





Blackall – Tambo Region Planning Scheme


General Development Code - Planning Scheme Section 6.2.2

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
Site Layout				
PO1 The scale of new buildings and facilities suits its site and its surroundings.	AO1 New buildings cover less than the following percentage of site area: <ul style="list-style-type: none"> • Township zone (where not in a precinct) - 50%; • Township zone (Commercial precinct) - 90%; • Township zone (Mixed Use precinct) – 50%; • Township zone (Industrial precinct) - 40%; • Recreation and Open Space zone – 10%; and • Rural zone – no acceptable outcome prescribed. 	Total site cover may be able to be increased if proven to provide long term benefits to area – e.g. goods and service store in a Township zone (where not in a precinct).	The scale of new buildings and facilities exceeds what is intended for the site and surrounding area.	Less than 50% 5703m ²
Editor's note—The following animation is included to provide an illustrated indication of how the acceptable outcome could be met.				
 View animated code provision.				

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PO2 Setbacks for buildings and structures for the front, side and rear are in keeping with other nearby buildings.	AO2.1 Setbacks are to meet the Building Code of Australia requirements (including any variations as per the Queensland Development Code). 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.	Sometimes different setbacks are needed depending on the site layout or the type of new buildings proposed. It is important to make sure that reductions in setbacks don't impose on other properties, make it difficult for others to then use their properties, or go against what is common in the street/surrounding area.	Building or site layout that means others can't use their properties properly, or that means the streetscape would look substantially different if the proposed new buildings or facilities were approved.	Thistle Street frontage would be approximately 4m, which is consistent with surrounding development and would not create any impacts.
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PO3 Landscaping is provided to improve the presentation of the property – including, wherever possible, keeping existing trees that provide good shade.	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. AO3.2 In all areas, keep, or provide and maintain, shade trees and shrubs on the site – not just grass and shrubs.	Slight reductions in landscaping on site if it is offset in some other way that still provides good amenity and heat reduction.	Landscaping which doesn't improve the appeal of the surrounding streetscape and existing buildings – e.g. concrete dominating the site.	Intend to include landscaping that is complimentary to the current surrounds of the Barcoo Retirement village: shrubs, concrete path ways
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Building Design				
PO4 Building height is similar to the other	AO4 New buildings are less than the following heights:	The height of a building can be		Complies

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buildings in town and around the Blackall-Tambo Region.	<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. 	higher if it needs to be for a particular purpose – e.g. a church steeple, or a concrete batching plant.	Buildings higher than stated.	
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PO5 New buildings have a similar look and feel to any surrounding buildings, and look like they belong in the local area.	A05.1 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 • windows or other design features which overlook the street to allow for passive surveillance. 	Commercial and industrial buildings might need to look a certain way because of what they are used for (e.g. a service station, or a warehouse) – but buildings in these areas should still look and feel similar to other	Building designs which do not reflect the surrounding buildings, or contribute poorly to the streetscape.	Will incorporate elements in A05.1


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	<p>AO5.2 In the Commercial precinct, new buildings will:</p> <ul style="list-style-type: none"> • provide for tenancies fronting the street • provide an awning over the full length of the building frontage and setback a maximum of 0.25 metres from the kerb line • at the ground storey, a minimum of 65% of building frontage is provided as predominantly transparent windows or glazed doors and a maximum of 35% as solid façade. <p>Editor's note—Refer to PO25 related to retention/reuse of existing commercial buildings.</p>	buildings in the local area.		N/A
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<p>PO6 New buildings include design features which allow for passive surveillance of the streetscape and measures that</p>				Units will be oriented towards the street.

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increase the safety of the neighbourhood.				
Dual Occupancy and Multiple Dwelling				
PO7 Dual occupancy and multiple dwellings are built to a high standard and look like they belong in the local area, by using similar design features and layout to other nearby buildings.	AO7.1 New buildings use high standards of design which reflects surrounding residential buildings. In particular, new buildings have at least one of these roof types with a pitch of 20 degrees or greater: <ul style="list-style-type: none"> • skillion • gable • hipped; or • pitched. AO7.2 Each dwelling includes the following design elements: <ul style="list-style-type: none"> • a visible entry (i.e. a front door) from the main street frontage • bathroom, laundry and toilet windows which are located to offer privacy from the street and other dwellings on the premises • privacy screening to adjacent neighbours, either through landscaping or screen structures • on-site parking provided at the side or rear of the site. 	Sometimes newer buildings can look different to the surrounding area because of advances in architecture and building design. The design of new buildings should try as much as possible to complement the area they are located in.	Buildings that look like 'dongers' or trailer homes. Poor design and layout – e.g. poor positioning of car parks (stopping doors from opening fully or driveways leading onto intersections, or poor vehicle circulation designs.	N/A

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			Poor and/or lack of privacy and shading.	
Additional uses on the same site (Ancillary uses)				
PO8 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. 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.	AO8 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.	It is important that an additional building or use doesn't dominate the site it is on, or the purpose of the original building, unless it is supporting the function of the building/s. Additional uses on the same site in the Rural zone may be a material change of use.	Additional buildings with a gross floor area over 10% of the main building and do not support the use of the main building/s and streetscape.	N/A

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Traffic, access, manoeuvring and parking				
<p>PO9 Expected increases in traffic volume are properly managed and mitigated.</p>	<p>AO9.1 Local transport and traffic design standards/local laws are met.</p> <p>PO9.2 Development makes sure that:</p> <ul style="list-style-type: none"> • local and residential roads are used only for local traffic; and • traffic or freight movement on local and residential roads is avoided. 	<p>Some uses may need to utilise local or residential roads for short or limited heavy vehicle movements, so actual impact will be a consideration in the assessment.</p> <p>Some uses may create a lot of new vehicle movements, and these will need to be analysed against traffic</p>	<p>Flows of heavy vehicle or significantly increased traffic along residential streets that could create unacceptable noise or inconvenience to residents, or impact on the condition of rural roads by heavy vehicles.</p>	<p>Entry is from Violet Street and is not a highly trafficked road.</p>

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		standards as part of the assessment process.																
PO10 Sufficient parking spaces are provided for the use.	AO10.1 Car parking is provided as per the rates in Table 6.2.2.1. AO10.2 On-street parking is maintained.	If there is no building work (and it is just a change of use), reductions in on-site parking can be considered.	Poor or lack of onsite parking. Reductions in on-street parking, unless more is provided on site.	Each unit has its own enclosed garage. No change to on-street parking.														
Table 6.2.2.1 Car parking requirements <table border="1" data-bbox="206 959 1451 1327"> <thead> <tr> <th data-bbox="206 959 658 1010">Use</th> <th data-bbox="658 959 1451 1010">Requirements</th> </tr> </thead> <tbody> <tr> <td data-bbox="206 1010 658 1061">Childcare Centre</td> <td data-bbox="658 1010 1451 1061">1 space for every employee, and 1 space for every 4 children.</td> </tr> <tr> <td data-bbox="206 1061 658 1112">Commercial activities</td> <td data-bbox="658 1061 1451 1112">1 space per 50m² of gross floor area.</td> </tr> <tr> <td data-bbox="206 1112 658 1189">Dual Occupancy</td> <td data-bbox="658 1112 1451 1189">1 covered space for every 2 bedrooms, plus 1 space for every additional bedroom.</td> </tr> <tr> <td data-bbox="206 1189 658 1240">Dwelling house</td> <td data-bbox="658 1189 1451 1240">1 covered space per dwelling.</td> </tr> <tr> <td data-bbox="206 1240 658 1291">Dwelling unit</td> <td data-bbox="658 1240 1451 1291">1 covered space per dwelling unit.</td> </tr> <tr> <td data-bbox="206 1291 658 1327">Home-based business</td> <td data-bbox="658 1291 1451 1327">1 space of additional parking to be provided for the dwelling.</td> </tr> </tbody> </table>				Use	Requirements	Childcare Centre	1 space for every employee, and 1 space for every 4 children.	Commercial activities	1 space per 50m ² of gross floor area.	Dual Occupancy	1 covered space for every 2 bedrooms, plus 1 space for every additional bedroom.	Dwelling house	1 covered space per dwelling.	Dwelling unit	1 covered space per dwelling unit.	Home-based business	1 space of additional parking to be provided for the dwelling.	
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Industrial activities Multiple dwelling Non-resident workforce accommodation Rural activities Service station Short-term accommodation Tourist park All other uses	1 space per 50m2 of gross floor area for the first 1000m2 and 1 additional space per 100m2 of gross floor area exceeding 1000m2. 1 covered space for every 2 bedrooms, plus 1 space for every additional bedroom. 1 space per unit plus 1 visitor space per every 5 units. 1 space per 100m2 of gross floor area 1 space per 30m2 site area. 1 covered space per guestroom or suite, 1 additional space per 30m2 of gross dining area, and 1 space per employee. 1 space per site, plus 1 extra space for every 3 sites. Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use.			
<p>Editor's note—The following animation is included to provide an illustrated indication of how the acceptable outcome could be met.</p> <p style="text-align: center;">  View animated code provision. </p>				
PO11 Vehicle access and movement is: <ul style="list-style-type: none"> • easy and safe; 	AO11.1 Car parking and manoeuvring areas are designed to comply with:		Tight parking which reduces manoeuvring	Will comply

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

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

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Figure 2 – Vehicle Crossover – Piped				

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	<p>PROPERTY BOUNDARY</p> <p>MIN PIPE LENGTH 4.8m</p> <p>4.1m MIN</p> <p>TABLE DRAIN</p> <p>EDGE ROAD PAVEMENT</p> <p>5.1m MIN</p> <p>1.1m MIN</p> <p>COMPACTED ROAD BASE</p> <p>MIN 300mm DIA CLASS 4 RCP PIPE SIZE,</p> <p>PRECAST CONC SLOPING HEADWALL INSTAL TO MANUFACTURERS SPEC</p> <p>ROAD CENTRE LINE</p> <p>PLAN SCALE 1:100</p> <p>PROP BDY</p> <p>EDGE PAVEMENT</p> <p>EXISTING PAVEMENT</p> <p>ROAD CENTRE LINE</p> <p>150mm COMPACTED ROAD BASE</p> <p>PIPE TO BE LAID ON 50mm SAND BEDDING AND BACKFILLED TO MANUFACTURER'S SPECIFICATION ALTERNATIVELY CEMENT STABILISED BACKFILL MAY BE USED IF APPROVED.</p> <p>SECTION A-A (NOT TO SCALE)</p>			

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

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			pollution caused by large amounts of traffic.	
Infrastructure and Services				
PO13 Suitable connections to power and telecommunications are provided.	AO13 Telecommunications and power supplies are designed to meet provider requirements.			Existing telecommunications and electricity.
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	AO14.1 In the Township zone, all new buildings are connected to Blackall-Tambo Regional Council's reticulated water supply network in accordance with: <ul style="list-style-type: none"> Water Services Association of Australia (WSAA), 2011, "WSA 03-11 Water Supply Code of Australia" Version 3.1; and 			Reticulated water and sewerage existing

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

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values of receiving waters are maintained.				
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.		New buildings that impact the function and use of Blackall-Tambo Regional Council assets.	Will comply
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
PO18 Development in a bushfire prone	AO18.1 New buildings and facilities are not situated in a bushfire prone area as identified on SPP mapping –			N/A

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

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Development avoids or mitigates the bushfire risk from manufacture or storage of hazardous materials within a bushfire prone area.	<p>Hazardous materials are not stored or manufactured in a bushfire prone area as identified on SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</p> <p>OR</p> <p>AO20.2 Buildings and structures used for the manufacture or storage of hazardous materials are designed to prevent exposure of the hazardous materials in the event of a bushfire</p> <p>Editor's note—Refer to the <i>Work Health and Safety Act 2011</i> and associated Regulation and Guidelines; the <i>Environmental Protection Act 1994</i>; and the relevant building assessment provisions under the <i>Building Act 1975</i> for requirements related to the manufacture and storage of hazardous substances. Information is provided by Business Queensland on the requirements for storing and transporting hazardous chemicals, available at www.business.qld.gov.au/running-business/protecting-business/risk-management/hazardous-chemicals/storing-transporting</p>		New buildings or activities involving manufacture or storage of hazardous materials in bulk in a bushfire prone area.	N/A
Development located in a Flood Hazard Area				
PO21 People and property are not exposed to	AO21.1 New development is: <ul style="list-style-type: none"> situated outside of mapped flood areas identified in <u>Schedule 2 – Flood mapping</u>; or 		Uses and activities that are incompatible	Will comply with conditions.

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

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

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	<p>AO21.5 Development in a mapped flood area identified in Schedule 2 – Flood mapping does not:</p> <ul style="list-style-type: none"> alter a watercourse or floodway, including by clearing vegetation; or involve filling or excavating greater than 10m³. <p>AO21.6 Development maintains the protective function of landforms and vegetation to lessen the flood risk.</p>		<p>in a flood hazard area.</p> <p>New buildings which impede or restrict the response of emergency services before, during and after a hazard event.</p> <p>New buildings or facilities that significantly increases the intensity of use and users in a hazard area.</p>	
<p>PO22 Essential community services and infrastructure continue to be functional during</p>	<p>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.</p>		<p>Essential services like hospitals, substations, or water treatment</p>	<p>N/A</p>


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and after a flood event.			plants placed where they might be adversely affected by flooding	

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Stock Route Network				

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

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	What we don't want to see	Code Assessment
local values and cultural heritage.	<ul style="list-style-type: none"> is in accordance with current best practice guidance as made under the <i>Queensland Heritage Act 1992</i> in relation to development of heritage places²; or is undertaken in accordance with an exemption certificate issued under the <i>Queensland Heritage Act 1992</i>. <p>AO25.2 Demolition or removal of key parts of the place's cultural heritage significance is avoided unless there is no prudent and reasonable alternative to demolition or removal.</p> <p>Editor's note—Reports prepared to justify compliance with the AO above must be prepared by suitably qualified consultants, such as conservation architects or engineers, and detail alternative options investigated. The report must also provide an archival record to document the proposed changes.</p>	could be accompanied by reductions in car parking requirements for the new use.	local heritage places. Undertaking development (including demolition) without having an exemption certificate, or without suitable assessment by Council.	
Editor's note—The following animation is included to provide an illustrated indication of how the acceptable outcome could be met. <div style="text-align: center;">  View animated code provision. </div>				

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

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

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

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

Blackall – Tambo Region Planning Scheme

Township Code - Planning Scheme Section 5.2.1.3

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	Code Response
For assessable development		
<p>PO1 Hotel, rooming accommodation, relocatable home park and short-term accommodation uses are provided in a location where:</p> <ul style="list-style-type: none"> (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. 		N/A
<p>PO2 The industrial precinct and existing industrial land uses are protected from encroachment by incompatible land uses.</p>		N/A
<p>PO3 Uses are compatible with, and complementary to, the existing residential uses.</p>		<p>Extension to existing facility. Extension will be the same as previous units constructed, complimenting the existing retirement facility.</p>
<p>PO4 Where adjoining a residential use, non-residential uses are located and designed to avoid impacts on existing levels of residential amenity including privacy, safety, noise, odour and fumes, lighting and traffic generation.</p>	<p>AO4.1 Commercial uses are located in the commercial precinct and industrial uses are located in the industrial precinct.</p>	N/A

	<p>AO4.2 Non-residential uses do not overlook the living areas of any adjoining residential use.</p>	<p>Doesn't overlook current residential premises.</p>
<p>PO5 Dual Occupancy is located on appropriately sized lots to avoid impacts on residential amenity and safety.</p>	<p>AO5 Dual Occupancy are located on a site with an area of at least:</p> <p>(a) 2000m² where not connected to reticulated sewerage network; or (b) 800m² where connection is available to reticulated sewerage network.</p>	<p>N/A</p>
<p>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.</p>	<p>AO6.1 Multiple dwellings are located on lots with a minimum area of 1000m².</p> <p>AO6.2 The number of dwellings contained in a multiple dwelling and/or retirement facility is calculated as follows: (a) one bedroom units per 350m² of site area; and (b) units comprising more than one bedroom per 400m² of site area.</p>	<p>N/A</p> <p>Site area of 5703m² Scale density and in scale to the existing area</p>

<p>PO7 Low impact industry use involving commercial-use chiller box/es for the storage of animal carcasses (for example, associated with macropod harvesting):</p> <ul style="list-style-type: none"> (a) does not have an adverse impact on surrounding residential or accommodation uses in terms of amenity, noise, odour and fumes, lighting and traffic generation; and (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. 		<p>N/A</p>
<p>For assessable development in the Commercial precinct</p>		
<p>PO8 Hours of operation are consistent with maintaining a reasonable level of amenity for nearby land in a residential precinct.</p>	<p>AO8 Hours of operation are limited to 6am to 10pm.</p>	<p>N/A</p>
<p>PO9 New buildings maintain and enhance the existing streetscape and relationship with adjoining buildings.</p>	<p>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.</p> <p>AO9.2 A footpath is provided in accordance with Council's minimum standards for all development.</p>	<p>N/A</p>

<p>PO10 Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties.</p>		<p>N/A</p>
<p>PO11 Development is designed and located so that adverse impacts on privacy and amenity on nearby residential uses are minimised.</p>	<p>AO11.1 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>N/A</p>
<p>PO12 New uses developed in the Commercial precinct do not detract from the precinct's predominant commercial nature.</p>		<p>N/A</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</p>
<p>PO14 Uses, other than Industrial uses are consistent with and make a positive contribution to the economy and character</p>		<p>N/A</p>

of the Industrial precinct, and do not detract from the 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
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
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
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
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

	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
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
PO22 Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties.		N/A

Part 3 Strategic framework

3.1 Preliminary

- (1) The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.
- (2) Mapping for the strategic framework is included in Schedule 2.
- (3) For the purpose of describing the policy direction of the planning scheme, the strategic framework is structured in the following way:
 - (a) the strategic intent — Promoting progressive and sustainable communities within the Blackall-Tambo Region
 - (b) the strategic outcome(s) for development in the planning scheme area, for each of the following five themes:
 - (i) Encouraging economic growth;
 - (ii) Facilitating responsible growth for rural and town living environments;
 - (iii) Avoiding and mitigating from the risks of natural hazards and hazardous human activities;
 - (iv) Safeguarding our environment and heritage; and
 - (v) Providing adequate and appropriately connected infrastructure.
- (4) Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the planning scheme.

3.2 Strategic Intent

The Blackall-Tambo Region is located in central western Queensland, covering approximately 30,452 square kilometres of semi-arid rural outback terrain. The region includes the townships of Blackall and Tambo, which both lie along the scenic Barcoo River and are linked by the Landsborough Highway. Blackall is, and will for the foreseeable future remain, the primary population and administrative centre for the region.

The Blackall-Tambo Regional Council and its community understand that planning for the future development of the region plays a critical role in the promotion of progressive and sustainable policies and that they occur on its terms.

The planning scheme seeks to provide for development which meets and is relevant to community needs, strengthens and improves resilience of agricultural, business and industrial sectors and protects people, the environment, cultural heritage and infrastructure. It also seeks to refine, support and leverage from the region's recognised contribution to the planning and development of the broader western Queensland region² and beyond.

The planning scheme builds upon the region's established communities, existing natural and historical features and traditional economic strengths, which include agriculture and tourism. It seeks to further enhance and diversify economic opportunities in the agriculture (particularly cattle and sheep), tourism, resource (particularly mineral, conventional oil and timber), alternative energy production and digital communication technology sectors, as well as facilitating responsible, well-designed and viably scaled new residential, commercial and light industrial development in appropriate serviceable locations.

² For instance, the strategic planning for the Remote Area Planning and Development (RAPAD) region through projects such as its Pathfinder process and other relevant planning instruments like the Central West Regional Plan 2009

In striving to promote progressive and sustainable communities, the Blackall-Tambo Regional Council envisages:

A safe and sustainable community with a quality lifestyle for all residents

- 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

A self-sufficient, strong and diverse economy

- **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

A sustainable, healthy and well-managed environment

- 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

The planning scheme realises the intent to grow the region's economic opportunities by establishing a framework to facilitate the future prosperity of the region through clearly articulating:

- **Outcomes that satisfy Blackall-Tambo Regional Council's vision; and**
- A development assessment framework to support the strategic outcomes for growing the economic opportunities of the region into the future.

It does this by:

- **Being focused on achieving the desired outcomes;**
- **Positively responding to change and encouraging appropriate development**
- **Ensuring that development decisions are transparent and accountable to the community.**

The planning scheme identifies development that supports these fundamentals in terms of **'what we do'** (i.e. having a 'fit for purpose' development assessment regime) and **'where we do it'** (i.e. ensuring an adequate and appropriate land supply).

To support this liveability and prosperity into the future (throughout the 20-year horizon of this planning scheme – to 2040), development should be strategically located in a safe and efficient manner that leaves a positive legacy to the community of the Blackall-Tambo Region.

3.3 Strategic intent statements

3.3.1 Encouraging economic growth

Agriculture

Agriculture, primarily sheep and cattle grazing, plays a key role in the regional economy, along with wool production. It is a major employer and contributor to the wellbeing and prosperity of the region. Rural industries in sheep, goat and macropod production are supported as part of diversifying the agricultural economic base.

A viable agricultural sector will be maintained by removing the potential for land use conflicts, protecting resources (including water sources) from inappropriate development and increasing opportunities for investment, production and diversification.

Given the importance of the rural areas to the economy and lifestyle of the region, the rural area will be protected from fragmentation that would result in diminished productivity of lands. Development in the rural area is to be consistent with rural values and not compromise the agricultural viability of properties. Active weed and pest management is encouraged, in conjunction with uses which aid the general management objectives.

The Blackall Saleyards are, at the time of making this planning scheme, the only registered and licensed facility of its type able to process organic accredited cattle in Queensland. Development on and around the Blackall Saleyards is not to jeopardise its organic accreditation status.

The value of diversification and secondary uses, such as farm-stays and other tourist activities, to both the local economy and sustainability of an agricultural operation is recognised. The planning scheme seeks to provide flexibility for appropriate secondary-use development on agricultural land.

Development of value-adding agricultural industries is supported, where they are located in rural areas and where they do not compromise the ability of the existing land uses to function safely and effectively. Infrastructure that supports the agriculture supply chain including, saleyards, abattoirs, water supply, road and rail networks and electricity infrastructure will be protected from inappropriate development.

The function, connectivity and pasture productivity of the stock route network is maintained for sustainable use by travelling stock on hoof. The stock route network is protected from developments (on or near stock routes) that have potential for conflict between use of the network and use of the adjoining areas. The stock route network is identified in [SPP mapping – Economic Development \(Agriculture – Stock Route Network\)](#).

Tourism

Tourism provides a significant contribution to the regional economy, especially in the peak period from April to October each year. Growth in tourism focused on the region's heritage, paleo tourism, nature-based tourism and Aboriginal cultural tourism will continue to be encouraged.

Significant tourist sites in the region will be protected from inappropriate development that detracts from the quality of the experience. Developments such as short-term accommodation, which value-add to these experiences and the tourism economies, are generally encouraged.

Event-based tourism is also important for the regional economy, with major events and festivals to be encouraged, where impacts on surrounding premises and neighbours can be adequately managed. Appropriate provision of necessary infrastructure for safe participation is to support such events.

With ongoing improvement of road infrastructure, Drive Tourism in the region is increasing, and developments that enhance and value-add to the drive tourists' experiences are encouraged.

Mining and Extractive Resources

The region includes part of the Galilee Basin that is rich in coal and coal seam gas resources. There is potential for future developments associated with coal extraction and coal seam gas production. The region also has a history of other mineral resources being mined, including salt potash and bentonite near Blackall. The occurrence of salt resources in the Adavale and Boree areas, as well as opals near Berkleman, have been identified.

Mining resources are protected for future use as important State and local economic resources. To facilitate new growth in the region's economy, it is important that any associated uses are able to co-exist with other land uses. Associated uses including non-resident workforce accommodation will be encouraged to utilise existing accommodation facilities or are located and designed to be integrated within existing towns.

The Cheepie to Barcaldine high pressure gas pipeline (petroleum pipeline licence PPL15), which transports gas to the gas fired Barcaldine Power Station, transects the Blackall-Tambo region passing close to Blackall on the western side. The Cheepie to Barcaldine high pressure gas pipeline is wholly situated within the Rural zone of this planning scheme. High pressure gas pipelines identified on [SPP mapping – Safety and Resilience to Hazards \(Emissions and Hazardous Activities – High Pressure Gas Pipelines\)](#) are to remain protected from encroachment by development that would compromise their safe and effective function.

Potential for conflict between land use and mining tenements, petroleum infrastructure or resource extraction will be avoided. Resource sites are to be rehabilitated once the resource has been exhausted or the extractive industry use becomes no longer viable.

3.3.2 Facilitating responsible growth for rural and town living environments

The Blackall-Tambo Region is made up of large rural properties that are serviced by the local townships of Blackall and Tambo.

Blackall emerged with the surveying of town allotments in 1868 and grew up on the sheep's back. It is the home of the first artesian bore to be drilled in outback Queensland (1885). Tambo was settled in 1863, making it the oldest town in outback Queensland. Both townships are located on the banks of the Barcoo River. Blackall is the larger of the two towns in the local government area; with Brisbane being 960km to the south-west of Blackall and Longreach 200km to the north-west. The Landsborough Highway dissects the local government area, passing through and connecting both towns. Tambo is located 100kms south-east of Blackall.

Lifestyle and liveability

The lifestyle offered across the region is prized by residents and visitors alike. While development and economic growth in the region is encouraged, the enhancement of this lifestyle is of great importance.

Development in the region will result in well-serviced, well-functioning, vibrant, diverse, inclusive, accessible, safe and attractive environments. Development will be designed and located to maximise the efficient use of existing services. Community health and safety, sensitive land uses, and the natural environment are protected from the potential adverse impacts of hazardous air, noise and odour emissions from higher impact uses. Land identified as suitable for industrial development and resource areas (such as quarries) is to be protected from encroachment by development (including sensitive land uses) that would compromise its safe and effective function once developed). New industrial development and resources activities should be designed, located and operated to avoid or mitigate adverse impacts on surrounding sensitive land uses.

Infill and renewal development within the established towns of Blackall and Tambo is encouraged, as is diversification of housing stock and flexibility in housing options to suit changing community needs, especially an aging and active population.

In recognition of the special attributes that come with living in Blackall and Tambo, it is important that the barriers to home construction and establishment of new businesses and services remain low, while preserving the relaxed outback lifestyle and natural beauty our community considers important.

Residential block sizes should continue to be generous, consistent with existing surrounding properties, whilst allowing scope for innovation in lot sizes to accommodate infrastructure efficiency, changing community attitudes and needs of the future residents. Innovative development design and selection of construction materials, which offers protection to occupants from the region's climatic conditions, while providing for a high level of street appeal and neighbouring amenity are also encouraged. There is support for new home-based businesses that do not detract from the functions of the services provided within the Commercial Precinct.

Risks from flooding, bushfires and hazardous human activities are managed, so as to not increase, and where reasonably practicable in fact reduce, the people, property or trunk infrastructure at risk.

The existing reticulated potable water supplies for Blackall and Tambo are derived from artesian bores. These water sources must be protected from development that may compromise water quality and supply. Each town's sewerage treatment plant, airport and rubbish tip are located on the outskirts of the town to minimise conflict with other land uses. New development is serviced with key infrastructure, including water, sewerage, power and bitumen access. New development will continue to contribute to infrastructure including trunk infrastructure for the stormwater network. Innovation in power supply is supported for commercial, rural, industry and domestic purposes and is to not risk local amenity or safety.

Public amenities, including parks, aquatic centres, the Blackall Hospital and primary health care centres, golf course, racecourses, horse and rodeo complexes and the amenity of Shamrock Street in Blackall remain central to the liveability of the community. The elements of buildings, facades, streetscape, and environmental and cultural landmarks that contribute to each town's character are to be preserved. New development may contribute to the character of the town through rejuvenation and regeneration of old buildings or meshing of old with new.

Enhancing commercial prosperity

The retail and service cores of Blackall and Tambo are to be maintained and enhanced.

Future commercial and retail development are encouraged to locate fronting Shamrock Street (between Hawthorn and Violet Streets) in Blackall and Arthur Street (between Barcoo and Garden Streets) in Tambo.

The planning scheme identifies a Commercial precinct in the Township zone, aimed at facilitating commercial development, such as commercial, government administration, professional and retail uses, in an accessible, consolidated and considered manner.

Industrial opportunity

Industrial uses are expected to establish on the fringe of Blackall or Tambo, within the land identified for industrial purposes.

The planning scheme acknowledges there are varying physical scale requirements and level of impacts for different industrial uses. The planning scheme includes an Industrial precinct and a Mixed Use precinct in the Township zone, which specifically provide opportunities for industrial development.

In Blackall, lower impact industrial activities and mixed uses will be encouraged to establish generally north of Rose Street, with some additional opportunities for mixed use of land on the fringe of town north-west of Saint Albans Street and south of Orchid Street.

In Tambo, industrial activities will establish in the Industrial precinct separated from the main township area by the Barcoo River. The Industrial precinct incorporates the existing sawmill operation. The sawmill operation in Tambo is supported and is not to be adversely impacted by future competing or conflicting land uses. Opportunities for the development of smaller scale, low impact and service industry uses, which are compatible with residential and other sensitive land uses, are provided for in the Mixed Use precinct on the western side of Tambo; on the opposite side of the Landsborough Highway from the horse and rodeo complex.

Commercial-use chiller boxes for the storage of animal carcasses (for example, associated with macropod harvesting) and commercial or retail food manufacturing are recognised as valuable local economic contributors; however, these uses are considered inconsistent with established residential and accommodation uses and within the Township zone. Chiller boxes and food manufacturing facilities should be located where they can be serviced by reliable electricity and water sources suited to the purpose. When determining the appropriateness of a location for chiller boxes and food manufacturing facilities, consideration will be given to the hours of operation and extent to which associated noise and light impacts beyond the site are avoided or mitigated. It is preferred that chiller boxes are installed in a way that they can be readily unsecured and removed from the site if necessary, in response to an incident to protect public health and safety.

Responding to the need for unexpected expansion

While this planning scheme assumes a population increase of 100 to 200 people across the planning horizon, additional growth and economic stimuli which supported sustainability, viability and liveability of the region would be welcomed. A consequence of a greater influx would be the need for major service and infrastructure upgrades for either or both townships. If unexpected population growth occurs in the region within the life of this planning scheme, the preferred direction for sequential expansion and development is indicated on the strategic framework map. Such growth would consolidate around existing

the towns, having regard to adequacy and efficiency of servicing, health and safety of the community, preservation of natural features and cultural heritage, and be designed to enhance the aesthetic appeal of the area.

3.3.3 Avoiding and mitigating from the risks of natural hazards and hazardous human activities

Flooding

The region has a long history with flooding and flooding-related hazards. The region's population centres of Blackall and Tambo are both established on the banks for the Barcoo River and have experienced the brunt of numerous flood events.

Parts of both centres, as well as the Landsborough Highway (which diagonally crosses the region and is also a lead road connection between Brisbane and Darwin) are subject to inundation during significant flood events. Consequently, the residents of both centres, as well as many others residing throughout the region, are prone to isolation during flood events.

Development in the region should not expose people or property to unacceptable risks of flood hazards. Future development should be located, sited, designed and constructed to tolerate, not worsen, and adapt to flood risks.

To ensure that economic development is not adversely impacted by significant flood events, development within Blackall and Tambo is to be reasonably regulated to ensure flood resilience.

Flood assessment will be applied to development on sites affected by flooding as indicated by **Schedule 2 – Flood mapping**.

Bushfire

The region is also prone to bushfire events and identified risk areas are shown on [SPP mapping – Safety and Resilience to Hazards \(Natural Hazards Risk and Resilience – Bushfire Prone Area\)](#).

New development must take bushfire risks into account by making sure that development does not unduly burden disaster management response or recovery capacity, nor adversely impact the existing capabilities of emergency services. New developments should avoid areas known to be bushfire-prone but, where unavoidable, must be built, designed, and located to be resilient to bushfire hazards.

Emissions and hazardous activities

Activities involving the use, storage and disposal of hazardous materials and hazardous chemicals, dangerous goods and flammable or combustible substances are located to avoid or mitigate potential adverse impacts on surrounding uses and minimise the health and safety risks to communities and individuals.

Sensitive land uses are protected from the impacts of previous activities that may cause risk to people or property including former mining activities and hazards.

3.3.4 Safeguarding our environment and heritage

The natural environment and heritage attributes of the region contribute to its health, liveability and economic potential. It is critical that these elements be safeguarded against inappropriate development.

Biodiversity

Blackall-Tambo Region is predominantly within the Mitchell Grass Downs (Southern Wooded Downs) bioregion, but also includes section within the Desert Uplands (a section extending south from Jericho), Brigalow Belt (along the eastern boundary of the region) and Mulga Lands (a section extending north from where the region's boundary intersects with those of the Quilpie and Murweh Shires) bioregions. The Mitchell Grass Downs (Southern Wooded Downs), consist primarily of black soil plains and grasslands with little major tree growth with the exception of mulga and woody weed across region.

Significant threatened species of fauna and flora have been identified in the region, and these include:

Fauna	Flora
Woma (<i>Aspidites ramsayi</i>)	<i>Acacia deuteroneura</i>
Glossy black-cockatoo (eastern) (<i>Calyptorhynchus lathami lathami</i>)	<i>Acacia spania</i>
Scheville's ctenotus (<i>Ctenotus schevilli</i>)	<i>Bertya pedicellata</i>
Yakka skink (<i>Egernia rugosa</i>)	Ooline (<i>Cadellia pentastylis</i>)
Squatter pigeon (southern subspecies) (<i>Geophaps scripta scripta</i>)	<i>Calotis suffruticosa</i>
Painted honeyeater (<i>Grantiella picta</i>)	<i>Cerbera dumicola</i>
Northern hairy-nosed wombat (<i>Lasiorhinus krefftii</i>)	<i>Eremophila stenophylla</i>
Major Mitchell's cockatoo (<i>Lophochroa leadbeateri</i>)	<i>Hakea maconochieana</i>
Eastern long-eared bat (<i>Nyctophilus corbeni</i>)	<i>Indigofera oxyrachis</i>
Bridled nailtail wallaby (<i>Onychogalea fraenata</i>)	<i>Lomandra teres</i>
Yellow-footed rock-wallaby (<i>Petrogale xanthopus celeris</i>)	<i>Picris barbarorum</i>
Koala (<i>Phascolarctos cinereus</i>)	<i>Ptilotus brachyanthus</i>
	<i>Rhaphidospora bonneyana</i>

Biodiversity is also important to both agriculture and tourism in the region.

Development must be located in areas that avoid significant adverse impacts on the State's biodiversity values and protects these while maintaining ecological connectivity. The state biodiversity areas are identified in [SPP mapping – Environment and Heritage \(Biodiversity\)](#).

Water quality

The Blackall-Tambo Region is located predominantly within the Barcoo River Catchment of the Cooper Creek and Lake Eyre Basins, with waterways in the southern portion of the region flowing to the Warrego Basin. The region is also within the Great Artesian Basin, one of the largest groundwater basin complexes in the world. These water resources are defining features and valuable for the health and sustainability of local and extended communities, industry and environment.

The Blackall-Tambo Regional Council is the water service provider for the following two potable water supply schemes: the Blackall Water Supply Scheme and the Tambo Water Supply Scheme. The source water for both supplies come directly from the Great Artesian Basin via bores. **Development must not compromise the security and quality of these supplies.**

Development must facilitate the protection and enhancement of environmental values and the achievement of water quality objectives for all water resources in the region, at all stages of development (including for instance construction and post-construction). In particular, it is recognised that stormwater run-off and discharge of wastewater not connected to a municipal sewerage system, can cause damage to water quality in waterways and groundwater, reducing the health of aquatic ecosystems and limiting uses of the water.

Development in the towns of Blackall and Tambo must also:

- **be located and designed to avoid or minimise disturbance of high-risk soils, natural drainage and landform features as well as impacts upon aquatic ecosystems and ground-water dependent ecosystems;**
- retain and enhance natural drainage features and environmental corridors such as creeks, gullies, waterways, wetlands, habitats and vegetation and provide buffers to minimise and mitigate the impact of development on water quality.

Cultural heritage

Heritage places, landscapes and artefacts of cultural significance, either in built form or natural sites, are an important part of the fabric of the Blackall-Tambo Region.

The region is rich in both Aboriginal and early European cultural heritage, in the form of landmarks, sacred sites, historic buildings and artefacts. The unique historic, cultural and architectural qualities of places and artefacts are considered valuable and can contribute to:

- the character and identity of the region
- the wellbeing and identity of its people past, present and future; and
- where culturally appropriate, can serve as a tourist attraction and economic drawcard.

The region's Aboriginal cultural heritage is acknowledged and respected. Known places and items of Aboriginal cultural importance are to be protected and development in these areas avoided or appropriately minimised, mitigated and managed.

Cultural heritage recognised as having significance to Aboriginal people, the Commonwealth and the State are to be protected in accordance with the various laws and instruments applicable to the circumstances. National heritage places and State heritage places (such as the former Tambo Post Office, former Tambo Court House, the Blackall Wooolsour and the former Blackall Masonic Temple) are identified on [SPP mapping – Environment and Heritage \(Cultural Heritage\)](#).

Adaptation and re-use of local heritage places, for the benefit of the community and to provide continuity in the history of the region for future generations, is supported where it is done in a way that does not compromise the cultural heritage significance of the place. Local heritage places are identified in **table SC3.1–Local Heritage Place of Schedule 3**. Development must conserve the physical features, fabric and contents that contribute to the cultural heritage significance of the local heritage place and avoids changes to the setting or context of the local heritage place that reduce understanding or appreciation of its cultural heritage significance. Any changes, as a result of the development, will be appropriately managed, documented and interpreted by encouraging their retention for appropriate development and ongoing use.

3.3.5 Providing adequate and appropriately connected infrastructure

It is imperative that **infrastructure keep pace with growth and development in the region**. The planning scheme aids in establishing a coordinated approach linking the provision of infrastructure, land use and economic development.

Transport infrastructure and integration

The road network servicing central western Queensland is of social and economic significance to the region. It is also integral to intra-state and inter-state connectivity.

The region and its communities are heavily invested in and reliant upon the quality of the road network for social and economic purposes. The effect of extreme temperature fluctuations and flooding provide challenges in delivering and maintaining an efficient and robust road network. The road network of the region caters for a wide variety of road users; for instance, from domestic scale use by residents, road trains for transporting stock and commodities (including triples), Over-size-over mass (OSOM) loads, tourists in single vehicles and towing, to long-distance cyclists.

The Landsborough Highway, the highest order route through the region, passes through both Blackall and Tambo. Other important routes include:

- Jericho-Blackall Road (partly unsealed)
- Blackall-Isisford Road
- Dawson Development Road (partly sealed)
- Alpha-Tambo Road (partly sealed)
- Blackall-Adavale Rad (mostly unsealed)

Any new development must not adversely affect the safety and efficiency of the road network identified in [SPP mapping – Infrastructure \(Transport Infrastructure\)](#).

Airports

The Blackall airport and the Tambo airport play a vital role in delivering passenger and health services across the central western Queensland. The Blackall airport provides a regular direct link to Brisbane and Longreach, with potential to connect to other regional centres as demand warrants.

Any new developments located within Blackall must not create incompatible intrusions or compromise aircraft safety or the operation of associated aviation navigation and communication facilities.

Energy, Water Supply and Communications

Due to the remote nature of the region, electricity, water supply and telecommunication services are of vital importance to ensure the safety and wellbeing of local residents. Improvements in stability and capacity of this essential infrastructure, also facilitates potential for future economic development and diversity in the region.

Electricity is supplied to each of the towns, as at 2019, via Ergon Energy's Single Wire Earth Return (SWER) network. The major electricity infrastructure and electricity substations in the region are identified in [SPP mapping – Infrastructure \(Energy and Water Supply\)](#).

Some rural properties in the region have connections to the SWER network. The majority of rural properties however rely on on-site power generation facilities, for which installation and operation is the responsibility of the property owner or occupier, as the case may be. Back-up diesel generation is reasonably common; however, alternative forms of power generation (for instance, the use of renewable energy generation) is becoming more prevalent.

Telecommunications services are provided by copper line services in both towns and rural areas. Blackall-Tambo Regional Council operates and maintains seven UHF/CB radio towers across the region to provide radio communications to all residents and travellers. A network of 28 Wireless internet towers owned and maintained by Blackall-Tambo Regional Council are also in the process of being erected across the region to provide super-fast internet services for all residents. **Any new development must not interfere with the delivery or transmission of these telecommunications services.**

The region has ready access to self-sufficient energy through renewable energy (solar), biomass (sawmill by-product) and geothermal power. There is opportunity for government or private sector investment in renewable energy facilities for each town to assist to meet current and future energy needs. Development of renewable energy facilities that are appropriately located, having regard to the best and highest use of the land, and network stability and capacity, is supported.

Development must enhance and not compromise the stability, security or capacity of energy, water and telecommunications infrastructure.

Existing and approved future major electricity infrastructure locations and corridors (including easements and electricity substations), and water supply infrastructure locations and corridors (including easements) are protected from development that would compromise the corridor integrity, and the efficient delivery and functioning of such infrastructure.

Town-based infrastructure

Blackall-Tambo Regional Council will continue to provide dedicated infrastructure services, including sewerage, water, waste management, road networks and open space areas to the extent possible within the budget framework.

Future development will enhance and not adversely impact infrastructure assets of, or provision of services by, the council. Trunk infrastructure information which may assist to inform development is available at **Schedule 4**.