

MP ref: M1907
QA: af.sj.gm.ap

23 March 2022

Assessment Manager
Charters Towers Regional Council
PO Box 189
CHARTERS TOWERS QLD 4820
Via email: mail@charters Towers.qld.gov.au

Attention: Planning and Development

Dear Sir/ Madam,

Re: Development Application seeking a Development Permit for Material Change of Use – Educational Establishment (Machinery and Equipment Training), Short Term Accommodation and Outdoor Sales (Machinery and Equipment Hire) on land described as Lot 1 on MPH21143 and Lot 1 on MPH13707 and located at 10821 Flinders Highway, Breddan

On behalf of the Applicant, Milford Planning hereby make the enclosed development application seeking the abovementioned development approval on the abovementioned land in accordance with Section 51 of the *Planning Act 2016*.

Assessment Fee

Council prescribes a \$3,000 charge per use for impact assessment. Council's assessment fee for the proposed development has been calculated below in accordance with Charters Towers Regional Council's (Council) Schedule of Fees and Charges 2021/22.

Component	Calculation	Fee
Impact assessment (per use)	\$3,000 for Short Term Accommodation	\$3,000
Impact assessment (per use)	\$3,000 for Educational Establishment	\$3,000
Impact assessment (per use)	\$3,000 for Outdoor Sales	\$3,000
TOTAL ASSESSMENT FEE:		\$9,000

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The proposed uses operate in conjunction with one another and all within the one site. For a combined development of this nature, it is considered reasonable for the applicable fee to be **\$3,000** and we request the opportunity to negotiate and reduce the fee with Council.

Proceeding

We look forward to working with Council to progress the proposed development, and request the opportunity to discuss any queries or further information that may be required prior to the issue of any formal correspondence.

In the instance that Council requires no further information, we look forward to correspondence from Council regarding their acceptance of the above fee negotiation.

If you have any questions regarding this correspondence, please contact the undersigned or George Milford on TEL: (07) 4724 0095.

Yours sincerely,

MILFORD PLANNING


Electronic

Abbey Feldt
TOWN PLANNER

Encl: Development application package

Client:
Bridgeview Services Pty Ltd

Date:
March 2021

Project Ref:
M1907

Development Application

Project:

Material Change of Use -
Educational Establishment
(Machinery and Equipment
Training), Short Term
Accommodation and Outdoor
Sales (Machinery and
Equipment Hire)

Property Details:

10821 Flinders Highway,
Breddan

Lot 1 on MPH21143 and Lot 1
on MPH13707





DOCUMENT CONTROL

Project Description: Material Change of Use - Educational Establishment (Machinery and Equipment Training), Short Term Accommodation and Outdoor Sales (Machinery and Equipment Hire)

Client: Bridgeview Services Pty Ltd

Date: 23 March 2022

Contact: Abbey Feldt

Quality Assurance	Issue: Final	Version: 1
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	AUTHOR	REVIEWER

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APPENDICES

- Appendix 1: DA Form 1; and Land Owners Consent.
- Appendix 2: SmartMap; and aerial photograph of the subject site and surrounding locality.
- Appendix 3: State Assessment and Referral Agency mapping
- Appendix 4: Development Assessment Overview prepared by Daniel Cavalari.
- Appendix 5: State Code 1: Development in a State-controlled road environment
- Appendix 6: Rural Zone Code
- Appendix 7: Development Works Code
- Appendix 8: Regional Infrastructure Overlay Code



1.0 INTRODUCTION

This town planning report has been prepared in support of a development application seeking a Development Permit for Material Change of Use – Educational Establishment (Machinery and Equipment Training), Short Term Accommodation and Shop (Machinery and Equipment Hire) on land described as Lot 1 on MPH21143 and Lot 1 on MPH13707, and located at 10821 Flinders Highway, Breddan.

This report provides the following information with respect to the assessment of the development proposal:

- overview of the site and surrounding area;
- description of the proposal;
- overview of legislation relevant to the development application;
- assessment of the proposal against relevant legislation;
- other relevant matters; and
- conclusions and recommendations.

The development application is made in accordance with Section 51 of the *Planning Act 2016* (the Act) and contains the mandatory supporting information specified in the applicable DA Form. **Appendix 1** comprises DA Form 1 and the accompanying Land Owner Consent.

The subject property is located within the Charters Towers Regional Council's local government area and will be assessed against the *Charters Towers Regional Plan 2019* (the planning scheme). This application is subject to **impact assessment** in accordance with the provisions of the planning scheme and the Act. Formal public notification of the application will be required.



2.0 SITE AND SURROUNDING AREA

2.1 Site Details

Specific details pertaining to the subject site are incorporated in the following **Table 2.1**.

Table 2.1 – Site Characteristics

Street Address	10821 Flinders Highway, Breddan (refer Appendix 2)
Real Property Description	Lot 1 on MPH21143 and Lot 1 on MPH13707 (refer Appendix 2)
Property Owner	Peggy and Tony Beed
Site Area	Lot 1 on MPH21143 is 15.87 ha and Lot 1 on MPH13707 is 13.1 ha (refer Appendix 2)
Street Frontage	Flinders Highway and unnamed road
Current Use	Dwelling house
Zoning	Rural Zone
Local Heritage Register	The site is not listed on the Local Heritage Register.
Contaminated Land	The land is not known to be included on the Queensland Government's Environmental Management Register or Contaminated Land Register.
Easement	The land is not burdened by any easements.
Topography	The site features sloping hills throughout both allotments with the highpoint being generally along the common boundary.
Existing Infrastructure	The property is serviced by ground and rain water tanks with an on site sewer disposal and treatment system for the existing dwelling.
SARA Mapping	The site is identified as being located within the following State Assessment and Referral Agency (SARA) mapping overlays (refer Appendix 3): <ul style="list-style-type: none">▪ State-controlled road;▪ Area within 25 m of a state controlled road;▪ Water resource planning area boundaries; and▪ Regulated vegetation management map (Category A and B extract).
Referral Agencies	The following referral triggers are applicable to the proposal: <ul style="list-style-type: none">▪ Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1(a): Material change of use of premises near a State transport corridor or that is a future transport corridor.
Planning Instrument	Charters Towers Regional Town Plan 2019

2.2 Site and Surrounding Area

The subject site consists of two irregular shaped allotments with a combined area of 28.97 ha. Lot 1 on MPH21143 achieves access directly off Flinders Highway with Lot 1 on MPH13707 achieving access via an internal road through Lot 1 on MPH21143. Whilst the rear lot (Lot 1 on MPH13707) does have frontage to an unnamed road to the south, this road has not been formalised yet. Lot 1 on MPH13707 is generally vacant and free from any infrastructure whilst the



front lot (Lot 1 on MPH21143) contains the existing dwelling house, dam and supporting servicing infrastructure.

Further south features the Mount Isa railway line, a major cropping facility and the Burdekin River to the east. In the general surrounding area, there are several industrial and rural operations including a transport depot and the Sellheim Sand Plant.



3.0 DESCRIPTION OF PROPOSAL

3.1 Overview

This report details an application seeking a Development Permit for Material Change of Use – Educational Establishment (Machinery and Equipment Training), Short Term Accommodation and Outdoor Sales (Machinery and Equipment Hire) on land described as Lot 1 on MPH21143 and Lot 1 on MPH13707, and located at 10821 Flinders Highway, Breddan.

The subject site features an existing dwelling that serves as a caretaker's residence. This residence will be retained as part of the proposed development and will operate independently to the additional uses.

3.2 Proposed Development

The Applicant, Bridgeview Services Pty Ltd, propose to develop the subject site for primarily machinery and equipment training. The proposed use will be supported by short term accommodation cabins for trainees and on occasion the public. Secondary to the training, the Applicant proposes to hire the machinery and equipment associated with the training activities. The proposed operations will occur on the portions of the site listed in below.

Table 3.1 – Location of Operations

Operation	Location and Lot
Educational Establishment	Within the northern portion of Lot 1 on MPH21143.
Short Term Accommodation	Along the south eastern portion of Lot 1 on MPH13707.
Outdoor Sales	Along the northern boundary of Lot 1 on MPH21143.

The proposed development is a valuable addition to the Charters Towers region that will facilitate the training of industry members in the immediate and wider area. With the proposal located just 15 minutes from the town centre, the proposal will ultimately bring activity and visitors to the Charters Towers region from areas further northeast such as Townsville.

Machinery and Equipment Training Operations

Training operations will occupy the northern portion of the property where machinery and equipment are operated in the open field around the dam. As per the *Development Assessment Overview* prepared by Daniel Cavalari (refer **Appendix 4**), the front portion of the site will feature a 20 m by 40 m shed. This shed will facilitate safety training, inductions, general storage, and any undercover training. Portions of the training will occur within this shed with the majority of practical training and machinery operations to be conducted outdoors.



The facility provides training for a range of equipment generally in the categories of mining, civil and rural. The machinery and equipment will include (but is not limited to) a cherry picker, scissor lift, tilt tray, moxy truck, dozer, digger and similar. It is anticipated that there will be approximately 10 to 15 pieces of machinery and equipment used for training operations.

Given the high risk nature of some equipment and machinery, trainees will be on site between two to four days completing courses from 7:30 am until 4:30 pm (excluding Sundays). Training sessions will comprise of generally seven trainees guided by one primary trainer with a secondary trainer available who also manages the administrative component of the site. Only one training session will be run at the one time. Whilst classes commonly range between six to seven trainees, up to 20 trainees can be on site on occasion during minor safety inductions and low risk training courses.

Machinery and Equipment Hire

At times, certain machinery and equipment for the training sessions will not be in use by the trainees. Therefore, the Applicant will make the machinery and equipment available to the public for hire. The purpose of this additional use is to reduce equipment idling for long periods of time and to maximise the services available to the region.

As the clientele for the business expands, there may be provision for the facility to operate a separate hire of machinery and equipment from the training facilities. This will involve separate machinery and equipment allocated for hiring only.

The hiring of machinery and equipment is anticipated to be sporadic however, generally once a week an item is likely to be hired out.

Short Term Accommodation

To support the multi day training courses, the proposed development will include short term accommodation cabins at the rear of the site, and they will primarily be utilised by trainees. Located along the southern halve of Lot 1 on MPH13707, there will be up to 15 prefabricated cabins (approximately 9 m long and 5 m wide) that can accommodate two people each. Whilst trainees will take priority for bookings, the cabins will be available to the public as well.

Site Access, Traffic Movement and Car Parking

The establishment will include an unsealed internal road from the existing access point along Flinders Highway. The proposed internal road is approximately 6.5 m wide and follows the western boundary of Lot 1 on MPH21143 and continues south to Lot 1 on MPH13707 to service the short term accommodation area. Additionally, the internal road diverts to formalise the existing house's access.



In terms of parking, the proposed development can provide sufficient parking for the anticipated traffic volumes. Considering Council's designated parking rates listed in Table 3.2 below, the proposal can meet the car parking spaces required. Whilst there are three proposed uses, it is noted that all three uses operate in conjunction with one another, therefore, voiding the need for all car parking spaces listed below.

Table 3.2 – Car Parking Requirements

Use	Car Parking Rate	Car Parking Spaces Required
Educational Establishment	Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use	22 parks (maximum of 20 trainees and two employees)
Short Term Accommodation	One (1) space per rooming units plus one (1) space per two (2) employees	17 spaces (15 cabins and two employees)
Outdoor Sales	One (1) space per employee and one (1) space per 100 m ² of GFA	1 space (will operate outside, therefore no GFA)

Trainees that visit the property will be the same people that reside in the cabins. Therefore, it is not considered necessary to have separate parking for trainees and accommodation cabins. Each cabin is surrounded by sufficient open space to have several car parking spaces (two at minimum) directly adjoining each cabin. It is also not considered necessary to have additional parking for trainees given a large majority of training groups will also carpool to the site.

The existing house has two covered parks available with sufficient area adjoining the house for caretakers, cleaners and so forth to park on site. Since the outdoor sales, training facilities and accommodation is all managed and operated by the same few staff members, the existing parking arrangement surrounding the house is appropriate to accommodate staff parking requirements.

Given the nature of machinery and equipment hired, those hiring are anticipated to bring their own small trucks to the site to load and unload machinery. These vehicles are no larger than any maintenance trucks or servicing vehicles that will visit the site. Those hiring items will drive into the general storage area located along the Flinders Highway frontage and load items accordingly.

Due to the rural nature of the site, there is sufficient area for informal parking, vehicles turning, entering and exiting the site in a safe manner.

Fuel Storage

With the machinery and equipment that operates on site, fuel is regularly required and therefore will be kept and stored on site. The property will have a 4,000 L tank of fuel that will be kept a safe distance from the existing residence and proposed short term accommodation cabins.

Fuel is restocked as necessary which is anticipated to be approximately once per week.



Stormwater Management

Given the rural nature of the property, stormwater is considered to be dealt with via overland flow with no formalised infrastructure required. It is noted that the refuel of equipment and machinery will be done so to ensure that no spills occur. This will be managed by implementing appropriate measures and devices at the refuel location.

Water and Sewerage Infrastructure

The subject site is currently serviced by ground water that uses a high quality filter to ensure quality water for drinking and other activities. The proposed accommodation cabins will be serviced by this filtered water and rain tanks. For additional water security, the property can have water trucked in as necessary.

The existing residence is serviced by on site sewer treatment and disposal systems. The prefabricated cabins will have a serviced ensuite that can treat sewer appropriately. In the short term, there will be a portable toilet adjoining the training shed with this to be formalised in the future via an on site sewer treatment and disposal system.

Therefore, the proposed development can be serviced by on site water and sewer infrastructure.

Landscaping and Existing Vegetation

With the subject site being a rural property, existing vegetation and landscaping will be retained where possible with no additional landscaping treatments proposed. Maintaining the existing condition of the site is considered to be appropriate to retain the rural aesthetic of the area.

Noise, Odour and Dust Emissions

The proposed development is not anticipated to result in any adverse noise impacts, particularly given the location and nature of proposed uses on site. The short term accommodation (being residential in nature) will not result in any noise or odour impacts.

The proposed training activities will involve minor potential emissions depending on the machinery in use. To mitigate any emissions from these activities, management strategies will be implemented. Training will only occur during daylight hours with the activities being strategically located in the north eastern portion of Lot 1 on MPH21143, being the furthest area from adjoining sensitive activities. The activity area is appropriately buffered (approximately 500 m) from the adjoining properties with dense vegetation between the proposal and the adjoining residence to the west.

With the activities involving some earthmoving, dust will be controlled by spraying water over the activity area and minimising training during particularly dry weather. Whilst noise is also not anticipated to be significant, it is noted that the noise generated from training will be no greater



than the Flinders Highway and has been located appropriately to maximise the separation distances between the proposal and surrounding uses.

Overall, the proposed emissions are generally minor in nature with the proposed development being strategically located to further reduce any adverse impacts to surrounding properties. The proposed development will also implement management strategies to mitigate dust, odour and noise emissions.

3.3 Definition of Proposed Uses

The proposed use is defined under several uses by the planning scheme, and as confirmed at a pre-lodgement meeting with Council held on 4 August 2021.

These definitions are specified in Table 3.3 below.

Table 3.3 – Use Definitions

Use	Description	Definition
Educational Establishment	Machinery and equipment training	<i>The use of premises for</i> (a) <i>training and instruction to impart knowledge and develop skills; or</i> (b) <i>student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph (a).</i>
Short Term Accommodation	Cabins for trainees and the public	(a) <i>The use of premises for</i> (i) <i>providing accommodation of less than 3 consecutive months to tourists or travellers; or</i> (ii) <i>a manager's residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in subparagraph (i); but</i> (b) <i>does not include a hotel, nature-based tourism, resort complex or Tourist park.</i>
Outdoor Sales	Machinery and equipment hire	<i>The use of premises for</i> (a) <i>displaying, selling, hiring or leasing vehicles, boats, caravans, machinery, equipment or other similar products, if the use is mainly conducted outdoors; or</i> (b) <i>repairing, servicing, selling or fitting accessories for the products stated in paragraph (a), if the use is ancillary to the use in paragraph (a).</i>

3.4 Development Plans

The proposed development is illustrated in the *Development Assessment Overview* prepared by Daniel Cavalari (refer **Appendix 4**).



The particulars of the development include the following:

- a 20 m by 40 m shed that will facilitate undercover training operations located on Lot 1 on MPH21143;
- a new 6.35 m wide road that traverses Lot 1 on MPH21143 and continues south to the rear of Lot 1 on MPH13707;
- up to 15 short term accommodation cabins located at the rear of Lot 1 on MPH13707;
- the existing house to be retained with direct access to the proposed new road; and
- an advertising sign located 25 m from the Flinders Highway boundary.

It is noted that that the additional road that forks towards the rear of Lot 1 on MPH 21143 is no longer included in this proposed. In addition, the approval for the advertising device will be obtained separate to this application.

3.5 Pre-lodgement Meeting

This project was the subject of a pre-lodgement meeting between Council and the Applicant's representatives on 4 August 2021. Council were noted as being generally supportive of the proposal and provided the Applicant resources to proceed with the proposal.

Council noted that they would consider the hire activities as ancillary to the training operations if demonstrated as ancillary to the proposal. To provide the Applicant flexibility in the hire activities, this has been proposed as a separate component in this application.

The proposed development also involved advertising devices along the Flinders Highway frontage of the properties, however this will be assessed separately under Council's local laws.



4.0 RELEVANT LEGISLATION

4.1 Commonwealth Legislation

The application is not subject to assessment against Commonwealth legislation. It is not anticipated that development of this land will trigger assessment against the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC), as it is not anticipated that the development will significantly impact upon a matter of national environmental significance.

4.2 Planning Act 2016

The Act provides the framework for coordinating local, regional and state planning. Given the nature of the development, the application requires assessment against this legislation.

4.3 State Assessment and Referrals

As confirmed by the SARA mapping (refer **Appendix 3**), the development site is located within the following areas:

- Water resource planning area boundaries.
- 25 m of a State-controlled road.
- A regulated vegetation management map.
- State-controlled road.

Referral Agency

Based on the above mapping, and the provisions of the *Planning Regulation 2017* (the Regulation), the development triggers referral to the Department of Transport and Main Roads (DTMR) as a concurrence agency for assessment of the application through the SARA process. Assessment in this regard is required in accordance with:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4: land within 25 m of a State transport corridor.

An assessment against the nominated State codes has been provided within Section 5 State Development Assessment Provisions (SDAP) of this report.

4.4 State Planning Policy

The Charters Towers Regional Town Plan was adopted in February 2020. In accordance with section 2.1 – *State Planning Policy* of the planning scheme, the Minister has identified that all aspects of the SPP prior to 3 July 2017, have been integrated into the planning scheme. Therefore, we consider that assessment of the proposal against the provisions of the SPP is not required, and all relevant matters will be dealt with under the provisions of the planning scheme.



4.5 Assessment Manager and Planning Scheme

Charters Towers Regional Council is nominated as the assessment manager for the application. The applicable planning scheme for use by the assessment manager remains the *Charters Towers Regional Plan 2019* (the planning scheme).

4.6 North Queensland Regional Plan

The North Queensland Regional Plan (NQRP) was implemented in March 2020, with the intent of capitalising on the growth, prosperity and diversity of the region by supporting a vibrant economy, generating jobs, improving business investment, protecting our natural environment, and encouraging tourism and lifestyle opportunities over the next 25 years.

The vision of the Regional Plan will be realised through a series of goals and the proposed development is considered to align with the four regional goals. It is considered that the proposed development aligns with the goals of the NQRP.



5.0 STATE DEVELOPMENT ASSESSMENT PROVISIONS (SDAP)

5.1 Referral Agencies

The site is mapped by the Queensland Government's State Assessment and Referral Agency (SARA) mapping (refer **Appendix 4**) as being within 25 m of a State-controlled road.

In particular, in accordance with the SDAP and Schedule 10 of the regulations, the development requires assessment against the following State benchmarks:

- State code 1: Development in a State-controlled road environment.

Assessment against the relevant codes is provided below.

5.2 State Code 1: Development in a State Controlled Road Environment

The proposed development requires assessment against State code 1: Development in a State-controlled road environment.

The purpose of this code is to *protect State-controlled roads, future State-controlled roads and other infrastructure in State-controlled roads from adverse impacts of development and the safety of people using, and living and working near, State-controlled roads.*

Specifically, this code seeks to ensure:

- (1) Development does not create a safety hazard for users of a State-controlled road, by increasing the likelihood or frequency of fatality or serious injury.*
- (2) Development does not compromise the structural integrity of State-controlled roads, road transport infrastructure or road works.*
- (3) Development does not result in a worsening of the physical condition or operating performance of state-controlled roads and the surrounding road network.*
- (4) Development does not compromise the State's ability to construct State-controlled roads and future State-controlled roads, or significantly increase the cost to construct state-controlled roads and future State-controlled roads.*
- (5) Development does not compromise the state's ability to maintain and operate State-controlled roads, or significantly increase the cost to maintain and operate State-controlled roads.*
- (6) Development does not compromise the structural integrity of public passenger transport infrastructure located on State-controlled roads or compromise the operating performance of public passenger transport services on State-controlled roads.*
- (7) The community is protected from significant adverse impacts resulting from environmental emissions generated by vehicles using State-controlled roads.*



Response

The development is considered to comply with the purpose sought by this State code. In particular, it is noted that:

- traffic entering and exiting the site will be controlled since the accommodation, training and hiring activities are organised through bookings only where visitors will arrive/ depart during allocated time periods (reducing the quantity of vehicles using the access to the site at once);
- the frequency and volume of traffic entering, and existing Flinders Highway will be minimal and controlled through the above strategy that will prevent queuing and retain the function of Flinders Highway;
- the proposed development will not compromise the structural integrity of the State-controlled infrastructure, as the development will only generate a small amount of traffic;
- the site only has one access point being through the State-controlled road network and this will remain unaltered;
- the proposed development is not expected to be adversely impacted by its proximity to the State transport operations or vice versa, in relation to emissions noise and vibration; and
- the function and safety of Flinders Highway will not be compromised since there are ample sight lines in both direction when exiting the site.

Performance Outcomes and Acceptable Outcomes

The proposed development achieves compliance with the applicable performance outcomes and acceptable outcomes of the State code, where relevant to the type of development. Further assessment against the applicable benchmarks can be found at **Appendix 5**.



6.0 PLANNING INSTRUMENTS

6.1 Introduction

The planning scheme seeks to achieve outcomes through the identification of a number of overall outcomes, performance outcomes and acceptable solutions. Land identified within the planning scheme is divided into a number of zones, within such areas, such as the proposed development site, are identified within individual precincts. The planning scheme further identifies numerous overlay codes.

6.2 Land Designation

The site is included within the Rural Zone of the planning scheme.

6.3 Level of Assessment

In accordance with Assessment Table 5.4.7.3 of the planning scheme, the application is impact assessable, which results from the proposed uses within the Rural Zone.

6.4 Applicable Codes

Given the code assessable nature of the use, the planning scheme nominates the following codes and overlays for assessment against:

- Rural Zone Code (refer **Appendix 6**);
- Development Works Code (refer **Appendix 7**);
- Landscaping Code;
- Flood Hazard Overlay Code;
- Natural Environment Overlay Code;
- Regional Infrastructure Overlay Code (refer **Appendix 8**); and
- Bushfire Hazard Overlay Code.

Section 7 of this report provides an assessment against the overall outcomes of the relevant planning scheme codes.



7.0 PLANNING ASSESSMENT

This section of the report provides an assessment of the proposed development against the applicable provisions of the planning scheme.

7.1 Strategic Framework

The planning scheme incorporates a strategic framework, which sets the policy direction, and basis for ensuring appropriate development occurs within the planning scheme area.

The strategic framework is represented by the following five themes:

- (i) *a New World for economic development and tourism;*
- (ii) *a New World for living, growing and aging in our communities;*
- (iii) *a New World of sustainable infrastructure and services for our communities;*
- (iv) *a New World protecting our heritage and natural resources; and*
- (v) *a New World which is resilient to natural and other hazards;*

The strategic framework provides strategic outcomes for each of the above five themes.

It is noted that the proposal furthers the outcomes sought by the above themes and their outcomes, particularly when considering:

- the proposed development will contribute to Charters Towers' growth and evolution, and will further the Town's role as an evolving and dynamic region;
- the unique nature of the proposed development and secondary activities is essential to advancing the mining and civil industries through education in Charters Towers;
- the availability of high level mining and equipment education services will strengthen these industries in Charters Towers, bringing new skills and opportunities;
- the proposal will maximise the potential of this well-located site and will optimise operations through on site accommodation;
- the subject site is ideal to accommodate the proposed education and accommodation activities given its proximity to the town centre and Flinders Highway;
- the development builds upon the surrounding township by creating employment, education, accommodation, and business opportunities within the area; and
- the proposal maintains the area's identity and is a use which appropriately integrates with the surrounding rural and industrial uses with accommodation activities aligning with residential uses to the west.

7.2 Rural Zone Code

The proposed development is nominated for assessment against the Rural Zone Code given the subject site's location within the Rural Zone.



The purpose of this zone is to:

- (a) *provide for rural uses and activities;*
- (b) *provide for other uses and activities that are compatible with:*
 - (i) *existing and future rural uses and activities;*
 - (ii) *the character and environmental features of the zone; and*
- (c) *maintain the capacity of land for rural uses and activities by protecting and managing significant natural resources and processes.*

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

- (a) *areas for primary production are conserved and fragmentation is avoided through maintaining very large lots to support rural agricultural activities;*
- (b) *the viability of both existing and future rural uses and resource related activities are protected from the intrusion of incompatible uses;*
- (c) *sensitive land uses are protected from impacts associated with resource extraction activities associated with mining and quarrying having regard to vibration, odour, dust or other emissions;*
- (d) *the establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, grazing, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses;*
- (e) *cropping and horticultural activities are encouraged on productive ALC Class A and B agricultural land;*
- (f) *renewable energy facilities and extractive industries:*
 - (i) *mitigate impacts on the environment and adjoining land uses;*
 - (ii) *do not degrade ALC Class A and B agricultural land;*
 - (iii) *are located to allow connections into supporting energy networks; and*
 - (iv) *rehabilitate sites upon completion of activities.*
- (g) *the establishment of outdoor recreation and small-scale tourism and entertainment facilities (such as restaurants and function facilities) in suitable locations is facilitated only where they do not compromise the use of the land for rural activities and minimise any land-use conflicts;*
- (h) *natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed and separated from adjacent development where possible. Any unavoidable impacts are minimised through location, design, operation and management requirements;*
- (i) *rural land uses incorporate sustainable practices to:*
 - (i) *prevent soil erosion and landslide;*
 - (ii) *protect the quality of land resources and water catchments; and*
 - (iii) *maintain habitat values of waterways and native timber and forest areas.*



- (j) adverse impacts of land use, both on site and from adjoining areas, are avoided and any unavoidable impacts are minimised through location, design, operation and management;*
- (k) urban and rural residential expansion does not occur on land in the rural zone;*
- (l) development responds to land constraints, including but not limited to, former mining activities and land contamination; and*
- (m) Development does not conflict with the ongoing efficient and safe use of the stock route network by travelling stock.*

Response

The proposed development is considered to be generally consistent with the Rural Zone Code's overall outcomes, as:

- the proposed development will better utilise the subject site for an activity that will contribute to maximising the character of the immediate surrounding area that is a combination of residential, rural and industrial activities;
- the variety of uses proposed are better suited to the subject site since it is generally vacant with an uneven topography making conventional rural activities (such as cropping) unfavourable;
- the scale, intensity and siting of the proposed development responds to the environmental features and hazards of the site and retains the natural resources and processes across the site such as minor waterways;
- the nature of the proposed development and ancillary structure/ buildings does not compromise future rural uses since large portions of the site will remain vacant;
- the proposal maximises development opportunity for the site, which is currently underdeveloped and not utilised for a range of activities that align with the surrounding properties along Flinders Highway;
- the proposal provides a valuable venue for machinery and equipment training in a safe and controlled environment;
- the proposal has been designed and located to maximise retention of rural amenity consistent with the surrounding land uses;
- the establishment of accommodation activities does not compromise the use of the land for rural activities since the land is not considered suitable for this;
- the proposed land uses across the site have been strategically sited to avoid conflicting impacts on residential (to the west) and industrial (to the north and east) land uses; and
- the proposed development does not involve any changes to the safety and efficiency of Flinders Highway being an active stock route network.

Refer to **Appendix 6** for further assessment against the Rural Zone Code.



7.3 Development Works Code

The proposed development is nominated for assessment against the Development Works Code.

The purpose of the Development Works Code is to:

- (a) *ensure all development is provided with appropriate infrastructure, parking spaces and services;*
- (b) *ensure development manages stormwater and wastewater as part of the integrated total water cycle and in ways that help protect the environmental water values specified in the Environmental Protection (Water) Policy 2009 and the Stormwater Management Design Objectives in the State Planning Policy;*
- (c) *protect surface water and ground water; and*
- (d) *ensure development is designed, constructed, operated and maintained to eliminate any adverse impacts on the environment and the amenity of the locality.*

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

- (a) *development is adequately serviced by utility and access infrastructure including roads, water, waste water, power, telecommunications, stormwater management and waste management;*
- (b) *the integrity and efficiency of utility and access infrastructure systems is maintained;*
- (c) *environmental values of receiving waters are protected from adverse development impacts arising from stormwater quality and flow;*
- (d) *environmental values of receiving waters are protected from waste water impacts;*
- (e) *public health and safety are protected and damage or nuisance caused by stormwater is avoided;*
- (f) *stormwater management works is designed to maintain or recreate natural hydrological processes and minimise run-off;*
- (g) *the function, safety and efficiency of the transport network is optimised;*
- (h) *development within close proximity to existing or future public passenger transport facilities supports an integrated approach to land use and transport integration;*
- (i) *development provides adequate on site vehicular access and adequate parking and servicing facilities for vehicles and parking facilities for bicycles;*
- (j) *access, parking, servicing and associated manoeuvring areas are designed to be safe, functional and meet the reasonable demands generated by the development;*
- (k) *provision of safe and non-discriminatory public and pedestrian access is provided;*
- (l) *works in public streets and spaces enhance the pedestrian amenity and improve streetscape appearance;*
- (m) *earthwork does not impact adversely on the amenity of the site or the surrounding area and does not result in increased flooding, drainage and soil erosions problems on upstream and downstream property; and*



- (n) *development provides for the storage of generated waste in an environmentally acceptable manner and waste storage facilities are functionally appropriate for users of the facilities.*

Response

The proposal is considered consistent with the purpose and overall outcomes of the Development Works Code. In particular, the proposed development will include on site water and wastewater infrastructure so that it is appropriately serviced by the necessary infrastructure. Additionally, the site has ample space for parking, access between the proposed uses and vehicle manoeuvring to be provided. All infrastructure proposed will be constructed and installed to the relevant standards to ensure that the longevity and viability of such infrastructure is retained for the life of the proposal.

In terms of stormwater, this will be managed as per the existing regime which is overland flow. Given the rural nature and size of the site, it is not considered necessary that formalised stormwater infrastructure be implemented. Similarly, no changes are proposed to the access point from Flinders Highway since the function, safety and efficiency of this transport network is not considered to be compromised pos development.

Refer to **Appendix 7** for further assessment against the Development Works Code table.

7.4 Landscaping Code

The proposed development is nominated for assessment against the Landscaping Code.

The purpose of the Landscaping Code is to ensure landscaping in both the private and public domain:

- (a) *complements built form, topography and existing landscape elements;*
- (b) *enhances the visual appeal and local character of different places throughout the region;*
- (c) *is designed and constructed to a high standard to suit climatic conditions; and*
- (d) *is functional for users and remains fit for purpose over the long-term.*

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

- (a) *landscaping creates shade and shelter on streets and public spaces;*
- (b) *landscaping conserves energy, water usage and creates comfortable microclimates;*
- (c) *landscaping creates high quality streetscapes and enhances local identity;*
- (d) *landscape design is used to integrate the natural and built form elements of the site and the locality;*
- (e) *landscape elements contribute to the useability, legibility, identity and understanding of the region and its places;*



- (f) *landscaping is used for screening to soften built form, mitigate adverse aesthetic impacts, improve amenity and provide privacy;*
- (g) *plant species and landscaping materials are suitable for local climatic conditions;*
- (h) *plant species, landscaping materials and surface treatments are suited to their intended function and user requirements and are designed to remain attractive, fit for purpose and be cost effective to maintain over the long-term;*
- (i) *landscape design facilitates an accessible, safe and comfortable environment for all users; and*
- (j) *mature on site vegetation is retained, protected and integrated into the site design wherever practicable.*

Response

The proposal is considered generally consistent with the purpose and desired outcomes of the Landscaping Code. The property is generally free from vegetation with mature trees scattered throughout. Given the rural nature of the property and for the purpose of retaining character, landscaping and vegetation on site will be maintained as per the existing profile.

7.5 Flood Hazard Overlay Code

The proposed development is nominated for assessment against the Flood Hazard Overlay Code given the very eastern boundary of Lot 1 on MPH21143 is burdened by Significant and Extreme Hazard Areas.

The purpose of this code is to ensure that development on land subject to a defined flood event (DFE) avoids or mitigates the risk of flood hazard to protect people, property, the environment and economic activity and, to ensure development does not adversely affect other properties or the hydraulic efficiency of a waterway or floodplain.

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

- (a) *development does not occur on land subject to flooding from a defined flood event unless:*
 - (i) *it is compatible with the level of risk having regard to flow depth, flow velocity, rate of flood level rise and the duration of the inundation;*
 - (ii) *the impacts of flooding can be managed such that there can be no foreseeable risk to personal safety or to property;*
- (b) *development does not result in an increase in the extent or severity of flood risk to the site or other land;*
- (c) *the flood storage or the conveyance of waterways and flood plains is not diminished;*
- (d) *the potential for the release of hazardous material is not increased;*
- (e) *development supports, and does not unduly burden disaster management response or recovery capacity and capabilities; and*



- (f) *essential community infrastructure is located and designed to function effectively during and immediately after a flood hazard event.*

Response

The proposal is considered consistent with the purpose and desired outcomes of the Flood Hazard Overlay Code. The subject site is burdened by flood hazard along the most eastern boundary of Lot 1 on MPH21143. The proposed activities are all outside of the flood hazard areas, therefore, the area of hazard can be avoided and ensure there is no foreseeable risk to personal safety or to property.

It is noted that where machinery training and education activities occur on the edge of hazard areas, this can be easily relocated to further separate activities from flood risk.

7.6 Natural Environment Overlay Code

The proposed development is nominated for assessment against the Natural Environment Overlay Code given the very western corner of Lot 1 on MPH13707 is burdened by Regulated Vegetation (Essential Habitat).

The purpose of this code is to:

- (a) *protect important environmental areas including those Matters of State Environmental Significance (MSES) and their associated ecological processes and biodiversity values;*
- (b) *maintain or enhance the health and resilience of biodiversity to support ecological integrity;*
- (c) *maintain or enhance ecological connectivity to preserve fauna movement, habitat values, remnant vegetation and ecological processes;*
- (d) *protect or enhance water quality, ecosystem health and the natural hydrological functioning of waterways, wetlands and their riparian areas and buffers; and*
- (e) *protect, rehabilitate and manage biodiversity and ecosystem services values.*

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

- (a) *development avoids adverse impacts on MSES and their associated ecological processes and biodiversity values, unless:*
 - (i) *it is demonstrated that MSES do not exist on the site; or*
 - (ii) *where adverse environmental impacts cannot be avoided, impacts are minimised and an environmental offset is provided for any residual adverse impacts and a net environmental benefit is achieved;*
- (b) *development avoids direct and indirect impacts resulting in species or habitat loss or disturbance, soil degradation or pollution due to vegetation clearing, erosion and contamination, salinity, waste disposal or modification to natural processes;*



- (c) *fragmentation of remnant vegetation, ecological corridors and existing habitat is avoided to maintain ecological function and biodiversity values and to maintain or increase the resilience of ecosystems and habitat to threatening processes, including the impacts of climate change;*
- (d) *a network of connecting corridors and linkages between areas supporting MSES, wetlands, waterways, remnant vegetation, habitat areas and other natural areas are maintained, created or restored;*
- (e) *development including infrastructure, is designed and located to maintain and enhance continuity of wildlife movement and ecological processes;*
- (f) *the hydrological regime of wetlands and waterways is protected and rehabilitated;*
- (g) *development avoids encroachment or expansion into sensitive habitats along riparian areas unless it is for management of public access, recreation, public use or other public benefit;*
- (h) *development maintains sustainable community access to waterways, national parks and other land in protected area estates;*
- (i) *development incorporates and maintains appropriate buffers in accordance with minimum best practice distances so as to avoid adverse impacts on environmental values;*
- (j) *development maintains or enhances the scenic amenity of important natural landscapes, views and vistas.*

Response

The site does not contain environmental values or features that correspond with the Natural Environment Overlay Code. In particular:

- the portion of the site mapped of Regulated Vegetation (Essential Habitat) is vacant land generally free from vegetation and does not contain substantial trees; and
- the larger area of Regulated Vegetation (Essential Habitat) that extends further south west is divided from the subject site's small portion by an existing railway and road parcel.

Taking into consideration the above, the proposal is considered to generally comply with the outcomes sought by the Natural Environment Overlay Code. In particular, the proposed development will not involve any clearing of vegetation or siting of building and structures in this far corner of the site.

7.7 Regional Infrastructure Overlay Code

The proposed development is nominated for assessment against the Regional Infrastructure Overlay Code given the site has an Ergon High Voltage line (above 66 kV) traversing Lot 1 on MPH13707. In addition, the site is adjoining a State-controlled road to the north and a railway corridor to the south.



The purpose of the Regional Infrastructure Overlay Code is to:

- (a) protect regionally significant infrastructure including the Tabletop en-route or secondary radar, Very high frequency communication facilities and Satellite ground station aviation facilities from nearby development that is sensitive to, or creates a risk for the infrastructure; and*
- (b) protect nearby development from the potential impacts of the regionally significant infrastructure.*

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

- (a) effective separation and interface treatment is provided to major infrastructure sites and corridors to avoid risk to people and property and to minimise noise, odour and visual impacts;*
- (b) easy access is provided to and along major infrastructure sites and corridors;*
- (c) development does not compromise the safe and efficient operation, maintenance or expansion of major infrastructure;*
- (d) existing and planned regional infrastructure facilities and corridors are protected from encroachment by sensitive land uses or incompatible development;*
- (e) development does not create any threat to the provision of a safe and reliable supply of services and infrastructure to all users, and avoids any potential interference with the ongoing operation, maintenance and augmentation of the services and infrastructure;*
- (f) development does not increase the potential for safety concerns, nuisance and complaints and minimises the need for measures to be introduced in the operation of the infrastructure to reduce potential impacts on surrounding areas; and*
- (g) development minimises overlooking of and visual exposure to the infrastructure sites and corridors.*

Response

The proposal is considered to generally comply with the outcomes sought by the Regional Infrastructure Overlay Code. In particular, it is noted that:

- the proposed development will protect the Ergon High Voltage Line by separating any machinery operations away from the line;
- there is a sufficient buffer around the line between the training operations and short term accommodation;
- the proposed development will not change any of the existing arrangements between the subject site and the road and rail corridors;
- the function, safety and efficiency of the road and rail corridors will be retained since the development involves minimal (yet controlled) traffic entering/ exiting the site via Flinders Highway; and



- the proposal has been sufficiently separated from all major infrastructure to ensure that future upgrades and the efficiency of such infrastructure is not compromised in any capacity.

Therefore, the proposed development (having a minimal interface with major infrastructure) is considered to generally comply with the Regional Infrastructure Code.

A further response to the Regional Infrastructure Code is provided at **Appendix 8**.

7.8 Bushfire Hazard Overlay Code

The proposed development is nominated for assessment against the Bushfire Hazard Overlay Code given the western portion of Lot 1 on MPH13707 is burdened by Medium Potential Bushfire Intensity and a Potential Impact Buffer.

The purpose of the Bushfire hazard Overlay Code is to ensure that:

- (a) that the risks to life, property, community, economic activity and the environment during uncontrolled bushfire events are avoided or minimised; and*
- (b) development does not increase the potential for bushfire damage or risk on site or to other property*

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

- (a) development is compatible with the nature of the bushfire hazard except where there is an overriding need for the development in the public interest and no other site is suitable and reasonably available for the proposal;*
- (b) development siting, layout, design and access minimises the risks to personal safety, damage to property, infrastructure and other assets;*
- (c) development directly, indirectly and cumulatively avoids an unacceptable increase in severity of bushfires and does not increase the potential for damage on the site or to other properties;*
- (d) the potential for the release of hazardous material as a result of a bushfire event is avoided;*
- (e) evacuation and disaster management response including firefighting and access for emergency services during bushfire events is facilitated; and*
- (f) community infrastructure is located and designed to function effectively at all times.*

Response

The proposed development generally complies with the Bushfire Hazard Overlay Code. In particular:

- the portion of the site mapped with Bushfire Hazard (Medium Potential Intensity and Potential Impact Buffer) aligns with the area mapped as Regulated Vegetation (Essential



Habitat), which as previously discussed, does not contain the features of an Essential Habitat area with limited vegetation and trees;

- the are mapped as Bushfire Hazard (Medium Potential Intensity and Potential Impact Buffer) is not considered a risk to people or property since the bushfire risk is divided by the existing railway corridor and cleared areas;
- the proposed short term accommodation cabins are generally located outside of the mapped hazard area and there is not intensification of use in the hazard area;
- the proposed fuel storage area will be appropriately separated from development, stored correctly and located outside of bushfire hazard area;
- evacuation from the site is towards the north where bushfire hazards do not exist, ensuring that evacuation and disaster management responses can be easily facilitated; and
- the site is provided ground and rainwater tanks to ensure that water is available on site in case of an emergency.

Taking into consideration the above, the proposal is considered to generally comply with the outcomes sought by the Bushfire Hazard Overlay Code.



8.0 OTHER RELEVANT MATTERS

There are substantial planning grounds to support the approval of the development application, including (but not limited to) the following:

- the subject site is ideal to accommodate the proposed development being surrounded by a combination of rural, residential and industrial uses, which the siting and scale of the development responds to;
- the proposed development provides a valuable education and training facility to facilitate further skills and opportunities in civil, rural and mining industries in the region;
- the proposed development provides an additional option to hire certain machinery and equipment;
- the proposal maximises development opportunity for the site, which is currently underdeveloped and not utilised despite the ideal location and connectivity to Flinders Highway;
- the proposed development is able to be serviced by the relevant infrastructure;
- the proposed development does not compromise the function, safety or efficiency or surrounding land uses and major infrastructure; and
- the proposed development will have minimal if no impact upon environmental matters associated with the site.

The proposed development has been designed to integrate with the surrounding land uses, retaining the high level of amenity and overall, is a valuable proposal to support the Charters Towers region.



9.0 CONCLUSIONS AND RECOMMENDATIONS

This proposal details a development application seeking a Development Permit for Material Change of Use – Educational Establishment (Machinery and Equipment Training), Short Term Accommodation and Outdoor Sales (Machinery and Equipment Hire) on land described as Lot 1 on MPH21143 and Lot 1 on MPH13707, and located at 10821 Flinders Highway, Breddan.

In summary, the proposed development is recommended for approval based on the following reasons:

- the proposal complies with the assessment benchmarks relevant to the assessment of a proposal of this nature;
- the proposal offers a development outcome that is generally consistent with the intent of the Rural Zone in which the site is located; and
- there are a range of planning grounds in support of the application, as detailed in the previous section of this report.

Given the above facts and circumstances presented in this report, we recommend that Council **approve** the development subject to reasonable and relevant conditions.

Appendix 1

DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) made under section 282 of the Planning Act 2016.

This form **must** be used to make a development application **involving code assessment or impact assessment**, except when applying for development involving only building work.

For a development application involving **building work only**, use *DA Form 2 – Building work details*.

For a development application involving **building work associated with any other type of assessable development (i.e. material change of use, operational work or reconfiguring a lot)**, use this form (*DA Form 1*) and parts 4 to 6 of *DA Form 2 – Building work details*.

Unless stated otherwise, all parts of this form **must** be completed in full and all required supporting information **must** accompany the development application.

One or more additional pages may be attached as a schedule to this development application if there is insufficient space on the form to include all the necessary information.

This form and any other form relevant to the development application must be used to make a development application relating to strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994*, and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*. For the purpose of assessing a development application relating to strategic port land and Brisbane core port land, any reference to a planning scheme is taken to mean a land use plan for the strategic port land, Brisbane port land use plan for Brisbane core port land, or a land use plan for airport land.

Note: All terms used in this form have the meaning given under the Planning Act 2016, the Planning Regulation 2017, or the Development Assessment Rules (DA Rules).

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Bridgeview Services Pty Ltd C/- Milford Planning
Contact name (only applicable for companies)	Abbey Feldt
Postal address (P.O. Box or street address)	PO Box 5463
Suburb	Townsville City
State	QLD
Postcode	4810
Country	Australia
Contact number	(07) 4724 0095
Email address (non-mandatory)	info@milfordplanning.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	M1907

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input checked="" type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input type="checkbox"/> No – proceed to 3)	

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)

Note: Provide details below and attach a site plan for any or all premises part of the development application. For further information, see [DA Forms Guide: Relevant plans](#).

3.1) Street address and lot on plan

- ☒ Street address **AND** lot on plan (all lots must be listed), **or**
☐ Street address **AND** lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).

a)	Unit No.	Street No.	Street Name and Type	Suburb
		10821	Flinders Highway	Breddan
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4820	1 1	MPH21143 MPH13707	Charters Towers Regional Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

3.2) Coordinates of premises (appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay)

Note: Place each set of coordinates in a separate row.

- ☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

- ☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

3.3) Additional premises

- ☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application
☒ Not required

4) Identify any of the following that apply to the premises and provide any relevant details

- ☐ In or adjacent to a water body or watercourse or in or above an aquifer

Name of water body, watercourse or aquifer:

- ☐ On strategic port land under the *Transport Infrastructure Act 1994*

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

Name of local government for the tidal area (if applicable):

Name of port authority for tidal area (if applicable):

- ☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:	
<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>	
EMR site identification:	
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>	
CLR site identification:	

5) Are there any existing easements over the premises?

Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see [DA Forms Guide](#).

- ☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application
- ☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

a) What is the type of development? *(tick only one box)*

- ☒ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

- ☒ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☐ Code assessment ☒ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*

Material Change of Use - Educational Establishment (Machinery and Equipment Training), Short Term Accommodation and Outdoor Sales (Machinery and Equipment Hire)

e) Relevant plans

Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms guide: Relevant plans](#).

- ☒ Relevant plans of the proposed development are attached to the development application

6.2) Provide details about the second development aspect

a) What is the type of development? *(tick only one box)*

- ☐ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

- ☐ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☐ Code assessment ☐ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*

e) Relevant plans

Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms Guide: Relevant plans](#).

- ☐ Relevant plans of the proposed development are attached to the development application

6.3) Additional aspects of development

- ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
- ☒ Not required

Section 2 – Further development details

7) Does the proposed development application involve any of the following?

Material change of use	<input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

Note: This division is only required to be completed if any part of the development application involves a material change of use assessable against a local planning instrument.

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Machinery and Equipment Training	Educational Establishment	-	800
Short Term Accommodation cabins	Short Term Accommodation	Up to 15 cabins	675
Machinery and Equipment Training	Outdoor Sales	-	-

8.2) Does the proposed use involve the use of existing buildings on the premises?

☐ Yes

☒ No

Division 2 – Reconfiguring a lot

Note: This division is only required to be completed if any part of the development application involves reconfiguring a lot.

9.1) What is the total number of existing lots making up the premises?

--

9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)

<input type="checkbox"/> Subdivision (complete 10))	<input type="checkbox"/> Dividing land into parts by agreement (complete 11))
<input type="checkbox"/> Boundary realignment (complete 12))	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road (complete 13))

10) Subdivision

10.1) For this development, how many lots are being created and what is the intended use of those lots:

Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				

10.2) Will the subdivision be staged?

☐ Yes – provide additional details below

☐ No

How many stages will the works include?	
What stage(s) will this development application apply to?	

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?				
Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment			
12.1) What are the current and proposed areas for each lot comprising the premises?			
Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)
12.2) What is the reason for the boundary realignment?			

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)				
Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

Note: This division is only required to be completed if any part of the development application involves operational work.

14.1) What is the nature of the operational work?	
<input type="checkbox"/> Road work <input type="checkbox"/> Drainage work <input type="checkbox"/> Landscaping <input type="checkbox"/> Other – please specify:	<input type="checkbox"/> Stormwater <input type="checkbox"/> Earthworks <input type="checkbox"/> Signage <input type="checkbox"/> Water infrastructure <input type="checkbox"/> Sewage infrastructure <input type="checkbox"/> Clearing vegetation
14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)	
<input type="checkbox"/> Yes – specify number of new lots:	
<input type="checkbox"/> No	
14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)	
\$	

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Charters Towers Regional Council
16) Has the local government agreed to apply a superseded planning scheme for this development application?
<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application <input type="checkbox"/> The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached <input checked="" type="checkbox"/> No

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?

Note: A development application will require referral if prescribed by the Planning Regulation 2017.

- ☐ No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6

Matters requiring referral to the **Chief Executive of the Planning Act 2016:**

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure-related referrals – designated premises
- ☐ Infrastructure-related referrals – state transport infrastructure
- ☒ Infrastructure-related referrals – State transport corridor and future State transport corridor
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees (*category 3 levees only*)
- ☐ Wetland protection area

Matters requiring referral to the **local government:**

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has been devolved to local government*)

<input type="checkbox"/> Heritage places – Local heritage places
Matters requiring referral to the Chief Executive of the distribution entity or transmission entity:
<input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to:
<ul style="list-style-type: none"> • The Chief Executive of the holder of the licence, if not an individual • The holder of the licence, if the holder of the licence is an individual
<input type="checkbox"/> Infrastructure-related referrals – Oil and gas infrastructure
Matters requiring referral to the Brisbane City Council:
<input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the Minister responsible for administering the Transport Infrastructure Act 1994:
<input type="checkbox"/> Ports – Brisbane core port land <i>(where inconsistent with the Brisbane port LUP for transport reasons)</i>
<input type="checkbox"/> Ports – Strategic port land
Matters requiring referral to the relevant port operator , if applicant is not port operator:
<input type="checkbox"/> Ports – Land within Port of Brisbane's port limits <i>(below high-water mark)</i>
Matters requiring referral to the Chief Executive of the relevant port authority:
<input type="checkbox"/> Ports – Land within limits of another port <i>(below high-water mark)</i>
Matters requiring referral to the Gold Coast Waterways Authority:
<input type="checkbox"/> Tidal works or work in a coastal management district <i>(in Gold Coast waters)</i>
Matters requiring referral to the Queensland Fire and Emergency Service:
<input type="checkbox"/> Tidal works or work in a coastal management district <i>(involving a marina (more than six vessel berths))</i>

18) Has any referral agency provided a referral response for this development application?		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application		
<input type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application <i>(if applicable)</i> .		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application
<input type="checkbox"/> I do not agree to accept an information request for this development application
<p>Note: By not agreeing to accept an information request I, the applicant, acknowledge:</p> <ul style="list-style-type: none"> • that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties • Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules. <p>Further advice about information requests is contained in the DA Forms Guide.</p>

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)			
<input type="checkbox"/> Yes – provide details below or include details in a schedule to this development application <input checked="" type="checkbox"/> No			
List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)		
<input type="checkbox"/> Yes – a copy of the receipted QLeave form is attached to this development application <input type="checkbox"/> No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid <input checked="" type="checkbox"/> Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)		
Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?
<input type="checkbox"/> Yes – show cause or enforcement notice is attached <input checked="" type="checkbox"/> No

23) Further legislative requirements			
<u>Environmentally relevant activities</u>			
23.1) Is this development application also taken to be an application for an environmental authority for an Environmentally Relevant Activity (ERA) under section 115 of the <i>Environmental Protection Act 1994</i>?			
<input type="checkbox"/> Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below <input checked="" type="checkbox"/> No Note: Application for an environmental authority can be found by searching “ESR/2015/1791” as a search term at www.qld.gov.au . An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.			
Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			
<input type="checkbox"/> Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.			
<u>Hazardous chemical facilities</u>			
23.2) Is this development application for a hazardous chemical facility?			
<input type="checkbox"/> Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application <input checked="" type="checkbox"/> No Note: See www.business.qld.gov.au for further information about hazardous chemical notifications.			

Clearing native vegetation

23.3) Does this development application involve **clearing native vegetation** that requires written confirmation that the chief executive of the *Vegetation Management Act 1999* is satisfied the clearing is for a relevant purpose under section 22A of the *Vegetation Management Act 1999*?

☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☒ No

Note: 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.
2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

Environmental offsets

23.4) Is this development application taken to be a prescribed activity that may have a significant residual impact on a **prescribed environmental matter** under the *Environmental Offsets Act 2014*?

☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter

☒ No

Note: The environmental offset section of the Queensland Government's website can be accessed at www.qld.gov.au for further information on environmental offsets.

Koala habitat in SEQ Region

23.5) Does this development application involve a material change of use, reconfiguring a lot or operational work which is assessable development under Schedule 10, Part 10 of the Planning Regulation 2017?

☐ Yes – the development application involves premises in the koala habitat area in the koala priority area

☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area

☒ No

Note: If a koala habitat area determination has been obtained for this premises and is current over the land, it should be provided as part of this development application. See koala habitat area guidance materials at www.des.qld.gov.au for further information.

Water resources

23.6) Does this development application involve **taking or interfering with underground water through an artesian or subartesian bore, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the Water Act 2000**?

☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

☒ No

Note: Contact the Department of Natural Resources, Mines and Energy at www.dnrme.qld.gov.au for further information.

DA templates are available from <https://planning.dsdmp.qld.gov.au/>. If the development application involves:

- Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1
- Taking or interfering with water in a watercourse, lake or spring: complete DA Form 1 Template 2
- Taking overland flow water: complete DA Form 1 Template 3.

Waterway barrier works

23.7) Does this application involve **waterway barrier works**?

☐ Yes – the relevant template is completed and attached to this development application

☒ No

DA templates are available from <https://planning.dsdmp.qld.gov.au/>. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

23.8) Does this development application involve **aquaculture, works within a declared fish habitat area or removal, disturbance or destruction of marine plants**?

☐ Yes – an associated resource allocation authority is attached to this development application, if required under the *Fisheries Act 1994*

☒ No

Note: See guidance materials at www.daf.qld.gov.au for further information.

Quarry materials from a watercourse or lake

23.9) Does this development application involve the **removal of quarry materials from a watercourse or lake** under the *Water Act 2000*?

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
☒ No

Note: Contact the Department of Natural Resources, Mines and Energy at www.dnrme.qld.gov.au and www.business.qld.gov.au for further information.

Quarry materials from land under tidal waters

23.10) Does this development application involve the **removal of quarry materials from land under tidal water** under the *Coastal Protection and Management Act 1995*?

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
☒ No

Note: Contact the Department of Environment and Science at www.des.qld.gov.au for further information.

Referable dams

23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the *Water Supply Act*)?

- ☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the *Water Supply Act* is attached to this development application
☒ No

Note: See guidance materials at www.dnrme.qld.gov.au for further information.

Tidal work or development within a coastal management district

23.12) Does this development application involve **tidal work or development in a coastal management district**?

- ☐ Yes – the following is included with this development application:
- ☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work (*only required if application involves prescribed tidal work*)
 - ☐ A certificate of title
- ☒ No

Note: See guidance materials at www.des.qld.gov.au for further information.

Queensland and local heritage places

23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?

- ☐ Yes – details of the heritage place are provided in the table below
☒ No

Note: See guidance materials at www.des.qld.gov.au for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
-----------------------------	--	-----------	--

Brothels

23.14) Does this development application involve a **material change of use for a brothel**?

- ☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*
☒ No

Decision under section 62 of the Transport Infrastructure Act 1994

23.15) Does this development application involve new or changed access to a state-controlled road?

- ☐ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)
☒ No

Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation

23.16) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☒ No

Note: See guidance materials at www.planning.dsdmip.qld.gov.au for further information.

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17

☒ Yes

Note: See the Planning Regulation 2017 for referral requirements

If building work is associated with the proposed development, Parts 4 to 6 of [DA Form 2 – Building work details](#) have been completed and attached to this development application

☐ Yes

☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is with the development application

Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see [DA Forms Guide: Planning Report Template](#).

☒ Yes

Relevant plans of the development are attached to this development application

Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms Guide: Relevant plans](#).

☒ Yes

The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)

☐ Yes

☒ Not applicable

25) Applicant declaration

☒ By making this development application, I declare that all information in this development application is true and correct

☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*

Note: It is unlawful to intentionally provide false or misleading information.

Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:

- such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or
- required by other legislation (including the *Right to Information Act 2009*); or
- otherwise required by law.

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

PART 9 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	
Relevant licence number(s) of chosen assessment manager	

QLeave notification and payment

Note: For completion by assessment manager if applicable

Description of the work	
QLeave project number	
Amount paid (\$)	Date paid (dd/mm/yy)
Date receipted form sighted by assessment manager	
Name of officer who sighted the form	

3 March 2022

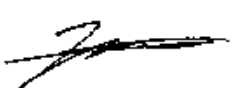

Assessment Manager
Charters Towers Regional Council
PO Box 189
CHARTERS TOERS QLD 4820

Attention: Planning and Development

Dear Sir/ Madam,

Re: Land Owner Consent

Under the provisions of the *Planning Act 2016*, we **Tony and Peggy Beed**, being the registered owner of land described as **Lot 1 on MPH21143** and **Lot 1 on MPH13707** and located at **10821 Flinders Highway, Breddan**, do hereby authorise and confirm the engagement and appointment of Milford Planning to act on our behalf with respect to the procurement of all development approvals for the aforementioned land.

Date	4	March	22
	Day	Month	Year
Signature			
Name	Tony Beed	Peggy Beed	
Position	Director	Director.	

Note:

Where registered owner is a company the ACN must be included and accompanied by:

- (a) the signature of either:
 - two directors of the company;
 - a director and a company secretary of the company; or
 - if a proprietary company that has a sole director who is also the sole company secretary, that director; or
- (b) the company seal (if the company has a common seal) witnessed by:
 - two directors of the company;
 - a director and a company secretary of the company; or
 - for a proprietary company that has a sole director who is also the sole company secretary, that director.

Appendix 2



Appendix 3

State Assessment and Referral Agency

Date: 22/12/2021



Queensland Government

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Disclaimer:
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Matters of Interest for all selected Lot Plans

Water resource planning area boundaries
Regulated vegetation management map (Category A and B extract)
State-controlled road
Area within 25m of a State-controlled road

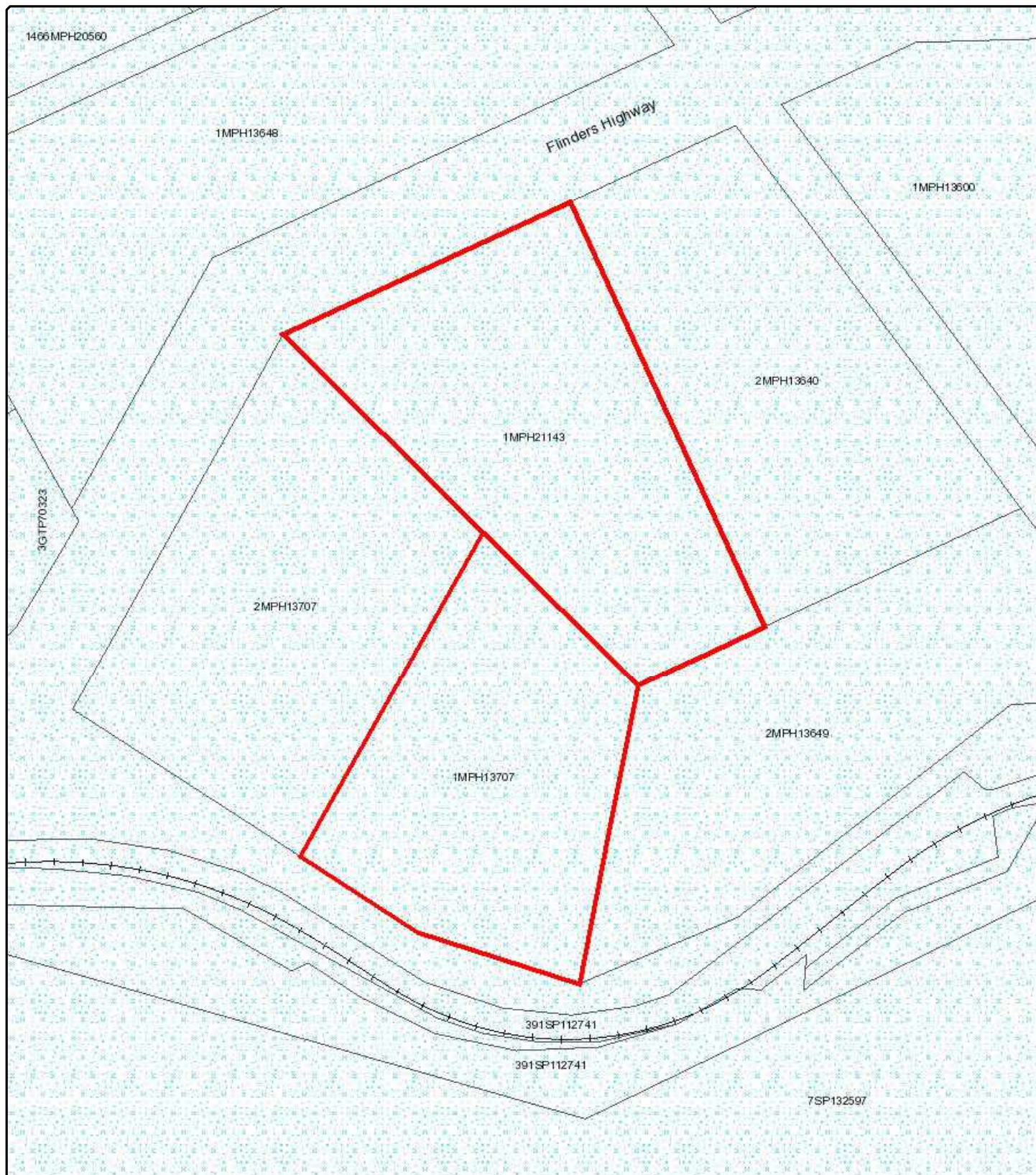
Matters of Interest by Lot Plan

Lot Plan: 1MPH21143 (Area: 158690 m²)

Water resource planning area boundaries
State-controlled road
Area within 25m of a State-controlled road

Lot Plan: 1MPH13707 (Area: 131040 m²)

Water resource planning area boundaries
Regulated vegetation management map (Category A and B extract)



State Assessment and Referral Agency

Date: 22/12/2021



Queensland Government

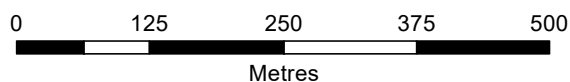
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Legend

Water resource planning area boundaries



Water resource planning area boundaries

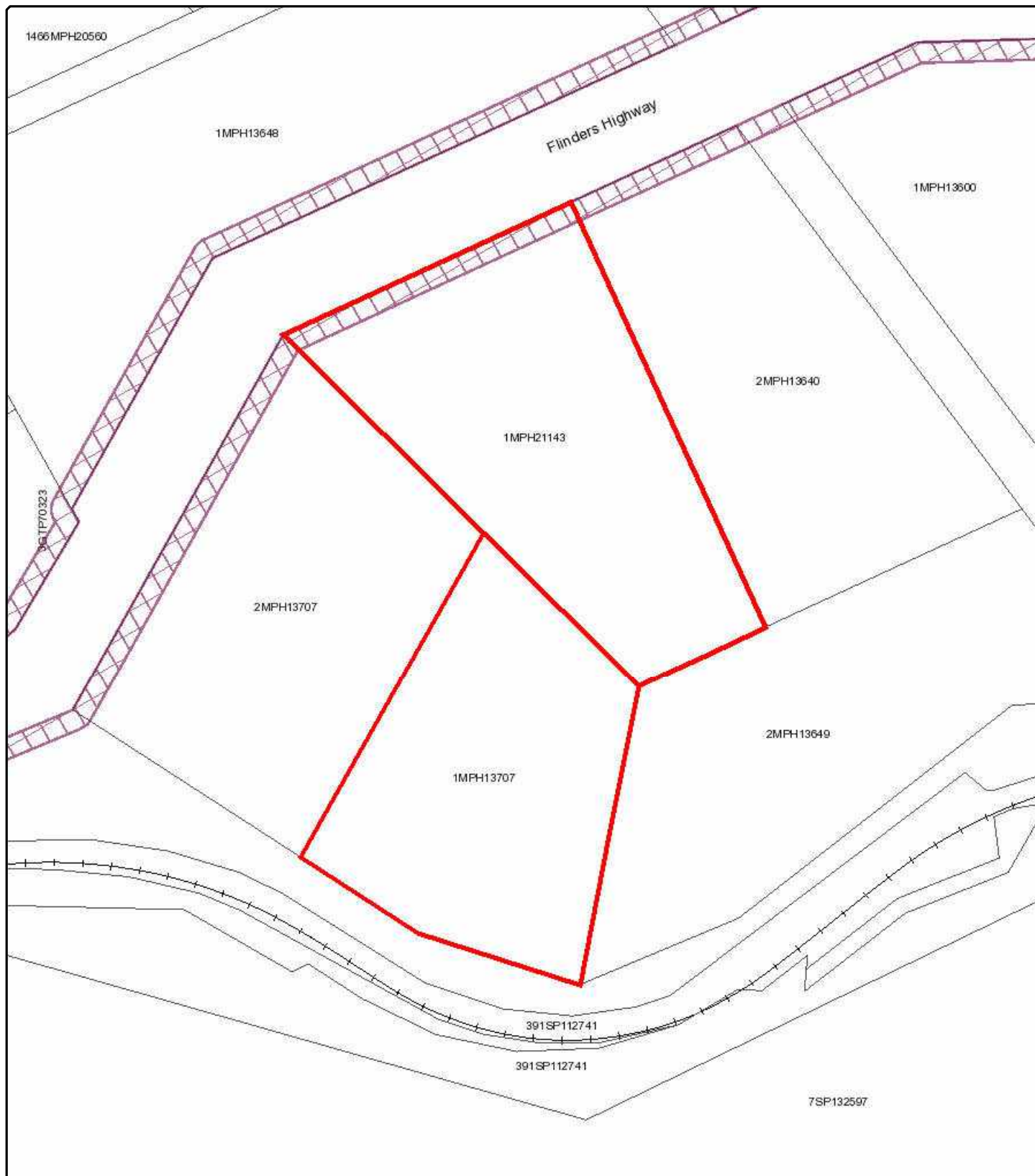


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State Assessment and Referral Agency

Date: 22/12/2021



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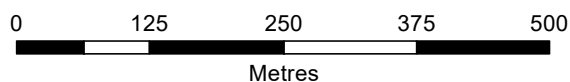
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Legend

Area within 25m of a State-controlled road

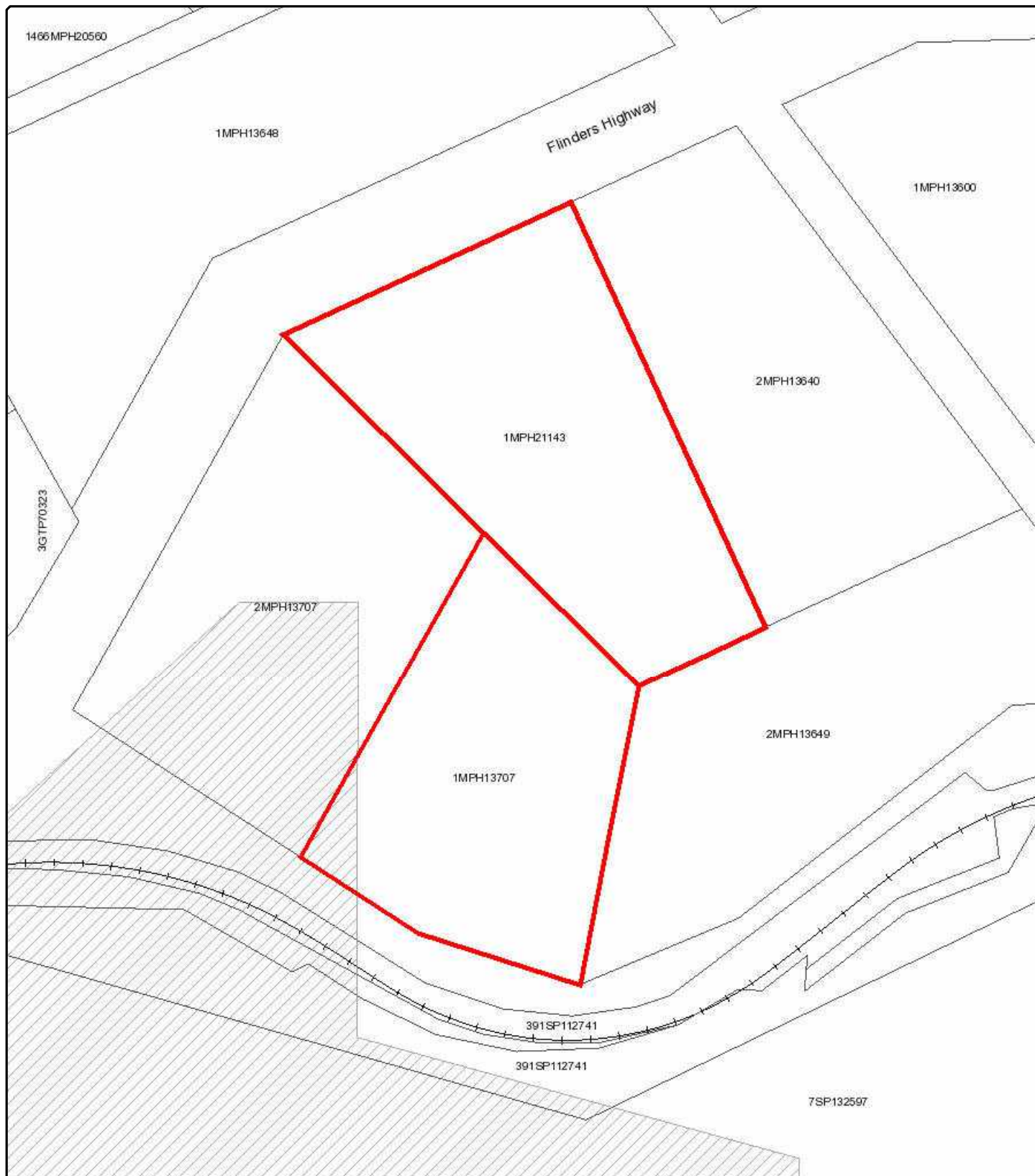


Area within 25m of a State-controlled road



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State Assessment and Referral Agency

Date: 22/12/2021





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Regulated vegetation management map
(Category A and B extract)

-  Category A on the regulated vegetation management map
-  Category B on the regulated vegetation management map

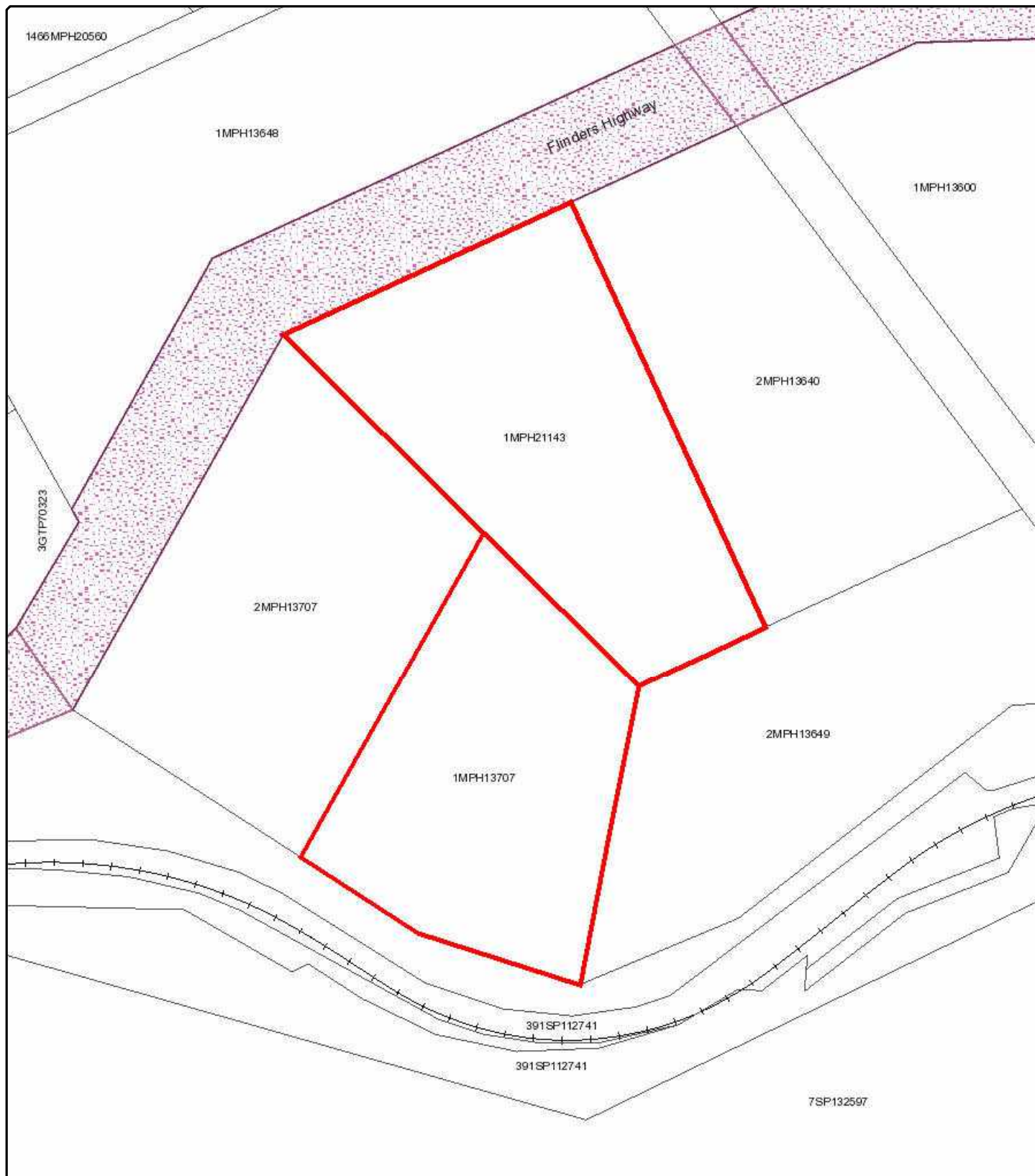
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Date: 22/12/2021



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State-controlled road



State-controlled road

0 125 250 375 500
Metres

Disclaimer:

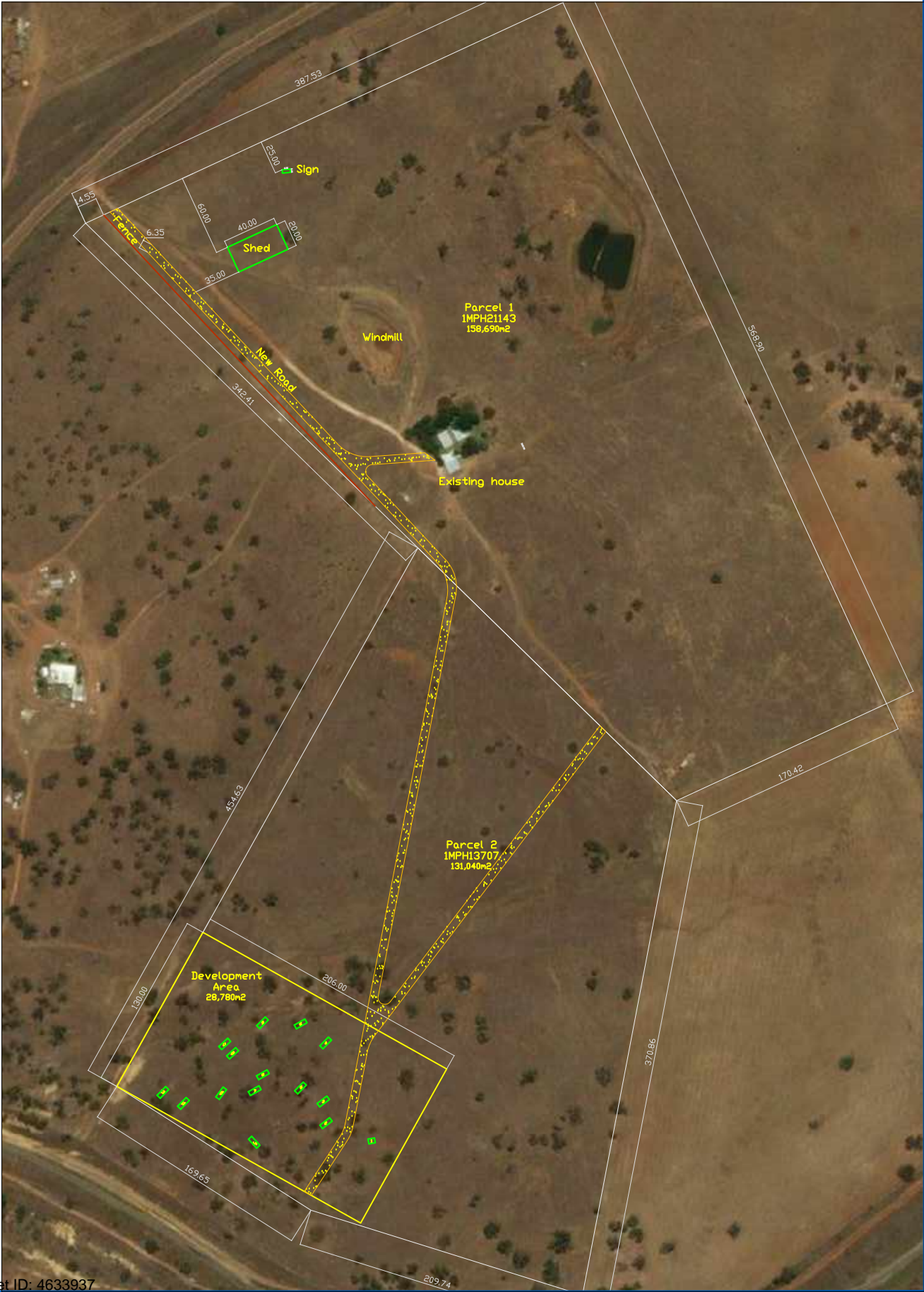
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Document Set ID: 4633937

Version: 1, Version Date: 07/04/2022

Appendix 4

PROJECT:		10821 Flinders Highway Breddan QLD 4820					
Development Assesment Overview							
SITE:		1		1		09/10/21	
Both parcels with shed, road and DA ara		DRAWING NO.		PROJECT NO.		DATE.	
AUTHOR:		1:100		-		-	
Daniel Cavalari 0487026984 danielcav4@gmail.com		SCALE AT A4.		DRAWN.		CHECKED.	
						REVISION.	



Appendix 5

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

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road .	Not applicable The proposal does not involve works within the State-controlled road.
	AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Alternative Outcome The only access to the property is via the existing arrangement through Flinders Highway. No buildings, structures or so forth will create a safety hazard or obstruction as Flinders highway and the site's access will continue to be used as per the existing arrangement.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies Future development of buildings or structures on the lots will not create a safety hazard as they will be designed to standard and located a substantial distance from the State-controlled road.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies The location of buildings or structures on the lots will not create any obstructions as they will be located a substantial distance from the State-controlled road.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development involves an advertising sign 25 m from the Flinders Highway Boundary. This will be dealt with under a separate application to Council. Nonetheless the sign is located an appropriate distance from the State-controlled road and will not create any safety hazards for users of the road network.

State Development Assessment Provisions v3.0

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

Page 1 of 18

Performance outcomes	Acceptable outcomes	Response
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	<p>AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.</p> <p>AND</p> <p>AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.</p>	<p>Complies</p> <p>The location of buildings or structures on the lots will not create any safety hazards as they will be located a substantial distance from the State-controlled road.</p>
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	<p>Not applicable</p> <p>The proposed development does not involve the creation of road, pedestrian and bikeway bridges over the State-controlled road.</p>
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	<p>AO7.1 Landscaping is not located in a state-controlled road.</p> <p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p>	<p>Not applicable</p> <p>The proposal does not involve landscaping within the State controlled road or anywhere that will create a safety hazard.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is located a substantial distance from the State-controlled road where overland flow from the development is not considered to have any impact on safety for users.</p>
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is located a substantial distance from the State-controlled road where overland flow from the development is not considered to worsen or impact the operation of the network.</p>
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is located a substantial distance from the State-controlled road where overland flow from the development is not considered to impact the structural integrity or physical condition of the network.</p>
PO11 Development ensures that stormwater is lawfully discharged.	<p>AO11.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p> <p>AO11.2 Development does not concentrate flows to a state-controlled road.</p> <p>AND</p> <p>AO11.3 Stormwater run-off is discharged to a lawful point of discharge.</p>	<p>Complies</p> <p>The proposed development will manage stormwater as per the existing overland flow. Given the small footprint of the proposal, it is not considered to have any change to the existing regime and therefore will not impact the State-controlled road.</p>

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Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	<p>AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AND</p> <p>AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.</p>	<p>Complies</p> <p>The proposed development is located outside of flood hazard areas and is not anticipated to impact any flood characteristics of the State-controlled road.</p>
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	<p>AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p>	<p>Not applicable</p> <p>The proposed development does not involve drainage infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
	AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road .	
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve drainage infrastructure.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development does not involve new or changed access since it will utilise the existing access arrangement. It is considered that the controlled and minimal amount of traffic generated from the proposal can be supported by the existing access and will not compromise the safety of users of the State-controlled road.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development does not involve new or changed access since it will utilise the existing access arrangement. It is considered that the controlled and minimal amount of traffic generated from the proposal can be supported by the existing access and will not adversely impact the functional requirements of the State-controlled road.
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development does not involve new or changed access since it will utilise the existing access arrangement. It is considered that the controlled and minimal amount of traffic generated

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Performance outcomes	Acceptable outcomes	Response
		from the proposal can be supported by the existing access and will not compromise the future intent of the State-controlled road.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Not applicable The proposed development is not adjoining a limited access road.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development is not proposing new or changed access to a local road.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Not applicable The proposed development is not proposing new or changed access to a local road.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Not applicable The proposed development will not adversely impact public passenger transport infrastructure.
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Not applicable The proposed development will not adversely impact public passenger transport infrastructure.
PO23 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.	Not applicable The proposed development will not adversely impact public passenger transport infrastructure.
PO24 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.	Not applicable The proposed development will not adversely impact public passenger transport infrastructure.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies The proposed development will manage arrivals and departures to the site to not create any safety issues for users of the State-controlled road. Visitors and trainees to the site will be via bookings only therefore, the applicant is able to control traffic and prevent any inundation of visitors and trainees to the site.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies The proposed development will manage arrivals and departures to the site to not create any safety issues for users of the State-controlled road. Visitors and trainees to the site will be via bookings only therefore, the applicant is able to control traffic and prevent any inundation of visitors and trainees to the site.
PO27 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.	Not applicable The proposed development will gain access to the State-controlled road since there is no other access available or local road networks in the area.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve haulage exceeding 10,000 tonnes per year.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Not applicable The proposed development is not anticipated to impede delivery of planned upgrade.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Not applicable The proposed development is not anticipated to impede delivery of corridor improvements.

Table 1.4 Filling, excavation, building foundations and retaining structures

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Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve any works near the State-controlled road. The proposal involves machinery operations however is not considered to result in ground movement or vibration impacts resulting in a safety hazard for users of the State-controlled road.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve any works near the State-controlled road. The proposal involves machinery operations however is not considered to result in ground movement or vibration impacts resulting in an operational or performance impact of the State-controlled road.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve any works near the State-controlled road. The proposal involves machinery operations however is not considered to result in ground movement or vibration impacts resulting in any damage or cause subsidence of the State-controlled road.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve any works near the State-controlled road. The proposal involves machinery operations however is not considered to result in ground movement or vibration impacts resulting in ground water disturbance in the State-controlled road.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve any works near the State-controlled road. The proposal involves machinery operations however is not considered to result in ground movement or vibration impacts resulting in the structural integrity of the State-controlled road being compromised.

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Performance outcomes	Acceptable outcomes	Response
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve any changes to the access arrangement any therefore does not impact any drainage infrastructure in the State-controlled road.

Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a state-controlled road .	<p>AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); in accordance with: <ol style="list-style-type: none"> Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures</p>	Not applicable The proposed development does not involve a reconfiguration of a lot.

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Performance outcomes	Acceptable outcomes	Response
	<p>where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p>AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.</p>	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	<p>AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>Not applicable</p> <p>The proposed development does not involve a reconfiguration of a lot.</p>
Material change of use (accommodation activity)		

Performance outcomes	Acceptable outcomes	Response
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	<p>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>Complies</p> <p>The proposed development will be setback a sufficient distance from the State-controlled road and is not anticipated to be impacted by any noise intrusion.</p>
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	<p>AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: 	<p>Complies</p> <p>The proposed development will be setback a sufficient distance from the State-controlled road and is not anticipated to create any noise intrusion impacts.</p>

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Complies The proposed short term accommodation cabins are located a sufficient distance from the State-controlled road where noise impacts are considered to be negligible. Nonetheless, these cabins will be designed to standards to ensure the relevant internal acoustic level is achieved.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);	No acceptable outcome is provided.	Complies The proposed short term accommodation cabins are located a sufficient distance from the State-controlled road where noise impacts are considered to be negligible. Nonetheless, these cabins will be designed to standards to ensure the relevant internal acoustic level is achieved.

Performance outcomes	Acceptable outcomes	Response
2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.		
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Complies The proposed short term accommodation cabins are located a sufficient distance from the State-controlled road where noise impacts are considered to be negligible. Nonetheless, these cabins will be designed to standards to ensure the relevant internal acoustic level is achieved.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas ; b. in accordance with: i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor	No acceptable outcome is provided.	Alternative outcome Given the nature of the machinery and equipment training operations, it is not considered necessary that a noise barrier be provided between the proposal and the State-controlled road. In addition the proposed educational establishment use has been separated a sufficient distance from Flinders Highway.

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Performance outcomes	Acceptable outcomes	Response
<p>play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		
<p>PO45 Development involving a childcare centre or educational establishment:</p> <ol style="list-style-type: none"> provides a noise barrier or earth mound that is designed, sited and constructed; to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); in accordance with: <ol style="list-style-type: none"> Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 	No acceptable outcome is provided.	<p>Alternative outcome</p> <p>Given the nature of the machinery and equipment training operations, it is not considered necessary that a noise barrier be provided between the proposal and the State-controlled road. In addition the proposed educational establishment use has been separated a sufficient distance from Flinders Highway.</p>
<p>PO46 Development involving:</p> <ol style="list-style-type: none"> indoor education areas and indoor play areas; or sleeping rooms in a childcare centre; or patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	<p>Complies</p> <p>The proposed indoor education areas will be built to a particular standard to achieve the relevant internal acoustic level.</p>

Performance outcomes	Acceptable outcomes	Response
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: <ol style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas. 	No acceptable outcome is provided.	Alternative outcome Given the nature of the machinery and equipment training operations, it is not considered necessary that a noise barrier be provided between the proposal and the State-controlled road. In addition the proposed educational establishment use has been separated a sufficient distance from Flinders Highway.
PO48 Development including: <ol style="list-style-type: none"> 1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	Complies Given the nature of the machinery and equipment training operations, it is not considered necessary that a noise barrier be provided between the proposal and the State-controlled road. Nonetheless, the proposed indoor education areas will be built to a particular standard to achieve the relevant internal acoustic level.
Air, light and vibration		

Performance outcomes	Acceptable outcomes	Response
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road .	AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence , or other solid gap-free structure . OR AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence , or other solid gap-free structure .	Complies The proposed outdoor machinery and equipment training operations are separated from the State-controlled road a sufficient distance where air quality impacts are not considered to be applicable.
PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor .	AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.	Not applicable The proposed does not involve patient care areas or hospitals.
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor , does not: <ol style="list-style-type: none"> intrude into buildings during night hours (10pm to 6am); create unreasonable disturbance during evening hours (6pm to 10pm). 	No acceptable outcomes are prescribed.	Not applicable The portion of Flinders Highway that adjoins the property is not considered to emit any light sources that would impact the proposal.

Table 1.6: Development in a future state-controlled road environment

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Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road .	<p>AO52.1 Development is not located in a future state-controlled road.</p> <p>OR ALL OF THE FOLLOWING APPLY:</p> <p>AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.</p> <p>AND</p> <p>AO52.3 The intensification of lots does not occur within a future state-controlled road.</p> <p>AND</p> <p>AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.</p>	<p>Not applicable</p> <p>The proposed development is not within or adjoining a future State-controlled road.</p>
PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road .	AO53.1 Development does not include new or changed access to a future state-controlled road .	<p>Not applicable</p> <p>The proposed development is not within or adjoining a future State-controlled road.</p>
PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road .	No acceptable outcome is prescribed.	<p>Not applicable</p> <p>The proposed development is not within or adjoining a future State-controlled road.</p>
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Not applicable</p> <p>The proposed development is not within or adjoining a future State-controlled road.</p>
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road .	<p>Not applicable</p> <p>The proposed development is not within or adjoining a future State-controlled road.</p>

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Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO56.2 Development does not concentrate flows to a future state-controlled road.</p> <p>AND</p> <p>AO56.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	

Appendix 6



CHARTERS TOWERS REGIONAL TOWN PLAN 2020 – RURAL ZONE CODE

Performance Outcome/Acceptable Outcomes		Response
For Accepted Development Subject to Requirements and Assessable Development		
Built Form		
PO1: Buildings are designed and located so as not to adversely impact on the rural character and amenity of the locality.	AO1: Building height does not exceed 12m. AO1.2: Buildings, other than a Roadside stall, are setback a minimum of: (a) 10m from the front boundary and side boundaries for allotments greater than 2ha; or (b) 5m front boundary and side boundaries for allotments less than 2ha.	R1: Not Applicable The proposed development does not involve buildings exceeding 12 m in height and meets the relevant site and front boundary setback criteria.
Residential Density		
PO2: Residential density reflects the low intensity rural character of the locality.	AO2.1 Residential density is limited to: (a) one Dwelling house (including a Secondary dwelling) per allotment; and (b) Rural workers accommodation up to 400m ² GFA. AO2.2 Any Secondary dwelling is a maximum of 150m ² GFA.	R2: Not Applicable The proposed development does not involve residential uses that need to consider density. The short term accommodation cabins are considered appropriate to the site and maintain the rural character of the area.
Amenity		
PO3: Sensitive land uses do not encroach on existing or approved rural, mining and extractive industry activities or other uses that may result in an adverse impact on amenity, health or safety. <i>Editor's note-Where not achieving AO3, a site-based assessment is required to demonstrate compliance with PO3.</i>	AO3 Sensitive land uses are separated; a) from intensive animal industry uses where: i. feedlots by a minimum of 1km; ii. poultry farms by a minimum of 800m; b) from animal keeping where: i. catteries and kennels by a minimum of 800m; ii. otherwise 500m; c) aquaculture by a minimum of 300m; d) from waste disposal areas connected to an animal husbandry operation by a minimum of 1km;	R3: Alternative Outcome Whilst the proposed development does involve short term accommodation uses, this component of the proposal is sufficiently separated from the existing and proposed rural/ industrial uses. In addition, the accommodation uses are siting on a portion of the subject site that is vacant.



Performance Outcome/Acceptable Outcomes		Response	
	e) from cropping on areas of agricultural land by a minimum of 300m; f) from other agricultural activities (excluding cropping activities) by a minimum of 50m; g) from other rural activities, not elsewhere mentioned, by a minimum of 100m; h) from railway activities by a minimum of 100m; i) from existing industrial activities by 1km; and j) from extractive industry operations as follows:		
	Operation		Separation Distance
	Extraction or processing involving blasting or crushing		1,000m
	Extraction processing or not involving blasting or crushing		200m
	Haul route		100m
PO4: Outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads.	AO4.1: Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting or current version.</i> AO4.2: Outdoor lighting is provided in accordance with <i>Australian Standard AS 1158.1.1 Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements or current version.</i>	R4: Not Applicable The proposed development does not involve outdoor lighting that would impact the amenity of adjoining properties or create a traffic hazard on adjacent roads.	
PO5: Development does not adversely impact on the amenity of the surrounding rural or rural residential land uses and/or rural landscape character.	AO5: Plant and air-conditioning equipment, storage areas and processing activities are screened from view of the road or adjoining residential uses.	R5: Complies All plant, air-conditioning equipment and storage areas are sufficient separated from Flinders Highway and adjoining residential uses.	
PO6: Development ensures: a) vulnerability to landslip, erosion and land degradation is minimised; and	AO6: Development is not located on slopes greater than 15%.	R6: Not Applicable The proposed development is not located in landslide areas or where slopes are greater than 15%.	



Performance Outcome/Acceptable Outcomes		Response
b) the safety of people and property. <i>Editor's note- Where not achieving AO6, a site-based assessment and Landslide risk management plan is required to demonstrate compliance with PO6. Refer to the Natural hazards TPP.</i>		
Stock routes		
PO7: Development does not result in encroachment by sensitive land uses and other incompatible uses along the stock route network and uses are setback and buffered from the stock route network to mitigate impacts.	A07: Sensitive land uses are separated a minimum of: (a) 200m from a surveyed stock route; or (b) 800m from an unsurveyed stock route.	R7: Complies All residential and accommodation uses are separated 200 m or more from the stock route (Flinders Highway).
PO8: Development on or adjoining the stock route network does not compromise the connectivity and integrity of the network and protects the ongoing, efficient and safe use of travelling stock by: (a) Maintaining the extent of the stock route network, including where pasturage rights exists; (b) Maintaining access to water facilities and other stock route infrastructure; (c) Using access works that are robust and fit-for purpose, and provide for the safe passage of stock traversing the stock route; and (d) Where transport or other linear infrastructure crosses a stock route, providing a practical solution to allow stock to move across the infrastructure safely and in a timely example (for example grade separation).		R8: Not Applicable The proposed development is not anticipated to have any impact on the stock route.
PO9: Development does not result in a loss of secondary values associated with the stock route network including recreational, environmental and heritage values.		R9: Complies The proposed development is not anticipated to have any impact on the secondary values of the stock route network.
Use – Caretakers accommodation		
PO10: Development is ancillary to the primary use.	A10: No more than 1 Caretaker's accommodation unit is established on the site.	R10: Complies The subject site has an existing caretaker's residence with no additional caretaker's residence proposed.
Use – Roadside stall		
PO11: Roadside stalls are of a scale in keeping with the rural character of the locality.	AO11.1: Structures associated with the use are limited to 30m ² GFA.	R11: Not Applicable The proposed development does not involve a roadside stall.
	AO11.2: A Roadside stall is setback a minimum of 10m from the front and side boundaries.	
	AO11.3: The Roadside stall only sells produce grown on site.	



Performance Outcome/Acceptable Outcomes		Response
For all assessable development		
Land use		
PO12: Development: <ul style="list-style-type: none"> (a) is consistent with the rural character of the locality; (b) supports the primary rural function of the zone; and (c) protects rural, natural and scenic values of the locality. 		R12: Complies The proposed development is considered to be consistent with the character of the area, which includes a combination of rural, residential and industrial uses.
PO13: Tourism (including associated accommodation), recreation and entertainment related activities: <ul style="list-style-type: none"> (a) are small scale; (b) do not impact on the viability of nearby urban and township areas; (c) have a direct nexus with the natural environment or rural activities; (d) avoid locating on productive rural land; (e) are not located where they would prejudice the ongoing operation of existing or approved rural activities such as intensive animal industries and intensive horticulture; and (f) are compatible with rural production and agricultural land, landscape amenity. 		R13: Complies Whilst the primary operations are not tourist related, the proposal does include short term accommodation open to the public. These short term accommodation cabins are of a small scale and sited at the rear of the property and are not anticipated to impact nearby township areas in any capacity.
Design and amenity		
PO14: Development is designed to achieve safety for all users having regard to: <ul style="list-style-type: none"> (a) maximising casual surveillance and sight lines; (b) avoiding personal concealment and entrapment locations; (c) exterior building design that promotes safety; (d) adequate lighting; (e) appropriate signage and wayfinding; and (f) building entrances, parking areas, loading and storage areas that are well lit and have clearly defined access points. <i>Editor's note—Applicants may find useful guidance in the Queensland Government's Crime Prevention through Environmental Design Guidelines for Queensland.</i> 		R14: Complies The subject site is a large, open and rural property where the opportunity for casual surveillance and general safety across the site is able to be maintained post development as well.
PO15: Development minimises potential conflicts with, or impacts on, other uses having regard to vibration, odour, dust or other emissions.	AO15.1: Development achieves the air quality design objectives set out in the <i>Environmental Protection (Air) Policy 2008, as amended</i>	R15: Complies The proposed development does include the storage of fuel for the continuing operation of machinery. The fuel will be fully enclosed during storage and is separated a suitable distance from the other operations.
	AO15.2: Development that involves the storage of materials on site that are capable of generating air contaminants either by wind or when disturbed are managed by: <ul style="list-style-type: none"> (a) being wholly enclosed in storage bins; or (b) a watering program so material cannot become airborne. 	
PO16: Development prevents or minimises the generation of any noise so that nuisance is not	AO16: Development achieves the noise generation levels set out in the <i>Environmental Protection (Noise) Policy 2008, as amended</i> .	R16: Complies The proposed development has strategically located the machinery training and operations towards the north east



Performance Outcome/Acceptable Outcomes		Response
caused to adjoining premises or other nearby sensitive land uses.		of the site where there is the most separation from adjoining uses that are sensitive. These operations are closer sited towards an adjoining owner that also operates industrial and higher intensity uses, therefore limiting any impact on residential uses to the west.
PO17: Development does not unduly impact on the existing amenity and character of the locality having regard to: (a) the scale, siting and design of buildings and structures; (b) visibility from roads and other public view points, screening vegetation and landscaping; (c) the natural landform and avoidance of visual scarring; and (d) vibration, odour, dust, spray drift and other emissions.		R17: Complies The proposed development is generally compatible with the existing amenity and character of the area which includes a combination of residential, rural and industrial activities. Accommodation activities proposed have been sited at the rear of the property to conceal operations from road frontages and be better aligned with the nearby residential uses. Similarly, machinery and equipment operations are sited towards the front eastern portion of the site where industrial uses are more prevalent. Therefore, it is considered that the siting and nature of activities aligns and is considerate to the surrounding character and amenity.
PO18: All uses are located, designed, orientated and constructed to: (a) minimise noise dust, odour or other nuisance from existing lawful uses including rural and industrial uses; (b) minimise nuisance caused by noise, vibration and dust emissions generated to the State-controlled road and rail network in the vicinity of the land; (c) not adversely encroach on airport service uses and other activities associated with the Charters Towers airport; and (d) avoid areas that may place unreasonable risk to people and property from former mining activities and contaminated land.		R18: Complies As above, the proposed development has designed and sited the proposed operations to be mindful of surrounding uses and minimise any impact relating to noise, dust vibration and so forth. Therefore, it is considered that the siting and nature of activities aligns and is considerate to the potential emissions.



Performance Outcome/Acceptable Outcomes		Response						
PO19: Development ensures ecological values, habitat corridors, soil and water quality are protected, having regard to: <div><div>(a)</div>maximising the retention of vegetation and the protection of vegetation from the impacts of development;<div>(b)</div>minimising the potential for erosion and minimisation of earthworks;<div>(c)</div>maximising the retention and protection of natural drainage lines and hydrological regimes’<div>(d)</div>avoidance of release of biohazards into the environment;<div>(e)</div>mitigating the risk of introducing and spreading weeds and pest animals; and<div>(f)</div>avoidance of leeching by nutrients, pesticides or other contaminants, or potential for salinity.</div>		R19: Complies The siting of the proposed development has strategically avoided any environmental areas by establishing operations in previously cleared and vacant areas on site.						
Use – Animal keeping (kennels or catteries)								
PO20: Development is sited, constructed and managed such that: <div><div>(a)</div>animals are securely housed; and<div>(b)</div>the use does not create an unreasonable nuisance beyond the site boundaries.</div>	AO20.1 The premises has a minimum site area of 5ha.	R20: Not Applicable The proposed development does not involve animal keeping.						
	AO20.2 Buildings used for animal keeping are constructed with impervious reinforced concrete floors, gravity drained to the effluent collection/treatment point.							
	AO20.3 Animal proof fencing or other appropriate barrier features are provided to a minimum height of 1.8m within the site to prevent the escape of animals.							
	AO20.4 Animals are kept in fenced enclosures, inside buildings at all times between the hours of 18:00 and 07:00.							
	AO20.5 A person who is responsible for the operation of the use is accommodated on the premises at all times.							
	AO20.6 Animal enclosures are set back to roads, streets and water resources as follows:							
	<table><tr><td>Road Frontages</td><td>50m</td></tr><tr><td>Top bank of creek, river, stream, wetland, edge of well, bore, dam, weir, intake or the like which provides potable water supply to the site or surrounds</td><td>100m</td></tr><tr><td>Top bank of dry or</td><td>30m</td></tr></table>		Road Frontages	50m	Top bank of creek, river, stream, wetland, edge of well, bore, dam, weir, intake or the like which provides potable water supply to the site or surrounds	100m	Top bank of dry or	30m
	Road Frontages		50m					
Top bank of creek, river, stream, wetland, edge of well, bore, dam, weir, intake or the like which provides potable water supply to the site or surrounds	100m							
Top bank of dry or	30m							



Performance Outcome/Acceptable Outcomes			Response
	perennial gully		
Use - Agricultural supplies store, Bulk landscaping supplies, Rural industry, Wholesale nursery and Garden centre			
PO21: Development is located and designed on sites of sufficient size, to minimise adverse impacts on: (a) the amenity of the setting, in particular noise, odour and dust emissions; (b) the amenity of neighbours; and (c) operating within the safe and effective design capacity of the region’s road system.	AO21.1 The premises has a minimum site area of 5ha.		R21: Not Applicable The proposed development does not involve an Agricultural supplies store, Bulk landscaping supplies, Rural industry, Wholesale nursery or a Garden centre
	AO21.2 A minimum 15m setback is required from any adjoining property boundary.		
	AO21.3 Sales, storage, handling, packaging and production areas are setback a minimum of: (a) 100m from any sensitive land use (50m for Garden centre); (b) 50m from State-controlled roads and 20m from all other roads; (c) 20m from any residential dwelling on the same or neighbouring site (10m for Garden centre); and (d) 30m from top bank of creek, river, stream or wetland edge of well, bore, dam, weir, or intake that provides potable water.		
	AO21.4 Infrastructure and material storage areas are confined to free draining areas and sites on slopes not exceeding 10%.		
	AO21.5 There is direct access from the property boundary to a sealed road.		
	AO21.6 Hours of operation are limited between 07:00 to 17:00.		
	Use - Club or community use		
PO22: Development is located and designed on sites of sufficient size, to minimise adverse impacts on: (a) the amenity of the setting, in particular noise, odour and dust emissions; and (b) the amenity of neighbours.	AO22.1 A minimum site area of 5ha.		R22: Not Applicable The proposed development does not involve a club or community use.
	AO22.2 Siting and layout includes: (a) he total area of covered buildings and roof structures is no greater than 10% of site area; and (b) no building or structure is closer than 15m to any site boundary.		
	AO22.3 Buildings and structures associated with the use is limited to: (a) shelters; (b) toilets:		



Performance Outcome/Acceptable Outcomes		Response
	(c) kiosks; and (d) hall/function area.	
	AO22.4 Hours of operation are limited between 07:00 and 22:00.	
Use - Renewable energy facility (where a solar farm)		
PO23: Development is: (a) located to allow for connections into relevant energy supply networks; (b) located to avoid fragmenting highly productive agricultural land; and (c) accessible to an appropriate level of road infrastructure to support the facility.		R23: Not Applicable The proposed development does not involve a renewable energy facility.
PO24: Development ensures the site is returned to its predevelopment condition and land use upon cessation of the renewable energy facility.		R24: Not Applicable The proposed development does not involve a renewable energy facility.

Appendix 7



CHARTERS TOWERS REGIONAL TOWN PLAN 2020 – DEVELOPMENT WORKS CODE

Performance Outcome/Acceptable Outcomes		Response
For Accepted Development Subject to Requirements and Assessable Development		
Utility Infrastructure and Services		
PO1: Development is serviced by an adequate, safe and reliable supply of potable and general use water, connected to reticulated water supply where possible.	AO1: Development is: <ul style="list-style-type: none"> a) connected to Council's reticulated water supply network, including the installation of easily accessed water meters, in accordance with the Development works Town plan policy; or b) if connection to Council's reticulated water supply network is not possible, a potable on site water supply is provided in accordance with the Development works Town plan policy. 	R1: Complies The proposed developed is able to be serviced by ground water and rainwater tanks. If required, water can also be trucked to the property.
PO2: Development is serviced by appropriate waste water disposal infrastructure which ensures: <ul style="list-style-type: none"> a) no adverse ecological impacts on the receiving environment; b) cumulative impacts of onsite waste water treatment are considered in assessing the likely environmental impacts; c) public health is maintained; (d) the location, site area, soil type and topography is suitable for on site waste water treatment; and d) the reuse of waste water does not contaminate any surface water or ground water. 	AO2: Development is: <ul style="list-style-type: none"> a) connected to Council's reticulated sewerage treatment system, in accordance with the Development works Town plan policy; or b) if connection to Council's reticulated sewerage treatment system is not possible, waste water is treated in accordance with Development works Town Plan Policy. 	R2: Complies The property will be serviced by on site wastewater treatment systems.
PO3: Electricity supply network and telecommunication service connections are provided to the site and are connected.	AO3.1: The development is connected to electricity and telecommunications infrastructure in accordance with the standards of the relevant regulatory authority prior to the commencement of any use of the site.	R3: Complies The subject site has existing connection to electricity and telecommunication services which is considered adequate to cater for the cabins.



Performance Outcome/Acceptable Outcomes		Response
	A03.2: Where not included in the development, provision is made for future telecommunications services (such as fibre optic cable) in accordance with the standards of the relevant regulatory authority.	
Stormwater Management		
PO4: Stormwater management is designed and operated to ensure that adjoining land and upstream and downstream areas are not adversely affected through any ponding or changes in flows: <ul style="list-style-type: none"> a) ensure that adjoining land and upstream and downstream areas are not adversely affected through any ponding or changes in flows; and b) direct stormwater to a lawful point of discharge through competently designed and constructed outlet works in a manner that reflects the predevelopment status. 	A04.1: Development does not result in an increase in flood level or flood duration on upstream, downstream or adjacent properties. A04.2: Stormwater (including roof and surface water) is conveyed to the kerb and channel or other lawful point of discharge in accordance with the requirements of the Development works Town plan policy. A04.3: Stormwater runoff from all impervious areas (roof, pavements, etc) are not permitted to flow or discharge over adjoining properties.	R4: Complies The subject site is a large rural property where stormwater will be as per the existing overland flow
Earthworks		
PO5: Earthworks are undertaken in a manner that: <ul style="list-style-type: none"> a) prevents any worsening of soil erosion or water quality on the site, any adjoining land, or land upstream or downstream of the site; b) produces stable landforms and structures; c) maintain natural landforms where possible; d) minimise the height of any batter faces; e) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land or on the amenity of the streetscape; f) does not result in the contamination of land or water; and 	A05.1: Earthworks comply with the Development works Town plan policy. A05.2: The extent of filling or excavation does not exceed 40% of the site area or 500m ² , whichever is lesser. A05.3: Excavating or filling is no greater than 1m in height or depth. A05.4: Batters have a maximum slope of 25%, are terraced at every rise of 1.5m and each terrace has a depth of 0.75m. A05.5: No contaminated material is used as fill.	R5: Complies The proposed machinery and equipment used for earthmoving training will be controlled as to not worsening soil erosion, noting that the area for these activities is located in an already disturbed part of the site. Nonetheless, the proposed earthmoving will be minimal and in a controlled area and is not anticipated to impact the ground quality or the amenity of adjoining industrial uses to the east.



Performance Outcome/Acceptable Outcomes		Response
g) avoids risk to people and property.		
PO6: Retaining walls are designed to minimise visual impact through: a) setbacks from any boundary; and b) being stepped or terraced to accommodate landscaping.	AO6.1: The combined height of any retaining walls and fences does not exceed 2m.	R6: Not Applicable The proposed development does not involve retaining walls.
	AO6.2: A retaining wall is set back at least half the height of the wall from any boundary of the site.	
	AO6.3: Retaining walls over 1.5m are stepped 0.75m for every 1.5m in height, terraced and landscaped.	
	AO6.4: Design and construction of retaining walls over 1m in height are certified by a Registered Professional Engineer of Queensland.	
PO7: The excavation, filling or laying of pipes within the vicinity of electricity supply infrastructure must not create damage or hazard.	AO7.1: Excavation or filling does not occur within: a) 10m of any tower, pole, foundation, ground anchorage or stay supporting electric lines or associated equipment; b) 5m of a substation site boundary; c) 2m of a padmount substation; or d) 1m of a padmount transformer or an underground cable.	R7: Complies Any earthworks training will be located in an open area, sufficient separated from any electrical infrastructure.
	AO7.2: The laying of metal pipes does not occur within: a) 5m of any pole, tower, foundation, ground anchorage or stay supporting electric lines or associated equipment; b) 15m of any substation site boundary; or c) 5m of, and parallel to, an electric line shadow.	
Parking and Access		
PO8: Development includes the provision of adequate and convenient car parking on site to satisfy the anticipated requirements of the land use or activity.	A08: Car parking is provided in accordance with Table 8.3.1.3(b)–Car parking requirements.	R8: Complies Since the subject site is a large rural property, parking is able to be provided to accommodate the proposed activities.



Performance Outcome/Acceptable Outcomes		Response
PO9: Development provides end of trip facilities for people engaging in active transport (bicycle and pedestrian): <ul style="list-style-type: none"> a) to meet the needs of users and promote active modes of travel; b) at convenient, easily identifiable, safe locations; and c) in locations that do not obstruct vehicular, bicycle or pedestrian movement paths. 	AO9: Development provides cycling and pedestrian end of trip facilities, in accordance with the requirements of the Development works Town plan policy.	R9: Alternative Outcome Given the surrounding area does not have an established pedestrian or cycle network, in addition to the rural nature of the area, it is not necessary for development to incorporate end of trip facilities.
PO10: Access driveways are designed and constructed to: <ul style="list-style-type: none"> a) provide convenient access to the site and maintain the safety and efficiency of the road; b) minimise conflicts with traffic and pedestrians; and c) are constructed to a standard that is appropriate to the location and to meet the anticipated volume and type of traffic. 	AO10.1: Access driveways are designed and constructed in accordance with the relevant Development works Town plan policy.	R10: Complies The existing access driveway has recently been upgraded to support the anticipated traffic profile and provide access for vehicles across the entire site.
	AO10.2: Access driveways allow vehicles (with the exception of Dwelling house and Dual occupancy) to enter and exit the site in a forward gear.	
PO11: Vehicle movement areas (including internal driveways, access aisles, manoeuvring areas, car parks and service bays) are designed to ensure: <ul style="list-style-type: none"> a) a gradient appropriate for the type of vehicles; b) effective stormwater drainage; c) clearly marked and signed spaces; d) convenience and safety for drivers and pedestrians; and e) adequate dimensions to meet user requirements, including access and egress for emergency vehicles. 	AO11: Manoeuvring, queuing, loading and unloading areas, and parking areas are: <ul style="list-style-type: none"> a) designed and constructed in accordance with the Development works Town plan policy; and b) certified by a Registered Professional Engineer of Queensland. 	R11: Complies The existing access to the site is appropriate with the proposed internal road also being adequate to allow vehicles to manoeuvre, load/ unload and part as necessary.
PO12: Footpaths in the road reserve are provided along all road frontages and are paved in durable and stable materials matching any adjacent development footpaths.	AO12: Footpaths are: <ul style="list-style-type: none"> a) provided for the full width and length of all road frontages; b) designed and constructed in accordance with the 	R12: Complies With the rural nature of the site in mind, it is not considered necessary that footpaths be provided on site or in the road reserve.



Performance Outcome/Acceptable Outcomes		Response
	requirements of the Development works Town plan policy; and c) certified by a Registered Professional Engineer of Queensland.	
PO13: Pedestrian access to buildings: a) do not obstruct pedestrian movement (or form physical clutter) on public footpaths; b) are not visually overbearing (or form visual clutter) in the streetscape; and c) provide safe, efficient and convenient access including wheelchair access.	AO13: Steps, escalators, ramps and lifts are: a) located wholly within the site; and b) setback a minimum of 1.5m from the front boundary.	R12: Complies Where provided, access to proposed buildings will be contained wholly within the site and compliant with the relevant boundary setbacks.
Acoustic and Air Quality		
PO14: Development minimises potential conflicts with, or impacts on, other uses having regard to vibration, odour, dust or other emissions.	AO14: Development achieves the air quality design objectives set out in the Environmental Protection (Air) Policy 2008, as amended	R14: Complies Where there are potential air emissions from the proposal, these will be controlled to ensure compliance with the relevant air quality design objectives.
PO15: Development prevents or minimises the generation of any noise so that: a) nuisance is not caused to adjoining premises or other nearby sensitive land uses; and b) desired ambient noise levels in residential areas are not exceeded.	AO15: Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008, as amended.	R15: Complies Where there are potential noise emissions from the proposal, these will be controlled to ensure compliance with the relevant noise generation objectives.
PO16: Development adjacent to State controlled roads or Council controlled arterial road minimise nuisance caused by noise, vibration and dust emissions.	AO16: Development complies with the requirements of the Department Main Roads - Road Traffic Noise Management Code of Practice and the Environmental Protection (Noise) Policy 2008.	R16: Complies Where there are potential noise , vibration or dust emissions from the proposal, these will be controlled to ensure no nuisance is caused to Flinders Highway.
Lighting		
PO17: External lighting is provided in urban areas to ensure a safe environment.	AO17: Technical parameters, design, installation, operation and maintenance of outdoor lighting complies with the requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting.	R17: Complies Although not in an urban area, the site will be appropriately lit to ensure that the site is a safe environment in compliance with the relevant standards.
Waste Management		
PO18: Development: a) minimises waste generation (including	AO18: Waste storage and management arrangements are sited, screened and designed in accordance with	R18: Complies Waste will be appropriately managed and collected from the site on a regular bases. Storage of



Performance Outcome/Acceptable Outcomes		Response
construction, demolition and operational waste); and b) provides adequate facilities on site for the storage of waste and recyclables.	the Development works Town plan policy.	waste will also be screened in accordance with the relevant standards.
PO19: Development is designed to allow for safe and efficient servicing of waste and recycling containers through: a) a development layout that facilitates direct and unobstructed servicing of waste and recycling containers; and b) minimising the potential for nuisances to be caused by way of noise and odour.	AO19: Waste and recycling collection services are provided in accordance with the Development works Town plan policy.	R19: Complies Waste and recycling collection services will be arranged with Council in the future to ensure that the proposed development is provided with safe and efficient servicing.
For All Assessable Development		
General		
PO20: Where buildings and structures are located on multiple lots, these are amalgamated to form one lot.		R20: Not Applicable Buildings and structures are not located over multiple lots.
Wastewater Management		
PO20: Wastewater is managed to: a) avoid wastewater discharge to any waterway; or b) if wastewater discharge to waterways cannot be practically avoided, discharge is minimised to an acceptable level by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.		R20: Complies The proposed development will be supported via on-site sewerage treatment and disposal systems. It is noted that these systems will be built to standard, and will avoid discharge to any surrounding waterways.
PO21: Wastewater discharge maintains ecological processes, riparian vegetation, waterway integrity, and downstream ecosystem health including: a) protecting applicable water quality objectives for the receiving waters; b) managing soil disturbance or altering natural hydrology in coastal areas; and c) avoiding or minimising the release of nutrients of concern.		R21: Complies The construction of any on-site sewerage systems will be appropriately managed to ensure that wastewater discharge does not have adverse impacts on water and soil quality.
Stormwater Management		
PO22: Stormwater management systems: a) implement Water Sensitive Urban Design (WSUD) principles that: i. protect natural systems and waterways; ii. allow for the detention of stormwater	AO22: Stormwater management systems are designed and constructed in accordance with the Development works Town plan policy.	R22: Complies Stormwater management systems and flow will all remain as per the existing arrangements being overland flow. Maintaining the existing arrangement will not compromise the integrity of ecological processes and natural drainage features.



Performance Outcome/Acceptable Outcomes		Response
<ul style="list-style-type: none"> iii. instead of rapid conveyance; minimise impervious areas; iv. utilise stormwater to conserve potable water; v. integrate stormwater treatment into the landscape; vi. ensure water quality values are protected; b) must be economically maintained for the life of the system; c) provide for safe access and maintenance; and d) maintain natural drainage lines and adequate filtering and settlement of sediment for the protection of watercourses, wetlands from point sources and non-point source stormwater discharges. 		
PO23: Development allows for sufficient site area to accommodate an effective stormwater management system.		R23: Complies Stormwater management systems will remain as per the existing arrangements. Given the rural size of the property, there is sufficient area to accommodate effective stormwater management systems.
PO24: Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to: <ul style="list-style-type: none"> a) existing capacity of stormwater infrastructure and ultimate catchment conditions; b) discharge for existing and future upstream development; and c) protecting the integrity of adjacent and downstream development. 		R24: Complies The subject site is currently not burdened by stormwater infrastructure. All stormwater processes and management will remain as per the existing overland flow arrangement.
PO25: Major stormwater drainage network elements are designed and constructed with the capacity to control stormwater flows under normal and minor system blockage conditions for the applicable defined flood event ensuring there is no damage to property or hazards for motorists.	A025: Stormwater infrastructure is designed in accordance with the requirements of the Development works Town plan policy.	R25: Not Applicable The proposed development does not involve the creation of a major stormwater drainage network.
PO26: Reconfiguration of lots includes stormwater management measures in the design of any road reserve, streetscape or drainage networks to:		R26: Not Applicable The proposed development does not involve the design of any road



Performance Outcome/Acceptable Outcomes		Response
<ul style="list-style-type: none">a) minimise impacts on the water cycle;b) protect waterway health by improving stormwater quality and reducing site run-off; andc) avoid large impervious surfaces.		reserve, streetscape or drainage networks and therefore will not require stormwater management measures specific to these elements.
PO27: Construction activities for the development avoids or minimise adverse impacts on stormwater quality by: <ul style="list-style-type: none">a) achieving the post construction stormwater management design objectives for pollution load reductions for Western Queensland (TSS 85% TP 60% TN 45% and 90% Gross pollutants) and or In lieu of modelling, the default bio-retention treatment area of 1.5 per cent of the contributing catchment area; andb) the waterway stability management design objective: limit the peak 1-year ARI event discharge within the receiving waterway to the pre-development peak 1-year ARI discharge. An Erosion and Sediment Control Plan (ESCP) is prepared by a suitably qualified person that demonstrates: <ul style="list-style-type: none">a) erosion and sediment control practices (including any proprietary erosion and sediment control products) are designed, installed, constructed, operated, monitored and maintained, and any other erosion and sediment control practices are carried out in accordance with local conditions; orb) how stormwater quality will be managed in accordance with an acceptable regional or local guideline so that target contaminants are treated to a design	AO27: Stormwater quality achieves the stormwater design objectives of the Development works Town plan policy.	R27: Complies All construction works will be undertaken in accordance with the relevant stormwater policies.



Performance Outcome/Acceptable Outcomes		Response
objective at least equivalent of this Performance outcome.		
Earthworks		
PO28: Earthworks associated with roads: <ul style="list-style-type: none"> a) maintain the efficiency of the road network; b) do not adversely impact upon residents or road infrastructure; and c) do not obstruct access to the site. 		R28: Not Applicable The proposed development does not involve earthworks associated with roads.
PO29: Development in the Rural zone and Rural residential zone manages soil erosion and sedimentation by: <ul style="list-style-type: none"> a) avoiding land clearing or earthworks in the riparian corridor to a designated stream; b) minimising the extent of disturbance on, or the stabilisation of slopes steeper than 10%; and c) managing and controlling surface drainage by using natural flow paths. 		R29: Complies Although located within the Rural Zone, soil erosion is not deemed an issue on site that would require any works. All training earthworks will be located in a controlled and pre-disturbed area ensuring the impact on soil erosion and sedimentation is voided.
PO30: Any disturbed areas within the site are to be progressively rehabilitated through appropriate earthworks and involve the: <ul style="list-style-type: none"> a) grading and reshaping of the disturbed areas to provide controlled and stable drainage flow paths; b) construction of drainage paths which divert high velocity flows away from disturbed areas; c) re-spreading of stored topsoil stripped from the site prior to commencement of construction works; and d) planting of the disturbed area with native species of grasses, ground covers and trees and placing mulch in between on the surface. 		R30: Alternative Outcome Any earthworks training as part of the proposed development are located in a controlled pre-disturbed area that is not considered to require rehabilitation works.
Land Use and Transport Integration		
PO31: Development: <ul style="list-style-type: none"> a) supports a road hierarchy which facilitates efficient movement of all transport modes; and b) appropriately integrates and connects with surrounding movement networks. 		R31: Complies The proposed development is utilises and maintains access from Flinders Highway being the only available access road.
PO32: Development provides direct and safe access to public passenger transport facilities.	A032: Any through-site pathway connections to public passenger transport facilities are provided in accordance with Austroads guide to road design— Part 6A: Pedestrian and cyclist paths.	R32: Not Applicable The current transport network does not support public passenger transport facilities. Therefore, it is not considered necessary for the proposed development to provide direct access to facilities that do not currently exist.
Road Design		
PO33: Roads providing access to the site are provided, constructed and maintained to a standard which is adequate for the traffic type and volume likely to be generated by the activities on site.	A033: Roadworks are provided in accordance with the requirements of the Development works Town plan policy.	R33: Not Applicable Road works are not proposed as part of this application.
PO34: Street lighting and signs are provided to ensure the safety of both vehicles and pedestrians,	PO34: Street lighting and signage comply with the requirements of the Development works Town plan policy.	R34: Not Applicable Street lighting is not proposed as part of this application.



Performance Outcome/Acceptable Outcomes		Response
and to facilitate access and movement.		
Acoustic and Air Quality		
P035: Utility services and service structures attached to buildings, do not adversely impact on the acoustic or visual amenity of the surrounding area and are: <ul style="list-style-type: none">a) located as far from sensitive land uses, road frontage boundaries and public open spaces as practical;b) acoustically shielded and visually screened so as not to be audible or visible from adjoining and nearby sites, public open spaces and roads.		R35: Complies Any utility services or structures necessary for the proposed development will all be rural in scale and are not anticipated to have any acoustic or visual amenity impact on the surrounding rural, residential and industrial uses.

Appendix 8



CHARTERS TOWERS REGIONAL TOWN PLAN 2020 – REGIONAL INFRASTRUCTURE OVERLAY CODE

Performance Outcome/Acceptable Outcomes		Response
For Accepted Development Subject to Requirements and Assessable Development		
General		
PO1: Development does not increase risk to community health or safety, or the operation and reliability of major regional infrastructure.		R1: Complies The proposed development will not increase risk to community health or safety. This will be achieved by separating the operations from the Ergon's High Voltage Line, the road corridor and railway lin. In addition to this, the size of the proposed allotments is sufficient to ensure that all major infrastructure is. compromised and the proposed uses can function accordingly.
PO2: Development involving a sensitive land use is sufficiently separated from major infrastructure to: <ul style="list-style-type: none"> a) ensure community safety; b) minimise the likelihood of nuisance or complaint; and c) is located, designed and constructed to protect the integrity of the major infrastructure; and d) maintains adequate access for any required maintenance or upgrading of the major infrastructure. 	AO2: Sensitive land uses maintain a setback of at least: <ul style="list-style-type: none"> a) 50m from a transmission substation; b) 20m from any other substation; c) 40m from a Powerlink high voltage corridor; d) 20m from bulk water storage infrastructure; e) 30m from a transmission line equal or greater than 66kV (identified as a major electricity infrastructure on OM6). 	R2: Complies The proposed development will implement a 30 m buffer has to surround Ergon's High Voltage Line. Given the short term accommodation cabins are prefabricated and transportable, further separation from the powerlines can be achieved.
PO3: Other than where they are separated from the infrastructure by a road, buildings are oriented to avoid direct overlooking of major infrastructure or corridors.		R3: Complies Future buildings on site are likely to be orientated away from major infrastructure and corridors to avoid direct sight. It is noted that the short term accommodation cabins are sited between the railway corridor and powerline, however this area features tall trees that will be retained to limit views to either infrastructure.
PO4: Major infrastructure within private land is protected by easement in favour of the service provider.	AO4: Existing easements are maintained and where none currently exist, new easements are created which are sufficient for the provider's requirements.	R4: Alternative Outcome Given the separation proposed between the development and the powerlines, and since the site continues to operation without an easement, it is not considered necessary for an easement to be proposed.



Performance Outcome/Acceptable Outcomes		Response
P05: Where in the building restriction area, development (including any associated permanent or temporary structures landscaping) does not obstruct a clear line of sight between the Tabletop en-route or secondary radar, Very high frequency communication facilities and Satelilite ground station aviation facilities and associated communication satellites.	A05: Where in the building restriction area, development (including any associated permanent or temporary structures landscaping) does not exceed 12m in building height.	R5: Not Applicable The proposed development is not located within a building restriction area.
Electricity Infrastructure (Including Substations)		
P06: Where major electricity infrastructure is located within public open space, the dimensions and characteristics of the open space area are sufficient to accommodate the electricity easement, in combination with compatible recreational facilities and landscaping, so that: <ul style="list-style-type: none"> a) it has an open and expansive character, with landscape design which assists in breaking up the linear and vertical dominance of the infrastructure; b) landscaping is located outside the easement area and substantively screens and softens the appearance of poles, towers or other structures; and c) recreational facilities and landscaping are compatible with the electricity infrastructure, having regard to safety, height, the conductivity of materials and access to the electricity infrastructure by the electricity provider. 		R6: Not Applicable The proposed development does not involve public open space. It is noted however that the siting of proposed buildings are appropriately separated from the powerline the safe operation of electricity infrastructure.
P07: Where major electricity infrastructure is located in a road: <ul style="list-style-type: none"> a) an attractive, functional and safe streetscape is achieved; b) street furniture, planting and lighting are compatible with the electricity infrastructure, having regard to safety, height and the conductivity of materials; c) the reserve has sufficient width to accommodate significant landscaping which assists in screening and softening poles, towers or other structures and equipment from nearby sensitive land uses; d) the clearances required under schedules 4 and 5 of the Electrical Safety Regulations 2002 can be achieved; and e) convenient access to the infrastructure by the electricity provider is maintained. 		R7: Not Applicable The proposed development does not involve major electrical infrastructure within a proposed road.
P08: Development avoids potential noise nuisance from electricity substations.	A08: Noise emissions do not exceed 5db(A) above background noise level at the facia of a building measured in accordance with AS 1055 Acoustics – description and measurement of environmental noise.	R8: Not Applicable The proposed development does not involve electricity substations given the infrastructure on site is existing.
P09: There is sufficient space within the site to establish landscaping which substantively assists in screening and softening poles, towers or other structures and equipment associated with major	A09: A minimum 3m wide densely planted landscaped buffer is provided along the boundary adjoining the major electricity infrastructure, including provision for advanced trees and shrubs	R9: Alternative Outcome Given the rural nature of the property and proposed development, landscaping is not considered appropriate. All vegetation on site will be retained however.



Performance Outcome/Acceptable Outcomes		Response
electricity infrastructure and substations.	that will grow to a minimum height of 10m.	
Reconfiguring a Lot		
PO10: Reconfiguration of lots does not compromise or adversely impact upon the efficiency, functionality and integrity of major infrastructure and services networks.		R10: Not Applicable The proposed development does not involve reconfiguring a lot.
PO11: Lot reconfiguration integrates major infrastructure sites and corridors within the overall layout. Layout and design: <ul style="list-style-type: none"> a) ensures land of sufficient size and suitability is allocated to accommodate the existing and future major infrastructure networks; b) as far as possible, minimises the likely visual prominence of major infrastructure; and c) provides for an interface to surrounding uses that minimises the potential for nuisance (including noise and odour), health and safety concerns. 		R11: Not Applicable The proposed development does not involve reconfiguring a lot.
PO12: Where the reconfiguration involves major electricity infrastructure corridor, the corridor is incorporated within a useable public open space network wherever possible.		R12: Not Applicable The proposed development does not involve reconfiguring a lot.
Operational Works		
PO13: Development within a bulk water storage area is located, designed and constructed to: <ul style="list-style-type: none"> a) protect the integrity of the water supply infrastructure; and b) maintains adequate access for any required maintenance or upgrading work to the water supply infrastructure. 	AO13: Development does not involve works within a bulk water storage infrastructure corridor.	R12: Not Applicable The proposed development does not involve operational works within a bulk water storage infrastructure corridor.
PO14: Earthworks do not restrict access to major electricity infrastructure by the electricity providers, using their normal vehicles and equipment.		R14: Not Applicable The proposed development does not involve earthworks that would restrict access to the existing powerline infrastructure.
PO15: There is no worsening of flooding, drainage or erosion conditions affecting regional infrastructure.		R15: Complies The proposed development is not anticipated to worsen flooding, drainage or erosion conditions for the site. Where machinery and equipment training will be conducted, this is located in an existing disturbed area and outside of flood or environmental hazards.
PO16: Development maintains the clearances required under schedules 4 and 5 of the Electrical Safety Regulations 2002.		R16: Complies Any future development on site will be compliant with the clearances outlined in schedules 4 and 5 of the Electrical Safety Regulations 2002.



Performance Outcome/Acceptable Outcomes		Response
PO17: Earthworks are undertaken in a way which: <ul style="list-style-type: none"> a) ensures stability of the land on or adjoining electricity infrastructure; b) does not otherwise impact on the safety and reliability of the electricity infrastructure; and c) does not restrict the placement or use of the electricity provider's equipment. 	AO17.1: No earthworks are undertaken: <ul style="list-style-type: none"> a) for overhead transmission infrastructure, within 20m of a transmission tower or pole; or b) for overhead distribution infrastructure, within 10m of a tower, pole or stay; or c) for substations, within 10m of a property boundary shared with the substation. 	R17: Complies Although not in an urban area, the site will be appropriately lit to ensure that the site is a safe environment during all operations.
	AO17.2: No earthworks are undertaken, or other loading or displacement of earth caused, within the easement of an underground power line.	
PO18: Other services and infrastructure works (such as stormwater, sewerage, water and the like) do not impact on the safety and reliability of electricity infrastructure.	AO18.1: Underground services are not located within 20m of a tower, pole, stay or substation boundary.	R18: Complies Any other relevant infrastructure or services associated with the development will not disrupt the safety or reliability of the existing powerline infrastructure.
	AO18.2: No valve pits occur within: <ul style="list-style-type: none"> a) for transmission infrastructure, 60m of a tower, pole or stay; or b) for distribution infrastructure, 20m of a tower, pole or stay 	
	AO18.3: Pipelines with cathodic protection systems, comply with part 11 of the Electrical Safety Regulation 2013.	
	AO18.4: Underground services traversing an easement, cross at right angles to the overhead or underground lines.	
	AO18.5: Trenches for services are backfilled to be compacted in 150mm layers to at least 95% modified dry density compaction ratio.	
	AO18.6: Trenches under construction are not left open overnight.	
PO19: Vegetation does not pose a risk to the safety or reliability of electricity infrastructure.	AO19.1: Vegetation planted within an easement of an overhead powerline or, where there is no easement, the area of influence of	R19: Not Applicable The proposed development does not involve planting any vegetation.



Performance Outcome/Acceptable Outcomes		Response
	a powerline has a mature height of no more than 3.5 metres.	
	AO19.2: Vegetation planted within an underground powerline easement does not have a mature root system in >150mm depth and is not located directly over the powerline.	
	AO19.3: Vegetation adjoining easements complies with the clearance dimensions illustrated in the figure below.	
	AO19.4: Planting complies with (as relevant to the infrastructure concerned): <ul style="list-style-type: none">a) Energex's Safe Tree Guidelines; orb) Ergon's Plant Smart brochures; orc) Powerlink's Screening Your Home from Powerlines information sheet and Property and Easements / Landowner information sheets).	