

Change Application (Other Change)

Extension to Retirement and Residential
Care Facility

Lot 1 on Coronation Drive, Blackall
Queensland 4472

Churches of Christ in Queensland
Our Reference: 10494
22 March 2021



■ Change Application (Other Change)

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Document Issue

Issue	Date	Prepared By	Checked By
Draft	17/03/2021	AP	JH
Final	19/03/2021	JH	AL

Executive Summary

This report is written on behalf of Churches of Christ in Queensland who seek to change an existing approval over land located at Lot 1 at Coronation Drive, Blackall (Council reference: IPA/7-2003/2004). The original development approval was approved by Blackall Council Regional Council 6 August 2003 for a Development Permit for Material Change of Use for "Residential Activity- Building Accommodation" which approved the current Barcoo Living Multi-Purpose Service which operates as a Retirement and Residential Care Facility under the current scheme. This approval was granted for a 14-bed facility that offers a range of personal care, therapies, and accommodation.

In addition to the above application, to provide context of the current infrastructure on site, a second application was lodged and approved by Council on 21 February 2008, which granted an approved for Material Change of Use "Residential Activity"- Accommodation Building (10 bed extension of Aged Care Facility). This development was an extension to the original approval that established an additional 10 beds, dining and lounge room. It is noted that this application is not sought to be changed as part of this proposed change application.

A Review of the 'Substantially Different Development' test was undertaken which confirmed the changes sought required this development to be facilitated through an Other Change because of additional land that has been incorporated to the site since the original application.

This other change application therefore seeks to change the originating approval (IPA/7-2003/2004), including:

- Incorporate works approved under subsequent extension and subdivision approvals;
- New 10 bed extension located on the western side of existing building;
- New generator located to adjoining the existing carpark;
- Addition of new pedestrian path;
- Enclosure of existing veranda to expand lounge/dining room area;
- Replacement of existing rainwater tank with three new tanks located on northern boundary; and
- Reconfiguration of existing internal areas behind existing kitchen area.

A legislative assessment has been carried out and it is considered the proposed changes comply with the relevant matters. Further, the proposed changes have been assessed against the applicable assessment benchmarks of the Planning Scheme and other relevant legislation. It has been demonstrated that the proposed changes comply with the assessment benchmarks. It is therefore recommended that the change application be approved, subject to relevant and reasonable conditions.

This report is accompanied by the following specialist reports/plans:

- **Attachment A** – Property Searches & Owners Consent;
- **Attachment B** – Proposal Plans; and
- **Attachment C** – Code Compliance Tables.

Project Summary

Property Summary

Site Address	Lot 1 at Coronation Drive, Blackall Queensland 4472
Real Property Description	Lot 1 on SP318666
Land Owner	Barcoo Retirement Village Incorporated
Site Area	6,594m ²
Frontage	Approx. 44m to Coronation Drive Approx. 64m to Shamrock Street at multiple locations.
Easements / Encumbrances	Nil
Local Government	Blackall-Tambo Regional Council

Planning Framework Summary

State Interests (SPP)	Transport infrastructure <ul style="list-style-type: none">• State Controlled Road
Regional Plan	Central West Regional Plan 2009
Planning Scheme	<i>Blackall-Tambo Planning Scheme 2020</i>
Zone	Township Zone (Commercial Precinct)
Overlay	<ul style="list-style-type: none">▪ Blackall (and surrounds) Flood Hazard Map▪ Transport Infrastructure – State-controlled road

Application Summary

Description	Extension to Retirement and Residential Care Facility
Type of Approval Sought	Development Permit for Material Change of Use
Category of Assessment	Impact assessable
Referral Agencies	Department of Transport and Main Roads
Referral Triggers	Schedule 10, Part 9, Div 4, Subdiv 2, Table 4 <ul style="list-style-type: none">▪ Material Change of Use of premises near a State transport corridor

■ Change Application (Other Change)

Applicant Details

Applicant	Churches of Christ in Queensland c/- Saunders Havill Group 9 Thompson Street Bowen Hills QLD 4006
Contact	Jasmin Hurikino Telephone: (07) 3251 9413 Email: jasminhurikino@saundershavill.com

1.1. Project Team

Town Planner	Saunders Havill Group
Architect	Merrin & Cranston Architects

Table of Contents

1.1. Project Team	iv
1. Introduction	1
2. Site Analysis	2
2.1 Development Approval History	3
3. Background	4
3.1 Barcoo Retirement Village	4
4. Development Proposal	5
4.1 Proposal Summary	5
4.2 Proposal Details	5
5. Change to Approval Package	7
5.1 Change to Council Requirements	7
6. Legislative Framework	8
6.1 Other Change Assessment	8
6.2 Level of Assessment	10
6.3 Applicable Assessment Benchmarks	10
6.4 Referrals	12
7. Conclusion	13

1. Introduction

Saunders Havill Group has been engaged by Churches of Christ in Queensland (the Applicant) to prepare this Change Application (Other Change). The application is to change an existing approval (Council reference: (IPA/7-2003/2004). The proposal will necessitate an 'other change' under section 82 of the *Planning Act 2016* (the Planning Act). The original development approval was for the following aspects of development:

- Development Permit for Material Change for "Residential Activity- Building Accommodation"

This report assesses the proposal against the relevant provisions of the *Blackall-Tambo Planning Scheme 2020* (the Planning Scheme), the *Planning Act 2016* (the Planning Act) and other relevant legislation.

This report is accompanied by the following specialist reports/plans:

- **Attachment A** – Property Searches & Owners Consent;
- **Attachment B** – Proposal Plans; and
- **Attachment C** – Code Compliance Tables.

2. Site Analysis

The subject site is located at Lot 1 on Coronation Drive, Blackall Queensland 4472 and formally known as Lot 1 on SP318666. The site is in central Queensland, south-east of Longreach and north-east of Roma. The site has a total area of 6,594m² and has frontage to Coronation Drive and Shamrock Street.

The following aerial photo extract shows the location of the subject site:



Figure 1: Aerial Photo showing location of subject site (Source: Qld Globe)

Property searches, including a Smart Map and Current Titles Search are included within **Attachment A**.

2.1 Development Approval History

A Standard Planning and Development Certificate was ordered to understand the existing and previous approvals that exist over the site. The site has been subject to several development approvals which all relate to the extension and improvement of the retirement and residential care facility. The table below lists out all relevant approvals.

Application Number	Development Description	Approved
IPA 6-2003/2004	Development Permit for Reconfiguring a Lot	17/07/2003
IPA 7-2003/2004	Development Permit for Material Change of Use	06/08/2003
IPA 21-2003/2004	Development Approval for Multi-Purpose Service Facility	26/03/2004
IPA 10-2007/2008	Development Permit for Material Change of Use for "Residential activity" – "Accommodation Building" (10 bed extension of aged care facility)	21/02/2008
DA-14-2018-2019	Development Permit for Reconfiguring a Lot (2 into 2 lots)	22/03/2019
DA 33-2019-2020	Development Permit for Reconfiguring a Lot (Boundary Realignment)	20/07/2020

On 17 August 2003, a Development Permit was given for a Material Change (IPA7- 2003/2004) which established the Barcoo Living Multi-Purpose Centre. This permit permitted the establishment of 14 bed Aged Care Facility.

Following the above approval, a second Development Permit was submitted and approved on 21 February 2008 which provided a 10-bed extension to the existing facility which fronts Shamrock Street.

Subsequent to the above approvals, a number of Reconfiguring a Lot applications have occurred, most recent being a Boundary Realignment (DA33-2019-2020). This boundary realignment established the additional land to which the proposed extension be created.

3. Background

3.1 Barcoo Retirement Village

Churches of Christ in Queensland, Barcoo Living Multi-Purpose Service is a 24-bed, resident care service offering a range of personal care, therapies, and accommodation. Available care types include aged care, palliative care, and respite care. The service is a joint Commonwealth and State/Territory initiative for rural and remote communities, which allows the local community and service providers to work together under one management structure to plan and improve health and aged care services. The facility is a not-for-profit service. Located in friendly Blackall, the town is situated on the Barcoo River and Landsborough Highway. It is a small country town steeped in history, including the home of the original 'black stump.' The main street is charming with its bottle trees down the centre and truly outback-styled buildings.



Figure 2: Barcoo Retirement Village entrance (Source: Churches of Christ in Queensland)

4. Development Proposal

4.1 Proposal Summary

The proposed changes to the existing approved development on site, involve the following:

- Demolition of parts of the existing building to facilitate the construction of the extension aspects proposed in this change application;
- Removal of the existing water tank and replacement with three new water tanks located on the northern boundary;
- Enclosure of veranda to enclose the existing lounge/dining room;
- Reconfiguration of internal area behind existing kitchen to include a salon and storage room;
- Extension of 10 addition beds to western portion of building; and
- Addition of new generator adjoining existing car park.

4.2 Proposal Details

The following table provides specific details of the change application aspects proposed.

Item	Existing	Proposed
Site Area	5,163m ²	6,602m ²
Site cover	32%	40.6%
Total GFA	1,640m ²	2,167m ²
Bed Numbers	24	34
Existing GFA to be demolished	-	31m ²

Figure 3 over the page is an extract of the proposed site plan which highlights the changes in green. Figure 4 is an extract of the proposed changes sought which highlighted in red. A full copy of the proposal plans is provided in **Attachment B**.

- Change Application (Other Change)

5. Change to Approval Package

The proposed changes to the development necessitate changes to the approval package regarding updated plans. It is acknowledged that given the year of the approval (2003), access to the documents has been limited, despite receiving a Standard Planning and Development Certificate from Council. This has not allowed us to identify specific conditions and plans to be altered. In general, we have provided a summary of the proposed changes below.

5.1 Change to Council Requirements

We seek the approval be amended to provide for the following:

- Appropriately reflect the plans submitted with this change application; and
- Changes to conditions where Council have documented them as required.

6. Legislative Framework

6.1 Other Change Assessment

The proposal necessitates a ‘change application’ under section 78 of the Planning Act. Specifically, the proposal will constitute an ‘other change’ and will be assessed under section 82 of the Act. We have carried out a legislative assessment and believe that the proposed changes comply with the matters relevant to assessing and deciding the change application in the context of the development approval in accordance with section 82 of the Planning Act.

An assessment against each element of section 82 is provided below:

Assessing and deciding application for other changes	Response
(1) This section applies to a change application, other than for a minor change to a development approval.	This application is for an ‘other change’ application under section 82 of the Planning Act as it involves new land and a significant increase in GFA.
(2) For administering the change application, and assessing and deciding the change application in the context of the development approval, part 2, division 2 and part 3, other than sections 51, 63 and 64(8)(c), and the development assessment rules apply –	We understand the change application will follow the process prescribed under the <i>Development Assessment Rules</i> (DA Rules) as if it were an application subject to impact assessment.
(a) As if – (i) The responsible entity were the assessment manager; and (ii) The change application were the original development application, with the changes included, but was made when the change application was made; and	Referral to the State Assessment and Referral Agency (SARA) will be made upon receipt of confirmation notice. This application will also require public notification.
(b) With necessary changes.	
(3) However – (a) section 53 does not apply to the change application if the change is not a minor change only because the change may cause—	Not applicable. While the change application includes several aspects that are considered ‘minor’, the change application includes changes that may not meet the definition for a ‘minor change’.

Assessing and deciding application for other changes	Response
<ul style="list-style-type: none"> (i) a referral to a referral agency if there were no referral agencies for the development application; or (ii) a referral to extra referral agencies; or (iii) a referral agency to assess the change application against extra matters; and 	<p>A standard development and planning certificate received from Council over this property did not provide any development conditions, as such it is unclear which conditions require amendment.</p>
<ul style="list-style-type: none"> (b) the power— <ul style="list-style-type: none"> (i) to direct that a development condition be imposed under section 56(1)(b)(i) includes a power to direct that a development condition be amended; and (ii) to impose a development condition under section 60(2)(c) or (3)(b) or 64(6)(b) includes a power to amend a development condition; and 	<p>A standard development and planning certificate received from Council over this property did not provide any development conditions, as such it is unclear which conditions require amendment.</p>
<ul style="list-style-type: none"> (c) if the responsible entity is, under section 78(3)(ba) or (bb), the Minister— <ul style="list-style-type: none"> (i) part 2, division 2 and part 3, other than sections 51. 63 and 64(8)(c), and the development assessment rules apply to the change application only if, and to the extent, those provisions would apply to a development application called in by the Minister; and (ii) section 105(5) and (6) applies for assessing and deciding the change application. 	<p>Not applicable. The responsible entity is not the Minister.</p>
<p>(4) To remove any doubt, it is declared that the following matters apply, only to the extent the matters are relevant to assessing and deciding the change application in the context of the development approval—</p>	<p>It is acknowledged that the originating assessment benchmarks from 2003 have been superseded. A new planning scheme has been adopted, the <i>Blackall-Tambo Region Planning Scheme 2020</i>. The assessment benchmarks of this scheme will be responded to as part of this application.</p>
<ul style="list-style-type: none"> (a) The assessment benchmarks; (b) Any matters a referral agency must, may, or may only assess the application against or have regard to under section 55(2); 	<p>The original application was referred to Department of Main Roads (DMR) as a concurrence agency for development impacting on State-controlled roads.</p>

■ Change Application (Other Change)

Assessing and deciding application for other changes	Response
(c) Any matters the assessment must have regard to under section 45(3) or (5);	An assessment of state code 1 will be provided as part of this application. Refer to Attachment C . Section 45 (5) is relevant as the application is impact assessable. The assessment benchmarks in the planning scheme will be addressed as part of this application.
(d) Any other relevant matters under section 45(5)(b).	Section 45(5)(b) is not relevant to this application.
(5) If a change application is made within 1 year after the development approval was given, any properly made submission for the application for the development approval is taken to be a properly made submission for the change application.	Not applicable. The originating application was approved in 2003.

6.2 Level of Assessment

In accordance with table 4.4.1, of the *Blackall-Tambo 2020 Planning Scheme*, the proposed change application triggers **impact assessment** as the Flood Mapping under Council's planning scheme impacts the Retirement Facility and Residential Care Facility.

6.3 Applicable Assessment Benchmarks

As the application is subject to Impact assessment, is it assessable against the whole planning scheme. In addition to the strategic framework, the following codes are specified in the categories of development and assessment as a benchmark for the proposed change. A response has been provided in the following locations.

Assessment Benchmark	Responsible Consultant	Response Location
General development code	SHG	Attachment C
Township zone code	SHG	Attachment C

6.3.1 Strategic Framework

As the proposed Other Change is impact assessable, the strategic framework is to be assessed as part of this application, demonstrating the development is beneficial towards the region. The table below outlines the

■ Change Application (Other Change)

Blackall-Tambo Regional Council's vision, as stated in section 3.2 of the planning scheme which has been responded to.

Strategic Vision	Response
<p><i>A safe and sustainable community with a quality lifestyle for all residents</i></p> <ul style="list-style-type: none"> • Population growth • Improved resilience and for people and property to be safe from hazards • Places and spaces for all ages • An enhanced lifestyle, while preserving the rural and regional attributes by which the region and its communities can be distinguished and identified • A rejuvenated and connected community • Arts, cultural and heritage attributes, including Aboriginal knowledge, culture and tradition, are protected, valued and appropriately promoted 	<p>The proposed change will improve the quality of the existing Barcoo Retirement and Residential Care Facility by increasing common area space through sitting rooms and the dining and lounge area. An additional 10 beds will also increase their ability to take on new residents.</p>
<p><i>A self-sufficient, strong and diverse economy</i></p> <ul style="list-style-type: none"> • A self-sufficient, robust local economy • Innovation, technical advancement and creativity are supported and promoted • Growing local jobs and enhancing local skills • Strengthened and broadened tourism opportunities • Natural attractions and cultural heritage features that are appropriately promoted and able to be appreciated • Enhanced public infrastructure (including airports, road networks, power and trunk water) that is protected, well connected, stable and innovative 	<p>The extension to the facility will have the potential to grow the business, enabling the Barcoo Retirement and Residential Care Facility to offer local jobs.</p>
<p><i>A sustainable, healthy and well-managed environment</i></p> <ul style="list-style-type: none"> • Habitats for migratory, threatened and local native species are preserved • Unique biodiversity, landforms and landscape views are protected • Built form throughout the region has been sustainably planned and designed 	<p>Not Applicable.</p>

- Change Application (Other Change)

6.4 Referrals

An assessment of Schedule 9 and 10 of the Planning Regulation confirms that the application involves referral to the State Assessment and Referral Agency (SARA). SARA acts as a referral agency for all matters that require referral to the Chief Executive of the Planning Regulation. The following provides a summary of the matters requiring referral to SARA.

Referral requirement	Referral agency and role	Assessment benchmarks	Location of Response
Schedule 10, Part 9, division 4, subdivision 2, table 4	Concurrence Agency	SDAP Code 1	Attachment C

A copy of the Development Assessment Mapping System (DAMS) searches is provided within **Attachment A**.

7. Conclusion

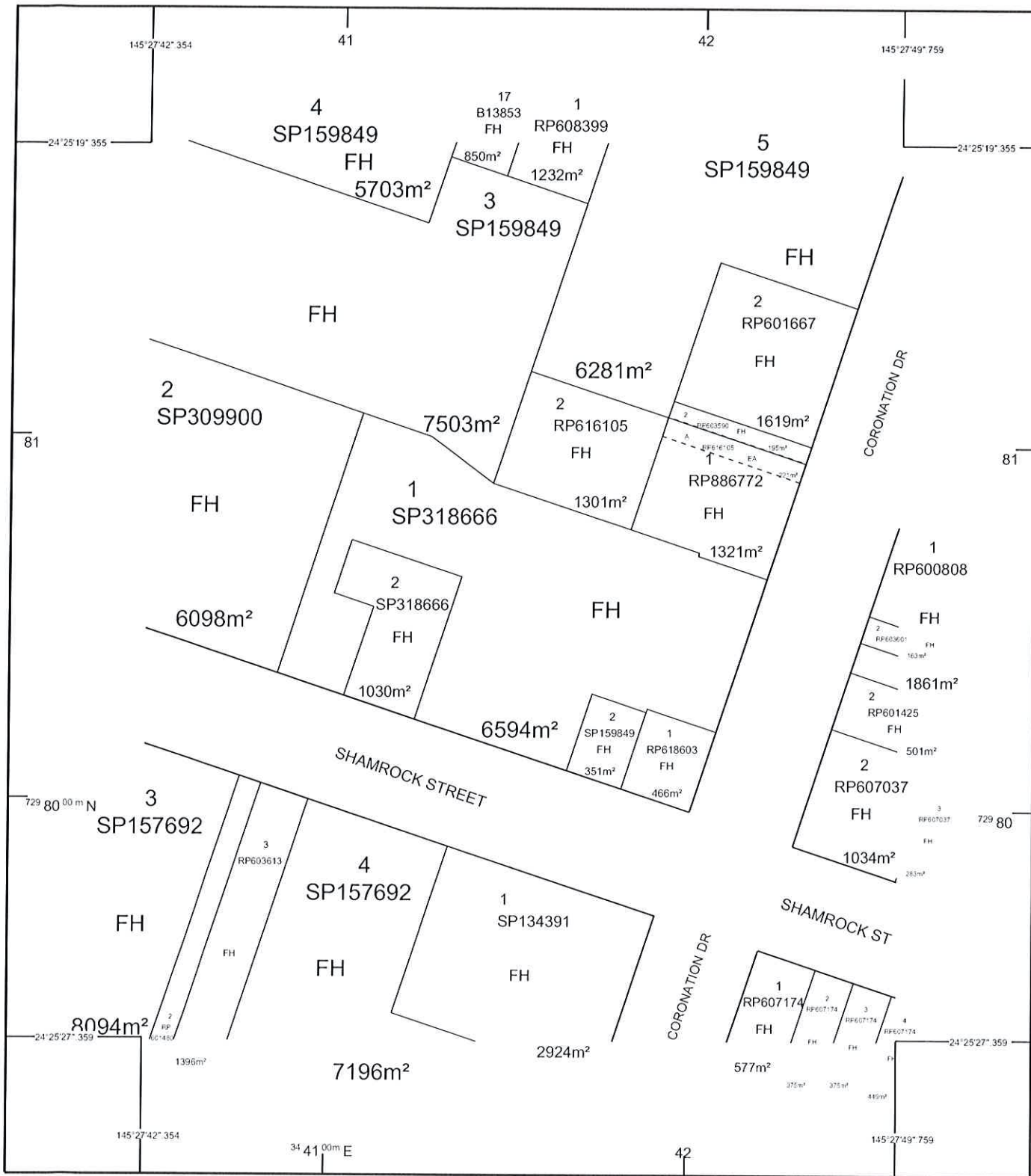
This report is written on behalf of Churches of Christ in Queensland who seek to change (Other Change) an existing approval (Council reference: IPA/7-2003/2004). The original development approval was granted on 6 August 2003. This approval is for the following aspects of development:

- Development Permit for Material Change of Use – Retirement Facility and Residential Care Facility

The applicant now seeks to make alterations to the originating approval through this 'other change' application. In summary, the proposed change includes the following:

- Incorporate works approved under subsequent extension and subdivision approvals;
- Demolition of parts of the existing building to facilitate the construction of the aspects proposed in this change application;
- Removal of the existing water tank and replacement with three new water tanks located on the northern boundary;
- Enclosure of veranda to enclose the existing lounge/dining room;
- Reconfiguration of internal area behind existing kitchen to include a salon and storage room;
- Extension of 10 addition beds to western portion of building; and
- Addition of new generator adjoining existing car park.

A legislative assessment has been carried out and it is considered that the proposed changes **comply with all relevant matters**. Further, the proposed changes have been assessed against the applicable assessment benchmarks of the Planning Scheme and other relevant legislation. It has been demonstrated that the proposed changes comply with the assessment benchmarks. It is therefore recommended that the change application be approved, subject to relevant and reasonable conditions.



STANDARD MAP NUMBER
7949-22132



MAP WINDOW POSITION & NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION	
DCDB Lot/Plan	1/SP318666
Area/Volume	6594m ²
Tenure	FREEHOLD
Local Government	BLACKALL TAMBO REGIONAL
Locality	BLACKALL
Segment/Parcel	45412/673

CLIENT SERVICE STANDARDS	
PRINTED (dd/mm/yyyy)	17/03/2021
DCDB	16/03/2021
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SmartMap

An External Product of
SmartMap Information Services
Based upon an extraction from the
Digital Cadastral Data Base



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CURRENT TITLE SEARCH

DEPARTMENT OF RESOURCES, QUEENSLAND

Request No: 36584768

Search Date: 12/03/2021 07:58

Title Reference: 51240820

Date Created: 18/12/2020

Previous Title: 30222101

50120095

51200288

REGISTERED OWNER

Dealing No: 720430330 30/11/2020

BARCOO RETIREMENT VILLAGE INCORPORATED

ESTATE AND LAND

Estate in Fee Simple

LOT 1 SURVEY PLAN 318666

Local Government: BLACKALL TAMBO

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10153197 (ALLOT 8 SEC 4)
Deed of Grant No. 10172153 (ALLOT 6 SEC 4)
Deed of Grant No. 10172154 (ALLOT 7 SEC 4)
Deed of Grant No. 10259177 (ALLOT 9 SEC 4)
2. LEASE No 708682051 24/05/2005 at 14:03
CHURCHES OF CHRIST IN QUEENSLAND A.B.N. 22 304 038 262
OVER PART OF THE LAND
(FORMERLY LOT 1 ON SP159849)
3. AMENDMENT OF LEASE No 712868794 16/11/2009 at 15:59
LEASE: 708682051
TERM: 01/03/2005 TO 30/06/2024 OPTION NIL

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D-ENQ GLOBALX

State Assessment and Referral Agency

Date: 17/03/2021



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Manufacturing, Infrastructure
and Planning

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Matters of Interest for all selected Lot Plans

Water resource planning area boundaries

Great artesian water resource plan area

State-controlled road

Area within 25m of a State-controlled road

Matters of Interest by Lot Plan

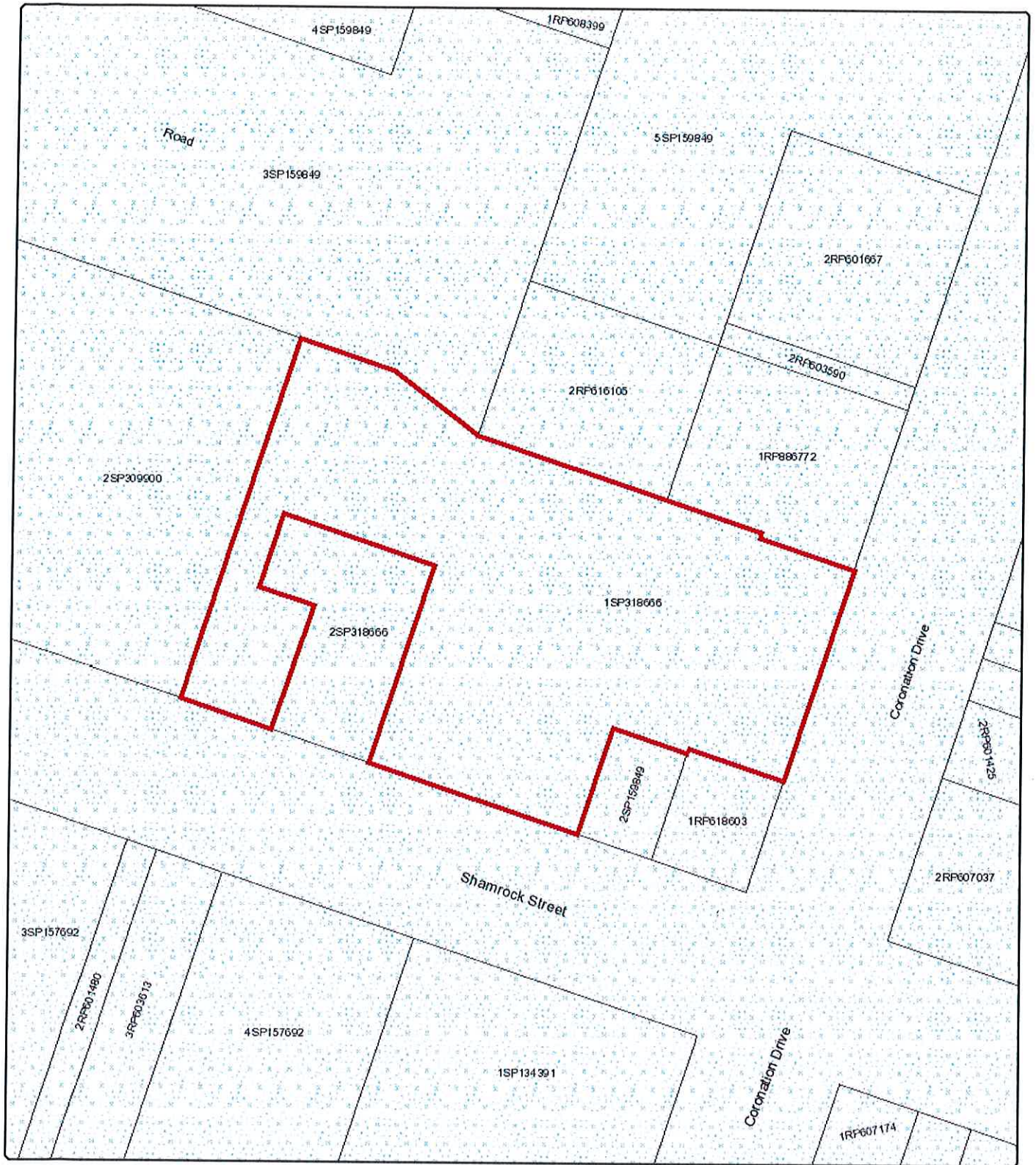
Lot Plan: 1SP318666 (Area: 6594 m²)

Water resource planning area boundaries

Great artesian water resource plan area

State-controlled road

Area within 25m of a State-controlled road



State Assessment and Referral Agency

Date: 17/03/2021



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and Planning

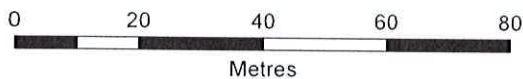
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Legend

Water resource planning area boundaries

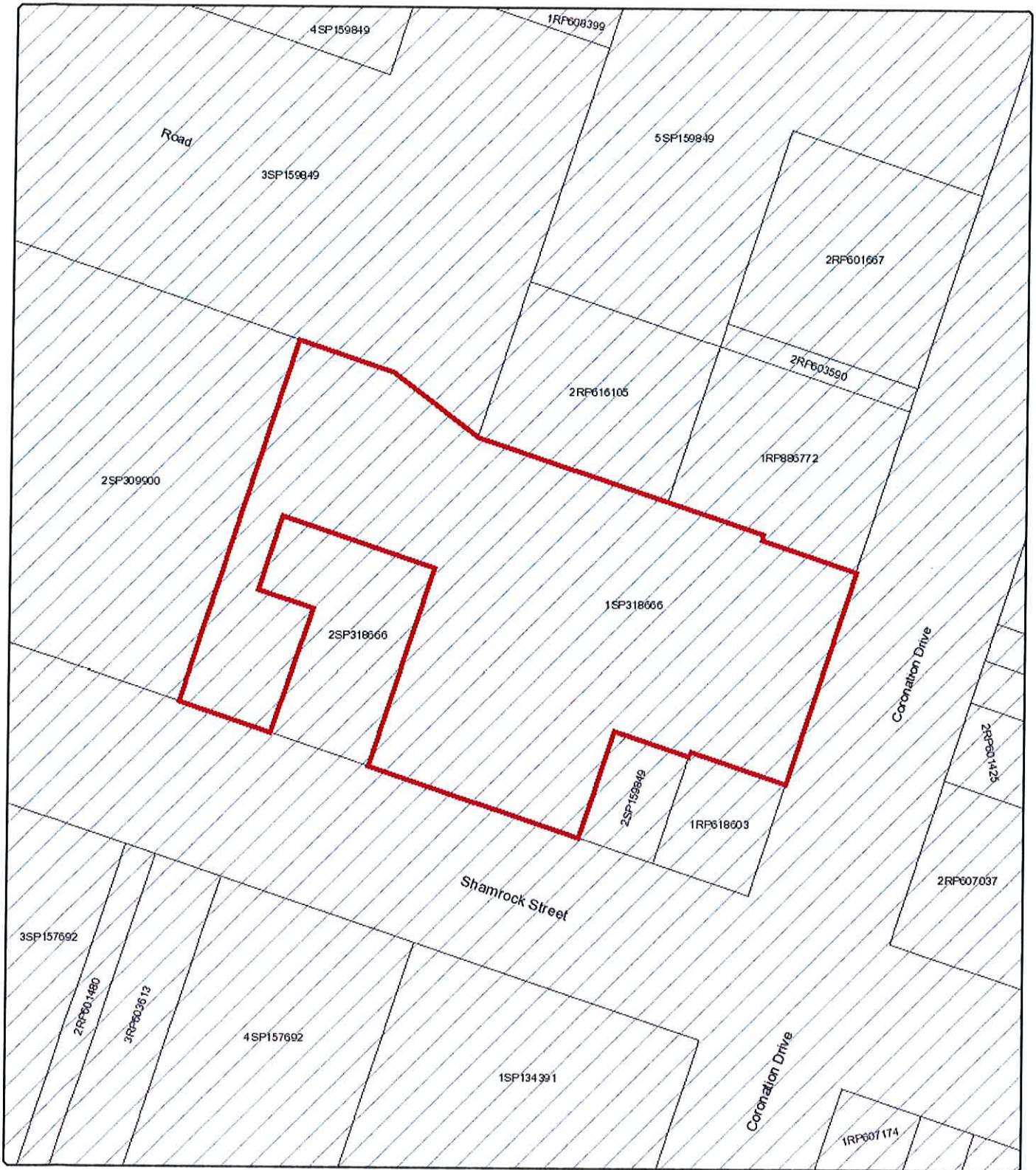


Water resource planning area boundaries



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Legend

Great artesian water resource plan area



Great artesian water resource plan area

0 20 40 60 80

Metres

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Area within 25m of a State-controlled road



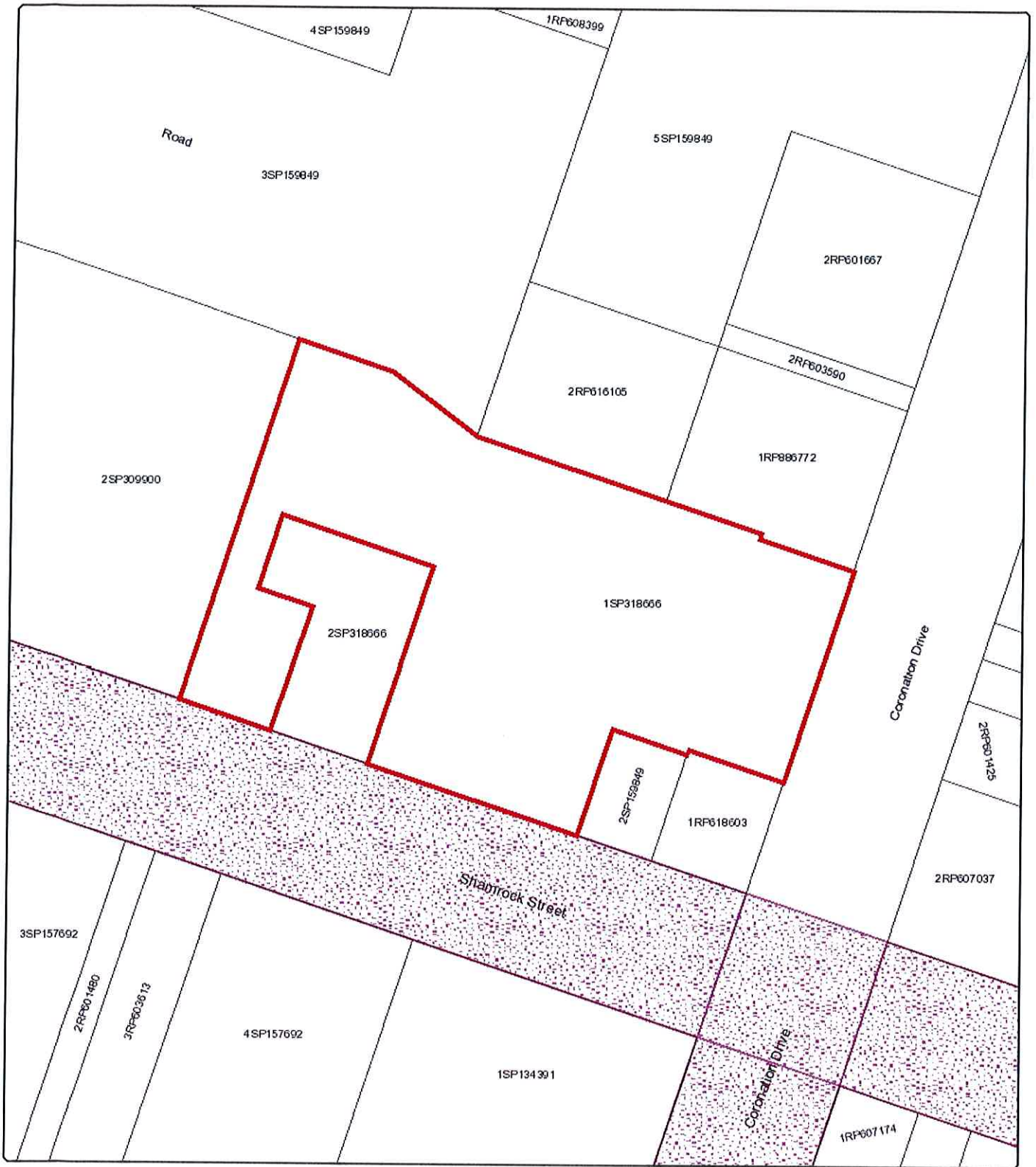
Area within 25m of a State-controlled road

0 20 40 60 80

Metres

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Legend

State-controlled road



State-controlled road

0 20 40 60 80

Metres

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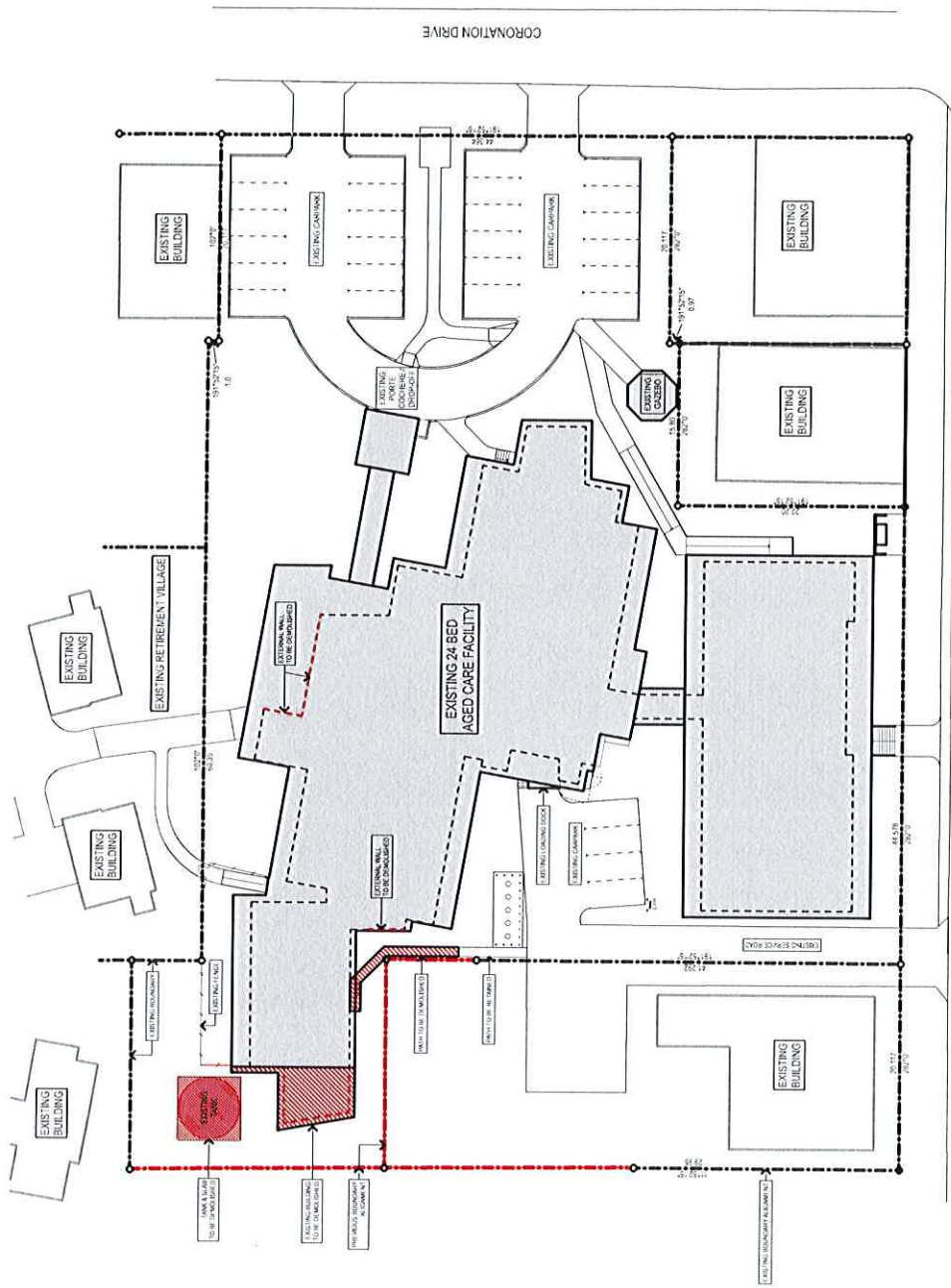
NOTES:
 1. THIS PLAN IS A PRELIMINARY DESIGN AND SHOULD NOT BE USED FOR CONSTRUCTION.
 2. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
 3. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

NOTES - Site Plan

GFA has been calculated as the building area to the face of the external walls. It does not include the area of balconies, stairs, ramps and other miscellaneous areas that are not included in the building footprint.

AREAS

EXISTING SITE AREA, to previous 500 boundaries (approx.)	5,183 m ²
EXISTING SITE COVERAGE, to previous site boundaries (approx.)	41.9%
EXISTING TOTAL GFA (approx.)	1,540 m ²
EXISTING GFA, to be demolished	31 m ²
BEDROOMS	
EXISTING BED NUMBERS	24



Rev	Date	Details	DC	Ch
A	11/03/21	DEVELOPMENT APPLICATION	DC	Ch

PROJECT LEAD MANAGER: DC
 PRELIMINARY
 NOT FOR CONSTRUCTION
 INFORMATION



+ Barcoo Living Multi Purpose Service
 PROJECT
McLean Place Aged Care Extension
 Cnr Shamrock St & Coronation St, Blackall QLD, 4472



Ph: 07 3320 1620
 Fax: 07 3320 1625
 Email: reception@merinncranston.com
 Name: George Belar Qld 2459, NSW 10791
 ABN: 60 022 242 378

EXISTING / DEMOLITION SITE PLAN

SCALE: 1:500
 PROJECT No. C732 DA101
 SHEET No. A
 DATE: 11/3/21



Prepared by: Merin & Cranston Architects Pty Ltd (ABN 60 022 242 378) Drawing No: C732 DA101 - Existing / Demolition Site Plan (Sheet A of 1)

NOTES:
 1. ALL ROOMS TO BE FINISHED TO A STANDARD SUITABLE FOR A RESIDENTIAL CARE HOME.
 2. ALL ROOMS TO BE FINISHED TO A STANDARD SUITABLE FOR A RESIDENTIAL CARE HOME.
 3. ALL ROOMS TO BE FINISHED TO A STANDARD SUITABLE FOR A RESIDENTIAL CARE HOME.



Rev	Date	Details	DC	Ch
A	11/03/21	DEVELOPMENT APPLICATION	DC	Ch

PROJECT LEAD MANAGER: DC
PRELIMINARY
 NOT FOR CONSTRUCTION



+ Barcoo Living Multi Purpose Service
 PROJECT
McLean Place Aged Care Extension
 601 Sharnbrook St & Coronation St, Blackall
 QLD, 4472

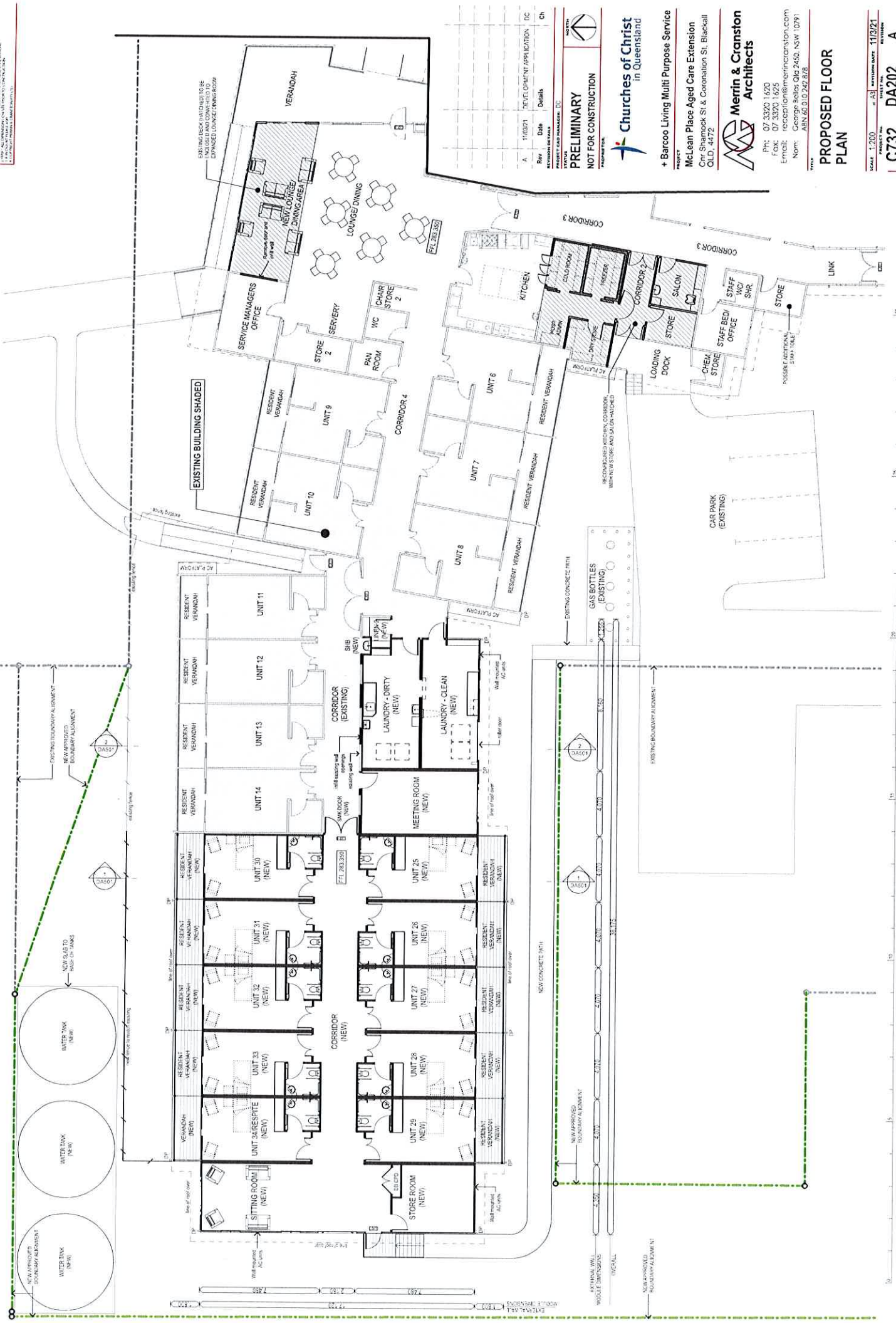


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 Email: reception@merincranston.com
 Name: George Belar Qld 7450, NSW 1079
 ABN 60 01242 878

PROPOSED OVERALL FLOOR PLAN

SCALE: 1:250
 DRAWING DATE: 11/03/21
C732 **DA103** **A**

NOTES:
 1. ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE IN METERS.
 2. ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE TO FACE UNLESS NOTED OTHERWISE.
 3. ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE TO FACE UNLESS NOTED OTHERWISE.



Rev	Date	Details	DC	Ch
A	11/03/21	DEVELOPMENT APPLICATION	DC	Ch

PROJECT CAD MANAGER: DC
PRELIMINARY
NOT FOR CONSTRUCTION



Churches of Christ
 in Queensland
 + Barcoo Living Multi Purpose Service
 PROJECT
 McLean Place Aged Care Extension
 671 Sharnock St & Coronation St, Blackhall
 QLD, 4472



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PROPOSED FLOOR PLAN

SCALE: 1:200	DATE: 11/03/21
PROJECT: C732	REVISION: DA202
A	

Project: C732 - McLean Place Aged Care Extension - Barcoo Living Multi Purpose Service
 Drawing: Proposed Floor Plan - A
 Date: 11/03/21
 Scale: 1:200
 Project: C732
 Revision: DA202
 Sheet: A

NOTES:
 1. THIS PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 3. REFER TO ALL OTHER DRAWINGS FOR DETAILS.



Rev	Date	Details	DC	Ch
A	11/03/21	DEVELOPMENT APPLICATION	DC	

PROJECT LEAD MANAGER: DC
 PROJECT: McLean Place Aged Care Extension
 PROJECT LOCATION: 11/03/21
 PROJECT STATUS: PRELIMINARY
 NOT FOR CONSTRUCTION



PROPERTY: + Barcoo Living Multi Purpose Service
 PROJECT: McLean Place Aged Care Extension
 ADDRESS: 511 Sturt Street & Coronation St, Blackall QLD 4472

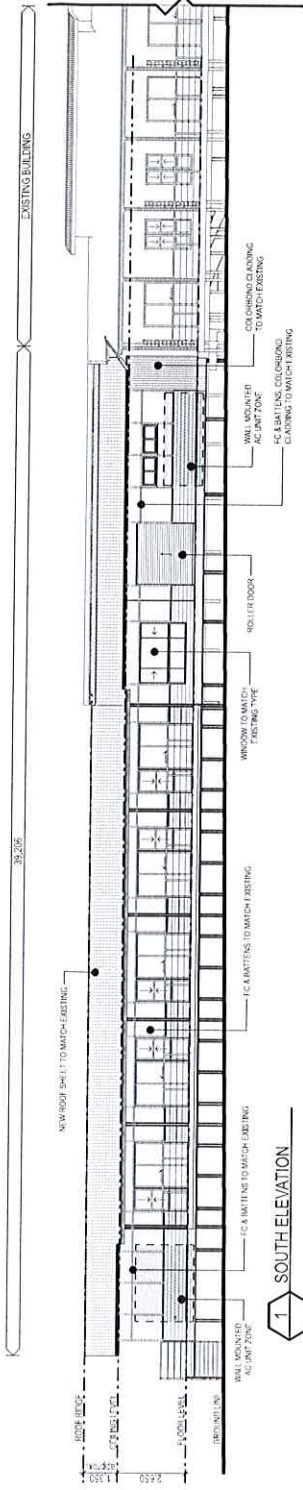


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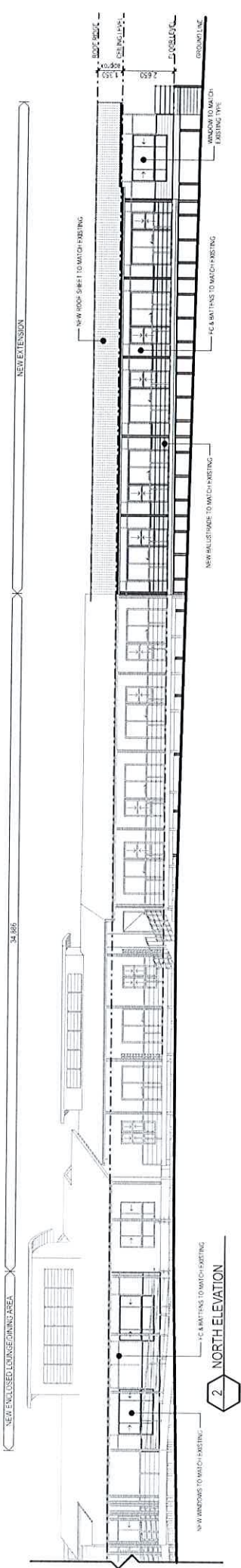
ROOF PLAN

SCALE: 1:200
 DATE: 11/03/21
 DRAWING NO: C732 DA203 A

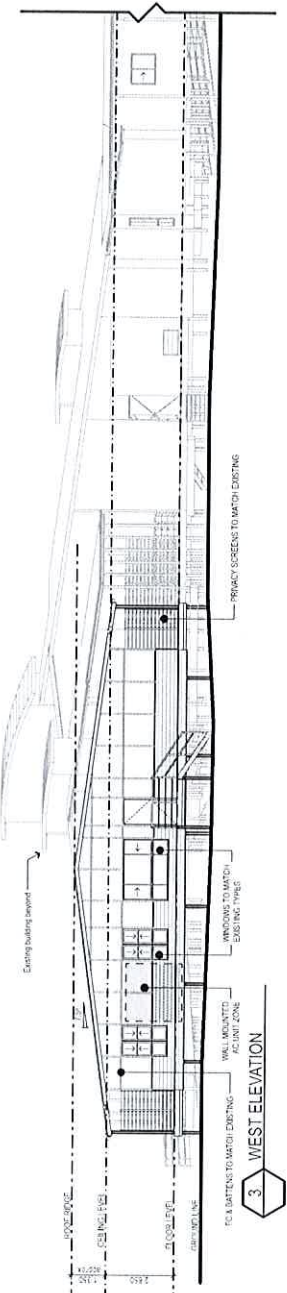
NOTES:
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.



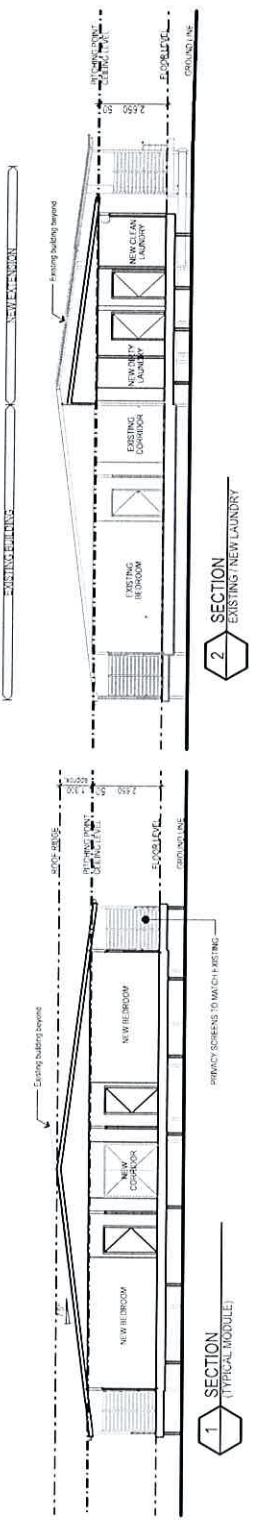
1 SOUTH ELEVATION



2 NORTH ELEVATION



3 WEST ELEVATION



1 SECTION (TYPICAL MODULE)

2 SECTION EXISTING NEW LAUNDRY

REV	DATE	DETAILS	DC	CH
A	11/03/21	DEVELOPMENT APPLICATION	DC	Ch

REVISION DETAILS

PROJECT CASE MANAGER: DC

PRELIMINARY

NOT FOR CONSTRUCTION

PROJECT NO:



+ Barcoo Living Multi Purpose Service
 PROJECT
 McLean Place Aged Care Extension
 Cnr Sharnock St & Coronation St, Blackall
 QLD 4472



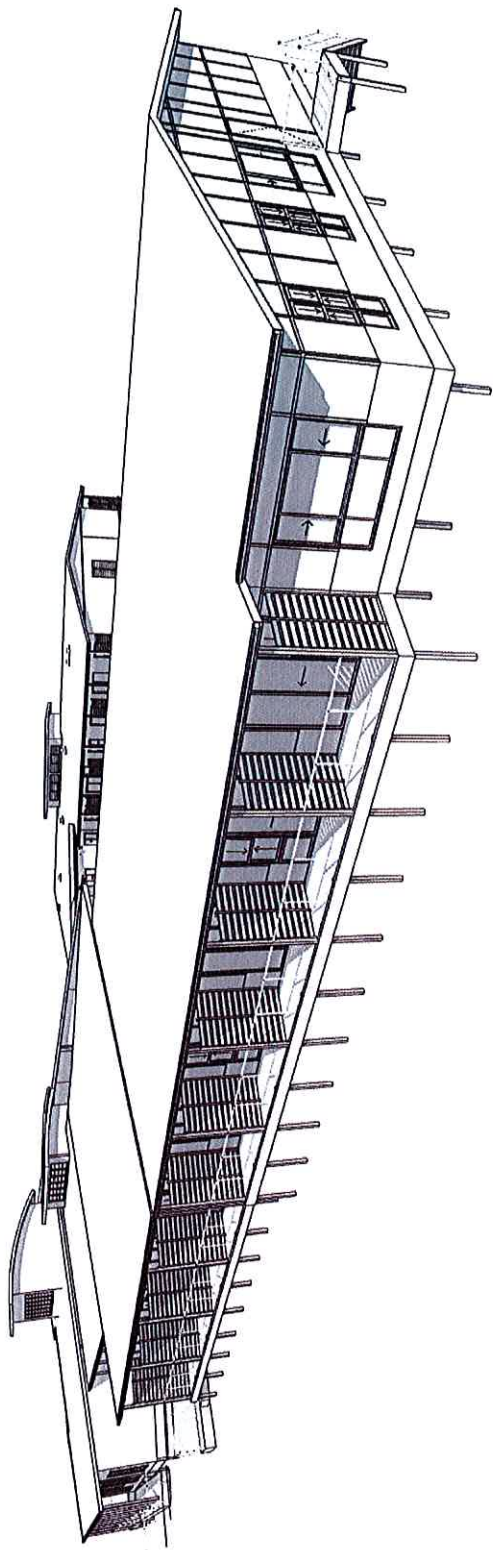
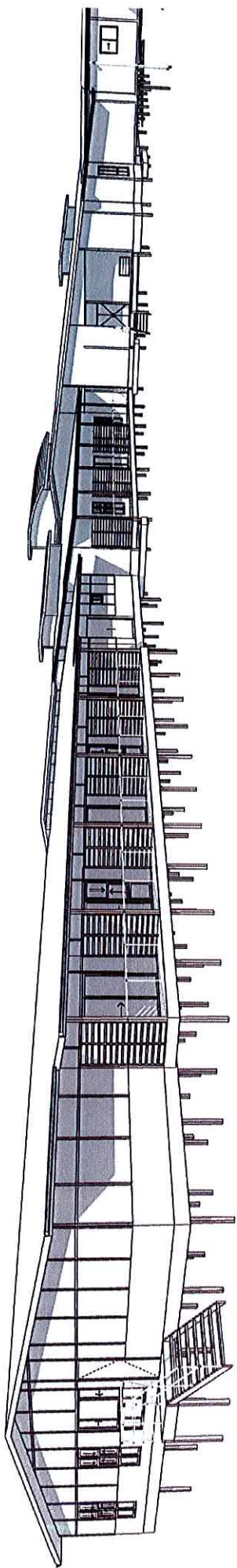
Ph: 07 3320 1620
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 No: George Bellar, Old 2450, NSW 1071
 ABN: 66 010 262 818

ELEVATIONS AND SECTIONS

SCALE: 1:200
 PROJECT NO: 113/21
 DATE: 11/03/21

C732 DA501 A

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NO.	REV.	DATE	DETAILS	BY	CHK
A	1	11/03/21	DEVELOPMENT APPLICATION	DC	Ch

PROJECT AND MANAGER: DC
 ALUMINUM DETAILS
PRELIMINARY
NOT FOR CONSTRUCTION
 PROVISIONAL



+ Barcoo Living Multi Purpose Service
 PROJECT
McLean Place Aged Care Extension
 Cnr Sharnook St & Coronation St, Blackall
 QLD, 4472



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PERSPECTIVES

SCALE: 1:50
 PLOT DATE: 11/03/21
 PROJECT NO: DA901
 DRAWING NO: A

Lot 1 Coronation Drive, Blackall Queensland 4472 – Code Compliance Tables



Assessment Benchmarks

The following Assessment Benchmarks have been addressed by Saunders Havill Group for this application:

- General development code
- Township zone code
- State code 1 – Development in a state-controlled road environment

General development code

Performance Outcomes	Acceptable Outcomes	Response
Site Layout		
<p>PO1 The scale of new buildings and facilities suits its site and its surroundings</p>	<p>AO1 New buildings cover less than the following percentage of site area:</p> <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. 	<p>Complies The proposed site cover is 40.6%, compliant with the AO.</p>
<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>Complies The proposed extension building area will be built in accordance with the setback requirements of the BCA and QDC. Refer to the proposal plans.</p>
<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</p>	<p>N/A to AO3.1 Site is in the Commercial precinct.</p> <p>Complies with AO3.2 The site has existing vegetation that will be kept and maintained in accordance with AO3.2.</p>

	In all areas, keep, or provide and maintain, shade trees and shrubs on the site – not just grass and shrubs.	
Building Design		
PO4 Building height is similar to the other buildings in town and around the Blackall-Tambo Region.	AO4 New buildings are less than the following heights: <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. 	Complies The proposed extension will not exceed 2 storeys or 8.5m above ground level.
PO5 New buildings have a similar look and feel to any surrounding buildings, and look like they belong in the local area.	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: <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 <ul style="list-style-type: none"> • windows or other design features which overlook the street to allow for passive surveillance. AO5.2 In the Commercial precinct, new buildings will: <ul style="list-style-type: none"> • provide for tenancies fronting the street 	N/A The frontage of the building will not be altered from its existing state. The proposed change involves an extension at the rear of the site.

	<ul style="list-style-type: none"> • 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>	
<p>PO6</p> <p>New buildings include design features which allow for passive surveillance of the streetscape and measures that increase the safety of the neighbourhood.</p>		<p>Complies</p> <p>The proposed extension area is not located on street frontage, however, is open in design and will allow of casual surveillance of neighbouring allotments.</p>
<p>Dual Occupancy and Multiple Dwelling</p>		
<p>PO7</p> <p>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.</p>	<p>A07.1</p> <p>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:</p> <ul style="list-style-type: none"> • skillion • gable • hipped; or • pitched. <p>A07.2</p> <p>Each dwelling includes the following design elements:</p> <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 	<p>N/A</p> <p>Proposal is for a Retirement and Residential Care Facility.</p>

	<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. 	
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>N/A</p> <p>Proposal is not for ancillary uses.</p>
Traffic, access, manoeuvring and parking		
<p>PO9</p> <p>Expected increases in traffic volume are properly managed and mitigated.</p>	<p>AO9.1</p> <p>Local transport and traffic design standards/local laws are met.</p> <p>PO9.2</p> <p>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>Complies</p> <p>Existing use arrangements will not be altered to impact local traffic, transport or laws.</p> <p>Complies</p> <p>Proposed extension will not impact existing traffic arrangements.</p>
<p>PO10</p> <p>Sufficient parking spaces are provided for the use.</p>	<p>AO10.1</p> <p>Car parking is provided as per the rates in Table 6.2.2.1.</p> <p>AO10.2 On-street parking is maintained.</p>	<p>Complies</p> <p>Sufficient parking spaces exists for the current facility.</p> <p>Complies</p> <p>No alteration to on street parking.</p>
<p>PO11</p> <p>Vehicle access and movement is:</p>	<p>AO11.1</p>	<p>Complies</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>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. AO11.2 Avoid conflict with obstacles which may obstruct parking – e.g. manholes, power poles, vegetation, bus stops, gully pits and other obstacles. <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>No changes to the existing car parking and manoeuvring arrangements are proposed.</p>
Off-site impacts		
<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>AO12.2</p>	<p>N/A The proposed change is for an extension to an existing Retirement and Residential Care Facility which will not produce pollution. The extension building is set back from the street, separated by another building and allotment. In addition to this, privacy screening is provided for all bedrooms. Pollution impacts on the extension will be negligible.</p>

	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.	
Infrastructure and Services		
PO13 Suitable connections to power and telecommunications are provided.	AO13 Telecommunications and power supplies are designed to meet provider requirements.	Complies To be compliant on build.
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.	AO14.1 In the Township zone, all new buildings are connected to Blackall-Tambo Regional Council's reticulated water supply network in accordance with: • 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. AO14.2 In the Recreation and Open Space zone and Rural zone, a potable water supply is provided. AO14.3 In the Township zone, all new buildings and facilities are connected to a reticulated sewerage network, where available. 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 provided generally in	Complies To be compliant on build.

	accordance with the Queensland Plumbing and Wastewater Code.	
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.	AO15 Stormwater drainage is provided in accordance with: • 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.	Complies To be compliant on build.
Council assets		
PO16 Council infrastructure is protected from encroachment or interference.	AO16.1 All building proposals are clear of Council easements and underground infrastructure within site boundaries. 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.	Complies The proposed changes to the existing Retirement and Residential Care Facility are not located near Council assets.
Development located in a Bushfire Prone Area		
PO17 Vulnerable uses, essential service uses and hazardous chemical facility uses are not established or intensified within a bushfire prone area.		N/A Subject site not impacted by Bushfire overlays.
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	AO18.1 New buildings and facilities are not situated in a bushfire prone area as identified on SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)	N/A Subject site not impacted by Bushfire overlays.

bushfire is mitigated to an acceptable or tolerable level.	<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 defendable 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>PO19 Emergency services and community infrastructure continue to function effectively during and immediately after a bushfire event.</p>	<p>AO19.1 Emergency services and community infrastructure is not located 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>N/A Subject site not impacted by Bushfire overlays.</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>N/A Subject site not impacted by Bushfire overlays.</p>

	<p>Editor's note—Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines; the Environmental Protection Act 1994; and the relevant building assessment provisions under the Building Act 1975 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/runningbusiness/protecting-business/riskmanagement/hazardous-chemicals/storingtransporting</p>	
Development located in a Flood Hazard Area		
<p>PO21 People and property are not exposed to intolerable risk from flood hazards.</p>	<p>AO21.1 New development is:</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 <p>AO21.1 New development is:</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. 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</p>	<p>Complies with AO21.2 The proposed building extension area extends the existing finished floor level that is approximately 1m above the ground. This floor level is unlikely to be flooded.</p>

	<p>flood events (this must be sufficient to cater for evacuation and emergency access).</p> <p>AO21.4 If located in a mapped flood area identified in Schedule 2 – Flood mapping, hazardous materials are not 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: • alter a watercourse or floodway, including by clearing vegetation; or • involve filling or excavating greater than 10m3.</p> <p>AO21.6 Development maintains the protective function of landforms and vegetation to lessen the flood risk.</p>	
PO22 Essential community services and infrastructure continue to be functional during and after a flood event.	AO22 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.	
Stock Route Network		
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	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.	N/A Site is not located near a stock route.

<p>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 Land Act 1994 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 stock, pastures for the use of depasturing travelling stock, or fencing, are complied with in accordance with the Stock Route Management Act 2002.</p>	<p>AO23.2</p> <p>The stock route is to be easily accessible at all times by stock route users.</p>	
<p>Petroleum/high pressure gas pipelines</p>		
<p>PO24</p> <p>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 Petroleum and Gas (Production and Safety) Act 2004.</p>	<p>AO24</p> <p>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>	<p>N/A</p> <p>Site is not located near a high pressure gas pipeline.</p>
<p>Local heritage places</p>		
<p>PO25</p> <p>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 local values and cultural heritage.</p>	<p>AO25.1</p> <p>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 	<p>N/A</p> <p>Site is not a local heritage place.</p>

	<ul style="list-style-type: none"> • is in accordance with current best practice guidance as made under the Queensland Heritage Act 1992 in relation to development of heritage places⁴; or • is undertaken in accordance with an exemption certificate issued under the Queensland Heritage Act 1992. <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. 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>	
Biodiversity		
<p>PO26 State environmentally significant areas are protected, not encroached upon, or otherwise degraded, with vegetation and wildlife movement corridors maintained. 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 Environmental Offsets Act 2014.</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>N/A Development is inside the Township zone.</p>
Airports and Aviation facilities		
<p>PO27</p>	<p>AO27.1</p>	<p>N/A</p>

<p>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. Editor’s note-As at the adoption of this planning scheme, no Strategic Airports and Aviation Facilities of State significance have been identified 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>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</p> <p>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 operation of aircraft engines the operational airspace of an airport; • 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</p>	<p>Development is not within the restricted area nor will it impact airport or aviation activities.</p>
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	at https://dilgpprd.blob.core.windows.net/general/spstrategic-airports-and-aviation-facilities-july-2017.pdf .	
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Township zone code

Performance Outcomes	Acceptable Outcomes	Response
For assessable development		
<p>PO1 Hotel, rooming accommodation, relocatable home park and short-term accommodation uses are provided in a location where:</p> <p>(a) it can be serviced with infrastructure (b) is complementary to the existing character of the area; (c) does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation; (d) does not lead to a reduced quality of accommodation experiences available within the location.</p>		<p>N/A Proposal is for a Retirement and Residential Care Facility.</p>
<p>PO2 The industrial precinct and existing industrial land uses are protected from encroachment by incompatible land uses.</p>		<p>N/A</p>
<p>PO3 Uses are compatible with, and complementary to, the existing residential uses.</p>		<p>Complies The proposed use is for a Retirement and Residential Care Facility extension which is residential in nature.</p>
<p>PO4 Where adjoining a residential use, non-residential uses are located and designed to avoid impacts on existing levels of residential</p>	<p>AO4.1 Commercial uses are located in the commercial precinct and industrial uses are located in the industrial precinct.</p>	<p>N/A Proposal is not a commercial use.</p>

amenity including privacy, safety, noise, odour and fumes, lighting and traffic generation.	AO4.2 Non-residential uses do not overlook the living areas of any adjoining residential use.	
PO5 Dual Occupancy is located on appropriately sized lots to avoid impacts on residential amenity and safety.	AO5 Dual Occupancy are located on a site with an area of at least: (a) 2000m ² where not connected to reticulated sewerage network; or (b) 800m ² where connection is available to reticulated sewerage network.	N/A Proposal is not for dual occupancy.
PO6 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.	AO6.1 Multiple dwellings are located on lots with a minimum area of 1000m ² . AO6.2 The number of dwellings contained in a multiple dwelling and/or retirement facility is calculated as follows: (a) one bedroom units per 350m ² of site area; and (b) units comprising more than one bedroom per 400m ² of site area.	N/A Proposal is not a multiple dwelling.
PO7 Low impact industry use involving commercial-use chiller box/es for the storage of animal carcasses (for example, associated with macropod harvesting): (a) does not have an adverse impact on surrounding residential or accommodation		N/A

uses in terms of amenity, noise, odour and fumes, lighting and traffic generation; and (b) are serviced by reliable electricity and water required for the use; and (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.		
For assessable development in the Commercial precinct		
PO8 Hours of operation are consistent with maintaining a reasonable level of amenity for nearby land in a residential precinct.	AO8 Hours of operation are limited to 6am to 10pm.	Performance Outcome Due to the nature of the development, the operation hours are 24/7, however will not impact the amenity for the nearby area.
PO9 New buildings maintain and enhance the existing streetscape and relationship with adjoining buildings.	AO9.1 Where adjoining an existing awning, a new awning connection is made at the same or very similar height to provide connectivity for weather protection. AO9.2 A footpath is provided in accordance with Council's minimum standards for all development.	Complies Roofing will be designed and constructed to align with the existing building.
PO10 Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties.		N/A No changes to existing waste disposal and servicing arrangements proposed.
PO11	AO11.1	Complies

<p>Development is designed and located so that adverse impacts on privacy and amenity on nearby residential uses are minimised.</p>	<p>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>AO11.2 A 1.8m high solid screen fence is provided along all boundaries shared with a residential use.</p> <p>AO11.3 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>Compliant setbacks will be maintained and fencing structures along all boundaries.</p>
<p>PO12 New uses developed in the Commercial precinct do not detract from the precinct's predominant commercial nature.</p>		<p>N/A Proposal is not a new use.</p>
<p>For assessable development in the Industrial precinct</p>		
<p>PO13 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>N/A Site is in the commercial precinct.</p>
<p>PO14 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</p>		<p>N/A Site is in the commercial precinct.</p>

Commercial precinct as being the primary location for commercial development.		
PO15 Sensitive land uses (other than Caretaker's accommodation) are not established within the Industrial precinct.		N/A Site is in the commercial precinct.
PO16 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.	AO16.1 Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2019. AO16.2 Development achieves the air quality objectives set out in the Environmental Protection (Air) Policy 2019.	N/A Site is in the commercial precinct.
PO17 Development does not compromise the viability of the primary use of the site.	AO17 No more than one (1) caretaker's accommodation dwelling is established on the site.	N/A Site is in the commercial precinct.
For assessable development in the Mixed Use precinct		
PO18 Development does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation.		N/A Site is in the commercial precinct.
PO19 Non-residential uses are compatible with and do not detract from the domestic scale, intensity, form and character of the precinct.	AO19.1 New buildings and structures comply with the building heights stated in A04 of the General Development Code. AO19.2	N/A Site is in the commercial precinct.

	The scale of ancillary buildings comply with AO8 of the General Development Code.	
PO20 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.	AO20 Hours of operation are limited to 7am to 6pm.	N/A Site is in the commercial precinct.
PO21 Development does not compromise the viability of the primary use of the site.	AO21 No more than one (1) caretaker's accommodation dwelling is established on the site.	N/A Site is in the commercial precinct.
PO22 Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties.		N/A Site is in the commercial precinct.

State code 1 – Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure.	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Complies
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	Complies
PO2 The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	N/A Proposed extension building is located 45m from the state controlled road reserve, behind an existing building.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	N/A
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	N/A
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2 nd Edition, Department of Transport and Main Roads, 2017.	N/A
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection	N/A

Performance outcomes	Acceptable outcomes	Response
to prevent projectiles from being thrown onto a state-controlled road.	screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018.	
Filling, excavation and retaining structures		
<p>PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	<p>N/A</p> <p>No filling or excavation proposed.</p>
<p>PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	<p>N/A</p> <p>No filling or excavation proposed.</p>
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment,</p>	No acceptable outcome is prescribed.	<p>N/A</p> <p>No filling or excavation proposed.</p>

Performance outcomes	Acceptable outcomes	Response
<p>Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>		
<p>PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2nd Edition, Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A No filling or excavation proposed.</p>
<p>PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>N/A No filling or excavation proposed.</p>
<p>PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A No filling or excavation proposed.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	<p>N/A</p> <p>No filling or excavation proposed.</p>
	<p>AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p>	<p>N/A</p> <p>No filling or excavation proposed.</p>
<p>PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p> <p>AND</p>	<p>N/A</p> <p>No filling or excavation proposed.</p>
	<p>AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.</p>	<p>N/A</p> <p>No filling or excavation proposed.</p>
<p>Stormwater and drainage</p>		
<p>PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>The proposed extension will not increase stormwater impacts on the state-controlled road.</p>
<p>PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO13.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p>	<p>Complies</p>
	<p>AO13.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	<p>Complies</p>

Performance outcomes	Acceptable outcomes	Response
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	Complies
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	Complies To be conditioned.
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	N/A No vehicular access to the state-controlled road is proposed.
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	N/A No vehicular access to the state-controlled road is proposed.
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	N/A No vehicular access to the state-controlled road is proposed.

Performance outcomes	Acceptable outcomes	Response
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO16.1 Vehicular access is provided from a local road.</p>	Complies
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	N/A
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	N/A
	<p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p>	N/A
	<p>AO16.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	N/A
<p>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</p>		
<p>PO17 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</p>	<p>AO17.1 Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	<p>Complies</p> <p>Existing vehicular access will be maintained which is within 100m of a State-controlled road intersection. However, this is the only location possible.</p>

Performance outcomes	Acceptable outcomes	Response
<p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition, Volume 3, Department of Transport and Main Roads, 2016.</p> <p>AND</p>	Complies
	<p>AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.</p>	Complies
Public passenger transport infrastructure on state-controlled roads		
<p>PO18 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO18.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	Complies
	<p>AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	Complies
	<p>AO18.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	Complies
	<p>AO18.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	Complies
Planned upgrades		

Performance outcomes	Acceptable outcomes	Response
<p>PO19 Development does not impede delivery of planned upgrades of state-controlled roads.</p>	<p>AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p> <p>Note: Land required for the planned upgrade of a state-controlled road is identified in the <u>DA mapping system</u>.</p> <p>OR</p>	<p>Complies</p>
	<p>AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p>	<p>N/A</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p>	<p>N/A</p>
	<p>AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.</p> <p>AND</p>	<p>N/A</p>
	<p>AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road.</p> <p>AND</p>	<p>N/A</p>
	<p>AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	<p>N/A</p>
<p>Network impacts</p>		
<p>PO20 Development does not result in a worsening of operating conditions on the state-controlled road <u>network</u>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p>

Performance outcomes	Acceptable outcomes	Response
Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.		
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	Complies

Performance outcomes	Acceptable outcomes	
Noise		
Accommodation activities		
PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed: <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 60 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am ≤ 40 dB(A)) b. ≤ 63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am > 40 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting	N/A

Performance outcomes	Acceptable outcomes	
	<p>Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	Complies
	<p>AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	Complies
	<p>AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the State Planning Policy interactive mapping system.</p>	Complies

Performance outcomes	Acceptable outcomes	
<p>PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A)) b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight > 45 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017</p> <p>OR</p>	N/A
	<p>AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	Complies
	<p>AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	Complies
Childcare centres and educational establishments		
<p>PO25 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment 	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: 	N/A

Performance outcomes	Acceptable outcomes	
<p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>a. ≤ 58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours)</p> <p>2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND</p>	<p>N/A</p>
	<p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. AND</p>	<p>N/A</p>
	<p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p>	<p>N/A</p>

Performance outcomes	Acceptable outcomes	
	To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.	
<p>PO26 Development involving a</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> a. ≤ 63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>OR</p>	N/A
	<p>AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>	N/A
Hospitals		
<p>PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is</p>	N/A

Performance outcomes		Acceptable outcomes	
		provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.	
Vibration			
Hospitals			
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of 0.1m/s ^{1.75} . AND AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of 0.4m/s ^{1.75} . Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	N/A	N/A
Air and light			
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Complies	
PO30 Development involving a: 1. childcare centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Complies	
PO31 Development involving an <u>accommodation activity</u> or <u>hospital</u> minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an <u>accommodation activity</u> or <u>hospital</u> are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Complies	

Performance outcomes	Acceptable outcomes
	<p>AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.</p>