





Blackall – Tambo Region Planning Scheme


Planning Scheme Section 6.2.2 - General Development Code – Assessment Benchmarks

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
Site Layout				
PO1 The scale of new buildings and facilities suits its site and its surroundings.	AO1 New buildings cover less than the following percentage of site area: <ul style="list-style-type: none"> • Township zone (where not in a precinct) - 50%; • Township zone (Commercial precinct) - 90%; • Township zone (Mixed Use precinct) – 50%; • Township zone (Industrial precinct) - 40%; • Recreation and Open Space zone – 10%; and • Rural zone – no acceptable outcome prescribed. 	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.	AO1 Lot 23, 7 Mulberry Street Blackall is 1004m ² in size. Proposed new building will have an approximate floor area of 250m ² . The proposed new building will cover less than 40% of site area.
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;">  <p>View animated code provision.</p> </div>				

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<p>PO2 Setbacks for buildings and structures for the front, side and rear are in keeping with other nearby buildings.</p>	<p>AO2.1 Setbacks are to meet the Building Code of Australia requirements (including any variations as per the Queensland Development Code).</p> <p>AO2.2 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.</p>	<p>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.</p>	<p>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.</p>	<p>AO2.1 Asper Blackall – Tambo Regional Council guidelines for Industrial Zone setbacks will not be less than 6m from road frontage or/ will be in keeping with established nearby buildings. Side boundary clearances not less than 2.5m or/ similar to established building within proximity.</p> <p>AO2.2 Off street parking is allocated to allow for vehicle movement at road frontage.</p>
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<p>PO3 Landscaping is provided to improve the presentation of the property – including, wherever possible, keeping existing trees that provide good shade.</p>	<p>AO3.1 Except in the Commercial precinct and the Rural zone, a minimum of 10% of the total area for new buildings and facilities is landscaped.</p> <p>AO3.2 In all areas, keep, or provide and maintain, shade trees and shrubs on the site – not just grass and shrubs.</p>	<p>Slight reductions in landscaping on site if it is offset in some other way that still provides good amenity and heat reduction.</p>	<p>Landscaping which doesn't improve the appeal of the surrounding streetscape and existing buildings – e.g. concrete dominating the site.</p>	<p>AO3.1 10% of the total area of new building will allow for landscaping. Landscaping will provide positive sun and breeze control.</p> <p>AO3.2 Allocated landscaping area will include shade trees and shrubs.</p>
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<p>Building Design</p>				
<p>PO4 Building height is similar to the other</p>	<p>AO4 New buildings are less than the following heights:</p>	<p>The height of a building can be</p>		<p>AO4</p>

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<p>buildings in town and around the Blackall-Tambo Region.</p>	<ul style="list-style-type: none"> Township zone (other than in the Industrial precinct) – 2 storeys or 8.5m above ground level; Township zone (Industrial precinct) – 15m above ground level; Rural zone – no acceptable outcome provided; and Recreation and Open Space zone – 8.5m above ground level. 	<p>higher if it needs to be for a particular purpose – e.g. a church steeple, or a concrete batching plant.</p>	<p>Buildings higher than stated.</p>	<p>The new building proposed for Lot 23, 7 Mulberry Street Blackall is:</p> <ul style="list-style-type: none"> Height to peak of proposed new building will reach approximately 6.166m, this will meet criteria of less 15m above ground level. Proposed new building for Lot 23 is similar to other buildings within and around Blackall-Tambo region.
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<p>PO5 New buildings have a similar look and feel to any surrounding buildings, and look like they belong in the local area.</p>	<p>AO5.1 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:</p> <ul style="list-style-type: none"> verandas or porches; awnings and shade structures; variations to the roof and building lines; recesses and projections of the external facade; doors and window openings; a range of building materials, colours and textures matching or complementing those prevailing in neighbouring buildings; or 	<p>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 areas should still</p>	<p>Building designs which do not reflect the surrounding buildings, or contribute poorly to the streetscape.</p>	<p>AO5.1 The proposed new workshop building for Lot 23, 7 Mulberry Street Blackall will: Have a similar look and feel to other surrounding buildings and look like it belongs in the area. Newly established building on the estate are of similar look and feel.</p>

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	<ul style="list-style-type: none"> windows or other design features which overlook the street to allow for passive surveillance. <p>AO5.2 In the Commercial precinct, new buildings will:</p> <ul style="list-style-type: none"> provide for tenancies fronting the street provide an awning over the full length of the building frontage and setback a maximum of 0.25 metres from the kerb line 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. <p>Editor's note—Refer to PO25 related to retention/reuse of existing commercial buildings.</p>	look and feel similar to other buildings in the local area.		
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PO6 New buildings include design features which				

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allow for passive surveillance of the streetscape and measures that increase the safety of the neighborhood.				
Dual Occupancy and Multiple Dwelling				
PO7 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.	A07.1 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"> • skillion • gable • hipped; or • pitched. A07.2 Each dwelling includes the following design elements: <ul style="list-style-type: none"> • a visible entry (i.e. a front door) from the main street frontage • bathroom, laundry and toilet windows which are located to offer privacy from the street and other dwellings on the premises 	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	


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	<ul style="list-style-type: none"> • privacy screening to adjacent neighbours, either through landscaping or screen structures • on-site parking provided at the side or rear of the site. 		<p>circulation designs.</p> <p>Poor and/or lack of privacy and shading.</p>	
Additional uses on the same site (Ancillary uses)				
<p>PO8</p> <p>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>AO8</p> <p>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</p> <p>Any additional buildings or sheds will support the purpose of the main workshop and not dominate the purpose of the main building.</p>

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<p>Traffic, access, manoeuvring and parking</p> <p>PO9 Expected increases in traffic volume are properly managed and mitigated.</p>	<p>AO9.1 Local transport and traffic design standards/local laws are met.</p> <p>PO9.2 Development makes sure that:</p> <ul style="list-style-type: none"> • local and residential roads are used only for local traffic; and • traffic or freight movement on local and residential roads is avoided. 	<p>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.</p> <p>Some uses may create a lot of new vehicle movements, and these will need to be analysed against traffic</p>	<p>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.</p>	<p>AO9.1 Local transport and traffic design standards are met. Services are adequate for use. Access roads provided by Blackall – Tambo Regional Council.</p> <p>AO9.2 Development of access roads provided by Blackall – Tambo Regional Council to established Industrial Estate allows for traffic and freight movement on Lot 23, 7 Mulberry Street to be compliant.</p>

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<p>PO10 Sufficient parking spaces are provided for the use.</p>	<p>AO10.1 Car parking is provided as per the rates in Table 6.2.2.1.</p>	<p>standards as part of the assessment process.</p> <p>If there is no building work (and it is just a change of use), reductions in on-site parking can be considered.</p>	<p>Poor or lack of onsite parking.</p> <p>Reductions in on-street parking, unless more is provided on site.</p>	<p>AO10.1</p> <ul style="list-style-type: none"> The gross floor area of proposed new building is 250m² 1 parking space will be provided per 50m² <p>5 parking spaces will be provided in accordance with table 6.2.2.1</p> <table border="1" data-bbox="730 181 954 658"> <tr> <td data-bbox="730 465 954 658">Industrial activities</td> <td data-bbox="730 181 954 465">1 space per 50m² of gross floor area for the first 1000m² and 1 additional space per 100m² of gross floor area exceeding 1000m².</td> </tr> </table> <p>At present the workshop has 1 staff member only. With area inside shed to accommodate workshop vehicles, the required number of parking spaces is not likely to exceed 3 spaces.</p> <p>AO10.2 Off street parking is allocated. Workshop vehicles will be accommodated inside workshop.</p>	Industrial activities	1 space per 50m ² of gross floor area for the first 1000m ² and 1 additional space per 100m ² of gross floor area exceeding 1000m ² .
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Table 6.2.2.1 Car parking requirements

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
Use Requirements				
Childcare Centre	1 space for every employee, and 1 space for every 4 children.			
Commercial activities	1 space per 50m ² 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.			
Industrial activities	1 space per 50m ² of gross floor area for the first 1000m ² and 1 additional space per 100m ² of gross floor area exceeding 1000m ² .			
Multiple dwelling	1 covered space for every 2 bedrooms, plus 1 space for every additional bedroom.			
Non-resident workforce accommodation	1 space per unit plus 1 visitor space per every 5 units.			
Rural activities	1 space per 100m ² of gross floor area			
Service station	1 space per 30m ² site area.			
Short-term accommodation	1 covered space per guestroom or suite, 1 additional space per 30m ² of gross dining area, and 1 space per employee.			
Tourist park	1 space per site, plus 1 extra space for every 3 sites.			
All other uses	Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use.			

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<p>PO11 Vehicle access and movement is:</p> <ul style="list-style-type: none"> • easy and safe; • does not create problems for the external road network; and • provides safe pedestrian access – this includes access for people with a disability. 	<p>AO11.1 Car parking and manoeuvring areas are designed to comply with:</p> <ul style="list-style-type: none"> • AS2890.1 – Parking Facilities; and • Austroads Publication AP-G34-13 – Austroads Design Vehicles and Turning Path Templates. <p>AO11.2 Avoid conflict with obstacles which may obstruct parking – e.g. manholes, power poles, vegetation, bus stops, gully pits and other obstacles.</p> <p>AO11.3 Vehicle crossovers are to be designed as per Figures 1 or 2 below.</p> <p>AO11.4 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>Tight parking which reduces manoeuvring – 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</p>	<p>AO11.1 Appropriate off-street parking will be allocated. Parking will be easily accessible and safe.</p> <p>AO11.2 Obstacles will be avoided. The location of these items will be taken into consideration throughout the building process.</p> <p>AO11.3 Vehicle crossovers will be appropriate for the area and design.</p> <p>AO11.4 The distance between driveway and intersection connecting to another street is greater than 6m. Driveway access is</p>

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			<p>positioned and is not safe – e.g. within 6m of an intersection with another street or leads onto a busy road.</p>	<p>provided from the quietest road frontage available, as provided by Blackall-Tambo Regional Council.</p>
<p>Figure 1 – Vehicle Crossover Non-Piped</p>				

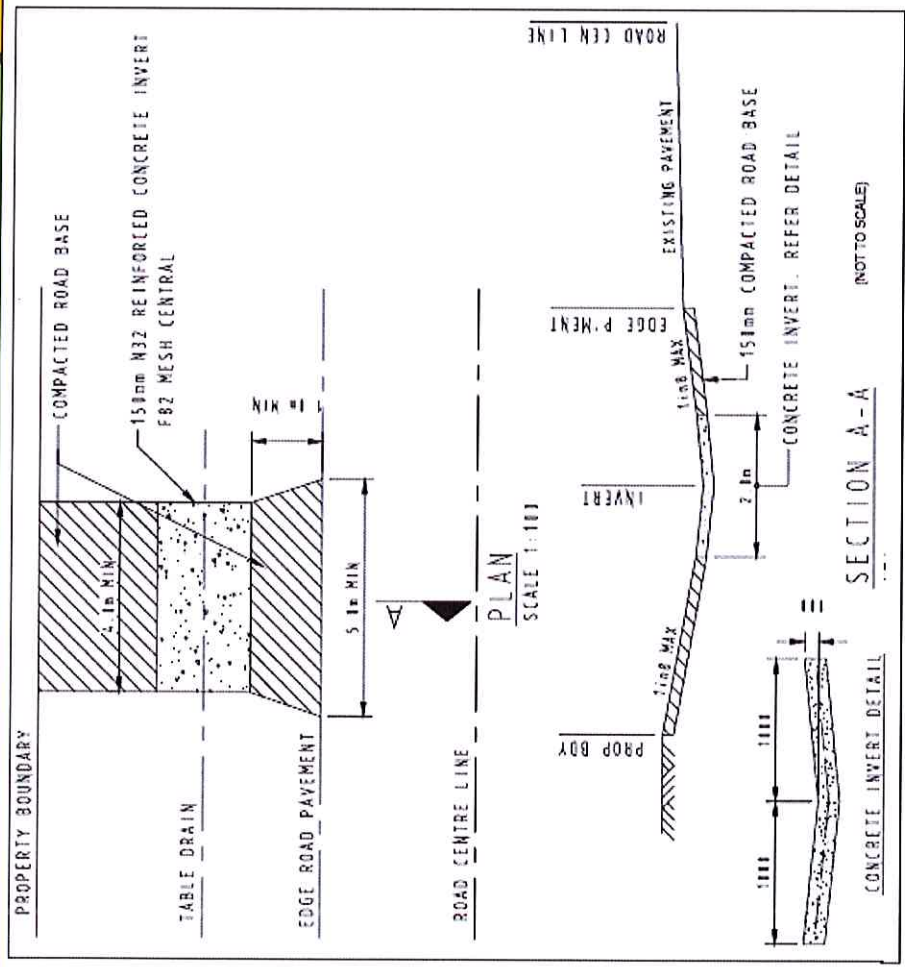
What we want to achieve
(Performance Outcomes)

One way to achieve it
(Acceptable Outcomes)

What could be negotiated

What we don't want to see

Code Assessment



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Figure 2 – Vehicle Crossover – Piped

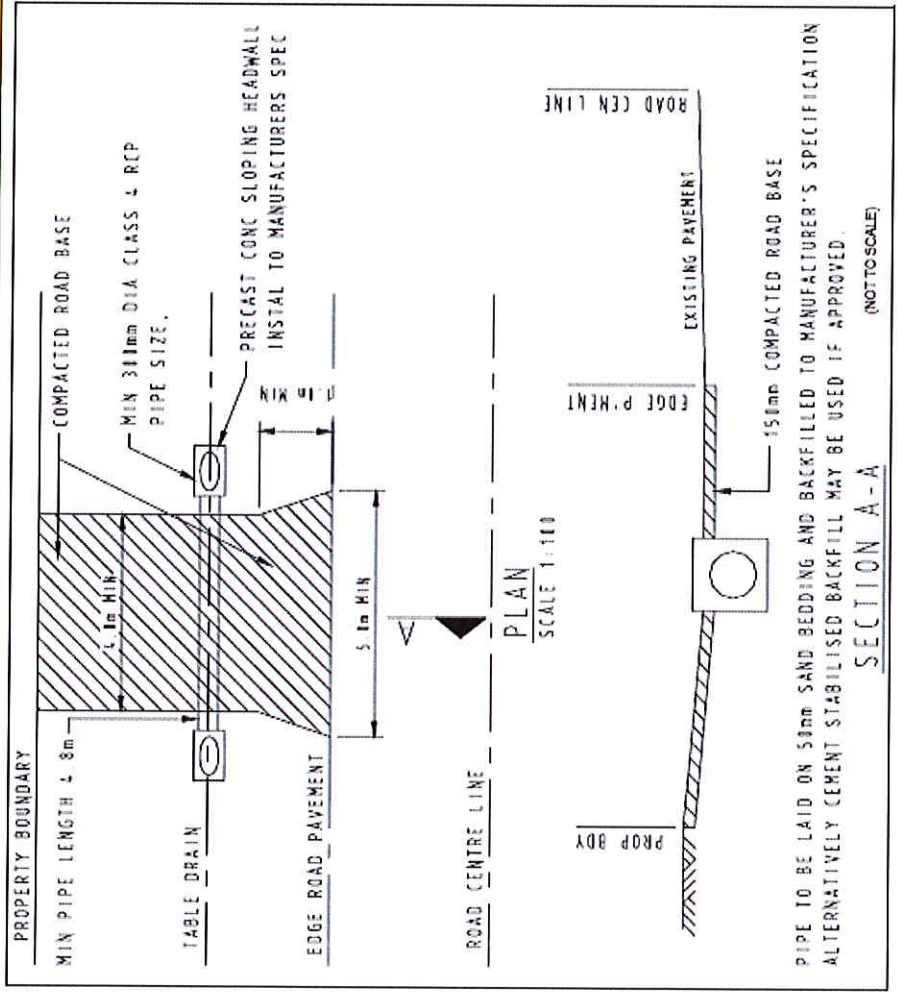
What we want to achieve (Performance Outcomes)


One way to achieve it (Acceptable Outcomes)

What could be negotiated

What we don't want to see

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<p>Editor's note—The following animation is included to provide an illustrated indication of how acceptable outcome AO12.1 could be met.</p> <div style="text-align: center;">  <p>View animated code provision.</p> </div>				
<p>Off-site impacts</p>				
<p>PO12 Development avoids air, light and noise pollution which impacts the surrounding occupants, environment and streetscape.</p>	<p>AO12.1 Industrial and commercial activity adhere to air, light and noise pollution requirements. 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>Depending on where new buildings or facilities are located, or what is actually proposed, these requirements might not be required. 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. New buildings situated along busy roads which do not minimise the impacts from air and noise</p>	<p>AO12.1 The proposed mechanical business is classified as a low impact industry. <i>Low impact industry means the use of premises for an industrial activity—</i> <i>(a) that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and</i> <i>(b) that a local planning instrument applying to the premises states is a low impact industry; and</i> <i>(c) that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example,</i></p>

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	<p>AO12.2 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>pollution caused by large amounts of traffic.</p>	<p><i>thresholds relating to the number of products manufactured or the level of emissions produced by the activity.</i></p> <p>Examples/thresholds provided by the planning scheme for a Low Impact Industry use includes <i>repairing and servicing motor vehicles</i></p> <p>AO12.2</p> <ul style="list-style-type: none"> Multiple retractable roller doors within workshop will reduce already low impact on air and noise quality. The design of the workshop aligns with that of buildings already situated within industrial estate and will therefore not disrupt current flow of light. Landscaping on Lot23 will assist as an acoustic barrier.
Infrastructure and Services				
PO13	AO13			AO13

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<p>Suitable connections to power and telecommunications are provided.</p>	<p>Telecommunications and power supplies are designed to meet provider requirements.</p>			<p>Telecommunication and power supplies are easily accessible to site and are designed to meet requirements.</p>
<p>PO14 Adequate supply of potable water is provided to the premises, and new buildings are designed to be able to appropriately treat and dispose of effluent and other waste water.</p>	<p>AO14.1 In the Township zone, all new buildings are connected to Blackall-Tambo Regional Council's reticulated water supply network in accordance with:</p> <ul style="list-style-type: none"> • Water Services Association of Australia (WSAA), 2011, "WSA 03-11 Water Supply Code of Australia" Version 3.1; and • Queensland Department of Energy and Water Supply, 2010, Planning Guidelines for Water Supply and Sewerage. <p>AO14.2 In the Recreation and Open Space zone and Rural zone, a potable water supply is provided.</p> <p>AO14.3 In the Township zone, all new buildings and facilities are connected to a reticulated sewerage network, where available.</p> <p>AO14.4 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</p>			<p>AO14.1 In the Township zone, all new buildings are connected to Blackall-Tambo Regional Council's reticulated water supply network.</p> <ul style="list-style-type: none"> • Installation of Oil/Water Separator for the removal of a range of grease, oil and hydrocarbons from wastewater. • Floor bunding will be a semi-permanent containment area for oil spills. <p>AO14.3</p>

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	<p>provided generally in accordance with the Queensland Plumbing and Wastewater Code.</p>			<ul style="list-style-type: none"> It has been advised that there is no current reticulated sewage system on site. It is desirable that once this service is available in the area that a toilet would be installed. In the interim as sole trader I would return to my private residence. In the unlikely event that a client would require the amenities they will be directed to the closest public facility. Solid Waste (basic rubbish) will be disposed of regularly at the local refuse.
<p>PO15 Stormwater is collected and discharged to ensure no impacts on adjoining land, or Council or state infrastructure, while also ensuring environmental values of receiving waters are maintained.</p> <p>Council assets</p>	<p>AO15 Stormwater drainage is provided in accordance with:</p> <ul style="list-style-type: none"> Queensland urban drainage manual, 3rd Edition, Queensland Department of Energy and Water Supply, 2013; and Pilgrim, DH, (ed)., Australian Rainfall & Runoff – A Guide to Flood Estimation, Institution of Engineers, Australia, Barton, ACT, 1987. 			<p>AO15 Qualified tradesperson will undertake the role of implementing stormwater drainage in accordance with Queensland guidelines. This would be carried out during the building construction process.</p>

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<p>PO16 Council infrastructure is protected from encroachment or interference.</p>	<p>AO16.1 All building proposals are clear of Council easements and underground infrastructure within site boundaries.</p> <p>AO16.2 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.</p>		<p>New buildings that impact the function and use of Blackall-Tambo Regional Council assets.</p>	<p>AO16.1 New building proposal is clear of council easements, is within site boundaries and does not encroach on underground infrastructure.</p> <p>AO16.2 No crossings or driveways will be placed in path of streetlights, power poles or other infrastructure.</p>
Development located in a Bushfire Prone Area				
<p>PO17 Vulnerable uses, essential service uses and hazardous chemical facility uses are not established or intensified within a bushfire prone area.</p>				<p>Not Applicable</p>

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<p>PO18 Development in a bushfire prone 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>	<p>AO18.1 New buildings and facilities are not situated in a bushfire prone area as identified on <u>SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</u></p> <p>OR</p> <p>AO18.2 Development mitigates the risk to people and property from bushfire to an acceptable or tolerable level by:</p> <ul style="list-style-type: none"> • Incorporating an adequate bushfire defensible space between buildings and hazardous vegetation; and • Providing safe evacuation routes for occupants and access for emergency services; and • Providing a dedicated static water supply available for fire fighting; and • Does not create additional bushfire risk through revegetation or landscaping. 		<p>New buildings in bushfire prone areas.</p>	<p>Not Applicable</p>
<p>PO19 Emergency services and community infrastructure continue to function effectively during and immediately</p>	<p>AO19.1 Emergency services and community infrastructure is not located in a bushfire prone area as identified on <u>SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</u>.</p>		<p>Emergency services cannot function in or access the area, facility or building.</p>	<p>Not Applicable</p>

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<p>after a bushfire event.</p> <p>PO20 Development avoids or mitigates the bushfire risk from manufacture or storage of hazardous materials within a bushfire prone area.</p>	<p>AO20.1 Hazardous materials are not stored or manufactured in a bushfire prone area as identified on SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</p> <p>OR</p> <p>AO20.2 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 www.business.qld.gov.au/running-business/protecting-business/risk-management/hazardous-chemicals/storing-transporting</p>		<p>New buildings or activities involving manufacture or storage of hazardous materials in bulk in a bushfire prone area.</p>	<p>Not Applicable</p>
Development located in a Flood Hazard Area				
PO21	New development is:			Not Applicable

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<p>People and property are not exposed to intolerable risk from flood hazards.</p>	<ul style="list-style-type: none"> • situated outside of mapped flood areas identified in Schedule 2 – Flood mapping; or • 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. <p>AO21.2 New buildings in a mapped flood area identified in Schedule 2 – Flood mapping 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 Schedule 4.</p> <p>AO21.3 If located in a mapped flood area identified in Schedule 2 – Flood mapping, 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).¹</p> <p>AO21.4 If located in a mapped flood area identified in Schedule 2 – Flood mapping, hazardous materials are not</p>		<p>Uses and activities that are incompatible with the flood risk present.</p> <p>The development relies on evacuation routes that are subjected to flooding.</p> <p>Infrastructure and essential community services are unable to function during and following a flood event.</p>	

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

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	<p>stored on site, or are stored so the release of the hazardous materials is prevented.</p> <p>AO21.5 Development in a mapped flood area identified in Schedule 2 – Flood mapping does not:</p> <ul style="list-style-type: none"> • alter a watercourse or floodway, including by clearing vegetation; or • involve filling or excavating greater than 10m³. <p>AO21.6 Development maintains the protective function of landforms and vegetation to lessen the flood risk.</p>		<p>New buildings that increase the vulnerability of people located 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>	
PO22	AO22			Not Applicable

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
<p>Essential community services and infrastructure continue to be functional during and after a flood event.</p>	<p>Community infrastructure is located in accordance with community infrastructure flood immunity standards identified in the SPP guidance material on Natural hazards, risk and resilience - flood.</p>		<p>Essential services like hospitals, substations, or water treatment plants placed where they might be adversely affected by flooding</p>	


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

<p>PO23 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>AO23.1 Development occurring adjacent to or nearby a stock route identified in SPP mapping – Economic Development (Agriculture – Stock Route Network) should not impact the operation and safety of the stock route.</p> <p>AO23.2 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>Not Applicable</p>
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stock, pastures for the use of depasturing travelling stock, or fencing, are complied with in accordance with the *Stock Route Management Act 2002*.

200m of lot frontage.

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
Petroleum/high pressure gas pipelines				
<p>PO24 Pipelines carrying petroleum and gas continue to operate without impact.</p> <p>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>.</p>	<p>AO24 New buildings are not situated within 200m of petroleum and gas pipelines or easements as identified on SPP mapping – Safety and Resilience to Hazards (Emissions and Hazardous Activities – High Pressure Gas Pipelines).</p>		New buildings within 200m of petroleum and gas pipelines or easements.	Not Applicable
Local heritage places				
<p>PO25 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</p>	<p>AO25.1 Development:</p> <ul style="list-style-type: none"> does not impact, destroy or modify any local heritage place identified in Table SC3.1—Local Heritage Place of Schedule 3 and requires no building or operational work; or 	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	Not Applicable

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
<p>local values and cultural heritage.</p>	<ul style="list-style-type: none"> is in accordance with current best practice guidance as made under the <i>Queensland Heritage Act 1992</i> in relation to development of heritage places²; or is undertaken in accordance with an exemption certificate issued under the <i>Queensland Heritage Act 1992</i>. <p>AO25.2 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>	<p>could be accompanied by reductions in car parking requirements for the new use.</p>	<p>local heritage places.</p> <p>Undertaking development (including demolition) without having an exemption certificate, or without suitable assessment by Council.</p>	
<p>Editor's note—The following animation is included to provide an illustrated indication of how the acceptable outcome could be met.</p>	<p style="text-align: center;"></p> <p style="text-align: center;">View animated code provision.</p>			

² 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>.

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
Biodiversity				
<p>PO26 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>AO26 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 SPP mapping – Environment and Heritage (Biodiversity).</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>Not Applicable</p>

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
Airports and Aviation facilities				
<p>PO27 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>AO27.1 Development situated within the building restricted area for an aviation facility must not:</p> <ul style="list-style-type: none"> • disrupt the line of sight between the antenna by physical obstructions; • create electrical or electromagnetic fields which interfere with signals transmitted by the facility; or • include reflective surfaces that could deflect or interfere with signals transmitted by the facility. <p>AO27.2 Development and associated activities must not:</p> <ul style="list-style-type: none"> • 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; • include a light source or reflective surfaces that could distract or confuse pilots approaching the airport to land; • cause emissions which significantly increase air turbulence, reduce visibility or compromise the 		environment or negatively impact ecological connectivity.	
			Any sort of development which may interfere with the function of airports and aviation facilities	Not Applicable

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
<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"> attract wildlife or increase wildlife hazards to the operational airspace of the airport or the airport land; increase the number of people living, working or congregating in the Public Safety Area; or involve the manufacture, use or storage of flammable, explosive, hazardous or noxious materials in the Public Safety Area <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 https://dlgpprd.blob.core.windows.net/general/spp-strategic-airports-and-aviation-facilities-july-2017.pdf.</p>			