved by smaller retail and similar uses along active street frontages.	✓	Awnings are provided to allow for weather protection where required.
CPTED		
Ensure that built form incorporates CPTED principles for the design of buildings. In particular, buildings	✓	The considered design of the centre has incorporated CPTED principles including passive surveillance and high amounts of people

Checklist Criteria	Complies	Our Response
fronting public realm such as streets, parks, plazas, walkways and the like should be designed to provide significant opportunities for passive surveillance of the public realm.		movement. The public realm has been designed in accordance with CPTED.
Building Typology		
▫ Buildings should generally be low-rise.	✓	Buildings are not more than 3 storeys and are in keeping with the appropriate scale.
Corners		
▫ Buildings on corners must address both street frontages. Corners should be expressed as stronger visual elements, including feature building entries.	✓	Buildings on corner lots have been designed so that both frontages can be adequately addressed.
Public Realm		
The public realm includes both public and privately owned land to which the public has access. It includes parks, plazas and squares and pedestrian areas along footpaths and around and through buildings. A high quality public realm is an essential component of a successful centre.		
Network		
▫ Each centre provides a variety of public spaces commensurate with its size and function. Public spaces should provide a variety of low intensity recreational opportunities including seating, eating, resting and play areas. Each centre should include a public space designed to accommodate community activities such as markets or outdoor concerts. Footpaths are a significant element of the public realm and should be provided with shade and seating.	✓	There are a number of public spaces available throughout the site including the park, footpath and active street frontages. The public realm includes seating and eating areas within both private and publicly owned land. There is a provision for an awning and arcade style development to bolster the built form and provide an active public realm that encourages interaction.
Types of spaces		
▫ Limited range of public spaces - may simply comprise a local park, depending on size of centre.	✓	There is a pocket park included in the proposal, as well as footpath and awning spaces.
Design		
▫ Public spaces should be designed as an integral part of the centre, and defined by and integrated with the street network and surrounding buildings (see Figure 6). Simply designed, well proportioned public spaces that can accommodate a variety of spaces, facilities and activities that meet the needs of all ages, abilities and cultures are preferred. Larger public spaces should be provided with	✓	The pocket park forms the main public area of the centre and forms an integral part of the movement network both in and through the centre. The park can accommodate a number of uses and with the provision of the awning running through the park and over the road to the south, there can be a number of market style activities undertaken.

Checklist Criteria	Complies	Our Response
appropriate facilities including water bubblers and toilets. Design should incorporate Water Sensitive Urban Design (WSUD) best practice.		
Landscaping		
Public spaces and footpaths to be provided with shade trees and furniture. Each centre should have a consistent landscape theme using a limited palette of vegetation species, furniture and signage to contribute to the identity of the centre. Use of endemic species is supported where practicable.	✓	There are a number of landscaping features provided. These include shade trees, street planting, benches and other street furniture. Please refer to the landscape plan for further detail.
Lighting and signage		
Public realm should be provided with adequate lighting and signage for way finding and safety. Care should be taken with lighting design to ensure that nearby residences are not affected by "overspill".	✓	Lighting and signage has been provided where appropriate. Please refer to the landscape and architectural plans for detail.
CPTED		
All areas of the public realm should be designed to achieve the CPTED principles for the design of the public realm.	✓	CPTED has been used to create a space that does not allow for unsavoury activities. Examples of CPTED principles utilised include- passive surveillance, adequate lighting, high pedestrian movement and a lack of dead end areas.
Car Parking/ Service Areas		
Adequate car parking must be available for a centre to be economically viable. The location and design of car parks strongly influences the walkability and amenity of centres.		
Number of spaces		
- The development scheme will set out specific requirements for car parking for particular uses. The ULDA encourages development that reduces the total number of on-site spaces required through approaches including: – sharing of car parking between activities with different patterns of parking use in mixed use developments – provision of on-street spaces – maximising accessibility by public and active transport – matching provision to specific demands (e.g. housing targeted for the elderly).	✓	The proposal meets the required number of spaces as dictated within the scheme. There are a number of on-street parking spaces provided around the periphery of the centre accompanied by a dedicated parking area, as well as lots having dedicated parking space.

Checklist Criteria	Complies	Our Response
Location/ design		
▫ On-site car parking and service areas are either integrated within or under buildings and sleeved by useable floor space, or are located away from the public realm behind buildings.	✓	Car-parking for individual lots can be accommodated within the building and away from the public realm. Where the bank of car-parks is proposed at the southern end of the lot, the car parks have been screened with an arbour to shield it from the public realm, and create a soft edge to define the site.
Ground level parking		
▫ Ground level car parking areas are screened from the public realm by buildings or landscaping, are provided with night lighting, and have at least one shade tree per 6 parking spaces with 15sqm of deep soil and permeable surface per tree.	✓	The parking area on the southern edge of the centre is screened from the public realm with an arbour. The area will be provided with adequate night lighting and trees will be planted accordingly. Please refer to the landscape report for detail.

6 CONCLUSIONS AND RECOMMENDATIONS

The proposal is consistent with and promotes the intention of the Urban Land Development Authority to create affordable and sustainable housing. The proposal complies with the intent of Precinct 4 in the Fitzgibbon Development Scheme and the Assessment Criteria of the Fitzgibbon Development Scheme.

It is recommended that a Development Permit for a Material Change of Use for Shopping Centre (Shop, Fast Food Premises, Food Premises, Market,) Office, Medical Centre and House and Development Permit for Reconfiguration of a Lot (1 into 34 Lots plus new road) be approved subject to reasonable and relevant conditions.

Appendices

- A. Plan of Development prepared by Degenhart Shedd;
- B. Plan of Reconfiguration prepared by Wolter Consulting Group;
- C. Landscape Concept Plans prepared by Place Design Group;
- D. Engineering Services Report and Drawings prepared by ETS;
- E. Car Parking Analysis Plan Prepared by ETS; and
- F. Supporting Information