




# Blackall – Tambo Region Planning Scheme


# APPLICANT- NEW BEGINNINGS CHURCH


## General Development Code - Planning Scheme Section 6.2.2

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
<b>Site Layout</b>				
<b>PO1</b> The scale of new buildings and facilities suits its site and its surroundings.	<b>AO1</b> New buildings cover less than the following percentage of site area: <ul style="list-style-type: none"> <li>• Township zone (where not in a precinct) - 50%;</li> <li>• Township zone (Commercial precinct) - 90%;</li> <li>• Township zone (Mixed Use precinct) – 50%;</li> <li>• Township zone (Industrial precinct) - 40%;</li> <li>• Recreation and Open Space zone – 10%; and</li> <li>• Rural zone – no acceptable outcome prescribed.</li> </ul>	Total site cover may be able to be increased if proven to provide long term benefits to area – e.g. goods and service store in a Township zone (where not in a precinct).	The scale of new buildings and facilities exceeds what is intended for the site and surrounding area.	<b>AO1</b> Site cover is less than 50%
Editor's note—The following animation is included to provide an illustrated indication of how the acceptable outcome could be met. <div style="text-align: center; margin-top: 20px;">  <p><a href="#">View animated code provision.</a></p> </div>				

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<b>PO2</b> Setbacks for buildings and structures for the front, side and rear are in keeping with other nearby buildings.	<b>AO2.1</b> Setbacks are to meet the Building Code of Australia requirements (including any variations as per the Queensland Development Code).  <b>AO2.2</b> Setbacks are to allow for off street parking and vehicle movement, and in the Commercial precinct, off street parking is located at the rear of buildings to allow for easy vehicle movement and access.	Sometimes different setbacks are needed depending on the site layout or the type of new buildings proposed. It is important to make sure that reductions in setbacks don't impose on other properties, make it difficult for others to then use their properties, or go against what is common in the street/surrounding area.	Building or site layout that means others can't use their properties properly, or that means the streetscape would look substantially different if the proposed new buildings or facilities were approved.	<b>AO2.1</b> All built form is setback in accordance with the QDC  <b>AO2.2</b> All car parking is onsite
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<b>PO3</b> Landscaping is provided to improve the presentation of the property – including, wherever possible, keeping existing trees that provide good shade.	<b>AO3.1</b> Except in the Commercial precinct and the Rural zone, a minimum of 10% of the total area for new buildings and facilities is landscaped.  <b>AO3.2</b> In all areas, keep, or provide and maintain, shade trees and shrubs on the site – not just grass and shrubs.	Slight reductions in landscaping on site if it is offset in some other way that still provides good amenity and heat reduction.	Landscaping which doesn't improve the appeal of the surrounding streetscape and existing buildings – e.g. concrete dominating the site.	<b>AO3.1 and AO3.2</b> Landscaping to include the 2 meter buffer zone around the van site areas, a BBQ area complete with outdoor table and seating, a fire pit that will be safe in containing the fire, photography area for taking photos and the areas around the ensuite units will be grassed and have garden beds. As we have done with landscaping the front of the church area, we will consult with local plant suppliers to ensure all plants are suited to the local conditions. It will be trees, shrubs and grassed areas.
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<b>Building Design</b>				

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<b>PO4</b> Building height is similar to the other buildings in town and around the Blackall-Tambo Region.	<b>AO4</b> New buildings are less than the following heights: <ul style="list-style-type: none"> <li>• Township zone (other than in the Industrial precinct) – 2 storeys or 8.5m above ground level;</li> <li>• Township zone (Industrial precinct) – 15m above ground level;</li> <li>• Rural zone – no acceptable outcome provided; and</li> <li>• Recreation and Open Space zone – 8.5m above ground level.</li> </ul>	The height of a building can be higher if it needs to be for a particular purpose – e.g. a church steeple, or a concrete batching plant.	Buildings higher than stated.	<b>AO4</b> Dwelling is 2 storeys and below 8.5m, also that other built form is limited to 1 storey
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<b>PO5</b> New buildings have a similar look and feel to any surrounding buildings, and look like they belong in the local area.	<b>AO5.1</b> In the Township zone (other than in the Commercial precinct, Industrial precinct and Mixed Use precinct), new buildings include at least 3 of the following: <ul style="list-style-type: none"> <li>• verandas or porches;</li> <li>• awnings and shade structures;</li> <li>• variations to the roof and building lines;</li> <li>• recesses and projections of the external facade;</li> <li>• doors and window openings;</li> <li>• a range of building materials, colours and textures matching or complementing those prevailing in neighbouring buildings; or</li> </ul>	Commercial and industrial buildings might need to look a certain way because of what they are used for (e.g. a service station, or a warehouse) – but buildings in these	Building designs which do not reflect the surrounding buildings, or contribute poorly to the streetscape.	5.1 N/A  5.2 Commercial tenancies are not being provided

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	<ul style="list-style-type: none"> <li>windows or other design features which overlook the street to allow for passive surveillance.</li> </ul> <p><b>AO5.2</b> In the Commercial precinct, new buildings will:</p> <ul style="list-style-type: none"> <li>provide for tenancies fronting the street</li> <li>provide an awning over the full length of the building frontage and setback a maximum of 0.25 metres from the kerb line</li> <li>at the ground storey, a minimum of 65% of building frontage is provided as predominantly transparent windows or glazed doors and a maximum of 35% as solid façade.</li> </ul> <p>Editor's note—Refer to PO25 related to retention/reuse of existing commercial buildings.</p>	areas should still look and feel similar to other buildings in the local area.		
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<p><b>PO6</b> New buildings include design features which allow for passive surveillance of the</p>				<p><b>AO6</b> Dwelling overlooks street which allows for casual surveillance</p>


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streetscape and measures that increase the safety of the neighbourhood.				
<b>Dual Occupancy and Multiple Dwelling</b>				
<b>PO7</b> Dual occupancy and multiple dwellings are built to a high standard and look like they belong in the local area, by using similar design features and layout to other nearby buildings.	<b>A07.1</b> New buildings use high standards of design which reflects surrounding residential buildings.  In particular, new buildings have at least one of these roof types with a pitch of 20 degrees or greater: <ul style="list-style-type: none"> <li>• skillion</li> <li>• gable</li> <li>• hipped; or</li> <li>• pitched.</li> </ul> <b>A07.2</b> Each dwelling includes the following design elements: <ul style="list-style-type: none"> <li>• a visible entry (i.e. a front door) from the main street frontage</li> <li>• bathroom, laundry and toilet windows which are located to offer privacy from the street and other dwellings on the premises</li> <li>• privacy screening to adjacent neighbours, either through landscaping or screen structures</li> </ul>	Sometimes newer buildings can look different to the surrounding area because of advances in architecture and building design. The design of new buildings should try as much as possible to complement the area they are located in.	Buildings that look like 'dongers' or trailer homes.  Poor design and layout – e.g. poor positioning of car parks (stopping doors from opening fully or driveways leading onto intersections, or poor vehicle circulation designs.	A07 N/A

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	<ul style="list-style-type: none"> <li>on-site parking provided at the side or rear of the site.</li> </ul>		Poor and/or lack of privacy and shading.	
<b>Additional uses on the same site (Ancillary uses)</b>				
<p><b>PO8</b>            In areas other than the Rural zone, additional buildings such as sheds, which support or do not dominate the purpose of the main building/s are reasonable in size and function.</p> <p>Editor's note—            Development on the same premises as an existing use that does not support that purpose, or dominates it, is considered a new use.</p>	<p><b>AO8</b>            In areas other than the Rural zone, ancillary buildings are not more than 10% of the floor area of the main building/s on the premises.</p>	<p>It is important that an additional building or use doesn't dominate the site it is on, or the purpose of the original building, unless it is supporting the function of the building/s.</p> <p>Additional uses on the same site in the Rural zone may be a material change of use.</p>	<p>Additional buildings with a gross floor area over 10% of the main building and do not support the use of the main building/s and streetscape.</p>	<p>AO8            N/A</p>

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<b>Traffic, access, manoeuvring and parking</b>				
<b>PO9</b> Expected increases in traffic volume are properly managed and mitigated.	<b>AO9.1</b> Local transport and traffic design standards/local laws are met.  <b>PO9.2</b> Development makes sure that: <ul style="list-style-type: none"> <li>• local and residential roads are used only for local traffic; and</li> <li>• traffic or freight movement on local and residential roads is avoided.</li> </ul>	Some uses may need to utilise local or residential roads for short or limited heavy vehicle movements, so actual impact will be a consideration in the assessment.  Some uses may create a lot of new vehicle movements, and these will need to be analysed against traffic	Flows of heavy vehicle or significantly increased traffic along residential streets that could create unacceptable noise or inconvenience to residents, or impact on the condition of rural roads by heavy vehicles.	<b>AO9.1</b> Access will comply with Council standards  <b>AO9.2</b> Traffic to and from the site will be limited.



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		standards as part of the assessment process.																
<b>PO10</b> Sufficient parking spaces are provided for the use.	<b>AO10.1</b> Car parking is provided as per the rates in Table 6.2.2.1.  <b>AO10.2</b> On-street parking is maintained.	If there is no building work (and it is just a change of use), reductions in on-site parking can be considered.	Poor or lack of onsite parking.  Reductions in on-street parking, unless more is provided on site.	A10.1 1 carpark per van site plus 6 visitor car parks  A10.2 N/A														
<b>Table 6.2.2.1 Car parking requirements</b> <table border="1" data-bbox="206 959 1451 1327"> <thead> <tr> <th data-bbox="206 959 658 1010">Use</th> <th data-bbox="658 959 1451 1010">Requirements</th> </tr> </thead> <tbody> <tr> <td data-bbox="206 1010 658 1061">Childcare Centre</td> <td data-bbox="658 1010 1451 1061">1 space for every employee, and 1 space for every 4 children.</td> </tr> <tr> <td data-bbox="206 1061 658 1112">Commercial activities</td> <td data-bbox="658 1061 1451 1112">1 space per 50m<sup>2</sup> of gross floor area.</td> </tr> <tr> <td data-bbox="206 1112 658 1189">Dual Occupancy</td> <td data-bbox="658 1112 1451 1189">1 covered space for every 2 bedrooms, plus 1 space for every additional bedroom.</td> </tr> <tr> <td data-bbox="206 1189 658 1240">Dwelling house</td> <td data-bbox="658 1189 1451 1240">1 covered space per dwelling.</td> </tr> <tr> <td data-bbox="206 1240 658 1291">Dwelling unit</td> <td data-bbox="658 1240 1451 1291">1 covered space per dwelling unit.</td> </tr> <tr> <td data-bbox="206 1291 658 1327">Home-based business</td> <td data-bbox="658 1291 1451 1327">1 space of additional parking to be provided for the dwelling.</td> </tr> </tbody> </table>				Use	Requirements	Childcare Centre	1 space for every employee, and 1 space for every 4 children.	Commercial activities	1 space per 50m <sup>2</sup> of gross floor area.	Dual Occupancy	1 covered space for every 2 bedrooms, plus 1 space for every additional bedroom.	Dwelling house	1 covered space per dwelling.	Dwelling unit	1 covered space per dwelling unit.	Home-based business	1 space of additional parking to be provided for the dwelling.	
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Industrial activities  Multiple dwelling  Non-resident workforce accommodation  Rural activities  Service station  Short-term accommodation  Tourist park  All other uses	1 space per 50m <sup>2</sup> of gross floor area for the first 1000m <sup>2</sup> and 1 additional space per 100m <sup>2</sup> of gross floor area exceeding 1000m <sup>2</sup> .  1 covered space for every 2 bedrooms, plus 1 space for every additional bedroom.  1 space per unit plus 1 visitor space per every 5 units.  1 space per 100m <sup>2</sup> of gross floor area  1 space per 30m <sup>2</sup> site area.  1 covered space per guestroom or suite, 1 additional space per 30m <sup>2</sup> of gross dining area, and 1 space per employee.  1 space per site, plus 1 extra space for every 3 sites.  Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use.			
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<b>PO11</b> Vehicle access and movement is: <ul style="list-style-type: none"> <li>• easy and safe;</li> </ul>	<b>AO11.1</b> Car parking and manoeuvring areas are designed to comply with:		Tight parking which reduces manoeuvring	AO11.1 – AO11.4 Parking, access and manoeuvring can comply with Council standards

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<ul style="list-style-type: none"> <li>• does not create problems for the external road network; and</li> <li>• provides safe pedestrian access – this includes access for people with a disability.</li> </ul>	<ul style="list-style-type: none"> <li>• AS2890.1 – Parking Facilities; and</li> <li>• <a href="#">Austroads Publication AP-G34-13 – Austroads Design Vehicles and Turning Path Templates.</a></li> </ul> <p><b>AO11.2</b> Avoid conflict with obstacles which may obstruct parking – e.g. manholes, power poles, vegetation, bus stops, gully pits and other obstacles.</p> <p><b>AO11.3</b> Vehicle crossovers are to be designed as per Figures 1 or 2 below.</p> <p><b>AO11.4</b> The minimum distance between a driveway and an intersection connecting to another street is 6m, and driveway access is provided from the quietest/smallest road frontage available.</p>		<p>– both on premises and on-street.</p> <p>Lack of safe pedestrian access and parking for people with disabilities.</p> <p>Obstacles on or near driveway – e.g. bus stops, man holes etc.</p> <p>Driveway is poorly positioned and is not safe – e.g. within 6m of an intersection with another street or leads onto a busy road.</p>	
<b>Figure 1 – Vehicle Crossover Non-Piped</b>				

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	<p>PROPERTY BOUNDARY</p> <p>TABLE DRAIN</p> <p>EDGE ROAD PAVEMENT</p> <p>ROAD CENTRE LINE</p> <p>PLAN SCALE 1:100</p> <p>PROP BDY</p> <p>INVERT</p> <p>EDGE P'MENT</p> <p>ROAD CEN LINE</p> <p>EXISTING PAVEMENT</p> <p>150mm COMPACTED ROAD BASE</p> <p>CONCRETE INVERT. REFER DETAIL</p> <p>SECTION A-A (NOT TO SCALE)</p> <p>CONCRETE INVERT DETAIL</p>			

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<b>Figure 2 – Vehicle Crossover – Piped</b>				

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<p>Editor's note—The following animation is included to provide an illustrated indication of how acceptable outcome AO11.1 could be met.</p> <div style="text-align: center;">  <p><a href="#">View animated code provision.</a></p> </div>				
<b>Off-site impacts</b>				
<p><b>PO12</b> Development avoids air, light and noise pollution which impacts the surrounding occupants, environment and streetscape.</p>	<p><b>AO12.1</b> Industrial and commercial activity adhere to air, light and noise pollution requirements.</p> <p>Editor's note—Reports prepared to justify compliance with AO12.1 should follow best practice, such as the guidelines in the Department of Environment and Science's Noise Measurement Manual, National Environment Protection (Ambient Air Quality) Measure (NEPC 1998), AS/NZS 1269 Set: Occupational Noise Management Set and Australian Standard 1055.2:1997 – Acoustics – Description and measurement of environment noise.</p> <p><b>AO12.2</b> New buildings and facilities include measures to reduce the impacts of air, light and noise pollution if situated along busy roads and/or near areas of industrial and/or commercial activity – such as sound dampening in walls, or acoustic barriers.</p>	<p>Depending on where new buildings or facilities are located, or what is actually proposed, these requirements might not be required.</p> <p>E.g. In a very remote area, noise might not be an issue.</p>	<p>New buildings or facilities that increase pre-existing levels of air, noise, or other pollutants in areas where other residents might be affected.</p> <p>New buildings situated along busy roads which do not minimise the impacts from air and noise</p>	<p>AO12.1 and AO12.2 Air, light and noise will not impact surrounding uses</p>

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			pollution caused by large amounts of traffic.	
<b>Infrastructure and Services</b>				
<b>PO13</b> Suitable connections to power and telecommunications are provided.	<b>AO13</b> Telecommunications and power supplies are designed to meet provider requirements.			<b>AO13</b> Electricity and telecommunications infrastructure are already available on Leek Street.
<b>PO14</b> Adequate supply of potable water is provided to the premises, and new buildings are designed to be able to appropriately treat and dispose of	<b>AO14.1</b> In the Township zone, all new buildings are connected to Blackall-Tambo Regional Council's reticulated water supply network in accordance with: <ul style="list-style-type: none"> <li>Water Services Association of Australia (WSAA), 2011, "WSA 03-11 Water Supply Code of Australia" Version 3.1; and</li> </ul>			<b>AO14.1 and AO14.3</b> Site will be connected to water and sewer. Water tank will be placed on site for the supply of cold water which will enhance the water supply.  <b>AO14.2 and AO14.4</b> N/A



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effluent and other waste water.	<ul style="list-style-type: none"> <li>• Queensland Department of Energy and Water Supply, 2010, Planning Guidelines for Water Supply and Sewerage.</li> </ul> <p><b>AO14.2</b> In the Recreation and Open Space zone and Rural zone, a potable water supply is provided.</p> <p><b>AO14.3</b> In the Township zone, all new buildings and facilities are connected to a reticulated sewerage network, where available.</p> <p><b>AO14.4</b> In the Recreation and Open Space zone and Rural zone, or in the Township zone where a reticulated sewerage network is not available, sewage disposal is provided generally in accordance with the Queensland Plumbing and Wastewater Code.</p>			
<p><b>PO15</b> Stormwater is collected and discharged to ensure no impacts on adjoining land, or Council or state infrastructure, while also ensuring environmental</p>	<p><b>AO15</b> Stormwater drainage is provided in accordance with:</p> <ul style="list-style-type: none"> <li>• Queensland urban drainage manual, 3rd Edition, Queensland Department of Energy and Water Supply, 2013; and</li> <li>• Pilgrim, DH, (ed)., Australian Rainfall &amp; Runoff – A Guide to Flood Estimation, Institution of Engineers, Australia, Barton, ACT, 1987.</li> </ul>			<p><b>AO15</b> Storm Water drainage is already available on Leek Street. When Thistle Street is formed storm water will be connected to thistle street drainage.</p>

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values of receiving waters are maintained.				
<b>Council assets</b>				
<b>PO16</b> Council infrastructure is protected from encroachment or interference.	<b>AO16.1</b> All building proposals are clear of Council easements and underground infrastructure within site boundaries.  <b>AO16.2</b> All invert crossing(s) and driveways are clear of all gully pits, street lights, power poles and other infrastructure located within the road reserve with a minimum separation distance of 1 metre.		New buildings that impact the function and use of Blackall-Tambo Regional Council assets.	<b>AO16.1</b> Buildings will be clear of easements and infrastructure  <b>AO16.2</b> Access is clear of all gully pits, street lights, power poles and other infrastructure located within the road reserve within a distance of 1 metre.
<b>Development located in a Bushfire Prone Area</b>				
<b>PO17</b> Vulnerable uses, essential service uses and hazardous chemical facility uses are not established or intensified within a bushfire prone area.				<b>AO17</b> N/A
<b>PO18</b> Development in a bushfire prone	<b>AO18.1</b> New buildings and facilities are not situated in a bushfire prone area as identified on <a href="#">SPP mapping</a> –			<b>AO18.1 and AO18.2</b> N/A

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area, or intensification of existing uses in a bushfire prone area, is avoided, or, the risk to people and property from bushfire is mitigated to an acceptable or tolerable level.	<p><a href="#">Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</a></p> <p>OR</p> <p><b>AO18.2</b>            Development mitigates the risk to people and property from bushfire to an acceptable or tolerable level by:</p> <ul style="list-style-type: none"> <li>• Incorporating an adequate bushfire defensible space between buildings and hazardous vegetation; and</li> <li>• Providing safe evacuation routes for occupants and access for emergency services; and</li> <li>• Providing a dedicated static water supply available for fire fighting; and</li> <li>• Does not create additional bushfire risk through revegetation or landscaping.</li> </ul>		New buildings in bushfire prone areas.	
<p><b>PO19</b>            Emergency services and community infrastructure continue to function effectively during and immediately after a bushfire event.</p>	<p><b>AO19.1</b>            Emergency services and community infrastructure is not located in a bushfire prone area as identified on <a href="#">SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</a>.</p>		Emergency services cannot function in or access the area, facility or building.	AO19 N/A
<p><b>PO20</b></p>	<p><b>AO20.1</b></p>			AO20.1 and AO20.2

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
Development avoids or mitigates the bushfire risk from manufacture or storage of hazardous materials within a bushfire prone area.	<p>Hazardous materials are not stored or manufactured in a bushfire prone area as identified on <a href="#">SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</a></p> <p>OR</p> <p><b>AO20.2</b> Buildings and structures used for the manufacture or storage of hazardous materials are designed to prevent exposure of the hazardous materials in the event of a bushfire</p> <p>Editor's note—Refer to the <i>Work Health and Safety Act 2011</i> and associated Regulation and Guidelines; the <i>Environmental Protection Act 1994</i>; and the relevant building assessment provisions under the <i>Building Act 1975</i> for requirements related to the manufacture and storage of hazardous substances. Information is provided by Business Queensland on the requirements for storing and transporting hazardous chemicals, available at <a href="http://www.business.qld.gov.au/running-business/protecting-business/risk-management/hazardous-chemicals/storing-transporting">www.business.qld.gov.au/running-business/protecting-business/risk-management/hazardous-chemicals/storing-transporting</a></p>		New buildings or activities involving manufacture or storage of hazardous materials in bulk in a bushfire prone area.	N/A
<b>Development located in a Flood Hazard Area</b>				
<b>PO21</b> People and property are not exposed to	<b>AO21.1</b> New development is: <ul style="list-style-type: none"> <li>situated outside of mapped flood areas identified in <b><u>Schedule 2 – Flood mapping</u></b>; or</li> </ul>		Uses and activities that are incompatible	<b>A20.1 – AO20.6</b> A surveyor has been engaged to establish height needed. Already above at 282.52 and min required is 282.3

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
intolerable risk from flood hazards.	<ul style="list-style-type: none"> <li>if within a mapped flood area, a fit for purpose risk assessment is conducted to ensure that development in that area does not increase risk beyond a tolerable level.</li> </ul> <p><b>AO21.2</b>            New buildings in a mapped flood area identified in <b>Schedule 2 – Flood mapping</b> should include a finished floor level 300mm higher than the defined flood level for that area.</p> <p>Editor's note—Refer to Council resolution in <b>Schedule 4</b>.</p> <p><b>AO21.3</b>            If located in a mapped flood area identified in <b>Schedule 2 – Flood mapping</b>, at least one evacuation route is provided which allows safe passage for emergency evacuation during flood events (this must be sufficient to cater for evacuation and emergency access).<sup>1</sup></p> <p><b>AO21.4</b>            If located in a mapped flood area identified in <b>Schedule 2 – Flood mapping</b>, hazardous materials are not stored on site, or are stored so the release of the hazardous materials is prevented.</p>		with the flood risk present.  The development relies on evacuation routes that are subjected to flooding.  Infrastructure and essential community services are unable to function during and following a flood event.  New buildings that increase the vulnerability of people located	

<sup>1</sup> The State Planning Policy – state interest guidance material for Natural hazard, risk and resilience – flood provides specifications for evacuation routes. Refer to <https://dilgpprd.blob.core.windows.net/general/spp-guidance-natural-hazards-risk-resilience-flood.pdf>.

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
	<p><b>AO21.5</b>            Development in a mapped flood area identified in <b>Schedule 2 – Flood mapping</b> does not:</p> <ul style="list-style-type: none"> <li>alter a watercourse or floodway, including by clearing vegetation; or</li> <li>involve filling or excavating greater than 10m<sup>3</sup>.</li> </ul> <p><b>AO21.6</b>            Development maintains the protective function of landforms and vegetation to lessen the flood risk.</p>		<p>in a flood hazard area.</p> <p>New buildings which impede or restrict the response of emergency services before, during and after a hazard event.</p> <p>New buildings or facilities that significantly increases the intensity of use and users in a hazard area.</p>	
<p><b>PO22</b>            Essential community services and infrastructure continue to be functional during</p>	<p><b>AO22</b>            Community infrastructure is located in accordance with community infrastructure flood immunity standards identified in the <a href="#">SPP guidance material on Natural hazards, risk and resilience - flood</a>.</p>		<p>Essential services like hospitals, substations, or water treatment</p>	<p>AO22            N/A</p>

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
and after a flood event.			plants placed where they might be adversely affected by flooding	


<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
<b>Stock Route Network</b>				



<p><b>PO23</b> Stock routes are able to operate efficiently and safely without impact or interference from buildings, operations, or accesses, including without disruptions caused by proximity of sensitive land uses like residential or commercial uses.</p> <p>Editor's note— Pasturage rights exist where the mapped Stock Route Network adjoins a term lease for pastoral purposes. Section 432 of the <i>Land Act 1994</i> provides guidance on the extent to which the pasturage rights overlap the adjoining lease area in this instance.</p> <p>Editor's note— Conditions required by a lease or permit relating to travelling</p>	<p><b>AO23.1</b> Development occurring adjacent to or nearby a stock route identified in <a href="#">SPP mapping – Economic Development (Agriculture – Stock Route Network)</a> should not impact the operation and safety of the stock route.</p> <p><b>AO23.2</b> The stock route is to be easily accessible at all times by stock route users.</p>		<p>Development that makes it more difficult for people to access the stock route network or otherwise makes use of the route more challenging, or impacts the safety of the route— e.g. non-rural or residential activities within the 800m designated pasturage rights area either side of an unsurveyed road or stock route and access points across the stock route should be limited to one access per</p>	<p>AO23.1 and AO23.2 N/A</p>
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<p>stock, pastures for the use of depasturing travelling stock, or fencing, are complied with in accordance with the <i>Stock Route Management Act 2002</i>.</p>			<p>200m of lot frontage.</p>	
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<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
<b>Petroleum/high pressure gas pipelines</b>				
<b>PO24</b> Pipelines carrying petroleum and gas continue to operate without impact.  Editor's note—The holder of the Pipeline Licence or Petroleum Facility Licence must be consulted prior to activities in those areas in accordance with sections 807 and 808 of <i>Petroleum and Gas (Production and Safety) Act 2004</i> .	<b>AO24</b> New buildings are not situated within 200m of petroleum and gas pipelines or easements as identified on <a href="#">SPP mapping – Safety and Resilience to Hazards (Emissions and Hazardous Activities – High Pressure Gas Pipelines)</a> .		New buildings within 200m of petroleum and gas pipelines or easements.	AO24 N/A
<b>Local heritage places</b>				
<b>PO25</b> Heritage places, and other buildings that give the town its character, are kept in place wherever possible or re-used as a means to reflect	<b>AO25.1</b> Development: <ul style="list-style-type: none"> <li>• does not impact, destroy or modify any local heritage place identified in <b>Table SC3.1–Local Heritage Place of Schedule 3</b> and requires no building or operational work; or</li> </ul>	As a means to encourage retention and refurbishment of older buildings (particularly in commercial areas), re-use of older buildings	Development which either impacts, destroys or modifies the value, use, facilities and significance of	AO25.1 and AO25.2 N/A

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
local values and cultural heritage.	<ul style="list-style-type: none"> <li>is in accordance with current best practice guidance as made under the <i>Queensland Heritage Act 1992</i> in relation to development of heritage places<sup>2</sup>; or</li> <li>is undertaken in accordance with an exemption certificate issued under the <i>Queensland Heritage Act 1992</i>.</li> </ul> <p><b>AO25.2</b> Demolition or removal of key parts of the place's cultural heritage significance is avoided unless there is no prudent and reasonable alternative to demolition or removal.</p> <p>Editor's note—Reports prepared to justify compliance with the AO above must be prepared by suitably qualified consultants, such as conservation architects or engineers, and detail alternative options investigated. The report must also provide an archival record to document the proposed changes.</p>	could be accompanied by reductions in car parking requirements for the new use.	local heritage places.  Undertaking development (including demolition) without having an exemption certificate, or without suitable assessment by Council.	
Editor's note—The following animation is included to provide an illustrated indication of how the acceptable outcome could be met.  <div style="text-align: center;">   <a href="#">View animated code provision.</a> </div>				

<sup>2</sup> This is presently the guideline 'Developing reuse places - using the development criteria' prepared by the then department of Environment and Heritage Protection. It is available at <https://www.qld.gov.au/environment/assets/documents/land/heritage/gl-heritage-development.pdf>.

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
<b>Biodiversity</b>				
<p><b>PO26</b>            State environmentally significant areas are protected, not encroached upon, or otherwise degraded, with vegetation and wildlife movement corridors maintained.</p> <p>Note—Where it is demonstrated that adverse impacts cannot be avoided or minimised, significant residual impacts on matters of state environmental significance may require an offset in accordance with the <i>Environmental Offsets Act 2014</i>.</p>	<p><b>AO26</b>            Development occurring outside of the Township zone must be 100m from the bank of all waterways, water storages and areas identified as Matters of State Environmental Significance as identified in <a href="#">SPP mapping – Environment and Heritage (Biodiversity)</a>.</p>		<p>New development in areas of environmental significance that are identified by the State Planning Policy.</p> <p>New buildings within 100m of the banks of waterways, water storages and areas identified as Matters of State Environmental Significance.</p> <p>Activities which negatively impact the</p>	<p>AO26            N/A</p>

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
			environment or negatively impact ecological connectivity.	
<b>Airports and Aviation facilities</b>				
<p><b>PO27</b> The Blackall airport, Tambo airport and aviation facilities can operate as normal without impact from development.</p> <p>Note—Refer to the SPP Mapping – Strategic Airports and Aviation Facilities for infrastructure of State significance to be protected.</p> <p>Editor's note-As at the adoption of this planning scheme, no Strategic Airports and Aviation Facilities of State significance have been identified</p>	<p><b>AO27.1</b> Development situated within the building restricted area for an aviation facility must not:</p> <ul style="list-style-type: none"> <li>• disrupt the line of sight between the antenna by physical obstructions;</li> <li>• create electrical or electromagnet fields which interfere with signals transmitted by the facility; or</li> <li>• include reflective surfaces that could deflect or interfere with signals transmitted by the facility.</li> </ul> <p><b>AO27.2</b> Development and associated activities must not:</p> <ul style="list-style-type: none"> <li>• create a permanent or temporary physical or transient intrusion into an airport's operational airspace, unless the intrusion is approved in accordance with the relevant federal legislation;</li> <li>• include a light source or reflective surfaces that could distract or confuse pilots approaching the airport to land;</li> <li>• cause emissions which significantly increase air turbulence, reduce visibility or compromise the</li> </ul>		Any sort of development which may interfere with the function of airports and aviation facilities	AO27 N/A

<b>What we want to achieve</b> (Performance Outcomes)	<b>One way to achieve it</b> (Acceptable Outcomes)	<b>What could be negotiated</b>	<b>What we don't want to see</b>	<b>Code Assessment</b>
<p>in the planning scheme area, however the function of Blackall-Tambo Regional Council's airport infrastructure and aviation facilities must also be protected.</p>	<p>operation of aircraft engines the operational airspace of an airport;</p> <ul style="list-style-type: none"> <li>• attract wildlife or increase wildlife hazards to the operational airspace of the airport or the airport land;</li> <li>• increase the number of people living, working or congregating in the Public Safety Area; or</li> <li>• involve the manufacture, use or storage of flammable, explosive, hazardous or noxious materials in the Public Safety Area</li> </ul> <p>Editor's note—For further guidance on achieving or applying the above outcomes, refer to the 'State Planning Policy - state interest guidance material: Strategic airports and aviation facilities', available at <a href="https://dilgpprd.blob.core.windows.net/general/spp-strategic-airports-and-aviation-facilities-july-2017.pdf">https://dilgpprd.blob.core.windows.net/general/spp-strategic-airports-and-aviation-facilities-july-2017.pdf</a>.</p>			

# Blackall – Tambo Region Planning Scheme

# Applicant- New Beginnings Church

## Township Code - Planning Scheme Section 5.2.1.3

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	Code Response
<b>For assessable development</b>		
<p><b>PO1</b> Hotel, rooming accommodation, relocatable home park and short-term accommodation uses are provided in a location where:</p> <ul style="list-style-type: none"> <li>(a) it can be serviced with infrastructure</li> <li>(b) is complementary to the existing character of the area;</li> <li>(c) does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation;</li> <li>(d) does not lead to a reduced quality of accommodation experiences available within the location.</li> </ul>		<p>AO1 N/A</p>
<p><b>PO2</b> The industrial precinct and existing industrial land uses are protected from encroachment by incompatible land uses.</p>		<p>AO2 N/A</p>
<p><b>PO3</b> Uses are compatible with, and complementary to, the existing residential uses.</p>		<p>AO3 Only one other Housing block on their side of road. The existing residential block is on acreage. Caravan Park will be set back behind existing Church so therefore will not impact residential uses.</p>
<p><b>PO4</b></p>	<p><b>AO4.1</b></p>	<p>AO4.1 Complies</p>



<p>Where adjoining a residential use, non-residential uses are located and designed to avoid impacts on existing levels of residential amenity including privacy, safety, noise, odour and fumes, lighting and traffic generation.</p>	<p>Commercial uses are located in the commercial precinct and industrial uses are located in the industrial precinct.</p> <p><b>AO4.2</b> Non-residential uses do not overlook the living areas of any adjoining residential use.</p>	<p>AO4.2. Dwelling and camp sites will not overlook living areas of any adjoining residential use</p>
<p><b>PO5</b> Dual Occupancy is located on appropriately sized lots to avoid impacts on residential amenity and safety.</p>	<p><b>AO5</b> Dual Occupancy are located on a site with an area of at least:</p> <p>(a) 2000m<sup>2</sup> where not connected to reticulated sewerage network; or (b) 800m<sup>2</sup> where connection is available to reticulated sewerage network.</p>	<p>AO5 N/A</p>
<p><b>PO6</b> Multiple dwellings, residential care facilities, retirement facilities and rooming accommodation are of a scale, density and character that is complementary and compatible with the surrounding residential area.</p>	<p><b>AO6.1</b> Multiple dwellings are located on lots with a minimum area of 1000m<sup>2</sup>.</p> <p><b>AO6.2</b> The number of dwellings contained in a multiple dwelling and/or retirement facility is calculated as follows:</p> <p>(a) one bedroom units per 350m<sup>2</sup> of site area; and (b) units comprising more than one bedroom per 400m<sup>2</sup> of site area.</p>	<p>AO6 N/A</p>

<p><b>PO7</b>  Low impact industry use involving commercial-use chiller box/es for the storage of animal carcasses (for example, associated with macropod harvesting):</p> <ul style="list-style-type: none"> <li>(a) does not have an adverse impact on surrounding residential or accommodation uses in terms of amenity, noise, odour and fumes, lighting and traffic generation; and</li> <li>(b) are serviced by reliable electricity and water required for the use; and</li> <li>(c) are designed and installed/constructed so that the chiller box/es may be readily unsecured and removed from the site, if necessary to protected public health and safety in response to an incident.</li> </ul>		
<b>For assessable development in the Commercial precinct</b>		
<p><b>PO8</b>  Hours of operation are consistent with maintaining a reasonable level of amenity for nearby land in a residential precinct.</p>	<p><b>AO8</b>  Hours of operation are limited to 6am to 10pm.</p>	<p>AO8  N/A</p>
<p><b>PO9</b>  New buildings maintain and enhance the existing streetscape and relationship with adjoining buildings.</p>	<p><b>AO9.1</b>  Where adjoining an existing awning, a new awning connection is made at the same or very similar height to provide connectivity for weather protection.</p> <p><b>AO9.2</b>  A footpath is provided in accordance with Council's minimum standards for all development.</p>	<p>AO9  N/A</p>

<p><b>PO10</b> Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties.</p>		<p>AO10 N/A</p>
<p><b>PO11</b> Development is designed and located so that adverse impacts on privacy and amenity on nearby residential uses are minimised.</p>	<p><b>AO11.1</b> Buildings are set back 2m from any boundary shared with a residential use, or half the height of that part of the building, whichever is the greater.</p> <p><b>AO11.2</b> A 1.8m high solid screen fence is provided along all boundaries shared with a residential use.</p> <p><b>AO11.3</b> Windows that have a direct view into an adjoining residential use are provided with fixed screening that is a maximum of 50% transparent to obscure views and maintain privacy for residents.</p>	<p>AO11 N/A</p>
<p><b>PO12</b> New uses developed in the Commercial precinct do not detract from the precinct's predominant commercial nature.</p>		<p>AO12 N/A</p>
<p><b>For assessable development in the Industrial precinct</b></p>		
<p><b>PO13</b> Industrial development does not result in sensitive land uses located outside of the Industrial precinct being affected by industrial air, noise and odour emissions.</p>		<p>AO13 N/A</p>
<p><b>PO14</b></p>		<p>AO14 N/A</p>

Uses, other than Industrial uses are consistent with and make a positive contribution to the economy and character of the Industrial precinct, and do not detract from the Commercial precinct as being the primary location for commercial development.		
<b>PO15</b> Sensitive land uses (other than Caretaker's accommodation) are not established within the Industrial precinct.		AO15 N/A
<b>PO16</b> Adverse impacts on the health, safety or amenity of nearby land in the Township zone or sensitive land uses are minimised.  Editor's note—Applicants should have regard to relevant legislative, industry and licensing requirements.	<b>AO16.1</b> Development achieves the noise generation levels set out in the <a href="#">Environmental Protection (Noise) Policy 2019</a> .  <b>AO16.2</b> Development achieves the air quality objectives set out in the <a href="#">Environmental Protection (Air) Policy 2019</a> .	AO16 N/A
<b>PO17</b> Development does not compromise the viability of the primary use of the site.	<b>AO17</b> No more than one (1) caretaker's accommodation dwelling is established on the site.	AO17 N/A
<b>For assessable development in the Mixed Use precinct</b>		
<b>PO18</b> Development does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation.		A18 Development does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation.
<b>PO19</b>	<b>AO19.1</b> New buildings and structures comply with	AO 19.1 and 19.2

<p>Non-residential uses are compatible with and do not detract from the domestic scale, intensity, form and character of the precinct.</p>	<p>the building heights stated in A04 of the General Development Code.</p> <p><b>AO19.2</b> The scale of ancillary buildings comply with AO8 of the General Development Code.</p>	<p>Complies</p>
<p><b>PO20</b> For non-residential uses, hours of operation are consistent with maintaining a reasonable level of amenity for nearby residential uses and does not prejudice the future use of other and in the Mixed Use precinct for residential use.</p>	<p><b>AO20</b> Hours of operation are limited to 7am to 6pm.</p>	<p>AO20 Complies – Office Hours between 7 am to 6pm.</p>
<p><b>PO21</b> Development does not compromise the viability of the primary use of the site.</p>	<p><b>AO21</b> No more than one (1) caretaker's accommodation dwelling is established on the site.</p>	<p>AO21 Complies</p>
<p><b>PO22</b> Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties.</p>		<p>AO22 Screening will be located across the driveway from the office &amp; managers house. A timber fence/screen will be built to screen the area.</p>

# Blackall – Tambo Region Planning Scheme

# APPLICANT – NEW BEGINNINGS CHURCH

## Reconfiguring a Lot Code - Planning Scheme Section 6.3.3

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	Code Assessment
<b>Lot size and configuration</b>		
<p><b>PO1</b> The proposed lots are of a size and dimension to meet the outcomes for development in the zones and precincts in respect of:</p> <ul style="list-style-type: none"> <li>(a) preserving land for agriculture, animal production and environmental conservation in the Rural zone;</li> <li>(b) achieving a safe and pleasant residential environment in the Township zone;</li> <li>(c) consistency with the nature and layout of existing subdivision patterns; and</li> <li>(d) providing a variety of lot sizes for residential living, industry and commerce.</li> </ul>	<p><b>AO1</b> Allotment dimensions comply with Table 6.3.3.1.</p>	<p>AO1 Complies</p>
<p><b>PO2</b> Lots created through reconfiguring, will not lead to diminished productivity of rural land, or compromise the long-term viability of rural activities in the Rural zone.</p>		<p>N/A</p>
<p><b>PO3</b> The layout of lots, roads and infrastructure:</p> <ul style="list-style-type: none"> <li>(a) provides connections to and is integrated with environmental corridors, open space and movement networks in the surrounding area; and</li> <li>(b) contributes to efficient use of land and infrastructure.</li> </ul>		<p>AO3 Both lots will be self contained and serviced</p>
<b>Roads and accesses</b>		
<p><b>PO4</b></p>	<p><b>AO4.1</b></p>	<p>AO4.1</p>

<p>Roads are constructed and upgraded to provide for the safe and efficient movement of:</p> <ul style="list-style-type: none"> <li>(a) vehicles to and from the site</li> <li>(b) emergency vehicles accessing each proposed lot</li> <li>(c) pedestrians and cyclists.</li> </ul>	<p>New road infrastructure is designed and constructed in accordance with the standards detailed in the <i>Capricorn Municipal Development Guidelines</i> (including Standard Drawings and Specifications, Construction Specifications and Procedures, Design Specifications and Purchase Specifications).</p> <p><b>AO4.2</b> Any pre-existing roads, part of or within the development site, are upgraded to the standards detailed in the <i>Capricorn Municipal Development Guidelines</i> (including Standard Drawings and Specifications, Construction Specifications and Procedures, Design Specifications and Purchase Specifications).</p>	<p>New roads will meet council standards</p> <p>AO4.2 Existing roads comply with Council standards</p>
<p><b>PO5</b> Each proposed lot has a legal point of access from the local or State controlled road network.</p>		<p>AO5 Each lot has or will have access</p>
<p><b>Stormwater</b></p>		
<p><b>PO6</b> The development is planned, designed, constructed and managed to avoid:</p> <ul style="list-style-type: none"> <li>(a) adverse impacts on surrounding development; and</li> <li>(b) compromising the natural health and functioning of adjoining waters.</li> </ul>	<p><b>AO6</b> A site stormwater quality management plan (SQMP) is prepared and implemented, which provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 6.4.3.1 (construction phase).</p>	<p>AO6 Storm Water drainage is already available on Leek Street. When Thistle Street is formed, storm water will be connected as per design objectives stated.</p>

<b>Service provision</b>		
<p><b>PO7</b> A potable water supply and adequate sewerage services are available to each lot in a development that will be used for residential, commercial or industrial purposes.</p>	<p><b>AO7.1</b> All lots within the Township zone, where reticulated water and sewerage is available, are connected to the reticulated water and sewerage service.</p> <p><b>AO7.2</b> All lots within the Rural zone have a potable water supply and on site sewerage is provided generally in accordance with the Queensland Plumbing and Wastewater Code.</p>	<p>AO7.1 The services are presently at Leek Street and a connection line will be run underground on the newly formed footpath when the Thistle Street is formed</p> <p>AO7.2 N/A</p>
<p><b>PO8</b> An electricity supply and telecommunications services are available to each lot in a development that will be used for residential, commercial or industrial purposes.</p>		<p>AO8 Electricity and telecommunications infrastructure are already available at Leek Street</p>
<b>Biodiversity</b>		
<p><b>PO9</b> The creation of new lots avoids significant adverse impacts on the region's important biodiversity identified in <a href="#">SPP mapping – Environment and Heritage (Biodiversity) and maintains and enhances ecological connectivity</a>.</p>		<p>AO9 N/A</p>
<b>Flood</b>		
<p><b>PO10</b> Lot design in areas of flood hazard: (a) maintains personal safety and minimises property impacts at all times, through siting and layout of lots and access; (b) provides safe egress from all building areas in flood emergency.</p>	<p><b>AO10</b> Reconfiguring of a lot or lots involving land identified as a mapped flood area in <b>Schedule 2 – Flood mapping</b> is sited and designed so that:</p>	<p>AO10 (a) All construction will be set at the .300 above the flood level.</p> <p>AO10 (b) Will provide safe egress from all building areas in flood emergency</p>



	<p>(a) all new lots contain:</p> <ul style="list-style-type: none"> <li>(i) a building envelope located outside of the mapped flood area in <b>Schedule 2 – Flood mapping</b>; or</li> <li>(ii) can achieve the flood immunity level of 1% Annual Exceedance Probability (AEP); and</li> </ul> <p>(b) there is at least one (1) evacuation route that achieves safe egress for emergency evacuations during all floods.</p>	
<b>Bushfire</b>		
<p><b>PO11</b> A separation distance from hazardous vegetation, to effectively mitigate bushfire hazard risk, can be established at the edge of the proposed lot(s).</p>	<p><b>AO11.1</b> No new lots are created within the bushfire prone area.</p> <p>Editor's note— Bushfire prone areas are identified on <a href="#">SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</a>.</p> <p>OR</p> <p><b>AO11.2</b> Lots are separated from hazardous vegetation by a distance that:</p>	<p>AO11 N/A</p>

	<p>(a) achieves radiant heat flux level of 29kW/m<sup>2</sup> at all boundaries; and</p> <p>(b) is contained wholly within the development site.</p> <p>Editor's note—</p> <ul style="list-style-type: none"> <li>• Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation.</li> <li>• For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages.</li> <li>• The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.</li> </ul>	
<p><b>PO12</b></p> <p>Where reconfiguring of a lot is undertaken in the Township zone, other than the Industrial precinct of the Township zone at Tambo, a constructed perimeter road with reticulated water supply is established between the lots and the hazardous vegetation and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>The access is available for both firefighting and maintenance/defensive works.</p>	<p><b>AO12.1</b></p> <p>Lot boundaries are separated from hazardous vegetation by a public road which:</p> <ul style="list-style-type: none"> <li>(a) has a two lane sealed carriageway;</li> <li>(b) contains a reticulated water supply;</li> <li>(c) is connected to other public roads at both ends and at intervals of no more than 500m;</li> <li>(d) accommodates geometry and turning radii in accordance with Qld Fire and Emergency Services' Fire</li> </ul>	<p>AO12</p> <p>N/A</p>

	<p>Hydrant and Vehicle Access Guidelines;</p> <ul style="list-style-type: none"> <li>(e) a minimum of 4.8m vertical clearance above the road;</li> <li>(f) is designed to ensure hydrants and water access points are not located within parking bay allocations; and</li> <li>(g) incorporates roll-over kerbing.</li> </ul> <p><b>AO12.2</b> Fire hydrants are designed and installed in accordance with AS2419.1 2017, unless otherwise specified by the relevant water entity.</p>	
<p><b>PO13.1</b> Where the reconfiguring of a lot is undertaken anywhere that PO12 does not apply:</p> <ul style="list-style-type: none"> <li>(a) A constructed perimeter road or a formed, all weather fire trail is established between either, the lots or building envelope/s, and hazardous vegetation; and</li> <li>(b) The road or fire trail is readily accessible at all times for the type of fire fighting vehicles servicing the area; and</li> <li>(c) Access is available for both firefighting and maintenance/hazard reduction works.</li> </ul> <p>OR</p> <p><b>PO13.2</b> If, as a result of the location and context of the development, a fire trail would not serve a practical fire management purpose, a fire trail is not required.</p>	<p><b>AO13</b> Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> <li>(a) a reserve or easement width of at least 20m;</li> <li>(b) a minimum trafficable (cleared and formed) width of 4 metres capable of accommodating a 15 tonne vehicle and which is at least 6 metres clear of vegetation;</li> <li>(c) no cut or fill embankments or retaining walls adjacent to the 4 metres wide trafficable path;</li> <li>(d) a minimum of 4.8 metres vertical clearance;</li> <li>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency</li> </ul>	<p>AO13 N/A</p>

	<p>Services' Fire Hydrant and Vehicle Access Guidelines;</p> <ul style="list-style-type: none"> <li>(f) a maximum gradient of 12.5%;</li> <li>(g) a cross fall of no greater than 10 degrees;</li> <li>(h) drainage and erosion control devices in accordance with the <i>IECA 2008 Best Practice Erosion and Sediment Control</i> (as amended);</li> <li>(i) vehicular access at each end which is connected to the public road network at intervals of no more than 500 metres;</li> <li>(j) designated fire trail signage;</li> <li>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</li> <li>(l) if a fire trail, has an access easement that is granted in favour of Blackall-Tambo Regional Council and Queensland Fire and Emergency Services.</li> </ul>	
<p><b>PO14</b> The development design responds to the potential threat of bushfire and establishes clear evacuation routes which demonstrate an acceptable or tolerable risk to people.</p>	<p><b>AO14</b> The lot layout:</p> <ul style="list-style-type: none"> <li>(a) minimises the length of the development perimeter exposed to, or adjoining hazardous vegetation;</li> <li>(b) avoids the creation of potential bottle-neck points in the movement network;</li> <li>(c) establishes direct access to a safe assembly /evacuation area in the</li> </ul>	<p>AO14 N/A</p>

	<p>event of an approaching bushfire; and</p> <p>(d) ensures roads likely to be used in the event of a fire are designed to minimise traffic congestion.</p> <p>Editor's note— For example, developments should avoid finger-like or hour-glass subdivision patterns or substantive vegetated corridors between lots.</p> <p>In order to demonstrate compliance with the performance outcome, a bushfire management plan prepared by a suitably qualified person may be required. The bushfire management plan should be developed in accordance with the Public Safety Business Agency (PSBA) guideline entitled <i>Undertaking a Bushfire Protection Plan</i>. Advice from the Queensland Fire and Emergency Services should be sought as appropriate.</p>	
<p><b>PO15</b> Critical infrastructure does not increase the potential bushfire hazard.</p>	<p><b>AO15</b> Critical or potentially hazardous infrastructure such as water supply, electricity, gas and telecommunications are undergrounded.</p>	<p>AO15 N/A</p>
<p><b>Local heritage places</b></p>		
<p><b>PO16</b> Development maintains an intact context and setting that is compatible with the cultural heritage significance of the local heritage places identified in <u>Table SC3.1–Local Heritage Place of Schedule 3</u>.</p>		<p>AO16 N/A</p>

<b>Stock Route Network</b>		
<p><b>PO17</b> The stock route network identified in <a href="#">SPP mapping – Economic Development (Agriculture – Stock Route Network)</a> is protected from incompatible development on adjoining sites.</p> <p>Note—Pasturage rights exist where the mapped Stock Route Network adjoins a term lease for pastoral purposes. Section 432 of the <i>Land Act 1994</i> provides guidance on the extent to which the pasturage rights overlap the adjoining lease area in this instance.</p>	<p><b>AO17.1</b> No new allotments are created within or adjacent to the stock route network.</p> <p>OR</p> <p><b>AO17.2</b> (a) Proposed lots fronting a stock route are large enough to ensure any development can be sited a minimum of 800m from the stock route; and (b) any new accesses across the stock route are limited to no more than one access per 200m of lot frontage.</p>	<p>AO17.1 N/A</p>
<b>Petroleum/high pressure gas pipelines</b>		
<p><b>PO18</b> The integrity of pipelines carrying petroleum and gas is maintained</p>	<p><b>AO18</b> No development is located closer than 200m from a pipeline or pipeline easement identified on <a href="#">SPP mapping – Safety and Resilience to Hazards (Emissions and Hazardous Activities – High Pressure Gas Pipelines)</a>.</p>	<p>AO18 N/A</p>