

## RECONFIGURING A LOT CODE

**Application for a Development Permit for Reconfiguring a Lot by Subdivision (1 Lot into 3 Lots) on land identified as Lot 2 on RP611230 situated at 87 Thistle Street, Blackall, Qld, 4472**

PERFORMANCE OUTCOMES		ACCEPTABLE OUTCOMES		COMMENT
<b>Lot size and configuration</b>				
<b>PO1</b>	The proposed lots are of a size and dimension to meet the outcomes for development in the zones and precincts in respect of: <ul style="list-style-type: none"> <li>a) preserving land for agriculture, production and environmental conservation in the Rural zone;</li> <li>b) achieving a safe and pleasant residential environment in the Township zone;</li> <li>c) consistency with the nature and layout of existing subdivision patterns; and</li> <li>d) providing a variety of lot sizes for residential living, industry and commerce</li> </ul>	<b>AO1</b>	Allotment dimensions comply with Table 6.3.3.1.	Table 6.3.3.1 – Acceptable outcomes for lot sizes and frontages stipulates a minimum 800m2 lot size and 20m frontage for newly created lots in the Township Zone that is not within a specified precinct. It is acknowledged that proposed Lot 2 & 3 do not meet the minimum lot size outlined in Table 6.3.3.1. Despite this, the proposed lots are adequate size to wholly contain a dwelling house and associated shed. Furthermore, the lot size is reflective of the other lots on Petunia Street. The lots represent logical subdivisions, that despite not being compliant with the minimum lot size, do allow for the provision of all necessary infrastructure and services that allow for the functioning of the Township Zone.  As such, the establishment of proposed Lots 3 & 4 will not drastically alter the subdivision pattern of the area.
<b>PO2</b>	Lots created through reconfiguring, will not lead to diminished productivity of rural land, or compromise the long-term viability of rural activities in the Rural zone.	<b>AO2</b>	No acceptable outcome provided.	Not applicable.  The subject site is not included in the Rural Zone.
<b>PO3</b>	The layout of lots, roads and infrastructure: <ul style="list-style-type: none"> <li>a) provides connections to and is integrated with environmental corridors, open space and movement networks in the surrounding area; and</li> </ul>	<b>AO3</b>	No acceptable outcome provided.	Complies – connections to current buildings and potential for connection to future buildings.

	b) contributes to efficient use of land and infrastructure.			
<b>Roads and accesses</b>				
<b>PO4</b>	Roads are constructed and upgraded to provide for the safe and efficient movement of: <ul style="list-style-type: none"> <li>a) vehicles to and from the site</li> <li>b) emergency vehicles accessing each proposed lot</li> <li>c) pedestrians and cyclists.</li> </ul>	<b>AO4.1</b>	New road infrastructure is designed and constructed in accordance with the standards detailed in the Capricorn Municipal Development Guidelines (including Standard Drawings and Specifications, Construction Specifications and Procedures, Design Specifications and Purchase Specifications).	Not applicable – no new road infrastructure proposed.
<b>PO5</b>	Each proposed lot has a legal point of access from the local or State controlled road network.	<b>AO4.2</b>	Any pre-existing roads, part of or within the development site, are upgraded to the standards detailed in the Capricorn Municipal Development Guidelines (including Standard Drawings and Specifications, Construction Specifications and Procedures, Design Specifications and Purchase Specifications).	Not applicable – no roads within development site boundaries.
		<b>AO5.1</b>	No acceptable outcome provided.	Complies. Proposed Lot 1 will retain the existing access to Thistle Street. The two proposed Lots to Petunia Street will have a new vehicle access.
<b>Stormwater</b>				
<b>PO6</b>	The development is planned, designed, constructed and managed to avoid: <ul style="list-style-type: none"> <li>a) adverse impacts on surrounding development; and</li> <li>b) compromising the natural health and functioning of</li> </ul>	<b>AO6</b>	A site stormwater quality management plan (SQMP) is prepared and implemented, which provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 6.4.3.1 (construction phase).	Complies. The development will result in no change to the flow of stormwater.

	adjoining waters.			
<b>Service provision</b>				
<b>PO7</b>	A potable water supply and adequate sewerage services are available to each lot in a development that will be used for residential, commercial or industrial purposes.	<b>A07.1</b>	All lots within the Township zone, where reticulated water and sewerage is available, are connected to the reticulated water and sewerage service.	Complies.  Proposed Lot 1 will retain the existing connections to infrastructure services.  Proposed Lots 2 and 3 can be connected to all urban services.  Not applicable – not in rural zone.
<b>PO8</b>	An electricity supply and telecommunications services are available to each lot in a development that will be used for residential, commercial or industrial purposes.	<b>A07.2</b>	All lots within the Rural zone have a potable water supply and on site sewerage is provided generally in accordance with the Queensland Plumbing and Wastewater Code.	Complies. Electricity supply is connected to the existing dwelling. Proposed Lots 2 and 3 can be connected to an electricity supply.
<b>Biodiversity</b>				
<b>PO9</b>	The creation of new lots avoids significant adverse impacts on the region's important biodiversity identified in SPP mapping – Environment and Heritage (Biodiversity) and maintains and enhances ecological connectivity.	<b>A08</b>	No acceptable outcome provided.	Not applicable. No matters of environmental significance on site.
<b>Flood</b>				
<b>PO10</b>	Lot design in areas of flood hazard: a) maintains personal safety and minimises property impacts at all times, through siting and layout of lots and access; b) provides safe egress from all building areas in flood emergency.	<b>A09</b>	No acceptable outcome provided.	
<b>PO10</b>	Lot design in areas of flood hazard: a) maintains personal safety and minimises property impacts at all times, through siting and layout of lots and access; b) provides safe egress from all building areas in flood emergency.	<b>A010</b>	Reconfiguring of a lot or lots involving land identified as a mapped flood area in <b>Schedule 2 – Flood mapping</b> is sited and designed so that: a) all new lots contain: i. a building envelope located outside of the mapped flood area in	The subject site is located within the 1% annual exceedance mapped area.  Notwithstanding this, the subject site is located on the outer extent of the flood hazard area. Given the gentle gradient of the town it can be assumed that the depth of flood water over the land in a flood event will be very shallow. Further, the site is not located near any major watercourse or channel so the velocity of the

			<p><b>Schedule 2 – Flood mapping;</b> or</p> <p>ii. can achieve the flood immunity level of 1% Annual Exceedance Probability (AEP); and</p> <p>b) there is at least one (1) evacuation route that achieves safe egress for emergency evacuations during all floods.</p>	<p>water will also be negligible.</p> <p>Any future dwelling on the land will be required to have a habitable floor level 300mm above the defined flood event.</p> <p>Given the above it is considered that the risk to people any property of future occupants of the land can be managed to an acceptable level. Further, given the shallow depth of water safe egress will be able to be achieved from the buildings during a flood emergency. Flash flooding does not occur in the town so it is likely that residents would be evacuated long before the flood hazard reached a critical safety issue.</p>
<p><b>Bushfire</b></p> <p><b>PO11</b></p> <p>A separation distance from hazardous vegetation, to effectively mitigate bushfire hazard risk, can be established at the edge of the proposed lot(s).</p>	<p><b>AO11.1</b></p> <p><b>AO11.2</b></p>	<p>No new lots are created within the bushfire prone area.</p> <p>Editor’s note— Bushfire prone areas are identified on SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area).</p> <p>OR</p> <p>Lots are separated from hazardous vegetation by a distance that:</p> <p>(a) achieves radiant heat flux level of 29kW/m2 at all boundaries; and</p> <p>(b) is contained wholly within the development site.</p> <p>Editor’s note—</p> <ul style="list-style-type: none"> <li>Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation.</li> </ul>	<p>Not applicable.</p> <p>Not in a designated bushfire risk zone.</p> <p>Not applicable – no hazardous vegetation identified on site. Not in a designated bushfire risk zone.</p>	

<p><b>PO12</b></p>	<p>Where reconfiguring of a lot is undertaken in the Township zone, other than the Industrial precinct of the Township zone at Tambo, a constructed perimeter road with reticulated water supply is established between the lots and the hazardous vegetation and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>The access is available for both firefighting and maintenance/defensive works.</p>	<p><b>AO12.1</b></p>	<ul style="list-style-type: none"> <li>• For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages.</li> <li>• The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.</li> </ul>	
<p><b>PO12</b></p>	<p>Where reconfiguring of a lot is undertaken in the Township zone, other than the Industrial precinct of the Township zone at Tambo, a constructed perimeter road with reticulated water supply is established between the lots and the hazardous vegetation and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>The access is available for both firefighting and maintenance/defensive works.</p>	<p><b>AO12.1</b></p>	<p>Lot boundaries are separated from hazardous vegetation by a public road which:</p> <ol style="list-style-type: none"> <li>a) has a two lane sealed carriageway;</li> <li>b) contains a reticulated water supply;</li> <li>c) is connected to other public roads at both ends and at intervals of no more than 500m;</li> <li>d) accommodates geometry and turning radii in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</li> </ol>	<p>Not applicable. No hazardous vegetation identified on site. Not in a designated bushfire risk zone.</p>

			<p>e) a minimum of 4.8m vertical clearance above the road;</p> <p>f) is designed to ensure hydrants and water access points are not located within parking bay allocations; and</p> <p>g) incorporates roll-over kerbing.</p>	
		<b>AO12.2</b>	<p>Fire hydrants are designed and installed in accordance with AS2419.1 2017, unless otherwise specified by the relevant water entity.</p>	
<b>PO13.1</b>	<p>Where the reconfiguring of a lot is undertaken anywhere that PO12 does not apply:</p> <p>a) A constructed perimeter road or a formed, all weather fire trail is established between either, the lots or building envelope/s, and hazardous vegetation; and</p> <p>b) The road or fire trail is readily accessible at all times for the type of fire fighting vehicles servicing the area; and</p> <p>c) Access is available for both firefighting and maintenance/hazard reduction works.</p>	<b>AO13</b>	<p>Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <p>a) a reserve or easement width of at least 20m;</p> <p>b) a minimum trafficable (cleared and formed) width of 4 metres capable of accommodating a 15 tonne vehicle and which is at least 6 metres clear of vegetation;</p> <p>c) no cut or fill embankments or retaining walls adjacent to the 4 metres wide trafficable path;</p> <p>d) a minimum of 4.8 metres vertical clearance;</p> <p>e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</p> <p>f) a maximum gradient of 12.5%;</p> <p>g) a cross fall of no greater than 10 degrees;</p>	<p>Not applicable. No hazardous vegetation identified on site. Not in a designated bushfire risk zone.</p>
<b>OR</b>				
<b>PO13.2</b>	<p>If, as a result of the location and context of the development, a fire trail would not serve a practical fire management purpose, a fire trail is not required.</p>			

<p><b>PO14</b></p>	<p>The development design responds to the potential threat of bushfire and establishes clear evacuation routes which demonstrate an acceptable or tolerable risk to people.</p>	<p><b>AO14</b></p>	<p>h) drainage and erosion control devices in accordance with the IECA 2008 Best Practice Erosion and Sediment Control (as amended);</p> <p>i) vehicular access at each end which is connected to the public road network at intervals of no more than 500 metres;</p> <p>j) designated fire trail signage;</p> <p>k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</p> <p>l) if a fire trail, has an access easement that is granted in favour of Blackall-Tambo Regional Council and Queensland Fire and Emergency Services.</p>	
<p><b>PO14</b></p>	<p>The development design responds to the potential threat of bushfire and establishes clear evacuation routes which demonstrate an acceptable or tolerable risk to people.</p>	<p><b>AO14</b></p>	<p>The lot layout:</p> <p>a) minimises the length of the development perimeter exposed to, or adjoining hazardous vegetation;</p> <p>b) avoids the creation of potential bottle-neck points in the movement network;</p> <p>c) establishes direct access to a safe assembly /evacuation area in the event of an approaching bushfire; and</p> <p>d) ensures roads likely to be used in the event of a fire are designed to minimise traffic congestion.</p> <p>Editor's note— For example, developments should avoid finger-like or hour-glass subdivision patterns or substantive vegetated corridors between lots.</p>	<p>Not applicable. Not in a designated bushfire risk zone.</p>

			<p>In order to demonstrate compliance with the performance outcome, a bushfire management plan prepared by a suitably qualified person may be required. The bushfire management plan should be developed in accordance with the Public Safety Business Agency (PSBA) guideline entitled Undertaking a Bushfire Protection Plan. Advice from the Queensland Fire and Emergency Services should be sought as appropriate.</p>	
<b>PO15</b>	Critical infrastructure does not increase the potential bushfire hazard.	<b>AO15</b>	Critical or potentially hazardous infrastructure such as water supply, electricity, gas and telecommunications are undergrounded.	Not applicable. Not in a designated bushfire risk zone.
<b>Local heritage places</b>				
<b>PO16</b>	Development maintains an intact context and setting that is compatible with the cultural heritage significance of the local heritage places identified in Table SC3.1 – Local Heritage Place of Schedule 3.	<b>AO16</b>	No acceptable outcome provided.	Not applicable. No local heritage identified surrounding, or on the subject site.
<b>Stock Route Network</b>				
<b>PO17</b>	<p>The stock route network identified in SPP mapping – Economic Development (Agriculture – Stock Route Network) is protected from incompatible development on adjoining sites.</p> <p>Note—Pasturage rights exist where the mapped Stock Route Network adjoins a term lease for pastoral purposes. Section 432 of the Land Act 1994 provides guidance on the extent to which the pasturage rights overlap the adjoining lease area in this instance.</p>	<p><b>AO17.1</b></p> <p><b>AO17.2</b></p>	<p>No new allotments are created within or adjacent to the stock route network.</p> <p>OR</p> <p>a) Proposed lots fronting a stock route are large enough to ensure any development can be sited a minimum of 800m from the stock route; and</p> <p>b) any new accesses across the stock route are limited to no more than one access per 200m of lot frontage.</p>	Not applicable. Not on stock route.

**Petroleum/high pressure gas pipelines**

<b>PO18</b>	The integrity of pipelines carrying petroleum and gas is maintained	<b>AO18</b>	No development is located closer than 200m from a pipeline or pipeline easement identified on SPP mapping – Safety and Resilience to Hazards (Emissions and Hazardous Activities – High Pressure Gas Pipelines).	Not applicable. Development not taking place near pipeline for petroleum or high pressure gas.
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