

Report Type: Town Planning Report

Project Title: Funeral Parlour – Application for Ancillary Uses and Caretaker’s Accommodation

Location: 43B Dalgangal Road, Gayndah, Qld, 4625 – Lot 4 SP241998

Local Authority: North Burnett Regional Council

Client: Burnett Country Certifiers
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1 Summary

1.1 Development application details

Proposed development:	Extension to existing funeral services at Burnett Regional Funeral Services and caretaker's accommodation.
Type of approval sought:	Request to Change (Other) Material Change of Use for Funeral Parlour (Ancillary uses) and Caretaker's Accommodation
Site address:	43B Dalgangal Road, Gayndah, Qld, 4625
Real property description:	Lot 4 SP241998
Site area:	1666m ²
Assessment manager:	North Burnett Regional Council
Owner details:	Jenlesley Pty Ltd
Applicant details:	Burnett Country Certifiers

1.2 Planning instrument details

State planning policy:	Nil
Regional plan: Designation:	North Burnett Regional Pan 2014 - urban footprint designation.
Planning scheme:	North Burnett Regional Planning Scheme Version 1.2 3 July 2017
Applicable preliminary/previous approval:	North Burnett Regional Council reference: 5-11
Strategic framework:	Desired environmental outcomes of the North Burnett Regional Planning Scheme are addressed.
Zone:	Centre Zone
Local plan:	
Level of assessment:	Funeral Parlour (Ancillary Uses) Assessable development – impact Caretaker's Accommodation – accepted subject to requirements
Applicable overlays:	Flood hazard overlay
Applicable codes:	The planning scheme, Centre Zone Code, Infrastructure and Operational Work code, building envelope criteria (all zones), Flood Hazard Overlay.

1.3 Referral agencies

Referral requirement	Referral agency and role
Schedule 10, Part 9, division 4, subdivision 2, Table 4, Item 1, Table 4 Material change of use of premises near a State transport corridor or that is a future State transport corridor.	Department of Infrastructure, Local Government and Planning – Concurrence.

2 Introduction

This town planning report will detail a proposal for a Request to Change (Other) for a material change of use to add ancillary uses to an existing Funeral Parlour and Caretaker's Accommodation at 43B Dalgangal Road, Gayndah, Qld – Lot 4 SP241998. The funeral parlour is located on the northern side of the Burnett River, to the north west of Gayndah town centre of Caper Street. The lot has frontage to Dalgangal Road. The subject site is situated within the North Burnett Regional Council local government area and development is assessable against the *North Burnett Regional Planning Scheme 2014 Version 1.2*. Approval was obtained on 25 February 2011, reference 5-11, for a Material Change of Use – Community Orientated Activity (Mortuary Extension) under the superseded planning scheme. Planning approval through a Request to Change (other) is now sought for ancillary uses to the existing Funeral Parlour and Caretaker's Accommodation under the current planning scheme. The proposed ancillary uses include a space for the display of products related to the operation of a mortuary and funeral services including coffins, a reception area, office space and additional storage space.

In accordance with *Zoning Map ZM-014*, the subject site is located in the Centre Zone. The proposed development can be defined in *Schedule 1 Definitions* of the *North Burnett Regional Planning Scheme*:

Funeral Parlour: premises used to arrange and conduct funerals, memorial services and the like but do not include burial or cremation. The use includes a mortuary and the storage and preparation of bodies for burial or cremation.

Does not include: cemetery, crematorium, place of worship.

Caretaker's Accommodation: A dwelling provided for a caretaker of a non-residential use on the same premises.

The level of assessment for ancillary uses for an existing Funeral Parlour in the Centre Zone outlined in *Table 5.5 Centre zone: Development and assessment categories, assessment benchmarks and requirements*, is **assessable development, impact**. The caretaker's accommodation is accepted, subject to requirements.

The report will provide the following:

- Site details, including a site description, identification of surrounding land uses etcetera;
- Development details, describing the proposed material change of use and outlining the statutory framework within which a development application is required, the level of assessment and any referral agencies;
- Assessment of the proposed ancillary uses for the existing Funeral Parlour activity and Caretaker's Accommodation against applicable legislation; and
- A summary of the development application.

3 Existing Situation

3.1 Site description and Locality

The subject site is located on Dalgangal Street, Gayndah, to the north-west of the main street, Copper Street. The land is located on the northern side of the Burnett River. Refer to Figure 1 for aerial views of the subject site. The site is formally identified as 43B Dalgangal Road, Gayndah, Qld, 4625 – Lot 4 SP241998. The current site area is 1,666m².

Site characteristic	Description
Existing land use	Community Orientated Activity (Mortuary Extension) – as per superseded planning scheme and previous approval.
Existing structures	The site currently contains two single storey structures that form an 'L' shape. The structures are positioned in the centre of the site. The older of the two structures contains a preparation room and storage area with a bathroom facility. The extension approved in February 2011 contains a cold room and additional storage space. The existing buildings cover a total of 237.7m ² .
Frontage and access	The land has a 20 metre frontage to Dalgangal Street. Easement B (access easement) is present on the eastern side of the subject site. Easement B is 6 metres wide and is part of Lot 3 SP241998 with access rights to Lot 4 SP241998. Parking is present and a disabled space is available.
Topography and views	The site has relatively flat topography with fall to the south and east.
Existing vegetation	There is a small grouping of established trees on the northern side of the existing buildings. Small shrubs and plants are present at the front of the site in garden beds.
Existing waterways	The Burnett River is approximately 146 metres directly to the south of the subject site.

3.2 Surrounding land uses

The surrounding land uses vary in nature. The land is identified as land for centre zone activities and there are a range of mechanical services in the immediate area. There is also a fuel service station, a veterinary clinic, public open space and residential activities in the immediate area.

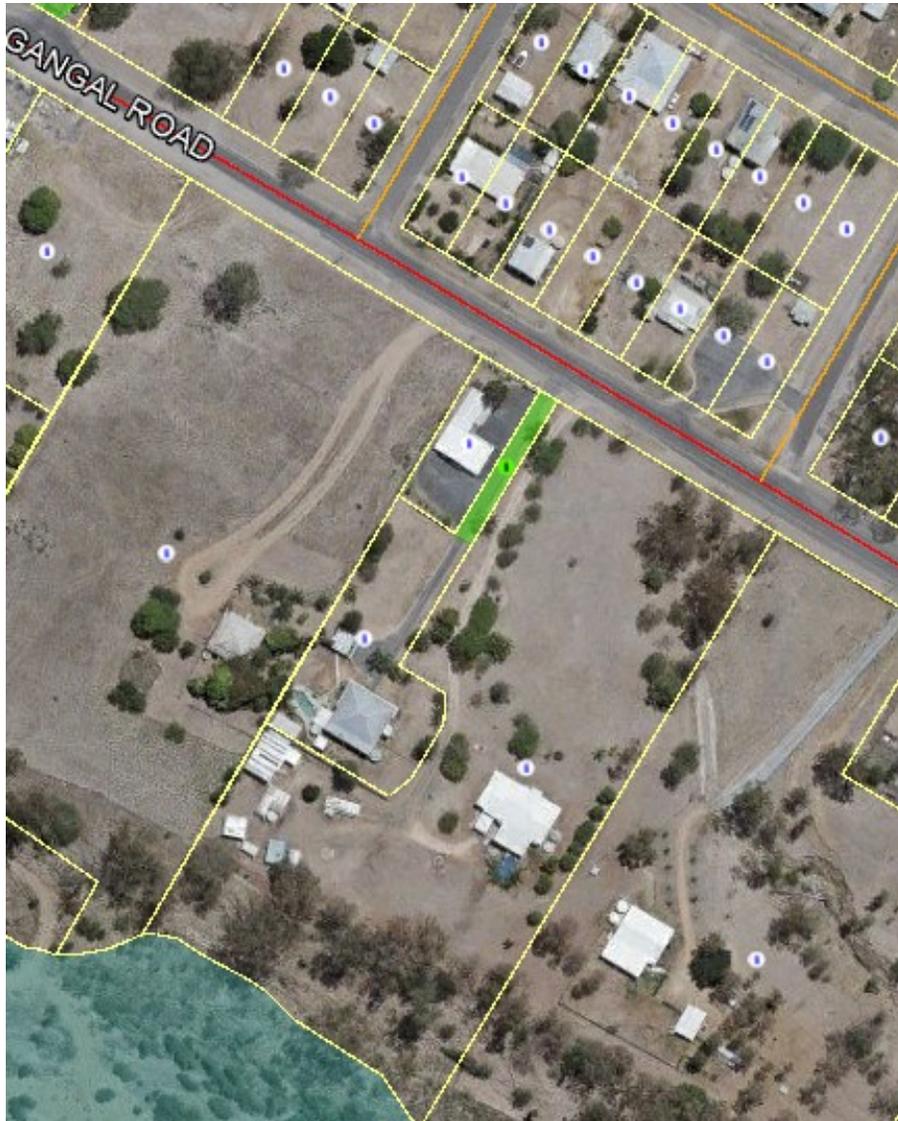


Figure 1: The subject site and surrounding land uses. Note: cadastral data is not current. Source: Google Maps 2017.

4 Proposed Situation

Section 4.1 outlines the type of development proposed for the site and the applicable operational activities.

4.1 Development Concept

The Burnett Regional Funeral Services is seeking to respond to the need for additional storage and office space. The new structure is a Colourbond shed in a rectangular formation with windows or doors on all elevations. The internal areas form an 'L' shape whilst the remainder provides three (3) undercover car parking areas with roller door access to the internal storage area. Other areas within the building include a reception area, a display area and an office. The new structure will have a finished floor level will be at least 300mm above the 2013 flood event. Refer to Appendix 2 for drawings detailing proposed building sizes.

At present, there are approximately three (3) part-time staff/business owners that attend the site. Persons attend the site, via appointment, to arrange funeral services. No services/gatherings are held on the site. Approximately two (2) to three (3) customers visit the site each week. In response to the appointment style site attendance, it is proposed to establish Caretaker's Accommodation at the site. The Caretaker's Accommodation is located on the north western side of the new building with direct access to the external areas. The use of the Caretaker's Accommodation is on a part time basis.

Services including telecommunications and electricity are connecting to the site. Stormwater runoff will be directed to the existing kerb and channel stormwater network. The additional roof area is similar to a small house and is considered to have a negligible impact on stormwater networks or other networks including road networks in the area. Landscaping was undertaken as part of the previous development approval. No additional landscaping is proposed.

Access to the site is by means of the existing driveway crossover and access Easement B. Refuse facilities are present at the site and accessible via Easement B. No changes to the servicing arrangements are proposed.

Material change of use	
Building height	The proposed building height to the top of the portal - 4500mm.
Gross floor area (GFA)	New building – 250.3m ² ; New covered parking – 81.3m ² ; Total new area – 331.6m ² ; Existing building – 237.7m ² ; Total area – 569.3m ² . Caretaker's Accommodation: 76.62m ² . Total area minus Caretaker's Accommodation: 519.68m ² .
Non GFA site use area	1,096.7m ²
Site coverage	Total site coverage: 34.1%
Car parking	There are currently six (6) car parking spaces and one (1) disabled space. An additional three (3) undercover car parking spaces are proposed. One (1) of the six (6) spaces will be allocated for the caretaker.
Site access	Access to the site is via access Easement B.
Proposed lots	Lot 4 SP241998 is the primary lot with additional land to be sourced from Lot 3 SP241998.
Proposed servicing arrangements	Vehicles primarily access the site are employees, customers or the caretaker. There is sufficient space for hearses to access the site.

5 Legislative Situation

The following sections will examine the legislative situation for ancillary activities for an existing Funeral Parlour.

5.1 State Planning Framework – the Planning Act 2016

Development in Queensland is regulated by two pieces of legislation, the *Planning Act 2016* (PA) and the *Planning Regulation 2017* (PR). Development is considered to encompass any of the following:

- a) *Carrying out*
 - i. *building work; or*
 - ii. *plumbing or drainage work; or*
 - iii. *operational work; or*
 - b) *Reconfiguring a lot; or*
 - c) *Making a material change of use of premises.*
- Planning Act 2016 Schedule 2 Definitions*

In accordance with the *Planning Act 2017*, a Material Change of Use is defined as follows:

material change of use, of premises, means any of the following that a regulation made under section 284(2)(a) does not prescribe to be minor change of use—

- a) *The start of a new use of the premises;*
- b) *The re-establishment on the premises of a use that has been abandoned; or*
- c) *A material increase in the intensity or scale of the use of the premises.*

Planning Act 2016 Schedule 2 Definitions

It is considered that the proposed development is a material increase in the intensity and scale of the use of the premises. The application is additional seeking to make a change application for the existing development approval. *Chapter 3 Subdivision 2 Changes after appeal period* of the *Planning Act 2016*, discusses making a change application, after the appeal periods. Section 79 outlines the requirements for a change application:

79 Requirements for change applications

- (1) *A change application must be—*
 - (a) *made in the approved form; and*
 - (b) *accompanied by—*
 - a) *the required fee; and*
 - b) *for an application for a minor change—a copy of any pre-request response notice for the application; and*
 - c) *to the extent the application relates to premises, other than excluded premises, of which the applicant is not the owner—the written consent of the owner of the premises to the change application.*

The proposal is not for a minor change thus *Section 82 Assessing and deciding application for other changes* is applicable. The following sections are applicable to this development application:

- (2) *For administering the change application, and assessing and deciding the change application in the context of the development approval, part 2, division 2 and part 3, other than sections 51, 63 and 64(8)(c), and the development assessment rules, apply—*
 - a) *as if—*
 - (i) *the responsible entity were the assessment manager; and*
 - (ii) *the change application were the original development application, with the changes included, but was made when the change application was made; and*
 - b) *with necessary changes.*

And

- (4) *To remove any doubt, it is declared that the following matters apply, only to the extent the matters are relevant to assessing and deciding the change application in the context of the development approval—*
 - a. *the assessment benchmarks;*
 - b. *any matters a referral agency must, may, or may only assess the application against or have regard to under section 55(2);*
 - c. *any matters the assessment must have regard to under section 45(3) or (5);*
 - d. *any other relevant matters under section 45(5)(b).*

This application will therefore be for development approval for an application for 'other' changes and will be assessed as per Section 82 of the Planning Act 2016.

6 Planning Assessment

Section 6 will inspect the establishment of ancillary uses for the existing Funeral Parlour and the Caretaker's Accommodation for compliance against elements identified in the PA and the PR as applicable.

6.1 The Planning Act 2016

The PA identifies relevant material and assessment benchmarks for a development application that is assessable development, impact. As per *Section 45 of the Planning Act 2016*:

(5) *A impact assessment is an assessment that —*

(a) *must be carried out -*

(i) *against the assessment benchmarks in a categorising instrument for the development; and*

(ii) *having regard to any matters prescribed by regulation for this paragraph; and*

(b) *may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

Examples of another relevant matter —

- *A planning need*
- *The current relevance of the assessment benchmarks in the light of changed circumstances*
- *Whether assessment benchmarks or other prescribed matters were based on material errors*

In accordance with the *Planning Regulation 2017* as referred above:

30 Assessment benchmarks generally—Act, s 45

(1) *For section 45(3) (a) of the Act, the code assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.*

(2) *Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—*

(a) *the assessment benchmarks stated in—*

(i) *the regional plan for a region; and*

(ii) *the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*

(iii) *a temporary State planning policy applying to the premises;*

a) *if the local government is an infrastructure provider—the local government's LGIP.*

(3) *However, an assessment manager may, in assessing development requiring code assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.*

Sections 6.1.1 to 6.1.4 will provide assessment of the proposed development against the identified relevant matters.

In addition to relevant material, when assessing and deciding applications, in accordance with Chapter 3, Part 3, Division 1, Section 54 (1) of the PA, an applicant must, within the specified timeframes under the development assessment rules, give a copy of the application to each referral agency. A referral agency for a development application is 'the person prescribed by regulation as a referral agency for applications of that type (*Section 54 2(a) PA*). Schedules 9 and 10 of the PR prescribe for section 54(2) (a) of the PA the referral agency for development applications stated in the schedules (Part 4, Division 3, Section 22 (1) (a)). Section 6.1.5 will examine the PR to identify if there are any referral agencies that require a copy of this application.

6.1.1 Regional Plan – Wide Bay Burnett Regional Plan

The subject site is located within the *Wide Bay Burnett Regional Plan*. The minister has identified that the *Wide Bay Burnett Regional Plan* has been integrated into the *North Burnett Regional Plan 2014*.

6.1.2 State Planning Policy

State Planning Policies (SPP) have been developed to protect the 'natural environment and allow for communities to grow and prosper'. In accordance with *Part 2 State planning provisions*, section 2.1 *State planning policy*, the minister has identified that the state planning policy has been integrated into the *North Burnett Regional Plan 2014*.

6.1.3 Temporary State Planning Policies

Nil.

6.1.4 The Categorising Instrument – North Burnett Regional Planning Scheme 2014

The subject site is located within the North Burnett Regional Council local government area and development is assessable against the *North Burnett Regional Planning Scheme 2014 Version 1.2*. In accordance with *Zoning Map ZM-014*, the subject site is located in the Centre Zone (Figure 3). The proposed development can be defined in *Schedule 1 Definitions* of the Scheme:

Funeral Parlour: *premises used to arrange and conduct funerals, memorial services and the like but do not include burial or cremation. The use includes a mortuary and the storage and preparation of bodies for burial or cremation.*

Does not include: cemetery, crematorium, place of worship.

Caretaker's Accommodation: *A dwelling provided for a caretaker of a non-residential use on the same premises.*

A Funeral Parlour in the Centre Zone is assessable development, as per *Table 5.5 Centre zone: Development and assessment categories, assessment benchmarks and requirements*. Within the assessable development category, the level of assessment for a Funeral Parlour is not listed and is therefore Impact Assessable. An Impact Assessable application is assessable against the Planning Scheme. The following assessment benchmarks are addressed in Appendix 1:

1. The planning scheme including
 - a. Centre zone code;
 - b. Infrastructure and operational work code;
 - c. Building envelope criteria (all zones).

The Caretaker's Accommodation is identified as accepted subject to requirements. The Assessment benchmarks and requirements are identified as follows:

- Centre zone code acceptable outcomes – AO6.1; AO6.2, AO6.3, AO7.1, AO7.2.

The following overlay codes are noted in the Scheme:

- Bushfire hazard overlay code;
- Flood hazard overlay code;
- Infrastructure overlay code; and
- Natural features or resources overlay code.

The site is identified in *Overlay Map Flood Hazard – Gayndah Sheet 15 of 15* to be located within the natural hazard management area (flood) defined floor event (January 2013 flood) area (Figure 4). The overlay does not affect the level of assessment. The Flood hazard overlay code is addressed in Appendix 1.



Figure 2: Surrounding land use zones. Blue – Centre Zone; Green with pink – Rural/Intensive Agricultural Precinct; Brown – General residential. Source: Zoning Map ZM-014; *North Burnett Regional Planning Scheme 2014 Version 1.2*.

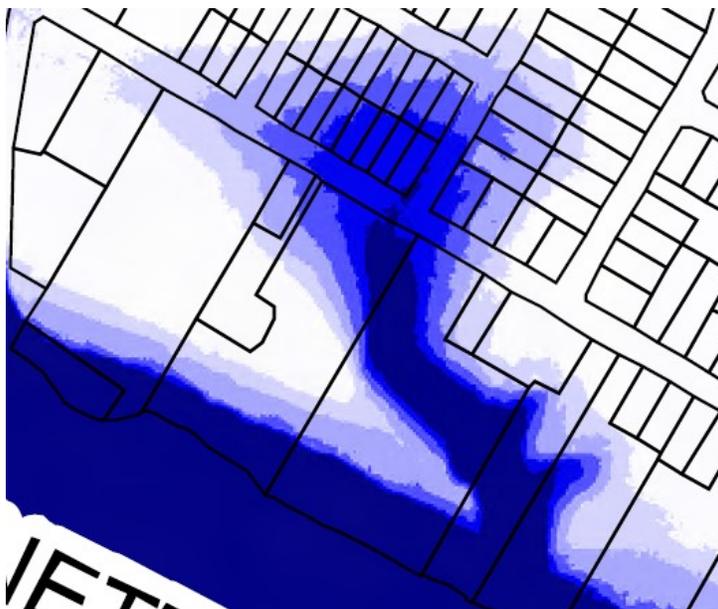


Figure 3: Overlay Map Flood Hazard – Gayndah Sheet 15 of 15. Source: *North Burnett Regional Planning Scheme 2014 Version 1.2*

6.1.5 The Planning Regulation 2017

In addition to local planning requirements, the Department of Infrastructure, Local Government and Planning’s *State Assessment and Referral Agency (SARA)* have interests pertaining to the proposed development. The land is adjacent to Dalgangal Road, a state-controlled road, on the northern side of the lot. In accordance with Schedule 10, Part 9, division 4, subdivision 2, Table 4, Item 1 of the PR (Table 1), a referral is required to SARA. Item 4 identifies that the matters the referral agency’s assessment must be against are the *State Development Assessment Provisions*. The following codes are applicable where the application is a standard application:

- If near a state controlled road or future state controlled road: State code 1: Development in a state-controlled road environment.

State Code 1 is addressed in Appendix 1.

Table 1

Table 4—Material change of use of premises near a State transport corridor or that is a future State transport corridor	
Column 1	Column 2
1 Development application requiring referral	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— <ul style="list-style-type: none"> (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— <ul style="list-style-type: none"> (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection

6.1.5.1 Grounds for Planning approval

The following section identifies areas where the proposed development is in conflict with the planning scheme and provides grounds for approval.

Table 6: Conflicts with the planning scheme

Ref.	Planning provision	Conflict and grounds for approval despite the conflict
1	<p>AO4.1 Development ensures that buildings used for passenger vehicle storage have a trafficable access to a public road during a 5 per cent AEP flood event.</p> <p>PO4 Development siting enables vehicular access in the event of a flood.</p>	<p>The new structure can be located outside of the inundation zone however; access to the site will remain in the inundation zone. The customers to the Funeral Parlour visit by appointment and therefore, it is not considered that access is an issue for this component of the application. Caretaker's accommodation is proposed as part of this application... Flood free access is not available to the subject site as the full frontage of the lot is identified as an area of inundation. The caretaker's accommodation is however, flood free as is a portion of the land behind the new structure. The finished floor level will be at least 300mm above the 2013 flood event. The use of the caretaker's accommodation is only on a part time basis The development is considered to meet the purpose and overall outcomes of the Flood hazard overlay code:</p> <ul style="list-style-type: none"> (a) the siting and design of development maintains or increases safety and comfort for people and property during flood events; and, (b) uses and works minimise the potential for property damage due to flooding. <p>The new structure will provide a flood free structure for the Funeral Parlour and enable a caretaker's residence to be provided in a flood free zone. Furthermore, the application can meet the desired environmental outcome for natural environment and sustainability:</p> <ul style="list-style-type: none"> 3. Climate change and climate-responsive design— (b) Risk-averse strategies remove or minimise exposure to natural hazards, provide community protection and resilience, and enable further growth in a sustainable and effective manner <p>The establishment of a new structure on flood free land minimises the exposure of the current buildings to natural hazards, despite the lack of flood free access. As the use of the Funeral Parlour and the caretaker facilities are on a part time basis, the site can be evacuated well prior to any flood event. It is considered that there are therefore, grounds for approval despite conflict with the planning scheme.</p>
2	<p>AO7.2 Residents have exclusive use of private open space either— at ground level, at least 35m² in area, having a minimum dimension of three metres, and directly accessible from the caretaker's accommodation; or above ground level, consisting of a balcony at least 8m² in area, having a minimum dimension of two metres, and directly accessible from a living room.</p> <p>PO7 Caretaker's accommodation provides an acceptable level of amenity, privacy and comfort suitable for long-term habitation.</p>	<p>Exclusive space has not been allocated. Exclusive space is not considered to be required as visitation to the site is via appointment only. Thus, the outdoor areas are private with the exception of pre-arranged meetings. It is considered that the hours of operation and the part-time usage of the Caretaker's Accommodation justify the response to outdoor space requirements.</p>

7 Conclusion

The application is seeking to establish ancillary uses for an existing Funeral Parlour and Caretaker Accommodation at 43B Dalgangal Road, Gayndah, Qld, 4625 – Lot 4 SP241998. The existing operational activities and processes including attendance to the site by appointment and anticipated customers are expected to remain at current levels. Access to the site is by means of an existing access easement and driveway crossover. Infrastructures including telecommunications, sewer and water services are available at the site. The site is partially affected by the flood hazard overlay, including access. The finished floor level will be at least 300mm above the 2013 flood event. The use of the site part time, by the Funeral Parlour and the Caretaker's accommodation will result in the ability to evacuate the site in advance during a flood event. It is considered that despite conflict with the Flood Overlay Code, the application can meet the requirements of the overall performance outcomes and desired environmental outcomes.

8 Appendix 1 – Development Codes

8.1 Part 3 Strategic framework

The following sections address the strategic framework of the 2014 North Burnett Town Planning Scheme.

Table 3.3.1—Natural environment and sustainability—elements and specific outcomes

3.3.2 Elements	3.3.3 Specific outcomes	Comments
(1) The natural environment and biodiversity—conserving or protecting the natural environment, including but not limited to its biological diversity, ecological integrity, and natural assets, is essential for sustaining a healthy and prosperous North Burnett.	<p>(a) Biological and ecological systems remain healthy and support the health of residents and users.</p> <p>(b) Viable terrestrial and riparian habitat corridors and networks remain intact.</p> <p>(c) The region's natural assets and biodiversity, generally in those areas identified on Strategic Framework Map SF-001, remain undisturbed, including—</p> <ol style="list-style-type: none"> I. protected areas under the Environmental Protection and Biodiversity Conservation Act 1999 (Cwth); II. protected area estates under the Nature Conservation Act 1992 including the region's National Parks; and III. environmentally significant areas outside the conservation estates, such as those in localities like Aranbanga, Brovinia, Cania, Hawkwood and West Eidsvold. 	<p>a. Complies - The proposed extension to the existing Funeral Parlour is not anticipated to have an impact on biological or ecological systems.</p> <p>b. Complies - No removal of vegetation is proposed.</p> <p>c. Complies - No removal of vegetation is proposed.</p>
(2) <i>Waterways, wetlands, catchments, stormwater and flood plains</i> —perform important functions, including aiding in water filtration, biological productivity, wildlife habitat, water storage and are therefore important to the future environmental health and human settlement.	<p>a) Areas that have environmental significance, including but not limited to riparian and wetland ecosystems, regulated vegetation under the <i>Vegetation Management Act 2009</i>, and those places generally shown on Strategic Framework Map SF-001 as 'Waterbody, waterway and wetland', retain their physical condition, ecological health and environmental values.</p> <p>b) River systems, groundwater, wetlands and other natural water resources remain undisturbed.</p> <p>c) Drinkable water supply catchments remain free of incompatible land uses that would otherwise compromise water quality.</p>	<p>(a) Complies - The site is not identified to have areas of environmental significance.</p> <p>(b) Complies - No changes to river systems, groundwater wetland etcetera are proposed.</p> <p>(c) Complies - The use is not anticipated to compromise water quality.</p>
3) <i>Climate change and climate-responsive design</i> —Climate change and the prospect of increased occurrences of major natural disasters is an important consideration for future growth and development.	<p>(a) Compact and walkable communities will minimise the—</p> <ol style="list-style-type: none"> (i) consumption of energy from non-renewable sources; and (ii) the generation of greenhouse gases. <p>(b) Risk-averse strategies remove or minimise exposure to natural hazards, provide community protection and resilience, and enable further growth in a sustainable and effective manner.</p> <p>(c) Self-sufficient and renewable utilities and infrastructure service non-urban areas.</p>	<p>(a) Complies - The land is located within the Centre zone and is infill development, minimising the extension of the centre zone activities.</p> <p>(b) Complies – the new structure can be located on the section of the site that is above the flood level or inundation level. The use of the Funeral Parlour and the Caretaker's accommodation is on a part time basis.</p> <p>(c) Not applicable - The area is an urban area.</p>
(4) Environmental health—minimising or avoiding emissions by separating industrial activities from sensitive or natural environments will provide	<p>a) Urban and rural environments avoid conflicts between uses that generate harmful air, noise and odour emissions and sensitive land</p>	<p>a) Complies - The use has not and is not anticipated to generate harmful air, noise or odour emissions.</p> <p>b) Complies - The use has not and is</p>

acceptable standards of environmental health.	b) Individuals and communities have healthy and safe environments that enable wellbeing and create a pleasant environment.	not anticipated to generate harmful air, noise or odour emissions.
(5) <i>Regional landscapes and scenic amenity</i> —are important to the future appeal and lifestyle of the region and deserve protection.	a) Landscapes that have significant aesthetic and scenic amenity value retain these values. b) The North Burnett retains the visual appeal and scenic amenity values of natural areas, escarpments and elevated areas, farmland, and town 'entrances'.	a) Complies - The extension involves the construction of a shed. No changes to topography or vegetation are proposed. Landscaping of the site was completed as part of the existing development approval. b) Complies - No changes to the vegetation or natural areas are proposed.

Table 3.4.1—Strong rural economy and futures—elements and specific outcomes

3.4.2 Elements	3.4.3 Specific outcomes	Comments
(1) <i>Economic strength and diversity</i> —an increase in the health and diversity of rural business and industry will contribute to the region's economic resilience.	a) The expansion of the region's rural production base creates a diverse rural sector. b) New rural-based industries and on-farm value-adding facilitates diversification of rural activities without diminishing the value of agricultural production. c) Non-farming activities avoid conflict with farming operations and productive rural land—in locations that enable growth, innovation and the economic viability of the agricultural production sector. d) On-farm accommodation enables rural workers to reside close to employment. e) The principal towns have adequate accommodation for itinerant rural workers. f) Cottage industries establish in diverse situations, enabling residents to commence low-scale businesses with minimal setup costs or risks.	a) Not applicable – the land is not agricultural land. a) Not applicable – The use is not a rural based industry. b) Not applicable – The land is not agricultural nor is the land adjacent to agricultural uses. c) Not applicable – The primary use is not a residential use. d) Not applicable – The primary use is not a residential use. e) Not applicable – The use is not a cottage industry.
(2) <i>Agriculture</i> —successful agricultural production remains critical to the future sustainability of the North Burnett.	a) Unless there is an overriding need in terms of public benefit and no suitable alternative exists, agricultural land remains available for cropping in appropriate lot sizes and facilitates a range of viable rural productive enterprises that are suited to the local soil and climatic conditions. b) The natural resources necessary for a competitive rural sector remain available. c) Rural areas remain free of land uses that would otherwise conflict and interfere with rural production.	a) Not applicable – the land is not agricultural land. b) Not applicable – the land is not agricultural land. c) Not applicable – the land is not agricultural land.
(3) <i>Infrastructure</i> —appropriate levels of infrastructure and associated services are essential ingredients in securing the future of the North Burnett Region.	a) The timely provision of infrastructure and services enhances linkages with rural sector markets and service providers and facilitates a prosperous rural sector. b) Strategic infrastructure operates without interference from inappropriate nearby development. c) Towns and villages have appropriate levels of infrastructure and associated services.	a) Not applicable – the land is not located in the rural zone or is a rural sector activity. b) Complies – all necessary infrastructures are present at the site. c) Complies – all necessary infrastructures are present at the site
(4) <i>Rural industry</i> —the growth of economic activity that value-adds to rural production will improve the North Burnett's prosperity.	a) Rural industries contribute to the region's economic sustainability. b) Supplementary industries that are associated with rural land uses	a) Not applicable – the use is not a rural industry. b) Not applicable – the use is not a rural industry.

	increase diversity and improve resilience of the rural sector.	
(5) <i>Tourism and ecotourism</i> —encouraging and facilitating tourism, especially ecotourism using the natural assets will deliver economic and social benefits for the North Burnett Region.	<ul style="list-style-type: none"> a) The North Burnett Region is a competitive domestic tourist destination where sustainable tourism opportunities improve economic diversity. b) New ecotourism ventures, especially those that have strong connections to the North Burnett's natural assets or to associated food, arts and culture, increase diversity and improve resilience. c) Visitor accommodation establishes in a diverse range of styles, forms and locations. d) Tourist attractions and accommodation, establish where they do not detract from rural production, scenic amenity or town character. e) The location of low-impact, naturebased tourist attractions avoids adverse impacts on biodiversity or scenic amenity. f) Eco-friendly infrastructure in protected areas integrates harmoniously with natural and cultural values. 	<ul style="list-style-type: none"> a) Not applicable - the use is not a tourist activity. b) Not applicable - the use is not a tourist activity. c) Not applicable - the use is not a tourist activity. d) Not applicable - the use is not a tourist activity. e) Not applicable - the use is not a tourist activity. f) Not applicable - the use is not a tourist activity.
(6) <i>Forestry</i> —and industries associated with it contribute to the region's economy.	<ul style="list-style-type: none"> a) Forestry resources remain accessible and protected from incompatible development that may compromise productivity. b) Forestry industries co-exist in areas of environmental significance and operate in a sustainable manner while preserving biodiversity. c) Rural areas allow for the establishment of alternate industries such as agriforestry. 	<ul style="list-style-type: none"> a) Not applicable – the application will not affect forestry resources. b) Not applicable – the application will not affect forestry resources. c) Not applicable – the application will not affect forestry resources.
(7) <i>Extractive and mineral resources</i> —are required for sustaining growth and development with minerals and construction materials, both in and outside the region, but need appropriate management to avoid detrimental impacts on the amenity and health of communities.	<ul style="list-style-type: none"> a) Areas containing extractive and mineral resources remain available for extraction or mining consistent with demonstrated overriding need in the public interest. b) Uses incompatible with mining or extractive industries do not locate close to mineral or extractive resources or their associated haul routes. c) Towns and villages have a buffer of at least 5 km separating them from potential or existing mines or major extraction areas. 	<ul style="list-style-type: none"> a) Not applicable – the site does not contain extractive and mineral resources. b) Not applicable – the site does not contain extractive and mineral resources. c) Not applicable – the site does not contain extractive and mineral resources.

Table 3.5.1—Community strength and wellbeing—elements and specific outcomes

3.5.2 Elements	3.5.3 Specific outcomes	Comments
(1) <i>Strong and healthy communities</i> —an increase in the health and diversity of rural business and industry will strengthen and sustain North Burnett's economy and enhance economic ties to coastal regions.	<ul style="list-style-type: none"> a) State agencies remain in the region to maintain strong employment presences and services in the principal centres. b) The following economically-significant locations contribute to regional prosperity— <ul style="list-style-type: none"> (i) the centres of principal towns; (ii) agricultural areas; (iii) tourist and regional recreation destinations such as Lake Paradise and Lake Cania; (iv) State-controlled roads, such as the Burnett and Isis Highways, and other major connecting roads; and, (v) aerodromes and adjacent aviation activities. c) Individuals and communities enjoy a 	<ul style="list-style-type: none"> (a) Not applicable – the application is not for a state agency. (b) Complies – the funeral services provided by the Funeral Parlour service the district centre of Gayndah and the broader North Burnett region. (c) Complies – the use is not anticipated to have adverse impacts on air, noise or odour. (d) Complies – the extension of the use utilises the state-controlled road network to provide convenient access for customers and reduce impacts on smaller local road networks. (e) Not applicable. (f) Not applicable.

	<p>pleasant and healthy environment, free of the adverse impacts of air, noise and odour emissions.</p> <p>d) Networks of roads, pathways, green spaces and open areas strengthen opportunities for employment, social interaction and enhance access to existing community facilities, improve amenity and augment recreational sporting facilities.</p> <p>e) Walking, cycling and sporting facilities enable a healthy and sustainable lifestyle.</p> <p>f) Public parkland and open spaces—</p> <ul style="list-style-type: none"> (i) are easily accessible, (ii) are well designed and fit for meeting specific community needs; and, (iii) facilitate social interaction, physical activity and recreation. 	
(2) <i>Social infrastructure</i> —the North Burnett's health, education, cultural and recreational facilities should promote well-being, social interaction and a sense of community.	a) The North Burnett has an equitable distribution of social infrastructure so that the majority of the population has reasonable access to health and education facilities and services.	a) Not applicable – the application is not for social infrastructure.
(3) <i>Safe communities</i> —minimising or eliminating risks to people's safety and property arising from crime and naturally occurring hazards is a priority for the North Burnett.	<p>a) Infrastructure for transport and delivering electricity, gas, or oil operates safely at minimal risk to people and the environment.</p> <p>b) Prevent inappropriate forms of development in areas that are subject to flooding, bushfire, and landslip.</p> <p>c) Intensive use of land occurs only in locations where there is limited exposure of people, property, community infrastructure and the natural environment to natural hazards such as flooding, bushfires and landslips.</p> <p>d) The configuration and design of buildings and public spaces, including streets and parks, discourages crime and increases personal safety.</p>	<p>a) Complies – no additional access points are proposed to the existing Funeral Parlour. Impact on transport is expected to be negligible.</p> <p>b) Complies – the development can be located on an area of the site that is above the inundation/flood zone area. The finished floor level will be at least 300mm above the 2013 flood event.</p> <p>c) Not applicable – the use is not considered an intensive land use.</p> <p>d) Complies – it is proposed to include a caretaker's accommodation to encourage passive surveillance of the site and surrounding areas.</p>
(4) <i>Cultural heritage</i> —conserving the heritage and character values of the Region strengthens the community's connection with and understanding of the past.	<p>(a) The North Burnett conserves and enhances architectural, cultural, biodiversity, spiritual, historic, scientific, natural and social heritage values of buildings and places.</p> <p>(b) The cultural heritage values that are characteristic or unique to particular localities provide a strong foundation for tourism and other economic activity.</p> <p>(c) The physical environment conserves those elements that contribute to the identity of towns, streetscapes and landscapes.</p>	<p>(a) Complies – the development is considered infill development and is not located on a greenfill site or cultural heritage site.</p> <p>(b) Not applicable.</p> <p>(c) Complies – the extension is located to the rear of existing buildings, maintaining the existing streetscape.</p>
(5) <i>Housing diversity</i> —choice in housing type, tenure, location and cost enables residents to remain in their communities as they move through their life cycle.	<p>(a) The region provides a diverse mixture of housing with a comprehensive choice in type, tenure, value and character.</p> <p>(b) Social housing, located in the more accessible parts of the region, integrates well with other housing forms and tenures.</p> <p>(c) The provision of social housing (public housing and housing through community-based, not-for-profit entities and housing co-operatives) is adaptive and meets the needs of residents.</p>	<p>(a) Complies – the application includes the provision of caretaker's accommodation.</p> <p>(b) Not application – the application is not for social housing.</p> <p>(c) Not applicable – the application is not for social housing.</p>

Table 3.6.1—Settlement pattern—elements and specific outcomes

3.6.2 Elements	3.6.3 Specific outcomes	Comments
(1) <i>Settlement pattern</i> —the region's towns, villages and associated rural lifestyle areas provide housing, services and venues for civic activities and	<p>(a) The region's settlement pattern is generally consistent with Strategic Framework Map SF-001.</p> <p>(b) New urban housing and business</p>	(a) Complies – the land is located in Gayndah, the district centre. The extension to the existing Funeral Parlour will service Gayndah and

<p>recreation.</p>	<p>activity occurs on existing urban land in preference to the expansion of the existing urban area, especially in Eidsvold, Gayndah and Mt Perry.</p> <p>(c) Existing town areas attract increased densities to make better use of urban land and its associated infrastructure and services.</p> <p>(d) Town centres thrive as the most accessible and convenient places for business, retail, government, and community transactions.</p> <p>(e) Industrial development locates with minimal impediment where—</p> <p>(i) there are significant clusters of industrial and similar activities;</p> <p>(ii) good access for employees and freight transport is available; and,</p> <p>(iii) buffer areas or adequate separation between industry and nearby sensitive land uses avoid land use conflict.</p> <p>(f) Extractive industry, High impact industry, and Special industry locate outside town areas while Low impact industry, Medium impact industry, and Service industry establish within the Industry Zone within towns.</p> <p>(g) Rural residential areas—</p> <p>(i) provide lifestyle choice in close proximity to services and infrastructure provided by the principal towns—within 10km;</p> <p>(ii) do not conflict with surrounding land uses;</p> <p>(iii) do not place unplanned demands on infrastructure networks; and,</p> <p>(iv) are consistent with the character of the area.</p> <p>(h) Sensitive land uses do not locate where there may be conflict with existing or future industrial activities.</p>	<p>the surrounding areas.</p> <p>(b) Not applicable – the application is not for new urban housing.</p> <p>(c) Complies – the development is considered 'infill' development.</p> <p>(d) Complies – the use is located in the centre zone, providing accessibility, and convince by locating and expanding the district centre for those seeking funeral services.</p> <p>(e) Not applicable – the application is not for an industrial development.</p> <p>(f) Not applicable – the application is not for an industry listed.</p> <p>(g) Not applicable – the land is located in the centre zone.</p> <p>(h) Not applicable – the use is not considered a sensitive land use.</p>
<p>(2) <i>Strong network of centres</i>—the location of services, employment, recreation and infrastructure can make a significant difference to the efficient functioning of the region for the long-term, especially in relation to making good use of existing infrastructure and services.</p>	<p>(h) The North Burnett's principal towns are the hubs of economic activity for their surrounding rural communities.</p> <p>(i) Gayndah, as the North Burnett's 'District Centre', is the region's focus for attracting and accommodating growth.</p> <p>(j) Biggenden, Eidsvold, Monto, Mount Perry and Mundubbera, as local centres, continue to grow, attracting additional residential, business, industry, and community uses.</p> <p>(k) Urban growth occurs where it—</p> <p>(iv) provides the best overall level of accessibility and convenience for residents, businesses and visitors; and,</p> <p>(v) ensures a positive rate of return on the North</p>	<p>(a) Complies – the Funeral Parlour provides funeral services to the immediate and broader community including the rural communities.</p> <p>(b) Complies – the extension to the existing Funeral Parlour is proposed for Gayndah, promoting the area as the District Centre.</p> <p>(c) Not applicable—the subject site is located in Gayndah.</p> <p>(d) Not applicable – the application is not for the expansion of the urban area.</p>

	Burnett's investment in infrastructure.	
(3) <i>Urban form</i> —the relationship between the different elements of a town and its place in the region, including its shape and intensity, can make a difference to the experience of residents and visitors.	<p>(a) The region's settlements are compact, efficient and provide a high overall level of accessibility and convenience.</p> <p>(b) Strong and vital employment areas, including commercial and industrial districts, locate conveniently in relation to their workforces and markets.</p> <p>(c) The centres of the principal towns attract and accommodate a diverse mix of uses.</p> <p>(d) Alternative housing options are located within the existing settled areas, for example dual occupancy and secondary dwellings.</p>	<p>(a) Complies – the development is occurring within an existing centre zone, consolidating existing development.</p> <p>(b) Complies – the expansion of the existing Funeral Parlour is located in the centre zone.</p> <p>(c) Complies – the Funeral Parlour provides the sole funeral services in the area.</p> <p>(d) Complies – caretaker's accommodation is proposed. This is considered a housing alternative.</p>
(4) <i>Broad hectare land supply</i> —an adequate supply of land suitable for urban development is necessary for the market to provide a developed land 'product'.	<p>(a) Adequate 'broad hectare' or 'greenfield' land is available, in appropriate locations within or adjacent to each of the North Burnett's principal towns, accommodating the region's growth for the next 20 years.</p> <p>(b) Urban expansion occurs in identified growth areas when there is a community need for a town to grow outside its current boundary.</p> <p>(c) Land uses locate where there is appropriate capacity in infrastructure networks.</p> <p>(d) Residential expansion occurs where there is cost-effective access to physical and community infrastructure.</p>	<p>(a) Not applicable – the application is not on or for the development of a Greenfield site.</p> <p>(b) Not applicable – the application is not for urban expansion.</p> <p>(c) Complies – the use is located within an existing centre zone where infrastructure is available.</p> <p>(d) Not applicable – the application is not for residential expansion however, caretaker's accommodation is available. All necessary infrastructures are currently available to the site.</p>

Table 3.7.1—Infrastructure, services and facilities—elements and specific outcomes

3.7.2 Elements	3.7.3 Specific outcomes	Comments
(1) <i>Key infrastructure sites and corridors</i> — such as Paradise Dam, gas pipelines, or power transmission lines are important economic assets for maintaining a contemporary standard of living and community wellbeing.	<p>(l) Land uses minimise or avoid conflicts with strategic economic infrastructure used to deliver electricity, gas, oil or telecommunication services.</p> <p>(m) Corridors for accommodating infrastructure networks operate free of interference from potentially incompatible land uses.</p>	<p>(a) Complies – there are no conflicts with identified infrastructure.</p> <p>(b) Complies – the development is not anticipated to have any impact on infrastructure including the state-controlled road network as access arrangements were established as part of the previous development approval.</p>
(2) <i>Wastewater management and recycling</i> — appropriate wastewater management and sewerage services are important to meet State and community expectations and to protect the natural environment.	<p>(a) The demands of land uses are within the capacity of sewerage networks and are not detrimental to the natural environment.</p> <p>(b) Wastewater treatment facilities operate without interference from inappropriate adjacent development.</p>	<p>(a) Complies – additional bathroom facilities are proposed however, the use is considered to be within the capacity of the sewerage network.</p> <p>(b) Not applicable – the land is not located near a wastewater treatment facility.</p>
(3) <i>Water sources and reticulation</i> —are strategically important to secure raw water supplies and for providing towns with an appropriate level of drinkable water.	<p>(a) The demands of land uses are within the capacity of water supply networks.</p> <p>(b) Water sources remain in their natural state and provide a reliable quality supply.</p>	<p>(a) Complies – additional bathroom facilities are proposed however, the use is considered to be within the capacity of the water supply network.</p> <p>(b) Not applicable – the development does not involve water resources.</p>
(4) <i>Stormwater management</i> —aids water filtration, biological productivity, wildlife habitat, water storage and is therefore important to the future environmental health and human settlement in the North Burnett.	<p>(a) Stormwater management systems minimise adverse impacts on water quality in receiving waters.</p>	<p>(a) Complies – there is a kerb and channel network available to manage stormwater on Dalgangal Road. It is proposed to utilise the existing network.</p>
(5) <i>Information and telecommunications</i> — e-commerce, digital technologies, and telecommunications services are	<p>(a) Businesses, residents and visitors have access to the digital network including telecommunications and high-speed internet.</p>	<p>(a) Complies- telecommunications and internet services and connected to the site.</p>

increasingly important for economic development.		
(6) <i>Transport infrastructure</i> —including road, rail, aviation, cycleways, and pedestrian paths are important to the overall wellbeing and prosperity of communities in the North Burnett.	<ul style="list-style-type: none"> (a) A well-defined and suitable road network enables good connectivity. (b) The form and scale of each principal towns is walkable and encourages active transport. (c) Pedestrian and cycle connections provide links between schools, residential areas, places of employment, parks and recreation facilities. (d) Land uses close to strategic transport corridors and aerodromes avoid adverse impacts on the strategic infrastructure. (e) Existing or future rail corridors retain their safety and operational integrity. 	<ul style="list-style-type: none"> (a) Complies – access to the site is from Dalgangal Road, a state-controlled road. (b) Complies – the use is located in the centre zone. (c) Complies – there is the opportunity to access the site as a pedestrian or cyclist however, access is predominately via appointment and private vehicle. (d) Complies – access to the site is from the state-controlled road network, a strategic transport corridor. (e) Not applicable – there are no existing or future rail corridors adjacent to the site.
(7) <i>Energy</i> —connection to or provision of electricity contributes to well-served communities by access to contemporary services.	<ul style="list-style-type: none"> (a) The North Burnett makes good use of potential renewable energy sources within its region, including solar, wind, geothermal and biomass generation. (b) North Burnett community minimises its consumption of energy from non-renewable sources and reduces its generation of greenhouse gases. (c) Strategic infrastructure for delivering electricity, gas or oil operates without interference from inappropriate development. (d) Self-sufficient, renewable utilities and infrastructure services locations where it is not feasible to connect to infrastructure—some nonurban areas for example. 	<ul style="list-style-type: none"> (a) Not applicable – the application is not for renewable energy sources. (b) Not applicable – the application is not for renewable energy sources. (c) Complies – the use is not anticipated to interfere with electricity, gas or oil infrastructure. (d) Not applicable – the application is not for renewable energy sources.

8.2 Centre Zone Code

6.2.1 Centre zone code

6.2.1.1 Application

- (1) This code applies to development in the Centre zone that is accepted subject to requirements or assessable against the Centre zone code to the extent identified in Part 5 Tables of assessment.

6.2.1.2 Purpose and overall outcomes

- (a) The purpose of the Centre zone code is to provide for a mix of uses and activities.
- (b) These uses include, but are not limited to business, retail, professional, administrative, entertainment, cultural and residential activities.
- (c) Centres are found at a variety of scales based on their location and surrounding uses.
- (d) The local government purpose of the code is to accommodate a mix of uses and activities that complement and reinforce the role of the centres of the principal towns as foci for business, government and community activity.

Purpose and overall outcomes	Comments
<ul style="list-style-type: none"> (e) The purpose of the code will be achieved through the following overall outcomes— <ul style="list-style-type: none"> (a) for land in North Gayndah, the Centre zone— <ul style="list-style-type: none"> (i) provides a secondary role to the core retail, commercial, government, entertainment, and community activities in the town centre focussed on Capper Street premises; (ii) accommodates a mix of activities that do not readily suit a town centre location, including residential, retailing, business, government or community activities; 	<ul style="list-style-type: none"> (a) Burnett Funeral Services are the sole provider of funeral services in Gayndah and also provide services to the broader region. The provision of this service in the centre of Gayndah but outside of the primary town centre provides for a mix of uses and activities in the town. The proposed establishment of ancillary uses for the existing Funeral Parlour is considered a business and retail related activity. As noted above, the service is provided outside of the core town activities but is appropriately located within the identified centre zone.

	<p>(iii) accommodates businesses that rely on the convenience of a highway location or passing trade; and</p> <p>(iv) presents a standard of amenity appropriate to highway exposure;</p>	
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Table 2 Table 6.2.1 – Accepted subject to requirements and assessable development: Centre zone code

Performance outcomes (PO)	Acceptable outcomes (AO)	
For accepted subject to requirements and assessable development		
Effect of use		
<p>PO1 Non-residential uses protect sensitive land uses from the adverse impacts of ongoing operations and otherwise operate in a manner that does not significantly interfere with the visual and acoustic amenity of users of adjoining premises.</p>	<p>AO1.1 A 1.8 metres high solid, opaque acoustic fence stands along the full length of any common boundary with a sensitive land use.</p> <p>AO1.2 Air conditioning and refrigeration units and refuse storage areas locate at least 5 metres from any adjoining premises containing a sensitive land use.</p> <p>AO1.3 Air conditioning and refrigeration units—</p> <ul style="list-style-type: none"> (a) collocate with other plant and building services; or (b) form part of the roof design of buildings; or (c) incorporate acoustic barriers and visual screening. <p>AO1.4 Refuse storage areas locate—</p> <ul style="list-style-type: none"> (a) behind the front building line and are not visible from the street; or (b) within screened enclosures— <ul style="list-style-type: none"> (i) comprising solid, opaque materials; and (ii) not less than 1.8 metres high; or (c) behind landscaping comprising dense screening shrubs, maintained to a minimum height of 1.8 metres above ground level. <p>AO1.5 The vertical illumination resulting from direct or indirect light from the premises is eight lux or less when measured at ground level at any point 1.5 metres outside the site.</p>	<p>AO1.1 Not applicable – the subject site does not share a boundary with a sensitive land use.</p> <p>AO1.2 Not applicable – the subject site does not share a boundary with a sensitive land use.</p> <p>AO1.3 Complies – air conditioning and refrigeration units can be internalised in the building.</p> <p>AO1.4 Complies – refuse facilities are located at the rear of the existing buildings. A colourbond fence is present on the western boundary.</p> <p>AO1.5 Complies – the development can ensure compliance with any lighting requirements.</p>
Intensity and scale		
<p>PO2 The height, scale and bulk of buildings and structures are appropriate to their context and do not adversely affecting the amenity and character of the Centre zone and surrounding areas.</p>	<p>AO1.2 New building work does not result in the premises exceeding the maximum site cover, plot ratio and building heights stated in Column 2 of Table 6.2.9.</p>	<p>AO1.2 Complies - Maximum site cover is not specified. Maximum plot ratio can be 100%. Maximum building height – 12m. The structure is 4.5 to the eaves. No structures other than buildings are proposed.</p>
Setbacks and boundary clearances		
<p>PO3 Frontage setbacks of buildings are consistent with those in the vicinity.</p>	<p>AO3.1 New building work does not result in building facades set back from designated commercial frontages more than 1.0 metre.</p>	<p>AO3.1 Not applicable – the frontage is not a designated commercial frontage.</p>
<p>PO4 Side and rear boundary clearances maintain—</p> <ul style="list-style-type: none"> (a) privacy, breezes and solar access to adjoining premises in the General residential zone or Township zone; and (b) provide areas for landscaping. 	<p>AO4.1 New building work does not result in the premises having less than the minimum boundary clearances stated in Column 2 of Table 6.2.9.</p>	<p>AO4.1 Complies - Minimum frontage setbacks from primary street frontages is 6.0m where not a designated commercial frontage. The existing setback exceeds 6.0m.</p> <p>Minimum setbacks from secondary street frontage are not specified. There is no secondary street frontage.</p> <p>Minimum rear boundary setback other</p>

		than common with land in General residential is 6.0m The rear boundary is adjacent to land in the Centre Zone. Minimum boundary clearance from side boundary other than common with land in the General residential zone is not specified. Minimum boundary clearances for side boundary if common with land in the general residential zone is 3.0m of half the height of the building. Side boundary land is in the Centre Zone. For land other than residential on side boundaries, the setbacks are not specified.
Site Suitability		
PO5 Sites are suitably sized and configured for the intended use and any associated works, including— (a) building work; (b) vehicle parking, manoeuvring and access; (c) landscaping, screening, or buffering; (d) waste management facilities; and (e) water cycle management.	PO5.1 For building work resulting in an increase in GFA of more than 100m ² — a) the site area is not less than 600 square metres; and b) the road frontage is not less than 16 metres.	PO5.1 Complies – the proposed site area is 1,666m ² . The road frontage to Dalgangal Street is 20m.
Development involving caretaker's accommodation		
PO6 Caretaker's accommodation— (a) meets the immediate and essential management, security or operational needs of the non-residential use operating from the same premises; (b) is subsidiary to the non-residential use of the site; and (c) is of a size that meet the essential accommodation needs of the caretaker and their reasonably associated household members.	AO6.1 A maximum of one dwelling for caretaker's accommodation locates on a lot. AO6.2 The GFA of the caretaker's accommodation is 150m ² or less. AO6.3 One car parking space is available onsite for the exclusive use of residents.	AO6.1 Complies – one dwelling for caretaker's accommodation is proposed. AO6.2 Complies - The GFA of the caretaker's accommodation is approximately 76.62m ² . AO6.3 Complies – one carparking space can be designated for the caretaker's residence.
PO7 Caretaker's accommodation provides an acceptable level of amenity, privacy and comfort suitable for long-term habitation.	AO7.1 Residents of the caretaker's accommodation have a direct pedestrian entry for their exclusive use that is separate to the pedestrian entry for the non-residential section of the building. AO7.2 Residents have exclusive use of private open space either— at ground level, at least 35m ² in area, having a minimum dimension of three metres, and directly accessible from the caretaker's accommodation; or above ground level, consisting of a balcony at least 8m ² in area, having a minimum dimension of two metres, and directly accessible from a living room.	AO7.1 Complies – there is direct access from external areas to the internal areas for the caretaker's accommodation without traversing the Funeral Parlour areas. AO7.2 Refer AO7.2. PO7 Exclusive space has not been allocated. Exclusive space is not considered to be required as visitation to the site is via appointment only. Thus, the outdoor areas are private with the exception of pre-arranged meetings.
For assessable development only		
Appropriate use		
PO8 Non-centre activities locate in the Centre zone only where— (a) there is a clear need for such activities; (b) establishing the use would not prejudice consolidation of such activities in other more appropriate zones; and (c) the use would not compromise the core function, amenity, character and streetscape of the Centre zone.	no acceptable outcome identified	PO8 Complies – Land outside of the Gayndah main street, Capper Street, should provide for secondary roles to the core retail, commercial etc. activities and retain a focus on the main street. It is considered that the establishment of ancillary uses to the existing Funeral Parlour is ideally located outside of the main town centre but remains a centre activity, providing efficient and easy access to those requiring these services. The location provides direct and easy access and is not suited to another zone, i.e. industrial, rural.

<p>PO9 Residential development—</p> <ul style="list-style-type: none"> (a) occurs in a form and location that is consistent with the scale and efficient functioning of the centre; (b) does not interrupt ground level activity and circulation; (c) is located above ground floor retail or commercial uses. 	<p>AO9.1 The ground floor level contains retailing, professional office or activities attracting significant pedestrian patronage.</p>	<p>PO9 Not applicable – the application is not for residential development.</p>
<p>PO10 Uses do not locate or operate in a way likely to conflict or interfere with the safe operation of infrastructure.</p>	<p>no acceptable outcome identified</p>	<p>PO10 Complies – vehicles will utilise the existing access easement. Telecommunications and electrical infrastructure connections are present and can be extended. The existing kerb and channel stormwater network will be utilised.</p>
<p>Building form and design</p>		
<p>PO11 Buildings and structures—</p> <ul style="list-style-type: none"> (a) present appealing facades to the street and other public spaces having regard to proportion, scale, building entry, fenestration, contrasts of light and shade, choice of building materials, and walking surfaces; (b) protect and maintain the amenity of the Centre zone; (c) enhance the character and streetscape of the Centre zone; (d) address the street frontage; and, (e) complement the local traditional streetscape character. 	<p>AO11.1 One or more of the following architectural treatments punctuate building elevations longer than 30 metres— variation in materials, colours or textures; inclusion of windows or other openings; steps, recesses or projections; variation in roof form. AO11.2 Facades facing a road frontage contain no more than 60 per cent of any single colour, texture or material. AO11.3 The ground storey of buildings incorporates retail activity, office space, display windows, entrance foyers or building forecourts presenting to the road frontage. AO11.4 Buildings and ancillary structures include innovative, flexible and varied treatments to the roof and any parapet. AO11.5 Corner sites incorporate a building design that incorporates a dominant pedestrian entry from the corner.</p>	<p>AO11.1 Complies – the building elevations are not longer than 30m. Additionally, each elevation is contains either windows or doors. AO11.2 Not applicable, the proposed structure will not be visible from Dalgangal Road. AO11.3 Not applicable – The proposed structure is single storey only and no facade is facing a road frontage. AO11.4 Complies – No parapet is proposed for the ancillary structure. Variation in gutter, roofing and wall cladding colours are proposed as varied treatments. AO11.5 Not applicable – the site is not a corner site.</p>
<p>PO12 The tops of buildings—</p> <ul style="list-style-type: none"> (a) incorporate variations in roof form; and (b) screen plant and equipment. 	<p>AO12.1 The top of the building façade incorporates a traditional parapet design.</p>	<p>AO12.1 Refer PO12. PO12 Complies - The new structure incorporates a gable roof. It is considered that this is compliant as it is in keeping with the surrounding form. Parapet designs are not located in this area of the Centre Zone. Plant and equipment can be screened.</p>
<p>PO13 Buildings provide a continuous pedestrian shelter along the length of the frontage footpath.</p>	<p>AO13.1 The building incorporates a pedestrian awning—</p> <ul style="list-style-type: none"> (a) in a traditional style; (b) for the full length of the footpath; (c) not less than three metres above footpath level; (d) not less than 3.5 metres wide. 	<p>AO13.1 Refer PO13. PO13 Not applicable – the building is setback from the street. Dalgangal Road does not have a footpath.</p>
<p>PO14 The design and siting of building work, car parking, and landscaping is compatible with the streetscape character of the centre and respects any nearby local heritage place.</p>	<p>No acceptable outcome identified</p>	<p>PO14 Complies - the building work and carparking is positioned behind the existing structures. The proposed structure is similar in form and design to other buildings in the immediate area. Landscaping has been established as part of previous approval.</p>
<p>Development involving a local heritage place²⁶</p>		
<p>PO15 Any material change of use is compatible with the conservation and management of the cultural heritage significance of a local heritage place.</p>	<p>No acceptable outcome identified</p>	<p>PO15 Not applicable – the site is not a local heritage place.</p>
<p>PO16 Local heritage places remain as sited, unless there is no prudent and feasible alternative to the demolition or removal of the place.</p>	<p>AO16.1 Only internal building work occurs on a local heritage place.</p>	<p>PO16 Not applicable – the site is not a local heritage place.</p>
<p>PO17 Development conserves the</p>	<p>AO17.1 Significant features of the place</p>	<p>PO17 Not applicable – the site is not a</p>

features and values of the local heritage place that contribute to its cultural heritage significance.	remain unaltered, intact and visible. or AO17.2 Changes to the features of the place are minor and necessary to maintain the significant use for the place.	local heritage place.
PO18 Changes to a local heritage place occur appropriately and sensitively.	AO18.1 Development is compatible with a conservation management plan prepared in accordance with the Australia ICOMOS Charter for Places of Cultural Heritage Significance.	PO18 Not applicable – the site is not a local heritage place.
PO19 Development does not adversely affect the character, setting or appearance of the local heritage place.	AO19.1 The scale, location and design of the development is compatible with the existing character, setting and appearance of the local heritage place including— (a) utilisation of similar materials; and (b) incorporation of similar architectural detailing and ornamentation. Or AO19.2 Development is unobtrusive and screened from view from the street or other public places by— (a) locating behind the rear alignment of the place; or (b) a landscaping buffer.	PO19 Not applicable – the site is not a local heritage place.
PO20 Excavation or other earthworks do not have a detrimental impact on archaeological sites of local heritage significance.	AO20.1 The impact of excavation is minor and limited to parts of the local heritage place disturbed by previous excavation. AO20.2 If involving a high level of surface or subsurface disturbance an archaeological investigation precedes the commencement of work.	PO20 Not applicable – the site is not a local heritage place.

8.3 Infrastructure and Operational Work Code

9.4.3.2 Purpose and overall outcomes

- (1) The purpose of the Infrastructure and operational work code is to—
- identify appropriate requirements and circumstances for providing non-trunk infrastructure; and,
 - state relevant standards for design and construction of non-trunk infrastructure;
 - incorporate soft and hard landscaping within development to create a pleasant environment for people who engage with the site;
 - incorporate sufficient car parking spaces, safe and convenient access, appropriate facilities for service vehicles including loading and unloading, all designed and constructed to accepted community standards.

Purpose and overall outcomes	Comments
(2) The purpose of the Infrastructure and operational work code will be achieved through the following overall outcomes— (a) non-trunk infrastructure— (i) services development to a suitable level that meets the anticipated needs of users; (ii) is safe, cost-effective and efficient; and (iii) creates no significant adverse environmental effects; (b) the protection and integration of vegetation of ecological, aesthetic and cultural significance into landscape design; (c) landscaping is— (i) attractive and suited to the climate; (ii) enhances townscapes, streetscapes and landscapes in the North Burnett Region; (iii) complements and enhances the uses and other works on-site; (iv) protects the privacy of occupiers of nearby premises;	(a) The site has all infrastructure present including electricity, telecommunication etc. Minor works are required to extent these to the new structure. (b) The application does not seek to remove any existing vegetation. (c) The site has been previously landscaped as part of the existing development approval. It is considered that this meets landscaping requirements. (d) The subject site has direct access to the state-controlled road Dalgangal Road. This ensures efficient access to the site without traversing streets of the local road network. Customers can enter and exit the site in forward gear. (e) Limited visitors attend the site on foot or by cycle however, there is considered sufficient room on site for separation of these modes of transport. (f) The site can currently be accesses by necessary refuse and service vehicles. No changes to this layout are proposed thus there are adequate on-site

<p>(v) discourages crime and vandalism and enhances personal and property security and safety;</p> <p>(vi) has low maintenance, energy and water requirements; and</p> <p>(d) a safe and efficient road network that avoids excessive traffic, parking, manoeuvring or servicing on roads near the development; and,</p> <p>(e) safe, efficient and convenient pedestrian, cycle, mobility-impaired, and vehicular access to, and manoeuvring within sites; and</p> <p>(f) adequate on-site facilities for servicing by delivery, refuse and other service vehicles.</p>	facilities.
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Table 3: 9.4.3 Infrastructure and operational work code

Performance outcomes (PO)	Acceptable outcomes (AO)	
Section 1: Infrastructure (non-trunk) works		
For assessable development		
General		
PO1 Uses that are urban in nature or intensity locate where they can readily connect to existing infrastructure and services or connect with only modest extension of infrastructure networks.	no acceptable outcome identified	PO1 Complies - the proposed ancillary uses to the existing Funeral Parlour is located in the centre zone where existing infrastructure and services are connected to the site and require on modest extensions to service the new structure.
PO2 The type and scale of uses— (a) is consistent with the capacity of the infrastructure servicing the premises; and (a) allows the safe and efficient operation of infrastructure without interference by incompatible uses or works.	no acceptable outcome identified	PO2 Complies – the development is considered to be of the size and scale that is consistent with the capacity of the infrastructure servicing the premises and is a compatible use.
PO3 The provision of infrastructure maximises the safety of drivers, bicyclists and pedestrians.	no acceptable outcome identified	PO3 Complies - vehicles access from Dalgangal Road is via an existing access easement that allows for vehicles to enter the site and locate off-street car parking facilities.
Water supply and sewerage infrastructure		
PO4 The development has an adequate quantity and quality of water supply for potable use, operational use and firefighting purposes.	AO4.1 Where available – premises have a connection to a reticulated town water supply. or AO4.2 Where unable to connect to a reticulated town water supply— (a) residential premises connect to a rainwater tank with a minimum capacity of 45,000 litres; or (b) non-residential premises – no acceptable outcome identified.	AO4.1 Complies – the existing structure is connected to the town water supply and this can be extended to the new structure.
PO5 Reticulated water supply infrastructure is robust, fit for purpose, easy to maintain and readily augmented.	AO5.1 Reticulated water supply infrastructure design and construction is in accordance with SC6.2 Design and construction standards for non-trunk infrastructure works.	AO5.1 Complies – the development can comply with any design requirements.
PO6 The development has an adequate means of treating and disposing of effluent and other wastewater that protects public health and safety and minimises risks to the environment.	AO6.1 For all zones other than the Rural zone and the Recreation and open space zone, all premises connect to a reticulated sewerage system where provided. Or AO6.2 If in the Rural zone or Recreation and Open space zone or connection to a reticulated sewerage system is not available – the use incorporates an onsite waste water treatment system that complies with the <i>Plumbing and Drainage Act 2002</i> .	AO6.1 Complies – the existing structure is connected to the reticulated sewerage system and this can be extended to the new structure.
PO7 Reticulated sewerage	AO7.1 Reticulated sewerage	AO7.1 Complies – the development can

infrastructure is robust, fit for purpose, easy to maintain and readily augmented.	infrastructure design and construction is in accordance with SC6.2 Design and construction standards for non-trunk infrastructure works.	comply with any design requirements.
Roads		
PO8 The development incorporates road infrastructure of appropriate design and capacity that is compatible with the amount of traffic generated by the development, existing uses in the locality and through traffic.	no acceptable outcome identified	PO8 Complies – no additional road infrastructure is proposed. Cars can park and queue on site if necessary without queuing or parking on the street.
PO9 Development generating significant pedestrian movements incorporates footpaths to a standard compatible with the locality.	AO9.1 If in the Centre zone, a full width paved footpath extends along the full length of the site frontage. AO9.2 If in the General residential zone, a 1.2 metre wide paved footpath extends along the full length of the site frontage. AO9.3 If in zones other than the Centre zone or General residential zone – no acceptable outcome identified.	AO9.1 Refer to PO9 AO9.2 Not applicable – the use not in the General residential zone. AO9.3 Not applicable – the use is in the Centre Zone. PO9 Complies – the development is not considered to generate significant pedestrian movements. Access to the site is primarily anticipated to be via vehicles. The site has car parking spaces to accommodate vehicle traffic. Pedestrian footpaths are not available in the surrounding area.
PO10 Development generating high pedestrian and cyclist movements includes provision of shared cycle and pedestrian paths.	no acceptable outcome identified	PO10 Not applicable – it is not anticipated that the use will generate high cyclist movements.
PO11 Road infrastructure— (a) meets adequate geometric design, design speed, horizontal and vertical alignment, grades and structural design standards for use by vehicles, bicycles and pedestrians; (b) is safe and efficient; (c) maintains the safety of users; and (d) provides for emergency vehicles, buses and service vehicles.	AO11.1 Road and footpath design and construction is in accordance with SC6.2 Design and construction standards for non-trunk infrastructure works. AO11.2 The width and alignment of shared pedestrian and cycle paths are in accordance with <i>Austrroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths</i> .	AO11.1 Not applicable – no new roads or footpaths are proposed. AO11.2 Not applicable – no new roads or footpaths are proposed.
Stormwater		
PO12 Development incorporates a suitable, safe and lawful method of detaining, collecting or reusing stormwater that minimises adverse impacts on the environment.	no acceptable outcome identified	PO12 Complies – it is proposed to utilise the same system as the current structures – utilisation of the kerb and channel system.
PO13 Stormwater drainage— (a) avoids or minimises changes to waterway hydrology from adverse impacts of altered stormwater quality and flow; (b) protects the stability of buildings upstream and downstream; (c) protects the efficiency of downstream drainage; (d) protects and maintains environmental values by removing or reducing sediment, nutrients and other pollutants; and (e) directs stormwater to one or more lawful points of discharge.	AO13.1 Stormwater design and construction is in accordance with SC6.2 Design and construction standards for non-trunk infrastructure works. AO13.2 Design and construction of works meets the stormwater management design objectives included in Table 9.4.7—Construction phase: stormwater management design objectives.	AO13.1 Complies – the stormwater design can ensure compliance with any applicable requirements. AO13.2 Complies – the stormwater design can ensure compliance with any applicable requirements.
Electricity		
PO14 Development incorporates a reliable supply of electricity adequate for the proposed use.	AO14.1 For all zones other than the Rural zone and the Recreation and open space zone, all premises have a connection to the reticulated electricity network. OR AO14.2 If in the Rural zone or Recreation and open space zone— (a) premises have a connection to the reticulated electricity network; or	AO14.1 Complies – the existing structure is connected to the electrical network and this can be extended to the new structure.

	(b) premises generate electricity on-site.	
PO15 Reticulated electricity infrastructure meets the design, construction and operational standards of the current service provider.	no acceptable outcome identified	PO15 Complies – the development can ensure compliance with any requirements when extending the network.
PO16 On-site electricity generation infrastructure provides a reliable and safe supply of electricity and meets current applicable design, construction and operational standards.	no acceptable outcome identified	PO16 Not applicable.
Street lighting and telecommunications		
PO17 Development incorporates street lighting that is compatible with the locality and provides an acceptable level of safety for residents and motorists.	AO17.1 The provision of street lighting is in accordance with <i>AS/NZS 1158:2005 Lighting for roads and public spaces</i> .	AO17.1 Complies – the development can comply with any street lighting requirements.
PO18 Street lighting infrastructure meets current design, construction and operational standards.	AO18.1 The design and construction of street lighting is in accordance with <i>AS/NZS 1158:2005 Lighting for roads and public spaces</i> .	AO18.1 Complies – the development can comply with any street lighting requirements.
PO19 Development incorporates telecommunication services that are compatible with the locality and meet reasonable community expectations.	no acceptable outcome identified	PO19 Complies – the existing premises has telecommunication infrastructure and this can be extended if necessary.
PO20 Telecommunication infrastructure meets the design, construction and operational standards of the relevant provider.	no acceptable outcome identified	PO20 Complies – the development can comply with any design requirements.
Section 2: Parking, access and movement		
For accepted subject to requirements and assessable development		
Vehicular access		
PO21 Premises have safe and efficient vehicular access for motorists and maintain the safety of pedestrians.	AO21.1 Vehicular access between the local government road network and the ingress and egress points of the site meets the standards stated in SC6.2 Design and construction standards for nontrunk infrastructure.	AO21.1 Complies – vehicular access can be designed in accordance with the standard.
Vehicle parking		
PO22 The use incorporates sufficient vehicle parking to meet demand for the number and type of vehicles for the type of development considering the practical opportunities available for shared car parking provision and the operation of alternative transport modes to private motor vehicles.	AO22.1 The number of vehicle parking spaces is not less than that identified as applicable to the defined use in Table 9.4.8—Car parking and service vehicle provision rates.	AO22.1 Refer PO22. PO22 The rate for Funeral Parlour is one (1) space per 20m ² GFA according to Table 9.4.8. At present, car parking must accommodate 3 staff/business owners on a part time basis. Two to three people attend the site per week. It is not anticipated that this extension will result in an increase to staff numbers or customer numbers. One space is to be allocated as a caretaker's parking space. It is therefore anticipated that the existing 6 car parking spaces and 1 disabled space and additional 3 undercover car parking spaces will meet current and forecast demand for the number and type of vehicles.
PO23 Vehicle parking areas are freely accessible to all employees on site and visitors to the development during the normal hours of operation of the development with no encumbrance, fee or charge.	AO23.1 Vehicle parking areas have no gateways, doors, or similar devices that restrict vehicular access by employees or visitors.	AO23.1 Complies – access to the car parking area is not restricted.
PO24 Vehicle parking areas, driveways and associated accesses function satisfactorily, and are constructed and line-marked to be suitable for their intended purpose.	AO24.1 All vehicle-parking areas on the lot are in accordance with <i>AS2890.1 Parking facilities—Offstreet car parking</i> (excepting for sections 4.3 and 4.4 and Appendix C). AO24.2 Where the development includes a combination of 'low turnover' and 'high turnover' car spaces (as defined in the Australian Standard), the parking spaces and aisles meet the high turnover or Class 3 requirements in <i>AS2890.1 Parking facilities—Off-street</i>	AO24.1 Complies – car parking can comply with the standard. AO24.2 Not applicable— low and high turnover areas are not proposed. AO24.3 Complies – a hardstand surface is present. AO24.4 Complies – car parking areas can comply with the standard. AO24.5 Complies – no increase in the access points from the State controlled road, Dalgangal Road is proposed.

	<p><i>car parking.</i></p> <p>AO24.3 Vehicle parking areas are constructed with a hardstand surface to the standards set out in SC6.2 Design and construction standards for non-trunk infrastructure works.</p> <p>AO24.4 Signs and line marking are in accordance Queensland Department of Main Roads <i>Manual of Uniform Traffic Control Devices</i>.</p> <p>AO25.5 There is no increase in the number of access points to State-controlled roads or significant local government roads as identified on Overlay Map OM-INFR-01.</p>	
<p>PO25 The premises incorporate access and parking for people with disabilities or mobility impairment.</p>	<p>AO25.1 Parking spaces for people with disabilities is available at the rate set out in <i>AS2890.6 Parking facilities—Off-street parking for people with disabilities</i>.</p> <p>AO25.2 Access and internal manoeuvring is available in accordance with <i>AS2890.6 Parking facilities—Off-street parking for people with disabilities</i>, and <i>AS1428 Design for access and mobility</i>.</p>	<p>AO25.1 Complies – one (1) disabled car parking space is proposed.</p> <p>AO25.2 Complies – one (1) disabled car parking space is proposed.</p>
<p>Vehicle manoeuvring</p>		
<p>PO26 Premises avoid the use of the public road system for movement between car parking and vehicle service areas in the development.</p>	<p>AO26.1 Manoeuvring and circulation areas within the site meet the standards in Austroads Design Vehicles and Turning Path Templates; <i>AS2890.1 Parking facilities—Off-street car parking</i>; and <i>AS2890.2 Parking facilities—Off-street commercial vehicle facilities</i>.</p> <p>AO26.2 All vehicles can enter and exit the premises in forward gear.</p>	<p>AO26.1 Complies – the site is of sufficient size to enable manoeuvring and circulation. Anticipated vehicles are sedan style or hearses.</p> <p>AO26.2 Complies – vehicles entering the drive through facility can enter and exit in forward gear.</p>
<p>Loading, unloading and service areas</p>		
<p>PO27 Loading, unloading and service areas</p> <p>Loading and unloading areas allow for the—</p> <ul style="list-style-type: none"> (a) collection and set down of passengers; (b) parking of trailers; (c) service vehicle parking; and, (d) loading and unloading of goods. 	<p>AO27.1 Premises incorporate loading, unloading and set down areas in accordance with <i>AS2890.2 Parking facilities—Off-street commercial vehicle facilities</i>.</p> <p>AO27.2 For sites greater than 4,000m² in area, provision is made for service vehicles in accordance with Table 9.4.8—Car parking and service vehicle provision rates.</p>	<p>AO27.1 Complies – there are staff parking areas that allow for the loading and unloading from a hearse.</p> <p>AO27.2 Not applicable – the site is not greater than 4,000m².</p>
<p>For assessable development</p>		
<p>Cyclists and pedestrians</p>		
<p>PO28 Pathways within the site provide for safe and convenient access so that—</p> <ul style="list-style-type: none"> (a) the main pedestrian access from the street to the building is easily identified; and (b) the vehicular access to the site is separate from the pedestrian access; and (c) design features— <ul style="list-style-type: none"> (i) delineate areas of potential conflict between vehicles and pedestrians; (ii) provide a low-speed traffic environment within the site; and (iii) incorporate appropriate lighting, directional signs, and pavement marking. 	<p>no acceptable outcome identified.</p>	<p>PO28 Complies –</p> <ul style="list-style-type: none"> (a) Pedestrian access is via the access easement and is visible from Dalgangal Road. (b) Vehicular access to the site is not separate from pedestrian access. Given the location of the site outside of the town centre and the appointment style visitation, pedestrian access will be negligible. (c) Refer to response for item (b). There is adequate space on site for pedestrians and vehicles to separate. The nature of the access, driveway and site is thus that vehicles should not be travelling at speed. Directional signs and pavement markings are used to identify parking spaces.
<p>PO29 The use incorporates adequate bicycle parking on the lot that meets appropriate design and construction standards.</p>	<p>AO29.1 For all uses, other than residential uses, where the required vehicle parking provision exceeds 20 parking spaces—the number of on-site bicycle parking facilities is not less than</p>	<p>AO29.1 Refer PO29.</p> <p>AO29.2 Refer PO29.</p> <p>PO29 There is considered to be sufficient space on the site to park a bicycle if necessary. Customers attend</p>

	that set out in Department of Main Roads <i>Road Planning and Design Manual</i> (Table 5.12). AO29.2 On-site bicycle facilities meet the requirements in <i>AS2890.3 Parking Facilities— Bicycle parking facilities</i> .	to the site primarily with a vehicle.
Amenity		
PO30 Vehicle parking and manoeuvring areas and traffic generated by the use do not adversely affect amenity or result in an environmental nuisance having regard to— (a) the appearance of such areas; (b) dust emissions; and (c) noise from vehicle movement.	AO30.1 All areas on the site on which vehicles drive are constructed and surfaced to the standards set out in SC6.2 Design and construction standards for non-trunk infrastructure works.	AO30.1 Complies – the site areas on which vehicles drive on can be constructed in accordance with SC6.2.
Section 3: Erosions and sediment control		
For accepted subject to requirements and assessable development		
PO31 Construction activities for development avoid degradation of the site and avoid or minimise adverse impacts on stormwater quality.	AO31.1 If in an urban area—the works include the design, installation, construction, operation, monitoring and maintenance of erosion sediment control practices in accordance with the <i>Urban Stormwater Quality Planning Guidelines 2010</i> . OR AO31.2 If in a rural area—no acceptable outcome identified.	AO31.1 Complies – the development can ensure compliance with any applicable erosion and sediment control measures.
Section 4: Fire Services in development accessed by common private title where any part of the development or any dwelling is more than 90 metres from the nearest located fire hydrant		
For assessable development		
PO32 Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO32.1 Residential streets and common access ways within a common private title should have hydrants placed at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground. AO32.2 Commercial and industrial streets and access ways within streets serving commercial properties such as factories, warehouses and offices should be provided with above or below ground fire hydrants at nor more than 90 metre intervals and at each street intersection. Above ground fire hydrants should have dual valved outlets.	AO32.1 Not applicable – no new roads are proposed. AP32.2 Not applicable – no new roads are proposed.
PO33 Road widths and construction within the development are adequate for fire emergency vehicles to gain access to a safe working area close to dwellings and near water supplies whether or not on-street parking spaces are occupied	AO33.1 Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for safe passage of emergency vehicles.	AO33.1 Not applicable – no new roads are proposed.
PO34 Hydrants are suitably identified so that fire services can locate them at all hours.	AO34.1 Hydrants are identified as specified in 'Identification of street hydrants for fire fighting purposes' on the Department of Transport and Main Roads website38.	AO34.1 Not applicable – no hydrants are proposed.

8.4 Flood hazard overlay code

8.2.2.1 Application

- 1) This code applies to assessing development involving material change of use, reconfiguring a lot, operational work or building work where the premises is located partially or fully in the Natural Hazard Management Area (Flood) to the extent identified in Part 5 Tables of assessment.

8.2.2.2 Purpose

1. The purpose of the Flood hazard overlay code is to minimise the exposure of people and property to flood hazards.

Purpose and overall outcomes	Comments
2. The purpose of the code will be achieved through the following overall outcomes—	Complies – the new structure can be located outside of the inundation area identified on the overlay maps. The

<p>a. the siting and design of development maintains or increases safety and comfort for people and property during flood events; and,</p> <p>b. uses and works minimise the potential for property damage due to flooding.</p>	<p>caretaker's accommodation can also be located outside of the inundation area. The finished floor level will be at least 300mm above the 2013 flood event. The Funeral Parlour is utilised by appointment and the caretaker's accommodation is to be utilised on a part time basis.</p>
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Table 4: Table 8.2.2 – Flood hazard overlay code: Accepted subject to requirements and assessable development POs and AOs

Performance outcomes	Acceptable outcomes	Response
For accepted subject to requirements and assessable development		
If involving material change of use or building work		
<p>PO1 People on the development site are safe from floodwaters during all floods up to and including a 1 per cent AEP flood event.</p>	<p>AO1.1 New buildings without habitable rooms locate—</p> <ul style="list-style-type: none"> a) outside the Flooding and inundation area identified on Overlay maps OM-FH-001 to OM-FH-008; or b) above the defined flood level for the DFE identified on Overlay maps OM-FH-009 to OM-FH-015; or c) above the flood level of a 1 per cent AEP flood event. <p>OR</p> <p>AO1.2 New buildings with habitable rooms (Class 1, 2, 3 and 4 buildings under the BCA)—</p> <ul style="list-style-type: none"> a) locate outside the Flooding and inundation area identified on Overlay maps OM-FH-001 to OM-FH008; or b) on premises below the defined flood level identified on Overlay maps OM-FH-009 to OM-FH-015 – have habitable rooms with finished floor levels at least 300 millimetres above the defined flood level; or c) below the flood level of a 1 per cent AEP flood event – have habitable rooms with finished floor levels at least 300 millimetres above the flood level of a 1 per cent AEP flood event. <p>AO1.3 Where involving extensions to an existing Class 1 building situated below the Flooding and inundation area, or the defined flood level, or the flood level of a 1 per cent AEP flood event, and the additions constitute less than 50% of the existing floor area of the building—</p> <ul style="list-style-type: none"> a) the extension has a floor area not exceeding 50m²; and b) the finished floor level of habitable room is not less than the floor level of existing habitable rooms. <p>AO1.4 Development incorporates clear and direct pedestrian and vehicle evacuation routes from the site.</p> <p><i>Editor's note—Building work in a designated flood hazard area must meet the requirements of the relevant building assessment provisions under the Building Act 1975.</i></p>	<p>AO1.1 The building contains a habitable room. The new structure is located to the rear of the subject site. The overlay map identifies that the inundation area is to the north of the site encompassing the original land and part of the land in the newly amalgamated lot. The structure and caretaker's habitable rooms can be located outside of the inundation area identified on the overlay maps. The finished floor level will be at least 300mm above the 2013 flood event.</p> <p>AO1.2</p> <p>AO1.3 The application is not for an extension to an existing Class 1 building.</p> <p>AO1.4 Access to the site is clearly defined by landscaping and shares a joint access by means of an access easement. The subject site is attended on a part time, by appointment, basis as is the caretaker's accommodation. The site can be unattended in any flood event in advance.</p>

Performance outcomes	Acceptable outcomes	Response
PO2 The impacts of floodwater on hazardous materials manufactured or stored in bulk causes no adverse effect on public safety or the environment.	AO2.1 The manufacture or bulk storage of hazardous materials of 50 litres or more of chemicals of class C1 or C2 combustible liquids under Australian Standard AS1940 occurs— a) outside the Flooding and inundation area identified on Overlay maps OM-FH-001 to OM-FH008; or b) above the defined flood level identified on Overlay maps OM-FH-009 to OM-FH-015; or c) above the flood level of a 1 per cent AEP flood event.	AO2.1 Complies – the application is not for the manufacture or bulk storage of hazardous materials.
PO 3 Components of infrastructure that are likely to fail or cause contamination because of inundation maintain their function during flood events.	AO3.1 The location of services infrastructure within a site (including electricity, gas, water supply, sewerage and telecommunications) is— a) outside the Flooding and inundation area identified on Overlay maps OM-FH-001 to OM-FH008; or b) outside the defined flood event identified on Overlay maps OM-FH-009 to OM-FH-015; or c) above the flood level of a 1 per cent AEP flood event. OR AO3.2 The design and construction of services infrastructure within a site (including electricity, gas, water supply, sewerage and telecommunications) — prevent floodwater intrusion and infiltration; and resist hydrostatic and hydrodynamic forces resulting from a 1 per cent AEP flood event.	AO3.1 Complies – the new structure can be located outside the flooding and inundation area on the applicable overlay maps.
PO4 Development siting enables vehicular access in the event of a flood.	AO4.1 Development ensures that buildings used for passenger vehicle storage have a trafficable access to a public road during a 5 per cent AEP flood event.	AO4.1 Refer PO4. PO4 Flood free access cannot be achieved as the full frontage of the site is identified to be flood prone. Refer to Performance Criteria and Acceptable outcomes for the Flood Overlay Code. Justification for approval is provided on the basis that the use of the facility is part time as a Funeral Parlour and Caretaker's accommodation. Visitation to the site can be cancelled during any flood event.
PO5 Community infrastructure is able to function effectively during and immediately after flood events (where appropriate).	no acceptable outcome identified	PO5 Complies - The development is not considered to be for community infrastructure.
If involving reconfiguring a lot		
PO6 New lots provide for an appropriate level of flood immunity.	AO6.1 All lots contain an appropriate building envelope— a) outside the Flooding and inundation area identified on Overlay maps OM-FH-001 to OM-FH-008; or b) outside the defined flood event identified on Overlay maps OM-FH-009 to OM-FH-015; or c) above the flood level of a 1 per cent AEP flood event.	AO6.1 Not applicable.
If involving operational work or building work involving filling or excavation		
PO 7 Filling or excavation does not directly, indirectly or cumulatively, cause any significant increase in water flow	AO7.1 Filling or excavation does not result a net increase in filling of more than 50m3—	AO7.1 Not applicable. AO7.2 Not applicable.

Performance outcomes	Acceptable outcomes	Response
depth, duration or velocity on the site and does not result in an unacceptable risk to people or property from flood hazard.	<ul style="list-style-type: none"> a) within 100 metres of a wetland or waterway; or b) within the Flooding and inundation area identified on Overlay maps OM-FH-001 to OM-FH-008; or c) within the Defined flood event identified on Overlay maps OM-FH-009 to OM-FH- 015; or d) below the flood level of a 1 per cent AEP flood event. <p>A07.2 On site flood storage capacity remains the same.</p>	
<p>PO 8 Works avoid changes to flood characteristics outside the site that may result—</p> <ul style="list-style-type: none"> (a) in loss of flood storage; (b) alterations to flow paths; (c) acceleration or retardation of flows; <p>or</p> <ul style="list-style-type: none"> (d) reductions in flood warning times elsewhere in the flood plain. 	No acceptable outcome identified	PO 8 Not applicable.
<p>PO9 If the development is for community infrastructure for power lines of an electricity entity it is able to function effectively during and immediately after flood events.</p>	No acceptable outcome identified	PO9 Not applicable.

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

Table 5: Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	AO1.1 Complies – Buildings, structures, infrastructure, and utilities are not located in a state-controlled road.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	AO1.2 Complies – Buildings, structures, infrastructure, and utilities are internalised and do not require access for maintenance from the state-controlled road.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	AO1.2 Complies – the facade of the new structure is an unreflective Colourbond type metal and will be predominately unseen from the state-controlled road.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	AO3.1 Not applicable – no bridges are proposed.
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road. Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.	No acceptable outcome is prescribed.	PO4 Complies – any filling or excavation to level the pad for the structure is considered minor and can occur within the site. No retaining structures are proposed.
PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in	No acceptable outcome is prescribed.	PO5 Complies – works are minor in nature and confined to the site and are not anticipated to undermine or cause subsidence of a state-controlled road.

Performance outcomes	Acceptable outcomes	Response
accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.		
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	No acceptable outcome is prescribed.	PO6 Complies – works are minor in nature and are not anticipated to have any effect on ground water.
<p>PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	No acceptable outcome is prescribed.	PO7 Complies – works for construction are considered to be very minor in nature and will not involve boring, piling or blasting.
<p>PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	AO8.1 Complies – it is not anticipated that fill will be required or that there will be spoil material. Cut and fill for a level building pad can be managed on site.
PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	PO9 Complies – vehicular access has been previously developed and approved and no further works are proposed to the access.
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND</p>	AO10.1 Not applicable – no fill material is proposed.
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	AO10.2 Not applicable – no fill material is proposed.
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	<p>AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND</p>	AO11.1 Not applicable – no fill material is proposed.
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or	AO11.1 Not applicable – no fill material is proposed.

Performance outcomes	Acceptable outcomes	Response
	barriers and dampening of ground surfaces.	
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	No acceptable outcome is prescribed.	PO12 Complies – it is proposed to direct captured stormwater runoff to the existing kerb and channel stormwater network. The new structure is small and does not exceed gross floor limits of the local planning scheme.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	AO13.1 Complies – it is proposed to direct stormwater to kerb and channel present on Dalgangal Road. Stormwater networks are present and no new point of discharge is required.
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	AO13.2 Complies – it is proposed to direct stormwater to kerb and channel present on Dalgangal Road. A road with stormwater networks in place is considered a lawful point of discharge.
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	AO13.3 Complies – the stormwater network is present in the area. The existing network is proposed to be utilised. The proposed GFA does not exceed the maximum identified in the local planning scheme.
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	AO14.1 Complies – runoff during construction activities can be controlled through any necessary erosion and sediment control methods.
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	AO15.1 Complies – the road is not a limited access road.
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for	

Performance outcomes	Acceptable outcomes	Response
	a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>AO16.1 Vehicular access is provided from a local road.</p>	<p>AO16.1 Vehicular access cannot be provided from a local road.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	<p>AO16.2 Complies – access is provided from an existing access easement established during previous development approvals. No further accesses are proposed and no additional work is proposed to the existing access.</p>
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p>AO16.3 Complies – access is provided from an existing access easement established during previous development approvals. No further accesses are proposed and no additional work is proposed to the existing access.</p>
	<p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p>	<p>AO16.4 Complies – access is provided from an existing access easement established during previous development approvals. No further accesses are proposed and no additional work is proposed to the existing access.</p>
	<p>AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	<p>AO16.5 Complies – access is provided from an existing access easement established during previous development approvals. No further accesses are proposed and no additional work is proposed to the existing access.</p>
<p>PO17 Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>	<p>AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>AO17.1 Complies – There is no public passenger transport within 5 metres of the existing access.</p>
	<p>AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>AO17.2 Complies – There is no public passenger transport near the development.</p>
	<p>AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	<p>AO17.3 Complies – There is no public passenger transport near the development.</p>
	<p>AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	<p>AO17.4 Complies – There is no public passenger transport near the development.</p>
<p>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</p>		

Performance outcomes	Acceptable outcomes	Response
PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection. AND	AO18.1 Not applicable – access is existing and direct from the state-controlled road.
	AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. AND	AO18.2 Not applicable – access is existing and direct from the state-controlled road.
	AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	AO18.3 Not applicable – access is existing and direct from the state-controlled road.
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system . OR	AO19.1 Complies – the land is not identified as required for planned upgrades on the DA mapping system.
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	
	OR all of the following acceptable outcomes apply: AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	
	Network impacts	
PO20 Development does not result in a worsening of operating conditions on the state-controlled road <u>network</u> . Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	PO20 Complies – The extension to operations is not anticipated to result in an increase to employee numbers. It is estimated that there are 2 to 3 customers per week. It is therefore, not anticipated that there will be a change to existing operations in regards to vehicle movements and therefore, the development will not result in a worsening of operating conditions on the state-controlled road network.
PO21 Development does not impose	AO21.1 The layout and design of the	PO21 Access to the site can only be

Performance outcomes	Acceptable outcomes	Response
traffic loadings on a state-controlled road which could be accommodated on the local road network.	development directs traffic generated by the development to the local road network.	achieved via the state-controlled road network. As identified in PO20 , it is not anticipated that the development will result in significant changes to vehicular movements.
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<p>AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road planning and design manual</i>, 2nd edition, Department of Transport and Main Roads, 2016.</p> <p>Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.</p>	AO22.1 Not applicable – it is not anticipated that any upgrade works are required.

Table 6: Table 1.2.2: Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise		
Accommodation activities		
<p>PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.</p>	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 60 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am ≤ 40 dB(A)) b. ≤ 63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am > 40 dB(A)) 2. In accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	<p>AO23.1 Complies - The caretaker's accommodation is located behind the existing building. The existing building is considered to constitute a noise barrier.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a</p>	

Performance outcomes	Acceptable outcomes	Response
	state-controlled road or type 1 multi-modal corridor. AND	
	AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. AND	
	<p>AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) Leq (1 hour) (maximum hour over 24 hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the DA mapping system.</p>	
<p>PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. ≤ 57 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A)) b. ≤ 60 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight > 45 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. OR</p> <p>AO24.2 Each dwelling has access to an</p>	<p>AO24.1 Complies – the caretaker’s accommodation is positioned behind an existing building, providing a noise barrier to the state-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	
	<p>AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	
Child care centres		
<p>PO25 Development involving a:</p> <p>1. child care centre; or</p> <p>2. educational establishment</p> <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	<p>AO25.1 Not applicable – the application is for ancillary uses for a Funeral Parlour and Caretaker’s accommodation.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	
	<p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	
	<p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and</p>	

Performance outcomes	Acceptable outcomes	Response
	<p>measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.</p>	
<p>PO26 Development involving a:</p> <ol style="list-style-type: none"> 1. child care centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> a. ≤ 63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p>	<p>AO26.1 Not applicable – the application is for ancillary uses for a Funeral Parlour and Caretaker's accommodation.</p>
	<p>AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>	
Hospitals		
<p>PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p>	<p>AO27.1 Not applicable – the application is for ancillary uses for a Funeral Parlour and Caretaker's accommodation.</p>
Vibration		
Hospitals		
<p>PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p>AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p>	<p>AO28.1 Not applicable – the application is for ancillary uses for a Funeral Parlour and Caretaker's accommodation.</p>

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of 0.4m/s ^{1.75} . Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	AO28.2 Not applicable – the application is for ancillary uses for a Funeral Parlour and Caretaker's accommodation.
Air and light		
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	AO29.1 Complies – the caretaker's residence is shielded from the state-controlled road by the existing building.
PO30 Development involving a: 1. child care centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	AO30.1 Not applicable – the application is for ancillary uses for a Funeral Parlour and Caretaker's accommodation.
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	AO31.1 Complies – the caretaker's residence is located behind an existing building.
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	

Table 7: Table 1.2.3: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	AO32.1 Complies – the mapping does not indicate that the development is located in a future state-controlled road.
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	
	OR all of the following acceptable outcomes apply: AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	
PO33 Vehicular access to a future	AO33.1 Development does not require	AO33.1 Not applicable – the mapping

Performance outcomes	Acceptable outcomes	Response
<p>state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>new or changed access between the premises and a future state-controlled road.</p> <p>AND</p>	<p>does not indicate that the development is located in a future state-controlled road.</p>
	<p>AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.</p>	<p>AO33.2 Not applicable – the mapping does not indicate that the development is located in a future state-controlled road.</p>
<p>PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with volume 3 of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO34 Not applicable – the mapping does not indicate that the development is located in a future state-controlled road.</p>
<p>PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.</p>	<p>AO35.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	<p>AO35.1 Not applicable – the mapping does not indicate that the development is located in a future state-controlled road.</p>
	<p>AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>	<p>AO35.2 Not applicable – the mapping does not indicate that the development is located in a future state-controlled road.</p>
<p>PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO36 Not applicable – the mapping does not indicate that the development is located in a future state-controlled road.</p>
<p>PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p>	<p>AO37.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p>	<p>AO37.1 Not applicable – the mapping does not indicate that the development is located in a future state-controlled road.</p>
	<p>AO37.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge.</p> <p>AND</p>	<p>AO37.2 Not applicable – the mapping does not indicate that the development is located in a future state-controlled road.</p>
	<p>AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	<p>AO37.3 Not applicable – the mapping does not indicate that the development is located in a future state-controlled road.</p>

9 Appendix 2