

Planning Report

**Development Application for Material Change of Use
Service Station located at 10 Davidson Road, Tambo**

Woodham Petroleum Services Pty Ltd

Date: July 2024
Reference: 24077

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Signed on behalf of Urban Planet Town Planning Consultants.

Ward Veitch
Partner

Date July 2024

Copy Number...../06

1.1 PROPOSAL

The development details are:

PROPOSAL	<p><i>Material Change of Use</i> – Service Station</p> <p>The proposal is generally consistent with the requirements of the Town Planning Scheme. The proposal is consistent with the character of the locality and the expectations of Council’s statutory planning documents.</p> <p>The details of the development are depicted on the proposal plans at Attachment 1.</p>
APPLICANT	Woodham Petroleum Services Pty Ltd c/ Urban Planet Town Planning Consultants
PROPERTY DESCRIPTION	Part of Lot 8 and 9 SP148104
AREA OF LAND	4290 m ² (this application)
ADDRESS	10 Davidson Road, Tambo
ZONING	Township zone Industrial precinct
CATEGORY	Code Assessable
CURRENT USE	Industrial (transport depot)

1.2 Site Description

The subject site is located at 10 Davidson Road, Tambo and is described as Lots 8 and 9 SP148104. The area of the subject site applicable to this proposal is approximately 4290 m². The site is located centrally in the existing industrial estate.

The subject site is part of a transport depot however the area of the development is generally vacant . Some sites within the estate contain industrial development.

The location of the subject site is depicted below.



Images sourced from SARA mapping database

1.3 History

No relevant planning history. The site is part of an overall site that contains there allotments and is developed as a transport depot (AP & TM Johnson Transport).

1.4 Planning Context

This application advocates the development of a Service Station (Truck Stop). The facility will be undertaken generally in accordance with the design plans provided at **Attachment 1** to this report.

The proposed development is provided as code assessable.

It must be noted that it is our understanding all available infrastructure is in place for the site and the proposed development will connect to this existing networks.

The proposed development will provide for use of approximately 4290 m² of the subject sites and provides for a combination of Diesel and AdBlue Tank to provide 24/7 unmanned access for truck refuelling purposes. The second stage of the proposal will provide a small building to provide a portable single toilet and shower on the block for customers access only.

Access to the site is provided primarily for trucks and trailers. Access is provided as a one way system with entry at the southern end of the site and the exit at the northern extent.

Site signage will be provided consistent with the intent of the Planning Scheme for this locality.

Planning Scheme

The 2020 Blackall-Tambo Planning Scheme places the site in the Township zone and is located within the Industrial precinct.

The proposed development will be single story (tank facility and portable ablution facility only). All finishes and signage will be pursuant to corporate image. The proposed use is entirely consistent with the intent of the zone.

The site is provided with suitable access and egress from both street frontages. This access provides for a arrange of accessibility for heavy vehicles, private vehicles as well as refuse collection (as applicable). The proposed development provides for a suitable area for parking and manoeuvring for the forms of vehicles that are likely to access the site.

Service Station

The primary development of the new site will be for a **Service Station** in accordance with the proposal plans contained at **Attachment 1** to this report.

The key elements of the design proposal as contained in the relevant codes are addressed hereunder.

The site development is summarised as:

	Acceptable outcome	Provided
Site area	N/A m ²	4290 m ²
Site cover	40%	1%
Setbacks		
Road	6 metres	15 metres
Side	2.5 metres	2 metres
Building height	15 metres	2.9 metres
Parking	2	4
Service Vehicles (AV)	1	Complies

Development Form

The development is proposed as a service station facility, similar in design and form to other 24/7 unmanned truck fuelling facilities within the region and as operated by the applicant in many regional locations. The proposed development will be undertaken in a contemporary industrial form and finished in the corporate image of the applicant. The proposed development is consistent in form and function of the expectations of the locality and the Planning Scheme.

Building Setbacks

The proposed development provides compliant building setbacks to property boundaries generally as set out in the Planning Scheme for this form of development and the proposed building heights. In this regard the form of the proposed development is within the acceptable range of expectations for adjoining sites.

Site Cover

The proposed development provides for a site cover considerably less than the code which provides for a 40% site cover.

It is reasonable to conclude the design elements and the setbacks to the adjoining sites provide for a structure that presents an acceptable outcome in terms of site cover.

Car Parking

Parking has been provided at grade. Provision has been made for the location of patron and visitor parking at the acceptable outcome rates given the evidence above. Service vehicle access is provided from the street frontage.

Access, manoeuvring and car parking areas to our understanding comply with Australian Standard AS 2890. The attached plans provide a fully dimensioned layout (accurately drawn to scale and showing dimensions and gradients) with the development application.

It is our opinion the proposed development provides sufficient parking to cater for the likely traffic demands associated with the use of the site.

Site Access

Site access is proposed from the Davidson Road frontage (east) via constructed driveway with an exit provided to Davidson Road (north). The driveways will be provided with horizontal relief which allows for the volumes of traffic to be provided with one way movements.

Provision has been made for service vehicle access as required.

Waste Management

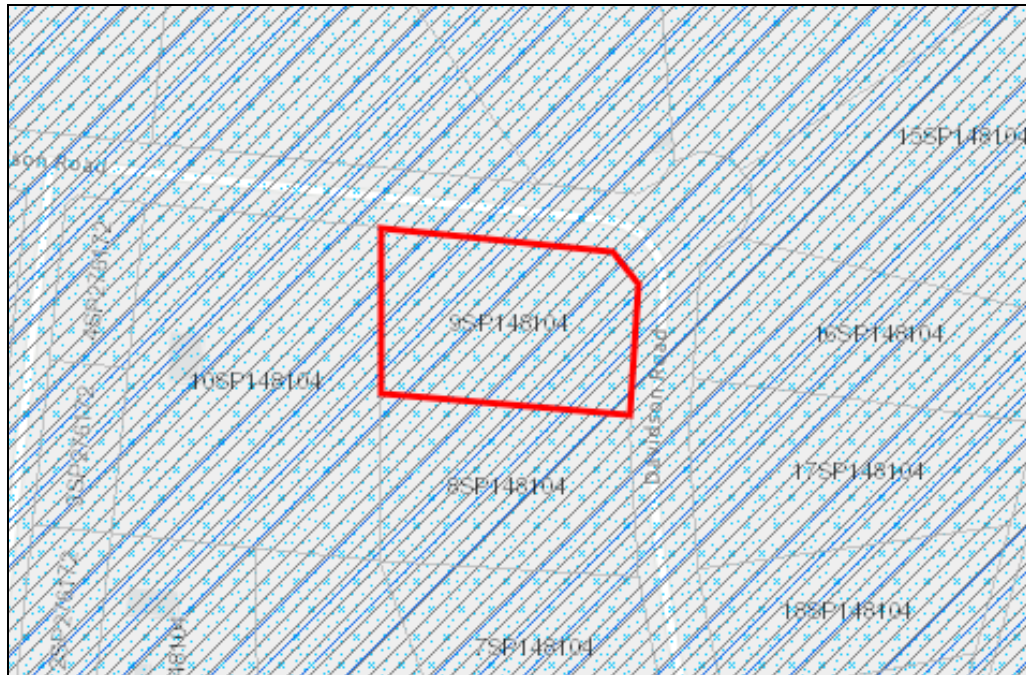
Waste will be managed within the site by the use of wheelie bins. No access is required for waste vehicles as no waste is disposed of within the site however a screened wheelie bin enclosure can be provided for kerbside collection of waste if required. The refuse storage area will be completely screened from view from the street.

Stormwater

Stormwater discharge will be to the appointed point of discharge. This point of discharge will be nominated by the Assessment Manager.

1.4 Planning Scheme Overlays

1.5 State Interests



There are no matters of State interest associated with the proposed development of the subject site or site related matters that are provided for in the SARA database mapping. Under the provisions of the Planning Regulation 2017 (Schedule 20) matters relating to the State Road network are triggered where the site area exceeds 3000 m². The relevant SDAP provisions are addressed in this report.

1.6 Attachments

Attachment 1 Development Plans

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Compliant outcomes. The site is located in an established and zoned industrial estate and acts for existing vehicles on the network.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Compliant outcomes should be provided given the site development caters for existing vehicles on the network and does not in itself generate additional traffic.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	Complies as above.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Site is accessed by local network.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	No new traffic introduced to State network.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	N/A
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	N/A
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	N/A
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles	No acceptable outcome is prescribed.	N/A

Performance outcomes	Acceptable outcomes	Response
do not queue in a railway crossing .		
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	N/A
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	N/A
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	N/A
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	N/A
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	N/A given site location.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	N/A given site location.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	N/A given site location.
PO17 Development associated with a state-controlled road or road transport	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure .	N/A given site location.

Performance outcomes	Acceptable outcomes	Response
<p>infrastructure ensures that stormwater is lawfully discharged.</p>	<p>AND</p> <p>AO17.2 Development does not concentrate flows to a state transport corridor.</p> <p>AND</p> <p>AO17.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.</p>	
Flooding		
<p>PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure</p>	<p><i>For a state-controlled road or road transport infrastructure, all of the following apply:</i></p> <p>AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor.</p> <p>AND</p> <p>AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor.</p> <p>AND</p> <p>AO18.3 For all flood events up to 1% annual exceedance probability, development ensures</p>	<p>N/A given site location.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor.</p> <p><i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i></p>	
Drainage infrastructure		
<p>PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor.</p>	<p><i>For a state-controlled road environment, both of the following apply:</i></p> <p>AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p> <p><i>For a railway environment both of the following apply:</i></p> <p>AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.</p> <p>AND</p> <p>AO19.4 Drainage infrastructure can be</p>	<p>N/A given site location.</p>

Performance outcomes	Acceptable outcomes	Response
	maintained without requiring access to a state transport corridor .	
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	N/A given site location.
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	N/A

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	N/A given site location.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	N/A given site location.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	N/A given site location.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	N/A given site location.
PO26 Upgraded or new public passenger transport infrastructure and active transport	No acceptable outcome is prescribed.	N/A given site location.

Performance outcomes	Acceptable outcomes	Response
<p>infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.</p>		
<p>PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A given site location.</p>
<p>PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A given site location.</p>
<p>PO29 New or modified road networks are designed to enable development to be serviced by public passenger services.</p>	<p>AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual 	<p>N/A</p>

Performance outcomes	Acceptable outcomes	Response
	<p>of Uniform Traffic Control Devices – Local Area Traffic Management;</p> <p>AND</p> <p>AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	
<p>PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A given site location.</p>
<p>PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A</p>
<p>PO32 Taxi facilities are provided to accommodate the demand generated by the development.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A</p>
<p>PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A</p>
<p>PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.</p>	<p>AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO34.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual 	<p>N/A</p>

Performance outcomes	Acceptable outcomes	Response
	<p>of uniform traffic control devices</p> <p>3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities;</p> <p>4. Disability standards for accessible public</p> <p>5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992;</p> <p>6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements;</p> <p>7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	
<p>PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services, pedestrian and cyclist access and active transport infrastructure.</p>	<p>AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	<p>N/A</p>

2.0 Planning Assessment

The site is located within the Medium Impact Zone and the proposed development is a Code Assessable use. The following Codes are triggered:

Township zone code

Development works code

5.1 Zone codes

5.1.1.1 Purpose statement

The purpose of the Township zone code is to provide for:

- (1) *small to medium urban areas in a rural area; and*
- (2) *a variety of uses and activities to service local residents, including, business, community, education, industrial, open space, recreation, residential or retail uses or activities; and*
- (3) *tourist attractions and short-term accommodation, if appropriate for the area.*

5.1.1.2 Overall outcomes

The purpose of the code will be achieved through the following overall outcomes:

- (1) *A range of residential, retail, commercial, industrial, administrative or cultural uses are provided.*

Compliant location or industrial land use.

- (2) *A range of residential dwelling types and densities that reflect local housing needs are provided.*

N/A

- (3) *Development promotes safe, convenient and attractive living environments for residents.*

The location of the site and the use does not impact on residential amenity given the route provided and the existing industrial sites.

- (4) *Development protects and enhances the local or historic character of a town.*

N/A

- (5) *Existing heritage and character buildings are to be retained and new business is encouraged to use these buildings (if vacant) to help keep the town centre consistent with the historic amenity of the township.*

N/A

- (6) *Commercial and retail development are encouraged to locate in the Commercial precinct.*

N/A

- (7) *Industrial development appropriate for a township setting are located in the Industrial precinct*

or Mixed Use precinct.

Compliant location.

- (8) *Development serves the needs of local residents, residents of the surrounding area and visitors.*

Compliant land use to the extent of the supply of diesel supplies.

- (9) *Development is designed to maximise energy efficiency, water conservation and public and active transport use.*

N/A

- (10) *Development has access to infrastructure and essential services.*

Suitable levels of infrastructure services are in place to cater for the use as proposed.

- (11) *The location and type of industrial development is carefully considered to mitigate impacts on sensitive land uses.*

Compliant and compatible land use proposed given the site location and the existing use of the land.

- (12) *Natural features such as creeks, gullies, waterways, wetlands, habitats, vegetation and bushland are retained and enhanced and any unavoidable impacts are minimised through locational, design, operational and management approaches.*

N/A

- (13) *Development responds to land constraints including topography, bushfire and flooding.*

Complies as applicable top the use and the site.

Industrial precinct

The purpose of the zone will also be achieved through the following additional overall outcomes for the Industrial precinct:

- (14) *This precinct enables the establishment of a wide range of industrial activities in a manner*

compatible with the scale and character of the area.

Compliant and compatible land use proposed given the site location and the existing use of the land.

(15) *Industrial activities are established and consolidated in this precinct to minimise potential conflict with nearby sensitive land uses.*

The location of the site and the use does not impact on residential amenity given the route provided and the existing industrial sites.

(16) *Industrial activities manage impacts to maintain acceptable levels of safety and amenity for sensitive land uses.*

Complies, refer attached documentation.

(17) *The location of industrial development does not compromise the safety or efficiency of the local and state-controlled road network.*

It is reasonable to assume suitable outcomes given the existing use of the site and the nature of the proposed use catering for existing vehicle traffic.

(18) *Development in this precinct does not compromise the safety or efficiency of the local and state-controlled road network.*

As noted above.

5.1.1.3 Assessment benchmarks for Township zone code

<p align="center">What we want to achieve (Performance Outcomes)</p>	<p align="center">Acceptable outcome and Outcome provided.</p>
<p>For assessable development</p>	
<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. 	<p>N/A</p>
<p>PO2 The industrial precinct and existing industrial land uses are protected from encroachment by incompatible land uses.</p>	<p>Noted and compliant land use advocated.</p>
<p>PO3 Uses are compatible with, and complementary to, the existing residential uses.</p>	<p>N/A</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> <p><i>Compliant land use location.</i></p> <p>AO4.2 Non-residential uses do not overlook the living areas of any adjoining residential use.</p> <p><i>Complies</i></p>

<p>PO5 Dual Occupancy is located on appropriately sized lots to avoid impacts on residential amenity and safety.</p>	<p>A05 Dual Occupancy are located on a site with an area of at least:</p> <ul style="list-style-type: none">(a) 2000m² where not connected to reticulated sewerage network; or(b) 800m² where connection is available to reticulated sewerage network. <p>N/A</p>
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<p>PO6</p> <p>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</p> <p>Multiple dwellings are located on lots with a minimum area of 1000m².</p> <p>AO6.2</p> <p>The number of dwellings contained in a multiple dwelling and/or retirement facility is calculated as follows:</p> <p>(a) one bedroom units per 350m² of site area; and</p> <p>(b) units comprising more than one bedroom per 400m² of site area.</p> <p>N/A</p>
<p>PO7</p> <p>Low impact industry use involving commercial-use chiller box/es for the storage of animal carcasses (for example, associated with macropod harvesting):</p> <p>(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</p> <p>(b) are serviced by reliable electricity and water required for the use; and</p> <p>(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>	<p>N/A</p>

For assessable development in the Commercial precinct	
<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>Compliant outcomes provided given the location of the site and the existing land uses.</p>
<p>PO14 Uses, other than Industrial uses are consistent with and make a positive contribution to the economy and character of the Industrial precinct, and do not detract from the Commercial precinct as being the primary location for commercial development.</p>	<p>N/A</p>
<p>PO15 Sensitive land uses (other than Caretaker's accommodation) are not established within the Industrial precinct.</p>	<p>N/A</p>
<p>PO16 Adverse impacts on the health, safety or amenity of nearby land in the Township zone or sensitive land uses are minimised.</p> <p>Editor's note—Applicants should have regard to relevant legislative, industry and licensing requirements.</p>	<p>AO16.1 Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2019.</p> <p>AO16.2 Development achieves the air quality objectives set out in the Environmental Protection (Air) Policy 2019.</p> <p><i>Compliant outcomes can be suitably conditioned as applicable.</i></p>

<p>PO17 Development does not compromise the viability of the primary use of the site.</p>	<p>AO17 No more than one (1) caretaker's accommodation dwelling is established on the site.</p> <p>N/A</p>
<p>For assessable development in the Mixed Use precinct</p>	
<p>PO18 Development does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation.</p>	
<p>PO19 Non-residential uses are compatible with and do not detract from the domestic scale, intensity, form and character of the precinct.</p>	<p>AO19.1 New buildings and structures comply with the building heights stated in A04 of the General Development Code.</p> <p>AO19.2 The scale of ancillary buildings comply with AO8 of the General Development Code.</p>
<p>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.</p>	<p>AO20 Hours of operation are limited to 7am to 6pm.</p>
<p>PO21 Development does not compromise the viability of the primary use of the site.</p>	<p>AO21 No more than one (1) caretaker's accommodation dwelling is established on the site.</p>
<p>PO22 Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties.</p>	

6.1 General Development Code

6.1.1 Purpose – General Development Code

The purpose of the General development code is to ensure that development in the local government area is located, designed and managed in a safe and efficient manner.

Compliance with this code will achieve the community's views on:

- *what development should look like;*
- *how development complements the area;*
- *how the effects of a development on infrastructure and the environment will be minimised;*
- *how development responds to constraints such as flooding and bushfire; and*
- *how development will be serviced by roads and utilities.*

6.1.2 Assessment Benchmarks – General Development Code

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
Site Layout			
<p>PO1 The scale of new buildings and facilities suits its site and its surroundings.</p>	<p>AO1 New buildings cover less than the following percentage of site area:</p> <ul style="list-style-type: none"> • Township zone (where not in a precinct) - 50%; • Township zone (Commercial precinct) - 90%; • Township zone (Mixed Use precinct) – 50%; • Township zone (Industrial precinct) - 40%; • Recreation and Open Space zone – 10%; and • Rural zone – no acceptable outcome prescribed. 	<p>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).</p>	<p>Compliant built scale</p>
<p>PO2 Setbacks for buildings and structures for the front, side and rear are in keeping with other nearby buildings.</p>	<p>AO2.1 Setbacks are to meet the Building Code of Australia requirements (including any variations as per the Queensland Development Code).</p> <p>AO2.2 Setbacks are to allow for off street parking and vehicle movement, and in the Commercial precinct, off street parking is located at the rear of buildings to allow for easy vehicle movement and access.</p>	<p>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,</p>	<p>Compliant setbacks</p>

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
		or go against what is common in the street/surrounding area.	
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.	This matter can be suitably conditioned as applicable in this location however it is our understanding the site use is lawful and provides for suitable outcomes in this location.
Building Design			
PO4 Building height is similar to the other buildings in town and around the Blackall-Tambo Region.	AO4 New buildings are less than the following heights: <ul style="list-style-type: none"> • Township zone (other than in the Industrial precinct) – 2 storeys or 8.5m above ground level; • Township zone (Industrial precinct) – 15m above ground level; • Rural zone – no acceptable outcome provided; and 	The height of a building can be higher if it needs to be for a particular purpose – e.g. a church steeple, or a concrete batching plant.	Complies.

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
	<ul style="list-style-type: none"> Recreation and Open Space zone – 8.5m above ground level. 		
<p>PO5 New buildings have a similar look and feel to any surrounding buildings, and look like they belong in the local area.</p>	<p>AO5.1 In the Township zone (other than in the Commercial precinct, Industrial precinct and Mixed Use precinct), new buildings include at least 3 of the following:</p> <ul style="list-style-type: none"> verandas or porches; awnings and shade structures; variations to the roof and building lines; recesses and projections of the external facade; doors and window openings; a range of building materials, colours and textures matching or complementing those prevailing in neighbouring buildings; or windows or other design features which overlook the street to allow for passive surveillance. <p>AO5.2 In the Commercial precinct, new buildings will:</p> <ul style="list-style-type: none"> provide for tenancies fronting the street provide an awning over the full length of the building frontage and setback a maximum of 0.25 metres from the kerb line at the ground storey, a minimum of 65% of building frontage is provided as predominantly transparent windows or glazed doors and a maximum of 35% as solid façade. 	<p>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 buildings in the local area.</p>	<p>N/A</p> <p>N/A</p>

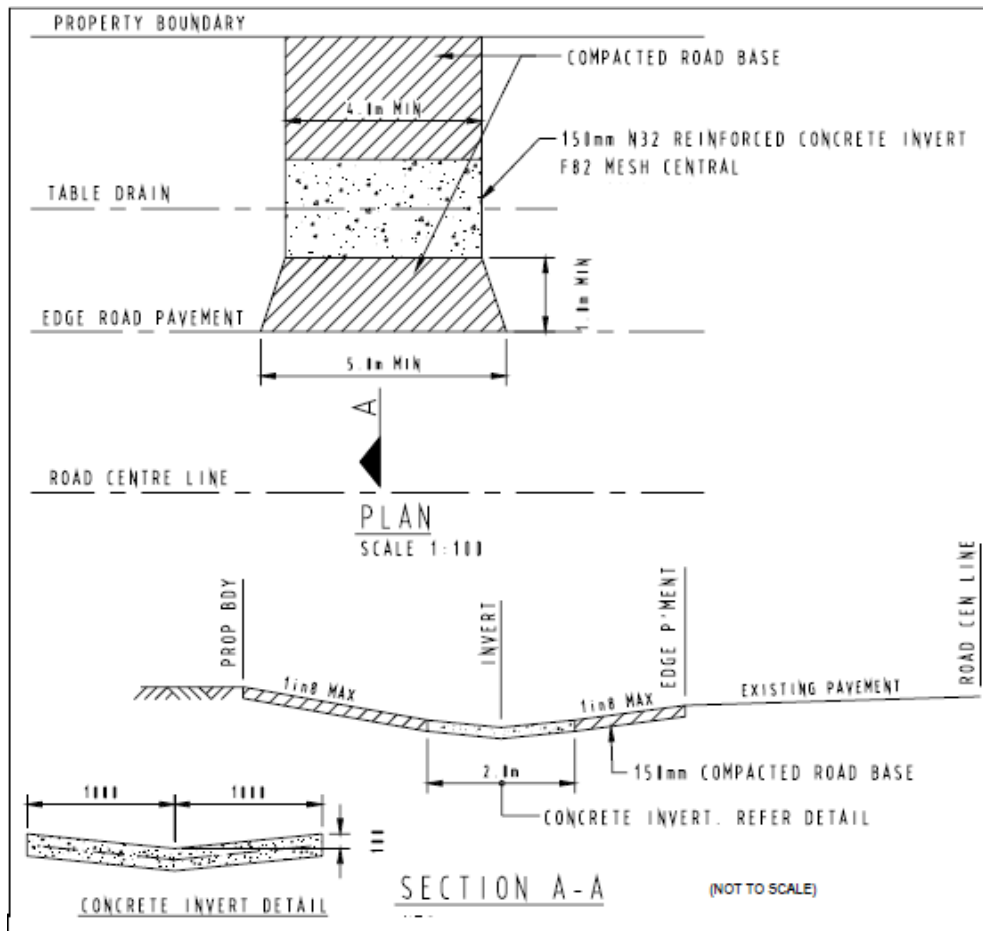
What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
	Editor's note—Refer to PO25 related to retention/reuse of existing commercial buildings.		
PO6 New buildings include design features which allow for passive surveillance of the streetscape and measures that increase the safety of the neighbourhood.			Complies as applicable
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 	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.	N/A

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
	the street and other dwellings on the premises <ul style="list-style-type: none"> • privacy screening to adjacent neighbours, either through landscaping or screen structures • on-site parking provided at the side or rear of the site. 		
Additional uses on the same site (Ancillary uses)			
<p>PO8 In areas other than the Rural zone, additional buildings such as sheds, which support or do not dominate the purpose of the main building/s are reasonable in size and function.</p> <p>Editor’s note— Development on the same premises as an existing use that does not support that purpose, or dominates it, is considered a new use.</p>	<p>AO8 In areas other than the Rural zone, ancillary buildings are not more than 10% of the floor area of the main building/s on the premises.</p>	<p>It is important that an additional building or use doesn’t dominate the site it is on, or the purpose of the original building, unless it is supporting the function of the building/s.</p> <p>Additional uses on the same site in the Rural zone may be a material change of use.</p>	<p>N/A</p>

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>	<p>Some uses may need to utilise local or residential roads for short or limited heavy</p>	<p>N/A</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>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 standards as part of the assessment process.</p>	
<p>PO10 Sufficient parking spaces are provided for the use.</p>	<p>AO10.1 Car parking is provided as per the rates in Table 6.2.2.1.</p> <p>AO10.2 On-street parking is maintained.</p>	<p>If there is no building work (and it is just a change of use), reductions in on-site parking can be considered.</p>	<p>Complies as applicable for the proposed use</p>

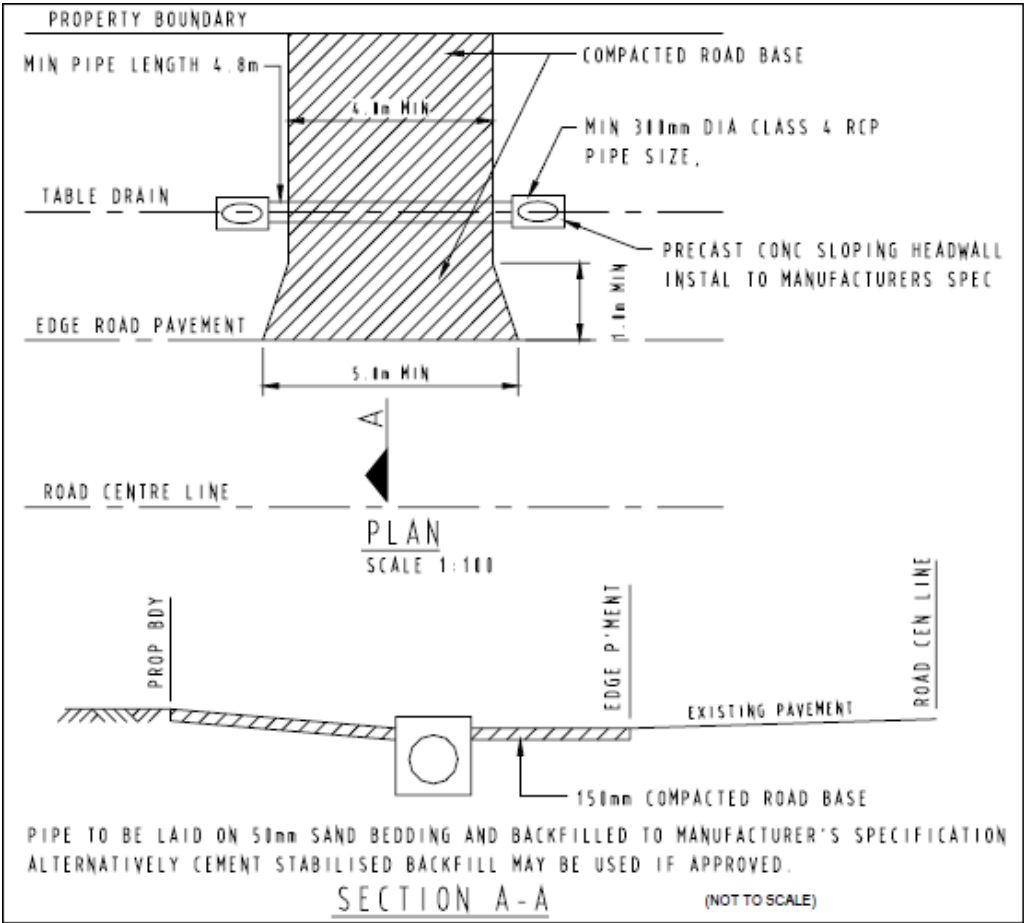
What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
<p>PO11</p> <p>Vehicle access and movement is:</p> <ul style="list-style-type: none"> • easy and safe; • does not create problems for the external road network; and • provides safe pedestrian access – this includes access for people with a disability. 	<p>AO11.1</p> <p>Car parking and manoeuvring areas are designed to comply with:</p> <ul style="list-style-type: none"> • AS2890.1 – Parking Facilities; and • Austroads Publication AP-G34-13 – Austroads Design Vehicles and Turning Path Templates. <p>AO11.2</p> <p>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</p> <p>Vehicle crossovers are to be designed as per Figures 1 or 2 below.</p> <p>AO11.4</p>		<p>Compliant outcomes provided as demonstrated..</p>
What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
	<p>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>Complies</p>

Figure 1 – Vehicle Crossover Non-Piped



What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
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Figure 2 – Vehicle Crossover – Piped



Editor’s note—The following animation is included to provide an illustrated indication of how acceptable outcome AO11.1 could be met.



[View animated code provision.](#)

Off-site impacts			
What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
<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>Compliant land use form in the industrial precinct suitable located and co-located with industrial activities.</p>

Infrastructure and Services			
PO13 Suitable connections to power and telecommunication s are provided.	AO13 Telecommunications and power supplies are designed to meet provider requirements.		Complies
PO14 Adequate supply of potable water is provided to the premises, and new buildings are designed to be able to appropriately treat and dispose of effluent and other waste water.	AO14.1 In the Township zone, all new buildings are connected to Blackall-Tambo Regional Council’s reticulated water supply network in accordance with: <ul style="list-style-type: none"> • Water Services Association of Australia (WSAA), 2011, “WSA 03-11 Water Supply Code of Australia” Version 3.1; and • Queensland Department of Energy and Water Supply, 2010, Planning 		Compliant services ion place and no additional demands.
What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
	<p>Guidelines for Water Supply and Sewerage.</p> <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</p>		

	<p>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 values of receiving waters are maintained.</p>	<p>AO15 Stormwater drainage is provided in accordance with:</p> <ul style="list-style-type: none"> • Queensland urban drainage manual, 3rd Edition, Queensland Department of Energy and Water Supply, 2013; and • Pilgrim, DH, (ed)., Australian Rainfall & Runoff – A Guide to Flood Estimation, Institution of Engineers, Australia, Barton, ACT, 1987. 		<p>No change advocated to existing systems</p>

Council assets			
<p>PO16 Council infrastructure is protected from encroachment or interference.</p>	<p>AO16.1 All building proposals are clear of Council easements and underground infrastructure within site boundaries.</p> <p>AO16.2 All invert crossing(s) and driveways are clear of all gully pits, street lights, power</p>		Complies.
	<p>poles and other infrastructure located within the road reserve with a minimum separation distance of 1 metre.</p>		
Development located in a Bushfire Prone Area			
<p>PO17 Vulnerable uses, essential service uses and hazardous chemical facility uses are not established or intensified within a bushfire prone area.</p>			N/A

<p>PO18 Development in a bushfire prone area, or intensification of existing uses in a bushfire prone area, is avoided, or, the risk to people and property from bushfire is mitigated to an acceptable or tolerable level.</p>	<p>AO18.1 New buildings and facilities are not situated in a bushfire prone area as identified on SPP mapping – 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 defendable space between buildings and hazardous vegetation; and • Providing safe evacuation routes for occupants and access for emergency services; and • Providing a dedicated static water supply available for fire fighting; and • Does not create additional bushfire risk through revegetation or landscaping. 		
<p>PO19 Emergency services and community infrastructure</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</p>		
<p>continue to function effectively during and immediately after a bushfire event.</p>	<p>(Natural Hazards Risk and Resilience – Bushfire Prone Area).</p>		

<p>PO20 Development avoids or mitigates the bushfire risk from manufacture or storage of hazardous materials within a bushfire prone area.</p>	<p>AO20.1 Hazardous materials are not stored or manufactured in a bushfire prone area as identified on SPP mapping – Safety and Resilience to Hazards (Natural Hazards Risk and Resilience – Bushfire Prone Area)</p> <p>OR</p> <p>AO20.2 Buildings and structures used for the manufacture or storage of hazardous materials are designed to prevent exposure of the hazardous materials in the event of a bushfire</p> <p>Editor’s note—Refer to the <i>Work Health and Safety Act 2011</i> and associated Regulation and Guidelines; the <i>Environmental Protection Act 1994</i>; and the relevant building assessment provisions under the <i>Building Act 1975</i> for requirements related to the manufacture and storage of hazardous substances. Information is provided by Business Queensland on the requirements for storing and transporting hazardous chemicals, available at www.business.qld.gov.au/running-business/protecting-business/risk-management/hazardous-chemicals/storing-transporting</p>		N/A
Development located in a Flood Hazard Area			
<p>PO21 People and property are not exposed to intolerable risk from flood</p>	<p>AO21.1 New development is:</p> <ul style="list-style-type: none"> • situated outside of mapped flood areas identified in Schedule 2 – Flood mapping; or • if within a mapped flood area, a fit for 		N/A

hazards.	purpose risk assessment is conducted		
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	<p>to ensure that development in that area does not increase risk beyond a tolerable level.</p> <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).³</p> <p>AO21.4 If located in a mapped flood area identified in Schedule 2 – Flood mapping, hazardous materials are not stored on site, or are stored so the release of the hazardous materials is prevented.</p> <p>AO21.5 Development in a mapped flood area identified in Schedule 2 – Flood mapping does not:</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</p>		N/A
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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
	Development maintains the protective function of landforms and vegetation to lessen the flood risk.		

<p>PO22 Essential community services and infrastructure continue to be functional during and after a flood event.</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>N/A</p>
<p>Stock Route Network</p>			
<p>PO23 Stock routes are able to operate efficiently and safely without impact or interference from buildings,</p>	<p>AO23.1 Development occurring adjacent to or nearby a stock route identified in SPP mapping – Economic Development (Agriculture – Stock Route Network) should not impact the operation and safety of the stock route.</p>		<p>N/A</p>

<p>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 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>AO23.2 The stock route is to be easily accessible at all times by stock route users.</p>		
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What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
Petroleum/high pressure gas pipelines			
<p>PO24 Pipelines carrying petroleum and gas continue to operate without impact.</p> <p>Editor’s note—The holder of the Pipeline Licence or Petroleum Facility Licence must be consulted prior to activities in those areas in accordance with sections 807 and 808 of <i>Petroleum and Gas (Production and Safety) Act 2004</i>.</p>	<p>AO24 New buildings are not situated within 200m of petroleum and gas pipelines or easements as identified on SPP mapping – Safety and Resilience to Hazards (Emissions and Hazardous Activities – High Pressure Gas Pipelines).</p>		<p>N/A</p>

Local heritage places			
<p>PO25 Heritage places, and other buildings that give the town its character, are kept in place wherever possible or re-used as a means to reflect local values and cultural heritage.</p>	<p>AO25.1 Development:</p> <ul style="list-style-type: none"> • does not impact, destroy or modify any local heritage place identified in Table SC3.1–Local Heritage Place of Schedule 3 and requires no building or operational work; or • is in accordance with current best practice guidance as made under the <i>Queensland Heritage Act 1992</i> in relation to development of heritage places⁴; or • is undertaken in accordance with an exemption certificate issued under the <i>Queensland Heritage Act 1992</i>. <p>AO25.2 Demolition or removal of key parts of the place’s cultural heritage significance is avoided unless there is no prudent and reasonable alternative to demolition or removal.</p> <p>Editor’s note—Reports prepared to justify compliance with the AO above must be prepared by suitably qualified consultants, such as conservation architects or engineers, and detail alternative options investigated. The report must also provide an archival record to document the proposed changes.</p>	<p>As a means to encourage retention and refurbishment of older buildings (particularly in commercial areas), re-use of older buildings could be accompanied by reductions in car parking requirements for the new use.</p>	<p>N/A</p>

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>		N/A

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 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>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 operation of aircraft engines the operational airspace of an airport; • attract wildlife or increase wildlife hazards to the operational airspace of the airport or the airport land; • increase the number of people living, working or congregating in the Public Safety Area; or 		N/A

What we want to achieve (Performance Outcomes)	One way to achieve it (Acceptable Outcomes)	What could be negotiated	Outcome provided
	<ul style="list-style-type: none"> 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>		

3.0 CONCLUSION

It is our opinion that the proposed Material Change of Use is consistent with the objectives and future intent of the Planning Scheme. It is therefore submitted that the proposed development is suitable for approval subject to reasonable and relevant conditions.

**Attachment 1
Development Plans**