



**TOOWOOMBA
REGION**

Rich traditions. Bold ambitions.

Proposed Amendment No. 20 to the Toowoomba Regional Planning Scheme

Formal Documentation



**TOOWOOMBA
REGION**

Rich traditions. Bold ambitions.

Proposed Amendment No. 20 to the Toowoomba Regional Planning Scheme

Contents

Part 1	Preliminary	2
Clause 1	Short title	2
Clause 2	Adoption	2
Clause 3	Commencement	2
Part 2	Amendment of the Planning Scheme	2
Clause 4	Amendment of the Planning Scheme	2
Clause 5	Amendment of Part 05 – Tables of Assessment	2
Clause 6	Amendment of Part 09 – Development Codes	2
Clause 7	Amendment of Schedule 2 – Zone Mapping	9
Clause 8	Amendment of Schedule 2 – Transport Noise Corridor Mapping	9
Clause 9	Amendment of Schedule 2 – Heritage Overlay Mapping	9

Part 1 Preliminary

Clause 1 Short title

(1) This amendment may be cited as proposed Amendment No. 20 to the Toowoomba Regional Planning Scheme.

Clause 2 Adoption

(1) Toowoomba Regional Council adopted this planning scheme amendment on the [insert day/month/year]

Clause 3 Commencement

This amendment took effect on [insert day/month/year]

Part 2 Amendment of the Planning Scheme

Clause 4 Amendment of the Planning Scheme

(1) Toowoomba Regional Planning Scheme is amended in the manner set out in this part.

Clause 5 Amendment of Part 05 – Tables of Assessment

(1) Part 5.8, Table 5.8:1 Operational Work section corresponding with Accepted Development-

omit, insert-

Accepted development
Excavating or filling, other than excavating or filling associated with reconfiguring a lot, if: (a) all of the following apply: i) the level of any part of the site would change by less than 1m; ii) less than 50m ³ of fill is deposited on, or less than 50m ³ of excavated material is removed from the premises; iii) the development does not occur on a part of the premises to which a Flood Hazard Overlay applies; or (b) the development is in the rural zone, associated with a rural activity, and is for the purpose of or associated with taking (including diverting) of water or interference with the flow of water as defined in the Water Act 2000 (e.g. ring tanks, farm dams etc.).
Any other operational work not listed in this table

Clause 6 Amendment of Part 09 – Development Codes

(1) Part 9.4.6, Table 9.4.6:1, PO₁.

omit, insert-

- PO₁ Vehicular access arrangements, including driveway crossovers:
- (1) are appropriate for:
 - (a) the capacity of the parking area;
 - (b) the volume, frequency and type of vehicle useage; and
 - (c) the function and configuration of the access road;
 - (2) minimise any potentially adverse impact on:
 - (a) the safety and efficiency of the road and pedestrian/cycle paths;
 - (b) the safety and efficiency of the road and footpath users;
 - (b) the integrity of any infrastructure within the road reserve; and
 - (c) the safety of access to adjacent properties.
 - (3) protect the amenity of premises in the vicinity by:
 - (a) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location;
 - (b) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering:
 - (i) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);
 - (ii) minimising the width and grade of the access;
 - (iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and
 - (iv) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.
- (2) Part 9.4.6, Table 9.4.6:1, AO_{1.1}-

omit, insert-

- AO_{1.1} Vehicular access and driveway crossovers are not:
- (a) an additional site/property access;
 - (b) to a State-controlled Road or a road with bluestone kerbing;
 - (c) within 25 m of a signalised road intersection;
 - (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area;
 - (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area;
 - (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset;
 - (g) within the outer canopy of any street tree;
 - (h) for a lot with a frontage of 10m or less;

- (i) greater than 4m in width when for a lot with a frontage / width of more than 10m but less than 20m; and
- (j) greater than 6m in width when for a lot with a frontage / width of greater than 20m.

Note: An additional site access is considered to be more than one site access.

(3) Part 9.4.6, Table 9.4.6:1, AO_{1.2}-

omit, insert-

AO_{1.2} Except where in a Rural Zone, vehicular access and driveway crossovers:

- (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits);
- (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway;
- (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve;
- (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);
- (e) do not have access restricted by an access restriction strip or link reserve;
- (f) do not access an unformed or unkerbed road;
- (g) are constructed from reinforced concrete;
- (h) are perpendicular to the road edge; and
- (i) are provided in accordance with the **Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant) and the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.**

(4) Part 9.4.6, Table 9.4.6:1-

insert-

AO_{1.3} Where in a Rural Zone, vehicular access and driveway crossovers :

- (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits);
- (b) do not affect or are not adjacent to a a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway;
- (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve;
- (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);

- (e) do not have access restricted by an access restriction strip or link reserve;
- (f) are sealed where accessing a sealed formed road;
- (g) are perpendicular to the road edge; and
- (h) are provided in accordance with the relevant standard drawing in **SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure**.

(5) Part 9.4.7, Table 9.4.7:1, Column 1, Row 16 after Vehicular Access

insert-

- Non - Residential

(5) Part 9.4.7, Table 9.4.7:1, PO₁₃

omit, insert-

PO₁₃ Non-residential vehicular access arrangements to a public roadway, including driveway crossovers:

- (1) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network;
- (2) are located and designed to:
 - (a) avoid damage to utility services, pathways, krebs, road pavement and seal and other council/public infrastructure;
 - (b) prevent conflict between vehicles and cyclists and pedestrians; and
 - (c) avoid damage to existing street trees and retain space for the future planting of street trees within the verge.
- (3) minimise the number of vehicular access per site to avoid the loss of on-street carparking spaces, and are appropriately separated from other vehicular accesses and side property boundaries to prevent interference with:
 - (a) the safety, capacity and operations of the existing or planned road network;
 - (b) any existing vehicular accesses;
 - (c) adjoining properties; and
 - (d) cycleways or pedestrian footpaths and their users.
- (4) protect the amenity of premises in the vicinity and surrounding streetscape by:
 - (a) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);
 - (b) minimising the width and grade of the access; and
 - (c) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping.

(6) Part 9.4.7, Table 9.4.7:1, AO_{13.1}

omit, insert-

AO_{13.1} Non-residential vehicular access and driveway crossovers to a public road are not:

- (a) an additional site/property access;
- (b) to a State-controlled Road or a road with bluestone kerbing;
- (c) within 25m of a signalised road intersection;
- (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area;
- (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area;
- (f) for a lot with a frontage of 10m or less;
- (g) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; and
- (h) within the outer canopy of any street tree.

Note: An additional site access is considered to be more than one site access.

(7) Part 9.4.7, Table 9.4.7:1, AO_{13.2}

omit, insert-

AO_{13.2} Non-residential vehicular access and driveway crossovers:

- (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits);
- (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve;
- (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve;
- (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);
- (e) do not have access restricted by an access restriction strip or link reserve;
- (f) do not access an unformed or unkerbed road;
- (g) are constructed from reinforced concrete;
- (h) are perpendicular to the road edge;
- (i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and
- (j) are provided in accordance with the **Australian Standard AS 2890.1 – Off Street Car Parking** and **Australian Standard AS 2890.2** (where relevant) and the relevant standard drawing in **SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure**.

(8) Part 9.4.7, Table 9.4.7:1, Column 1, after Row 17

insert-

(new row) Vehicular Access – Residential

(9) Part 9.4.7, Table 9.4.7:1, after new row

insert-

PO₁₄ Residential vehicular access arrangements, including driveway crossovers:

- (1) are appropriate for:
 - (a) the capacity of the parking area;
 - (b) the volume, frequency and type of vehicle useage; and
 - (c) the function and configuration of the access road.
- (2) minimise any potentially adverse impact on:
 - (a) the safety and efficiency of the road and pedestrian/cycle paths;
 - (b) the safety and efficiency of the road and footpath users;
 - (b) the integrity of any infrastructure within the road reserve; and
 - (c) the safety of access to adjacent properties.
- (3) protect the amenity of premises in the vicinity by:
 - (a) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location;
 - (b) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering:
 - (i) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);
 - (ii) minimising the width and grade of the access;
 - (iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and
 - (iv) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.

(10) Part 9.4.7, Table 9.4.7:1

insert-

AO_{14.1} Residential vehicular access and driveway crossovers are not:

- (a) an additional site/property access;
- (b) to a State-controlled Road or a road with bluestone kerbing;
- (c) within 25 m of a signalised road intersection;
- (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area;
- (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area;
- (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset;

- (g) within the outer canopy of any street tree;
- (h) for a lot with a frontage of 10m or less;
- (i) greater than 4m in width when for a lot with a frontage/width of more than 10m but less than 20m; and
- (j) greater than 6m in width when for a lot with a frontage/width of greater than 20m.

Note: An additional site access is considered to be more than one site access.

(11) Part 9.4.7, Table 9.4.7:1

insert-

AO_{14.2} Except where in a Rural Zone, residential vehicular access and driveway crossovers:

- (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits);
- (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway;
- (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve;
- (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);
- (e) do not have access restricted by an access restriction strip or link reserve; or
- (f) do not access an unformed or unkerbed road;
- (g) are constructed from reinforced concrete;
- (h) are perpendicular to the road edge; and
- (i) are provided in accordance with the **Australian Standard AS 2890.1 – Off Street Car Parking** and **Australian Standard AS 2890.2** (where relevant) and the relevant standard drawing in **SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure**.

(12) Part 9.4.7, Table 9.4.7:1

insert-

AO_{14.3} Where in a Rural Zone, residential vehicular access and driveway crossovers :

- (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits);
- (b) do not affect or are not adjacent to a a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway;
- (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve;

- (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);
- (e) do not have access restricted by an access restriction strip or link reserve;
- (f) are sealed where accessing a sealed formed road;
- (g) are perpendicular to the road edge; and
- (h) are provided in accordance with the relevant standard drawing in **SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure**.

(12) Part 9.4.7, Table 9.4.7:1, after new PO₁₄ and AO_{14.1} – AO_{14.3}-
 Renumber PO₁₄ – PO₂₃ and AO_{14.1} – AO_{22.3}

Clause 7 Amendment of Schedule 2 – Zone Mapping

(1) Zone maps-
omit, insert-

The following Zone maps in the form shown in Appendix 1:

Oakey 05, T11, T18, T27, T35, T39, T46, T49, T55, T56, T63, T69, T70

Clause 8 Amendment of Schedule 2 – Transport Noise Corridor Mapping

(1) Transport Noise Corridor maps
insert-

The following Noise Transport Corridor maps shown in Appendix 2:

Bowenville, Brookstead, Cambooya, Clifton 01, Cooyar, Crows Nest 02, Crows Nest 03, East Greenmount, Hampton 01, Hampton 02, Jondaryan, Millmerran 01, Millmerran 02, Millmerran 03, Millmerran 04, Nobby, Oakey 02, Oakey 04, Oakey 05, Oakey 08, Pechey, Pittsworth 01, Pittsworth 02, Southbrook, T09, T14, T21, T27, T28, T29, T34, T35, T38, T39, T42, T46, T47, T48, T49, T51, T52, T53, T54, T55, T56, T57, T62, T63, T64, T67, T68, T69, T70, T75, T76, T81, Vale View, Wyreema, Yarraman 01, Yarraman 03

Clause 9 Amendment of Schedule 2 – Heritage Overlay Mapping

(1) Heritage Overlay maps-
omit, insert-

The following Heritage Overlay maps shown in Appendix 3:

Cooyar, H-T56, H-T64

Appendix 1 – Schedule 2 Zone Mapping

Appendix 2 – Schedule 2 Transport Noise Corridor Maps

Appendix 3 – Schedule 2 Heritage Overlay Maps