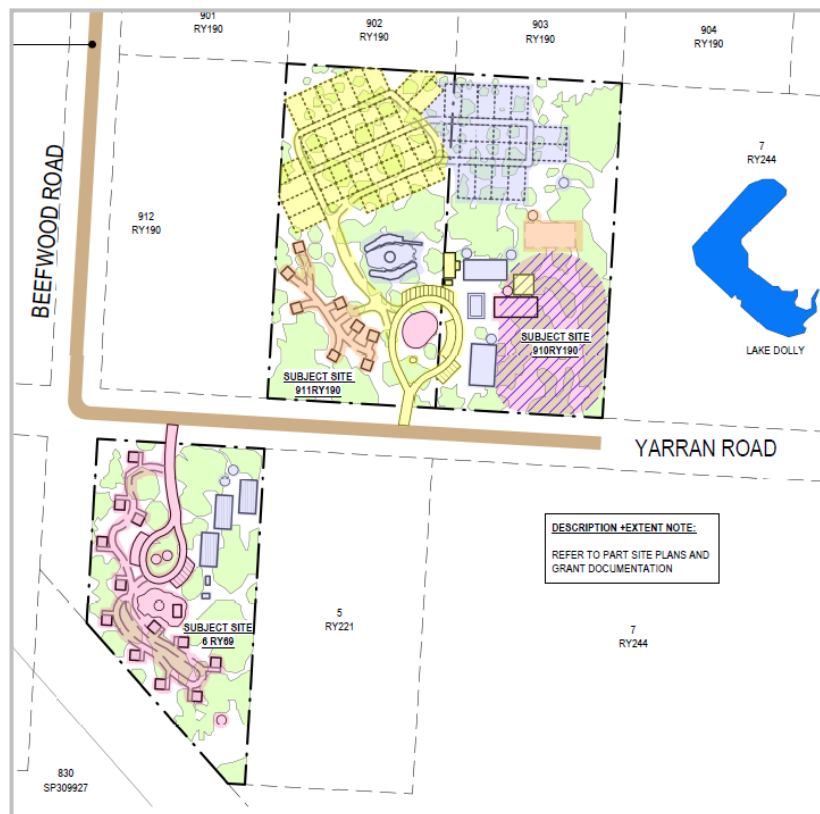


PLANNING REPORT No. 400092

Application for a Development Permit for a Material Change of Use to establish Visitor Accommodation (64 Off Grid Campsites, 20 Ensuited Cabins, 1 Managers Residence and Associated Buildings and Structures) on land described as Lot 6 on RY69, Lot 910 on RY190 and 911 on RY190, situated at Yarran Road, Barcaldine Qld 4725



Prepared on Behalf of Cheryl Thompson

October 2020

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Appendix A – Current Title Searches

Appendix B – Survey Plans and SmartMap

Appendix C – The Fringe Camp – Sheets 1 -17

Appendix D – Code Assessment

Appendix E – SDAP Code Assessment

Contact Details

Murray & Associates (Qld) Pty Ltd
Planning and Surveying Consultant

Contact: Andrew Bell
Address: PO Box 665
Emerald Qld 4720

Phone: (07) 4987 5363
Email: andrewb@mursurv.com

1.0 Summary

SITE DETAILS

Address	53 Yarran Road, Barcaldine Qld 4725 44 Yarran Road, Barcaldine Qld 4725 42 Yarran Road, Barcaldine Qld 4725
Real Property Description	Lot 6 on RY69 Lot 911 on RY190 Lot 910 on RY190
Subject Land Area	Lot 6 – 16130m ² Lot 910 – 20230m ² Lot 911 – 20230m ² Total – 56590m ²
Local Authority	Barcaldine Regional Council
Current Registered Landowner	Lot 6 – Chompee Pty Ltd Lot 910 and 911 – Cheryl Therese Raftos

PLANNING SCHEME DESIGNATIONS

Planning Scheme	Barcaldine Shire Planning Scheme
Town	Town of Barcaldine
Zone	Industrial Zone

APPLICATION DETAILS

Applicant	Cheryl Thompson
Proposal	Material Change of Use to establish Visitor Accommodation (64 Off Grid Campsites, 20 Ensuited Cabins, 1 Managers Residence and Associated Buildings and Structures)
Application Type	Development Permit
Level of Assessment	Impact Assessment

PROJECT TEAM

Town Planning & Surveying Consultant	Murray & Associates (Qld) Pty Ltd
---	-----------------------------------

2.0 Introduction

Murray & Associates (Qld) Pty Ltd have been commissioned to prepare this Planning Report on behalf of Cheryl Thompson in support of an Application for a Development Permit for a Material Change of Use to establish Visitor Accommodation (64 Off Grid Campsites, 20 Ensuited Cabins, 1 Managers Residence and Associated Buildings and Structures) on land described as Lot 6 on RY69, Lot 910 on RY190 and 911 on RY190, situated at Yarran Road, Barcaldine Qld 4725.

The subject site is owned by two parties. Lot 6 is owned by Chompee Pty Ltd and Lots 910 and 911 are owned by Cheryl Therese Raftos. Refer to **Appendix A** for a copy of the Current Title Searches.

Written consent to the proposed development is included with the development application material and accompanies DA Form 1 – Development Application Details.

The subject site incorporates an area of 56,590m², and is situated within the Industrial Zone of the Town Zone of Barcaldine, as identified in accordance with Zoning Map, Sheet 2 of 2 of the Barcaldine Shire Planning Scheme.

The proposed development is 'Impact Assessable', as determined in accordance with Part 4 Zone, 4.5 Industrial Zone, 4.5.2 Industrial Zone Table of Assessment (1) Material Change of Use of the Barcaldine Shire Planning Scheme.

This Planning Report should be read in conjunction with the supporting information included within the Figures and Appendices, as well as the attached DA development application form.

3.0 Characteristics of the Site and Surrounding Area

3.1 Overview

Location of Subject Site

The subject site is located at Yarran Road, Barcaldine and is legally described as Lot 6 on RY69 and Lots 910 and 911 on RY190. A Locality Map is provided within **Figure 1** of this report, which identifies the site in relation to the surrounding area.



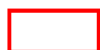
 Subject Site

Figure 1 – Locality Map

Current Registered Landowner

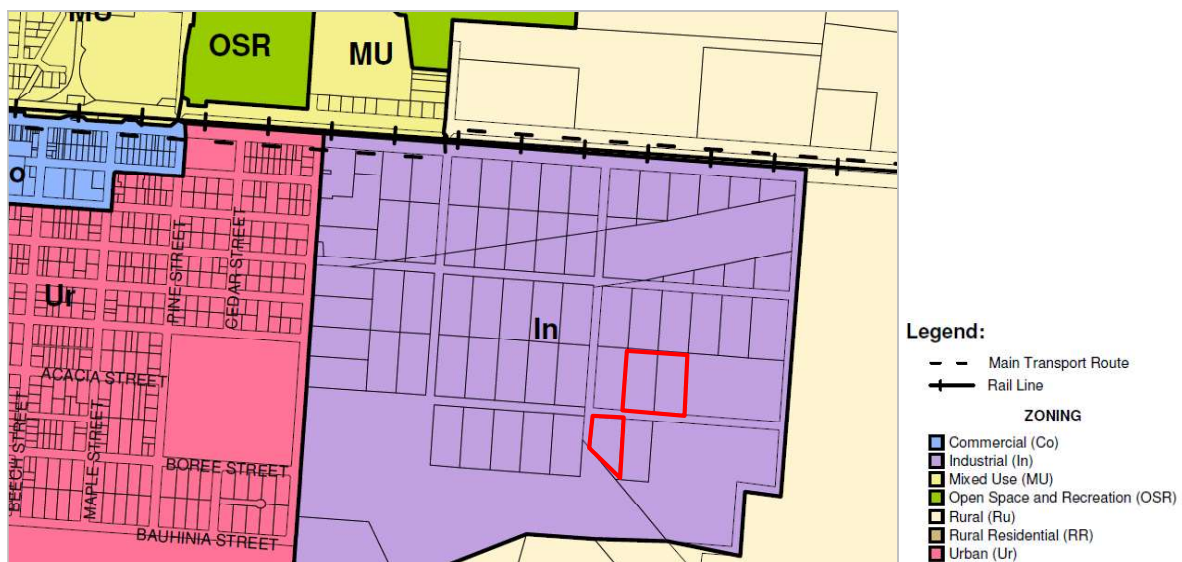
The subject site is owned by two parties. Lot 6 is owned by Chompee Pty Ltd and Lots 910 and 911 are owned by Cheryl Therese Raftos. Refer to **Appendix A** for a copy of the Current Title Searches.

Site Improvements and Natural Features

The subject site is vacant of any buildings or structures.

Land Zoning

The subject site is located within the Industrial Zone of the Town Zone of Barcaldine, as identified in accordance with Zoning Map, Sheet 2 of 2 of the Barcaldine Shire Planning Scheme. An extract of Zoning Map No. 2 is provided within **Figure 2** of this report.




 Subject Site

Figure 2 – Zoning Map Extract

Surrounding Land Uses

In the immediate vicinity of the subject site is the Barcaldine airport.

Other than the airport the subject site is located in an area which is undeveloped. That is, whilst the land is zoned Industrial, there is almost no building or structures from the subject site to the railway line to the north.

In addition to this, immediately to the east of Lot 910 is Lot 7 on RY244 (State Land) which contains Lake Dolly. Lake Dolly has cultural significance to the Aboriginal people, as there was a period of time where Aboriginal people resided nearby the lake. This became known as the "Fringe Camp".

Dimensions, Easements and Topography

Lots 910 and 911 are regular in shape. Lot 6 is irregular in shape due to its proximity to the Barcaldine airport.

The site has a total area of 56590m² of relatively level topography. For complete site dimensions, refer to the Survey Plans and SmartMap included within **Appendix B** of this report.

It is noted that the subject site is not encumbered by any easements in favour of a distribution entity or third party of interest, as confirmed by the Current Title Searches included within **Appendix A** of this report.

Access

The subject site has frontage to Yarran Road which is constructed to a gravel standard.

Vehicular access onto each of the lots occurs via Yarran Road. Yarran Road is accessed via Beefwood Road, which is also constructed of gravel.

Services

The subject site does not have any existing connection to services.

4.0 Material Change of Use Proposal

4.1 Development Overview

This application seeks approval for a Development Permit for a Material Change of Use to establish Visitor Accommodation (64 Off Grid Campsites. 20 Ensulted Cabins, 1 Managers Residence and Associated Buildings and Structures) on land described as Lot 6 on RY69, Lot 910 on RY190 and 911 on RY190, situated at Yarran Road, Barcaldine Qld 4725.

The intended staging and layout of the development is shown on the plans prepared by Design + Architecture included within **Appendix C** of this report.

The development is proposed in four (4) stages. The speed at which the stages are developed will ultimately depend on demand and funding. On completion of the four stages the development is expected to employ between 10 and 20 full time and part time staff. The intention is that the majority of the staff will be local aboriginal youths who are gaining experience in the hospitality industry.

The development whilst primarily providing a unique tourist accommodation option will also provide cultural experiences to guests. This includes:

- gathering and preparing of food from native plants;
- viewing artwork; and
- participating in organised workshops.

Staging of Development

Stage 1:

- 43 Off Grid Camping Sites
- Inground Pool

- Managers Office and Staff Quarters
- Communal Area (Outdoor Kitchens, Amenities and Laundry)
- Multipurpose Shed for Art Gallery and Interactive Cultural Activities
- Ring Road
- Bus Stop and 18 Visitor Car parks

Stage 2:

- 21 additional Off Grid Camping Sites
- Art Studio
- Amenities Camp Kitchen
- Amenities Block

Stage 3:

- Nature Play Area
- 12 Ensuite Cabins and Recreational Space (Lot 6)
- Office
- Plant Nurseries

Stage 4:

- 8 additional Ensuite Cabins
- Yiningai House

Building Design, Site Layout & Site Cover

The development has been designed having regard to the existing natural vegetation and landscape. In doing so the removal of vegetation will be limited for the proposed development. Careful consideration has been given to the site layout to ensure the development is spread throughout the site to give guests a sense of isolation and preserve the outback nature of the site.

At this stage the final building design of buildings and structures is unknown. However, **Appendix C** contains an indicative design of a number of the

buildings. The proposed development can be conditioned to require Council is provided with floor plans and elevations of all buildings prior to building approval been issued.

Site Suitability

As outlined in section 3.1.5, the site has cultural significance to the Yiningai people. Specifically, the land the development is proposed on was once the location of a camp on the fringe of the town of Barcaldine.

Due to the undeveloped nature of the land it provides the perfect opportunity to create a development which integrates with the natural environment.

Further the site is suitably located in that it is easily accessible to travellers and can also easily and equitably be provided with all the necessary infrastructure services.

Vehicle Access & Car Parking

Vehicle access to the site will be via the constructed road network, being Beefwood Road and Yarran Road. Council have indicated that support would be provided for any maintenance or upgrades required to the road for the increased traffic generated by the development.

The development has been designed such that:

- The vehicle of the guests staying at the off grid camp sites can be parked on the camp site.
- The vehicle of guests staying at an ensuited cabin can be parked adjacent to the cabin.
- There are two bus drop off sites (Lot 6 and Lot 910).
- There are 25 visitor carparking spaces spread throughout the development.

Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.2(1)(a) of the Barcaldine Shire Planning Scheme states

that a Visitor Accommodation requires 1 space per site. Each site and cabin has its own parking area. In addition to this 25 visitor carparking spaces are proposed. These will be provided for visitors attending the site to attend some of the cultural experiences offered or to visit a guest staying at the park.

The number of carparks provided is more than adequate to accommodate for the proposed activity on the subject site.

Services & Stormwater Management

Council are currently investigating the possibility of extending the reticulated water main to the subject sites.

Notwithstanding this, all of the buildings will be connected to rain water tanks. Should reticulated water not be provided to the subject site, water tanks will be positioned throughout the site. Given the arid climate of the area, rainwater captured from the roofs would not be adequate to service the use. To meet this anticipated shortfall potable water would be carted to the site and stored in the water tanks as required.

It is intended that eventually reticulated electricity would be provided to the site. However, Stage 1, does not require a connection to reticulated electricity to operate as the camp sites are independent of services and amenities block. Further, the camp kitchen and office block do not require reticulated electricity. Depending on the final building design, these building may be provided with some solar electricity arrangement.

Sewerage will be dealt with as the development progresses through the stages.

Stage 1 – Amenities block will be connected to an on-site effluent management, treatment and disposal system. The use of these amenities will

be limited. Campers will be encouraged to be self-sufficient (ie own potable water, toilets and solar electricity).

Stage 2 – Additional amenities blocks will be connected to an on-site effluent management, treatment and disposal system. Effluent dump point will be installed in the north-east corner of Lot 910. This will be pumped out as required by a licensed liquid waste collector.

Stage 3 – Each ensuited cabin and building will be connected to an onsite effluent, management, treatment and disposal system.

Stage 4 - Each ensuited cabin will be connected to an onsite effluent, management, treatment and disposal system.

It is acknowledged the number of occupants will trigger Environmentally Relevant Activity (ERA) 63 Sewage Treatment. The sewage treatment method will be the discharge of sewage from the works to an infiltration trench or through an irrigation scheme. On this basis, the sewage treatment method is a non-concurrence ERA. Once final building designs are completed and sewage loads are understood an application for ERA 63 will be submitted to the Department of Environment and Heritage Protection.

The proposed development does not require connection to any telecommunications. Mobile coverage is available at the site. The proposed development is intended to provide a remote experience and as such the use of telecommunications is discouraged whilst staying at the premises.

As identified above vehicle access to the site will be via Yarran Road.

5.0 Local Planning

5.1 Level of Assessment and Desired Environmental Outcomes (DEOs)

As stated under Section 1.0 and Section 2.0 of this report, the proposed development is 'Impact Assessable', as determined in accordance with Part 4 Zone, 4.5 Industrial Zone, 4.5.2 Industrial Zone Table of Assessment (1) Material Change of Use of the Barcaldine Shire Planning Scheme.

The proposed development does not jeopardise any objectives of the Natural Environment; Economic Development; or Community and Services Desired Environmental Outcomes, as listed under the Barcaldine Shire Planning Scheme, as the proposed development applies for a use that integrates well with the surrounding character of the local commercial area. Therefore, an assessment of the Desired Environmental Outcomes in relation to the proposed development is not considered necessary.

5.2 Desired Environmental Outcomes

The Natural Environment

The proposed development capitalises on a culturally significant site nearby the town of Barcaldine, namely "Lake Dolly".

The intent of the development is to remain minimalistic in the natural outback surroundings. Hence the built form and scale of the development will be restricted where possible.

The intention of the development is to improve the natural environment of the site by planting natural plant species throughout the site which are culturally significant to the aboriginal people either as a food source or for other reasons.

The proposed development will not only prevent land degradation of the site but will also ensure the culturally significant site is recognised, taught and preserved into the future.

Economic Development

The development will provide tourists a reason to stay in Barcaldine. Whilst Barcaldine is located on a major tourist route, tourists currently have limited reasons to stay a night or more in or in close proximity to the township. The proposed development will encourage tourists to spend multiple days in the township. This in turn results in indirect expenditure in the town of Barcaldine.

The nature and operation of the use will also generate much needed employment for young people in the area.

The location of the proposed development does not conflict with any established uses and will utilise land which has been left vacant for many years.

The proposed development provides a diversified tourist experience which is currently not provided in the Central West. Further, the nature of the use, in particular the art gallery, has the potential to draw interstate and international tourists to the region.

Community and Services

The development of the site for the proposed tourist activity represents a logical development having regard to the cultural ties to "Lake Dolly". Further,

the establishment of the use on the land may result in other lots which have been vacant for many years.

The proposed development will contribute to the diversity of tourism in the region and provide much needed employment for local people of Barcaldine.

Due to the nature of the use the provision of infrastructure is not an issue. The subject site has frontage to a suitable road network and can be provided with potable water and adequate on-site effluent management, treatment and disposal systems can be installed on-site.

5.3 Intent for the Industrial Zone of the Town of Barcaldine

As noted throughout this Planning Report, the subject site is included within the Industrial Zone of the Town of Barcaldine, with the overall outcomes for this precinct identified as follows:

- (1) The Shire has an appropriate land use structure that is in accordance with the environmental characteristics of the locality and that avoids conflict between incompatible "uses".*
- (2) The Industrial "Zone" continues to accommodate a wide range of "industrial activities".*
- (3) Within the Industrial "Zone" "industrial activities":*
 - (a) are consolidated, within an identifiable area, so as to ensure other "uses" in the locality are protected from any adverse impacts associated with "industrial activities"; and*
 - (b) are not prejudiced by the intrusion of incompatible "uses".*
- (4) Within the Industrial "Zone", "development":*
 - (a) is located, designed and operated in a manner that maintains the industrial scale, intensity, form and character;*
 - (b) maintains the environment, including soil, air and water compatible with healthy natural systems and public health and safety;*

- (c) does not prejudice or impact adversely on other "uses" including those within other "Zones";*
- (d) has an appropriately designed access to the road network and traffic generated by the development does not impact adversely on the local road network;*
- (e) protects areas and sites of conservation importance, including cultural and high landscape values;*
- (f) is undertaken in an orderly and logical sequence to achieve an efficient provision of infrastructure;*
- (g) protects and maintains the integrity of the Lake Eyre Basin;*
- (h) is located and designed in ways that minimise the need for flood and landslide mitigation, and to protect people and premises from such natural events;*
- (i) has water supply, stormwater disposal, sustainable effluent and waste disposal and power, to appropriate standards, adequate for the "use"; and*
- (j) does not impact adversely on infrastructure.*

Comment:

It is acknowledged the proposed development is not envisaged in an industrial area. However, the location of the development is in an area that has no existing established industrial uses. On this basis, the proposed development will have no impact on industrial activities for the town of Barcaldine. There is ample vacant industrial land available in much closer proximity to the town which can be more efficiently serviced for industrial activities.

Given the existence of "Lake Dolly" and its cultural significance it is questionable how the area was ever zoned Industrial. The proposed development will ensure the culturally sensitive area is preserved and recognised into the future.

Given, the connection to "Lake Dolly", it is considered the development has been appropriately located. In addition to this, the development can be easily

served with the necessary infrastructure services to enable the use to efficiently function.

5.4 Relevant Codes

The code applicable to this proposed development is the Industrial Zone Code, and an assessment of this code is included within **Appendix D** of this report.

6.0 State Planning

6.1 Referral Agencies

The Planning Act 2016 and Planning Regulation 2017 provide the legislative framework within Queensland for authorities (Local and State Government) to assess development applications. Matters that require assessment may be delegated to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP).

Following a review of the various referral triggers, it is noted that this application does require referral to DSDMIP. Specifically, the proposed development triggers Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1. Specifically, the proposed development is a tourist park that will be designed to accommodate more than 75 people.

An assessment of the relevant SDAP codes is included within **Appendix E** of this report.

7.0 Conclusions and Recommendations

This application provides justification for a favourable Development Permit for a Material Change of Use to establish Visitor Accommodation (64 Off Grid Campsites. 20 Ensuted Cabins, 1 Managers Residence and Associated Buildings and Structures) on land described as Lot 6 on RY69, Lot 910 on RY190 and 911 on RY190, situated at Yarran Road, Barcaldine Qld 4725, on the following grounds:

- The proposal provides much needed tourism accommodation and also provides an attraction and cultural experiences to encourage tourists to stay in the town of Barcaldine.
- The proposed development will ensure the culturally significant "Lake Dolly" is not only protected but its cultural significance is understood.
- The proposed development will provide much needed employment for locals in the hospitality industry.
- The proposed development utilises land which has been vacant for many years.
- The proposed development does not adversely impact the availability of vacant industrial land, nor does it impact the continued operation of any established industrial activities.
- The proposed development can be provided with all necessary infrastructure for the development to efficiently operate.

- The proposed development achieves the outcomes sought by the Desired Environmental Outcomes of the Barcaldine Shire Planning Scheme.

Thus, it is recommended that Council issue a Development Permit for a Material Change of Use to establish Visitor Accommodation (64 Off Grid Campsites. 20 Ensuited Cabins, 1 Managers Residence and Associated Buildings and Structures) on land described as Lot 6 on RY69, Lot 910 on RY190 and 911 on RY190, situated at Yarran Road, Barcaldine Qld 4725.

Current Title Searches

CURRENT TITLE SEARCH

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 35178874

Search Date: 12/10/2020 11:16

Title Reference: 30492126

Date Created: 13/04/1982

REGISTERED OWNER

Dealing No: 714842359 14/12/2012

CHOMPEE PTY LTD A.C.N. 136 963 294

TRUSTEE

UNDER INSTRUMENT 714842359

ESTATE AND LAND

Estate in Fee Simple

LOT 6 CROWN PLAN RY69

Local Government: BARCALDINE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 30492126 (ALLOT 6 SEC 68)
2. MORTGAGE No 716831136 20/10/2015 at 12:36
NATIONAL AUSTRALIA BANK LIMITED A.B.N. 12 004 044 937

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D-ENQ GLOBALX

CURRENT TITLE SEARCH

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 35178904

Search Date: 12/10/2020 11:16

Title Reference: 30196007

Date Created: 29/10/1941

Previous Title: 30062225

30062226

REGISTERED OWNER

Dealing No: 705377120 05/02/2002

CHERYL THERESE RAFTOS

ESTATE AND LAND

Estate in Fee Simple

LOT 910 CROWN PLAN RY190
Local Government: BARCALDINE

LOT 911 CROWN PLAN RY190
Local Government: BARCALDINE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 30062225 (ALLOT 10 SUBN SEC 9)
Deed of Grant No. 30062226 (ALLOT 11 SUBN SEC 9)
2. MORTGAGE No 714456541 10/05/2012 at 11:51
NATIONAL AUSTRALIA BANK LIMITED A.B.N. 12 004 044 937

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D-ENQ GLOBALX

Survey Plans and SmartMap

Port No	Farm No	Selector	D and B passed on	Remarks	Port No
Allot 6 of Sec. 68	APL 16077-APF 16246-	F82.14-4 (1.613 ha)			

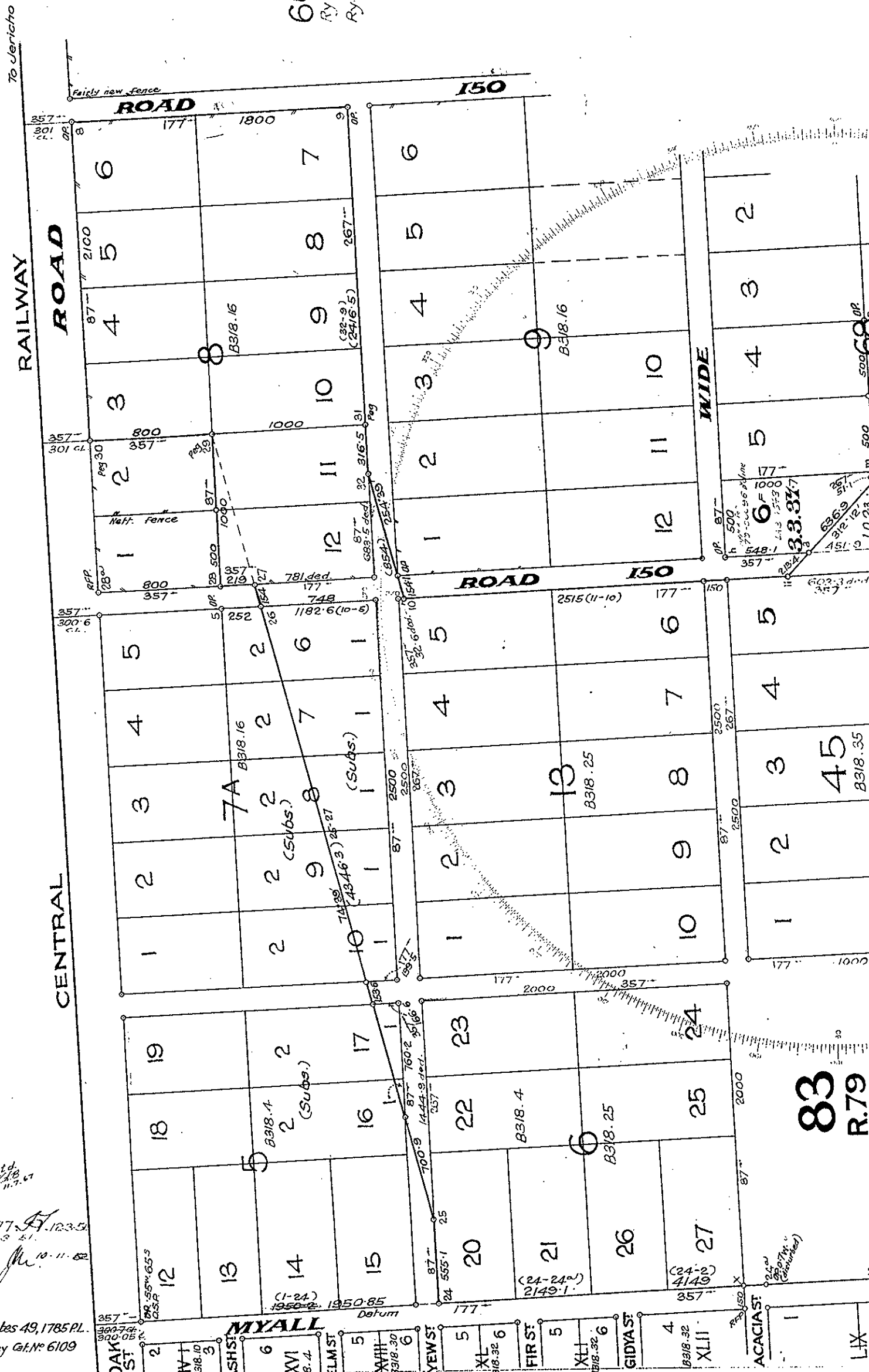
Traverses and Secants

Line	Bearing	Dist.
14 to 14	87°	1281.8
6 to 6	180° 1'	150.9
33 to 34	180° 1'	1226.2
29 to 27	254° 39'	1023.8
16 to 19	359° 56'	559.3
19 to 23	267°	606.1
18 to 15	87°	1860.6

Connections to Iron Pins

1	357°	5.0
2	267°	"
3	177°	"
4	357°	"
5	87°	"
6	177°	"
7	87°	"
8	357°	"
9	267°	"
10	177°	"
11	357°	"
12	267°	"
13	132° 12'	"
14	42° 12'	"
15	222° 12'	"
16	132° 12'	"
17	177°	"
18	87°	"
19	267°	"
20	177°	"
21	357°	"
22	267°	"
23	177°	"
24	357°	"
25	87°	"
26	357°	"
27	87°	"
28	343° 9'	"
29	163° 9'	"

To Jericho



Boundaries and Area of
Port 83 adjusted vide S.L. 27909 *CHD. RAB 11.3.67*
28-6-67
Allot. 6 of Sec. 68 adjusted vide P.L. 16077-APF 16246- *CHD. RAB 11.3.67*
For notings in red vide 52.3978 L.S.W. *CHD. RAB 11.3.67*

Plan compiled from Surveyor C.H. Wilson's field notes 49, 1785 P.L.
R.P. Survey Gt. No. 6109

& original plans B318.16, 25 & 35 (in brown)
I hereby certify that I, in person, made, and on the 6. 12. 1948
completed the survey represented by this plan, on which are written
the bearings and lengths of the lines surveyed by me, and that the
survey has been executed in accordance with the existing re-
gulations of the Surveyor General's Department.

C.H. Wilson

Auth. Surveyor

Vide plan on S.O. File

Meridian Observations

Register No	Station No	Date	Lat.	Long.	Observed	Variation
						C.A.M.

Add 1° 15' to all bearings for
C.A.M. vide Ry. 34

83
R.79

Port No	Farm No	Selector	D and B passed on	Remarks
---------	---------	----------	-------------------	---------

49.1785
P.L.

66
Ry. 58
Ry. 72

Reference to Corners			
Con	Bearing	From	Links

All new corners marked by pegs with pointers at 20 links.

For Additional Plan & Document Notings Refer to CISP

Total area of aerodrome
~~314.0.0~~ - 0 - 0 Abt 377.3.0
(Port 83 & freehold land, being, Allots of Subd. Secs. 6, 8, 13 & 45 & Subs. 1 of Allots. 6 to 10 & 16 & 17 of Subd. Secs. 5 & 74)

83 R.79
Reserve for Landing Ground for Aircraft.

(Area of portion 83)
~~198.2.20~~
Abt 202.1.20

102 Ry. 97

R.54

84 R.44

Sanitary Reserve

83 R.29 Ry. 122

93 R.57 Ry. 19

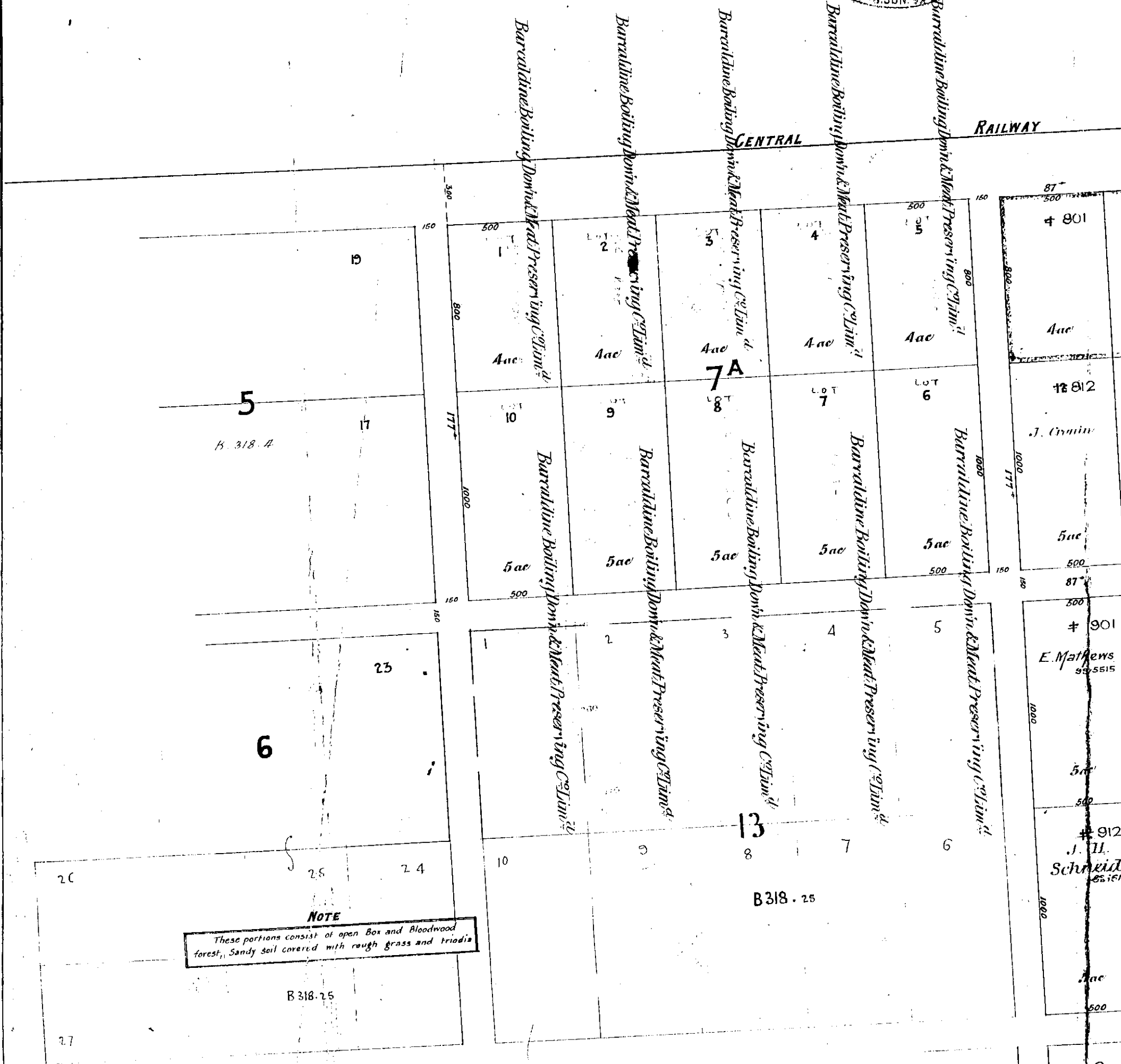


PLAN OF Aerodrome Site
comprising
PORTION No. 83 (R. 79) & Freehold Land
PARISH OF BARCALDINE
County of Rodney
Land Agent's Barcaldine
District of
Cat. No. **Ry. 69**

Date of Instructions Council Survey Res. 86.43
Date of transmission of plans &c. 28.4.49
Examined by *AY* 12.1.51 Calc. Book No. 1153
Voucher No. Passed for payment
Charted by 6712 25.1.51
Sales Register Vol. Fol.

Scale 6 Chains to an Inch

D12



NOTE
These portions consist of open Box and Bloodwood forest, Sandy soil covered with rough grass and triodia

Vide : Ry 69

I hereby certify, on honour, that this survey has been carried out by myself personally with the theodolite and that the boundaries shown on the plan accord with those marked and defined on the ground, and that this plan has been drawn under my personal supervision

R. J. D. G.
Surveyor.

DESCRIPTIONS CONVERTED TO LOT(S) ON PLAN RY190		
Authorised <i>R. J. D. G.</i> Senior Draftsman 22.1.11.186		
ALLOTS	SECTIONS/PORS	LOTS
1-10	7A	1-10
1-12	8	801-812
1-6	9	901-906
10-12		910-912

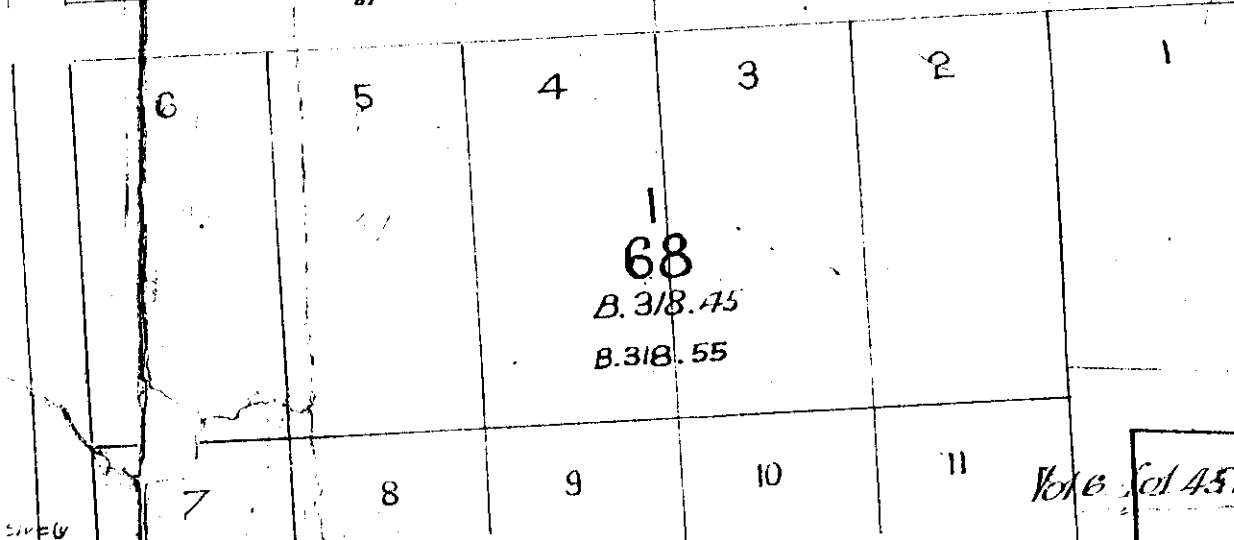
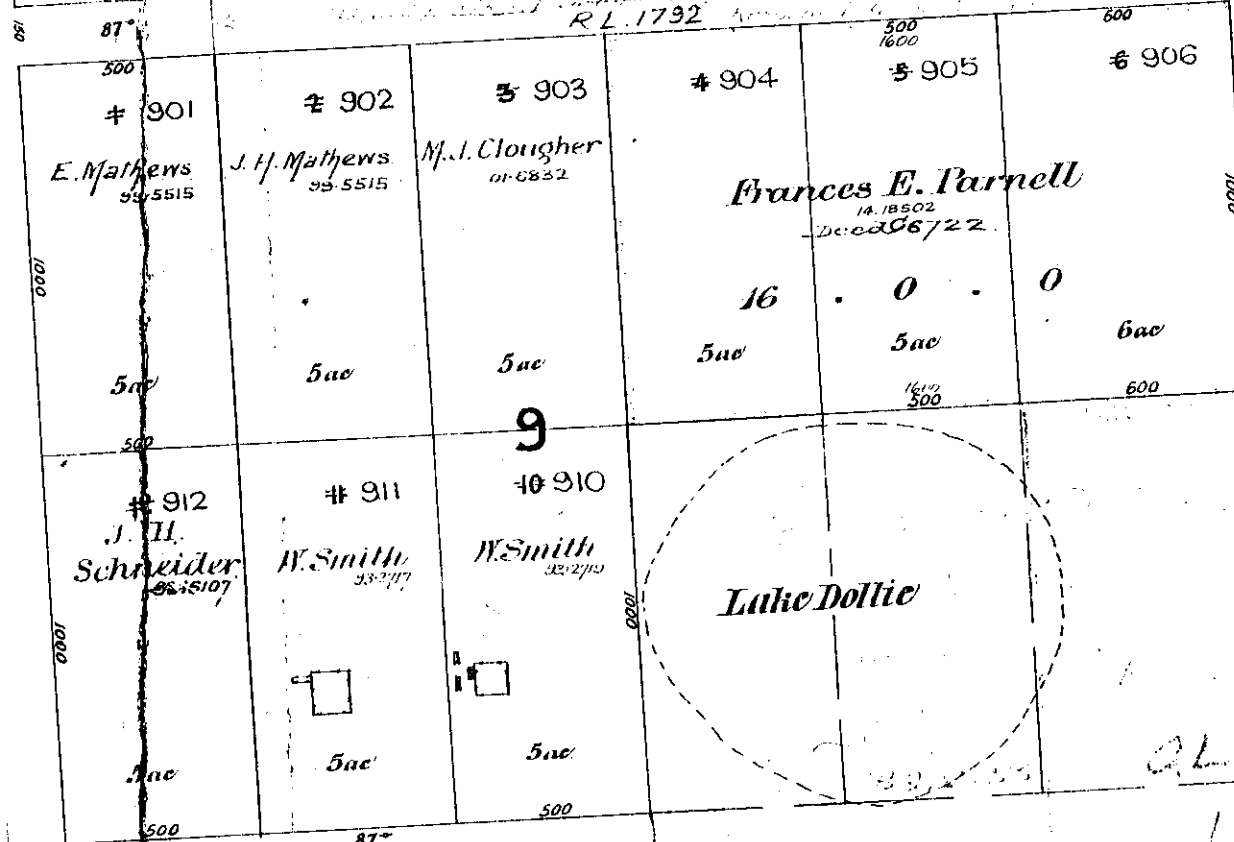
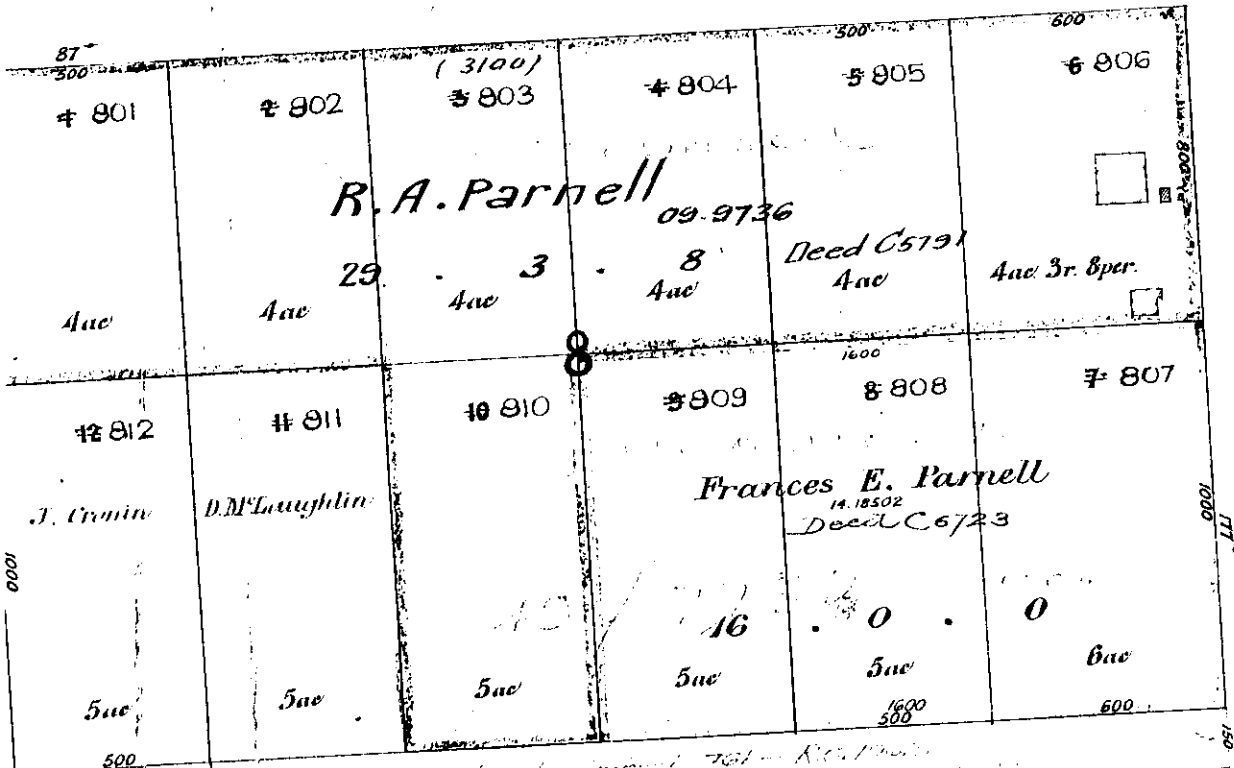
respectively

RY190

Cost of Survey

Same rate 10 02 used.

AY



116

Ry. 34

66

Ry. 58

DESCRIPTIONS AS INDICATED HEREON HAVE BEEN CONVERTED TO LOT OR PLAT FORMAT IN TERMS OF REG. 61A OF LAND RECS 1902.

For the purpose of this survey, the area shown is to be used as a whole.

Balance 13 7 72

CENTRAL DISTRICT.

SURVEY OF

SUBURBAN SECTIONS A
PORTIONS Nos. 7, 8, 9

PARISH OF Barraldine

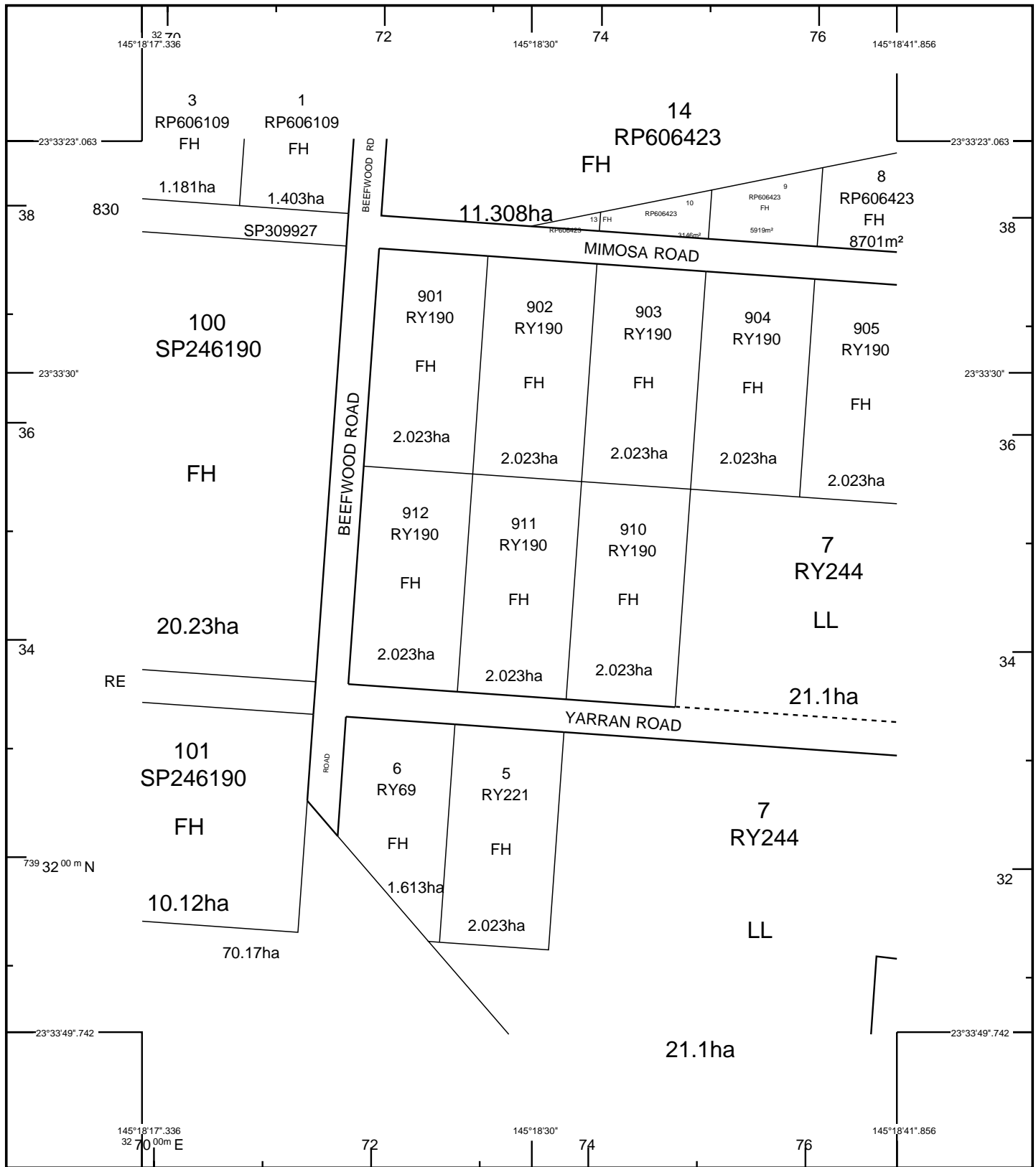
COUNTY OF Rodney

LAND AGENT'S DISTRICT OF Blackall

Cat. **1318**
RY190

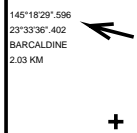
SCALE 4 chains to an inch.

Surveyed under telegraphic instructions from the Surveyor-General, No. 1892
dated 30 July 1892
my Letter No. 21 June 1892



STANDARD MAP NUMBER
7950-14422

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	911/R190
Area/Volume	2.023ha
Tenure	FREEHOLD
Local Government	BARCARDINE REGIONAL
Locality	BARCARDINE
Segment/Parcel	46009/50

CLIENT SERVICE STANDARDS

PRINTED (dd/mm/yyyy) 13/10/2020

DCDB 12/10/2020

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SmartMap

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SmartMap Information Services

Based upon an extraction from the
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**Queensland
Government**

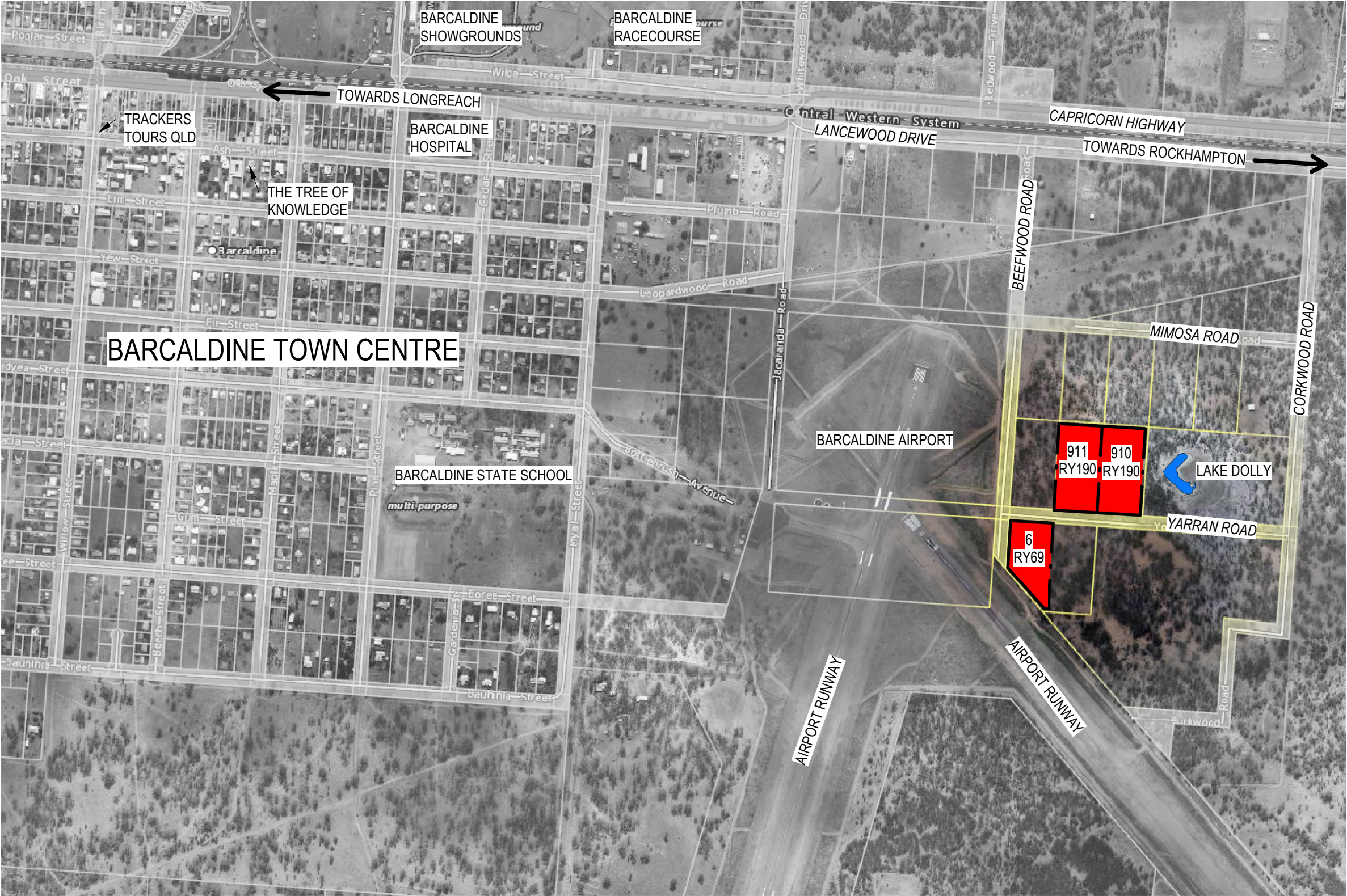
(c) The State of Queensland,
(Department of
Natural Resources,
Mines and Energy) 2020.



The Fringe Camp – Sheets 1 -17

Prepared by Design + Architecture

THE FRINGE CAMP

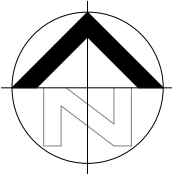


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drawing title:
LOCATION PLAN

drawing no: **SK-001** project no: **CO-052**



project: **A3 DRAWING** NOTED SCALES RELATE TO A3 DRAWINGS
THE FRINGE CAMP

location:
BARCALTINE- LOT NO.
911RY190+ 910RY190+6RY69

client:
TRACKERS QLD

REV	DESCRIPTION	DATE
1	PRELIMINARY	03/09/2020
2	PRELIMINARY	07/09/2020
3	PRELIMINARY	07/09/2020
5	PRELIMINARY	09/09/2020
6	PRELIMINARY	11/09/2020

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reg no:4610

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scale 1 : 10000	rev
date SEP 20	6
drawn AUTHOR	

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ROAD AND WATER NOTE: BARCALDINE REGIONAL COUNCIL HAVE COMMITTED TO UPGRADING BOTH ROAD ACCESS AND WATER CONNECTION TO SITE

POWER NOTE: CURRENTLY ASSUMING ERGON WILL PROVIDE POWER TO EDGE OF SITE AT NO COST (STILL TO BE CONFIRMED)

BEEFWOOD ROAD

901
RY190

902
RY190

903
RY190

904
RY190

912
RY190

7
RY244

STAGE LEGEND

	STAGE 1
	STAGE 2
	STAGE 3
	STAGE 4

LAKE DOLLY

SUBJECT SITE
911RY190

SUBJECT SITE
910RY190

YARRAN ROAD

101
SP246190

DESCRIPTION +EXTENT NOTE:

REFER TO PART SITE PLANS AND
GRANT DOCUMENTATION

5
RY221

7
RY244

SUBJECT SITE
6 RY69

830
SP309927

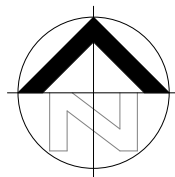
AIRPORT RUNWAY

CONCEPT ONLY

1 OVERALL SITE PLAN
ST-003 1: 2000 @ A3

drawing title:
OVERALL SITE

drawing no: SK-002 project no: CO-052



project:	A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS
location:	BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69
client:	TRACKERS QLD

REV	DESCRIPTION	DATE
1	PRELIMINARY	03/09/2020
2	PRELIMINARY	07/09/2020
3	PRELIMINARY	07/09/2020
5	PRELIMINARY	09/09/2020
6	PRELIMINARY	11/09/2020

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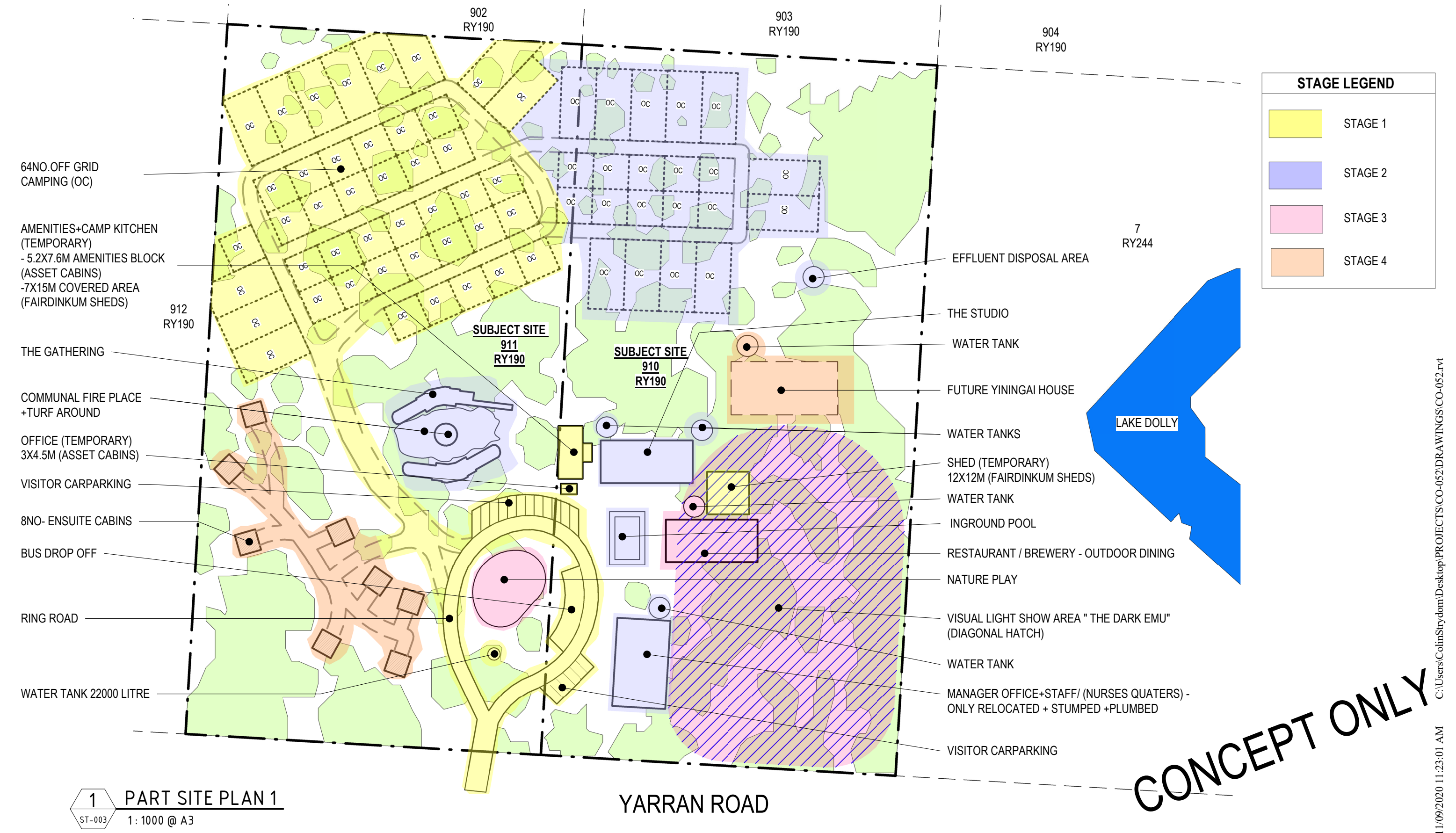
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	drawn AUTHOR

rev 6



1 PART SITE PLAN 1
ST-003 1: 1000 @ A3

drawing title:
PART SITE PLAN 1

drawing no: **SK-003**

project no: **CO-052**

project:
THE FRINGE CAMP

location:
BARCALDINE- LOT NO.
911RY190+ 910RY190+6RY69

client:
TRACKERS QLD

REV

DESCRIPTION

DATE

1

PRELIMINARY

03/09/2020

2

PRELIMINARY

07/09/2020

3

PRELIMINARY

07/09/2020

5

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09/09/2020

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11/09/2020

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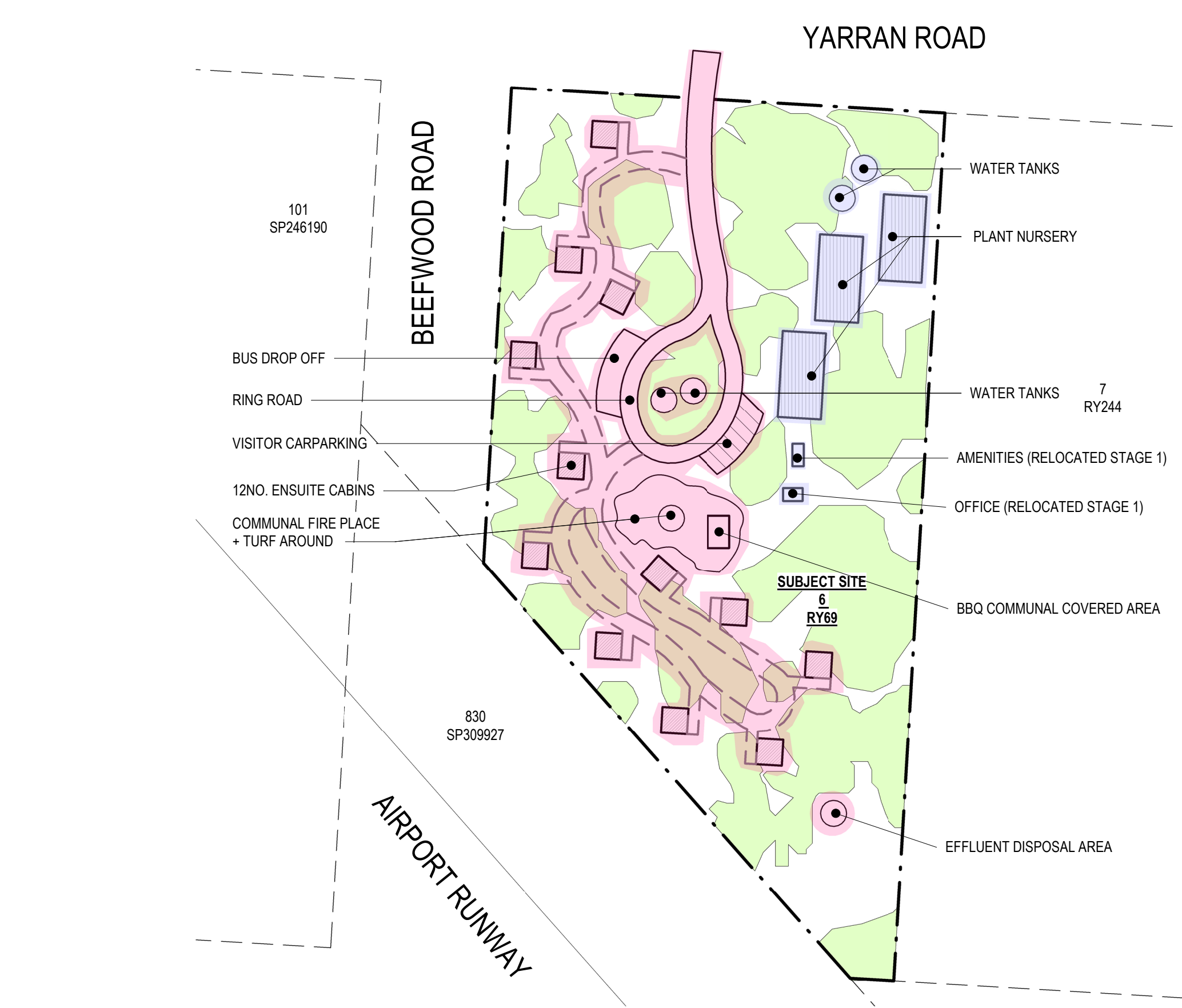
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As indicated

date
SEP 20

drawn
Author

rev
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STAGE LEGEND	
<div></div>	STAGE 1
<div></div>	STAGE 2
<div></div>	STAGE 3
<div></div>	STAGE 4

1

ST-003

PART SITE PLAN 2

1 : 1000 @ A3

drawing title:

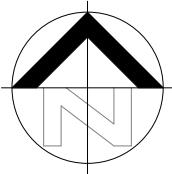
PART SITE PLAN 2


drawing no:

SK-004

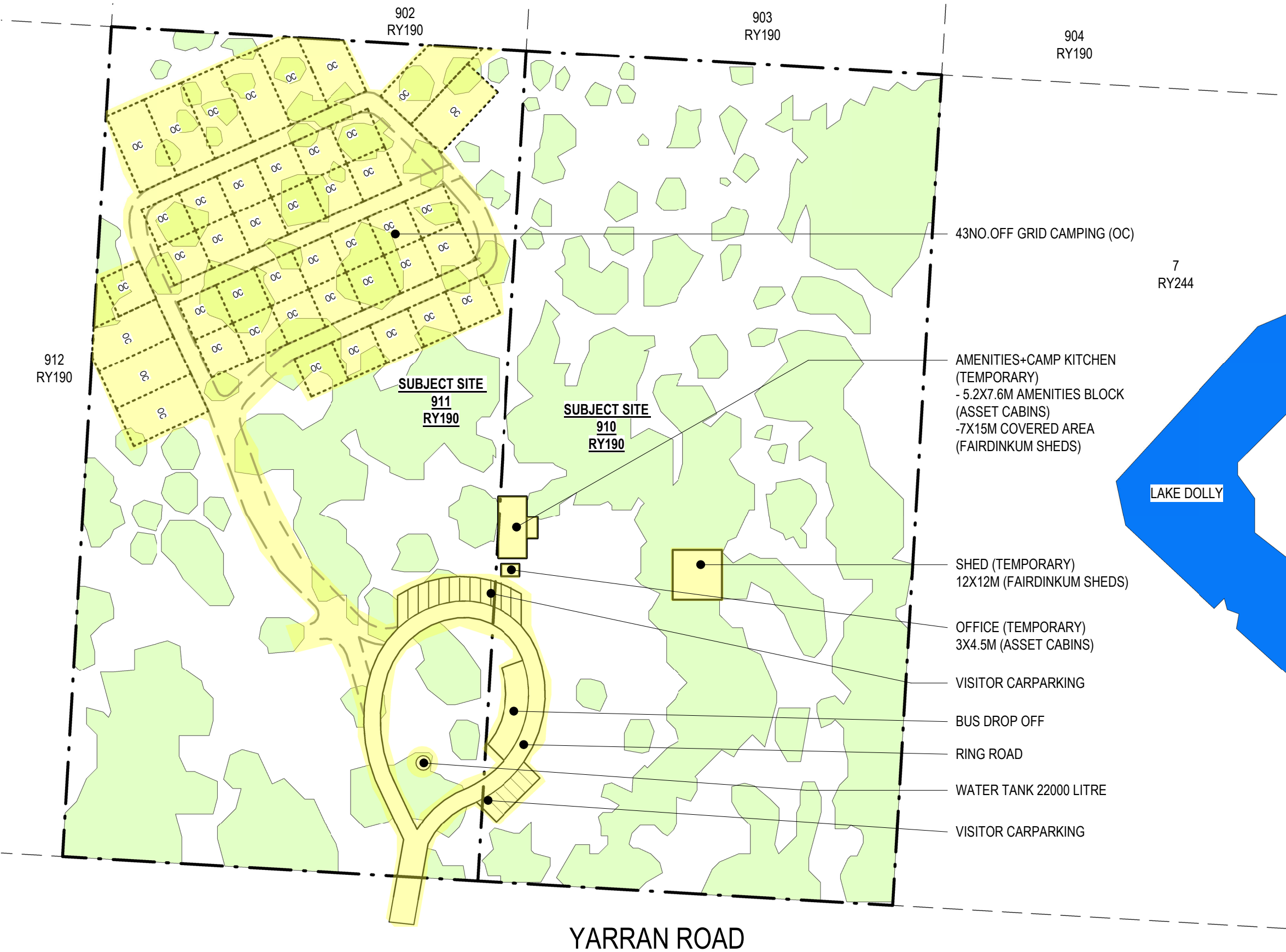
project no:

CO-052



project: THE FRINGE CAMP		A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS		REVISIONS		PRELIMINARY SKETCH PLANS: If the drawings are labelled and issued 'preliminary', below, they are not suitable for Building Application, tender or construction purposes! The intent of preliminary sketch plans are only for presenting the concept for the specific project to the client as nominated in the title sheet.		 design + architecture abn: 80167978832 Pty.Ltd.		ISSUED FOR PRELIMINARY		
location: BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69	client: TRACKERS QLD	REV	DESCRIPTION	DATE	COPYRIGHT & LIABILITY: These drawings, concepts and designs are copyrighted and the property of DESIGNANDARCHITECTURE and not to be used for any other reason without the consent or permission of designandarchitecture PTY.LTD. (ACN 167 978 832) DESIGNANDARCHITECTURE accept no responsibility for the accuracy, completeness of electronically transferred documents. NEVER SCALE OF DRAWINGS, IF IN DOUBT, ASK!	1 2 3 5 6	PRELIMINARY PRELIMINARY PRELIMINARY PRELIMINARY PRELIMINARY	03/09/2020 07/09/2020 07/09/2020 09/09/2020 11/09/2020	044 968 2924 www.designaa.com.au	design@designaa.com.au reg no:4610	scale	rev
		As indicated	6									
		date		SEP 20								
		drawn		Author								

CONCEPT ONLY



LEGEND

STAGE 1

CONCEPT ONLY

drawing title:
STAGE 1 SITE PLAN

drawing no: SK-005

project no: CO-052

project:
THE FRINGE CAMP-STAGE 1

location:
BARCALDINE- LOT NO.
911RY190+ 910RY190+6RY69

client:
TRACKERS QLD

REV
6

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DESCRIPTION
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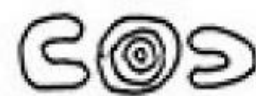
scale
As indicated

date
SEP 20

drawn
Author

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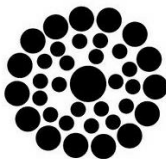
Two men sitting



meeting place



camp



campfire

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drawing title:
THE GATHERING- CONCEPT 3D
VIEW

drawing no: AK-000 project no: CO-052

project: A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS
THE FRINGE CAMP-STAGE 2

location:
BARCALDINE- LOT NO.
911RY190+ 910RY190+6RY69

client:
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REV
5
6

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DESCRIPTION
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DATE
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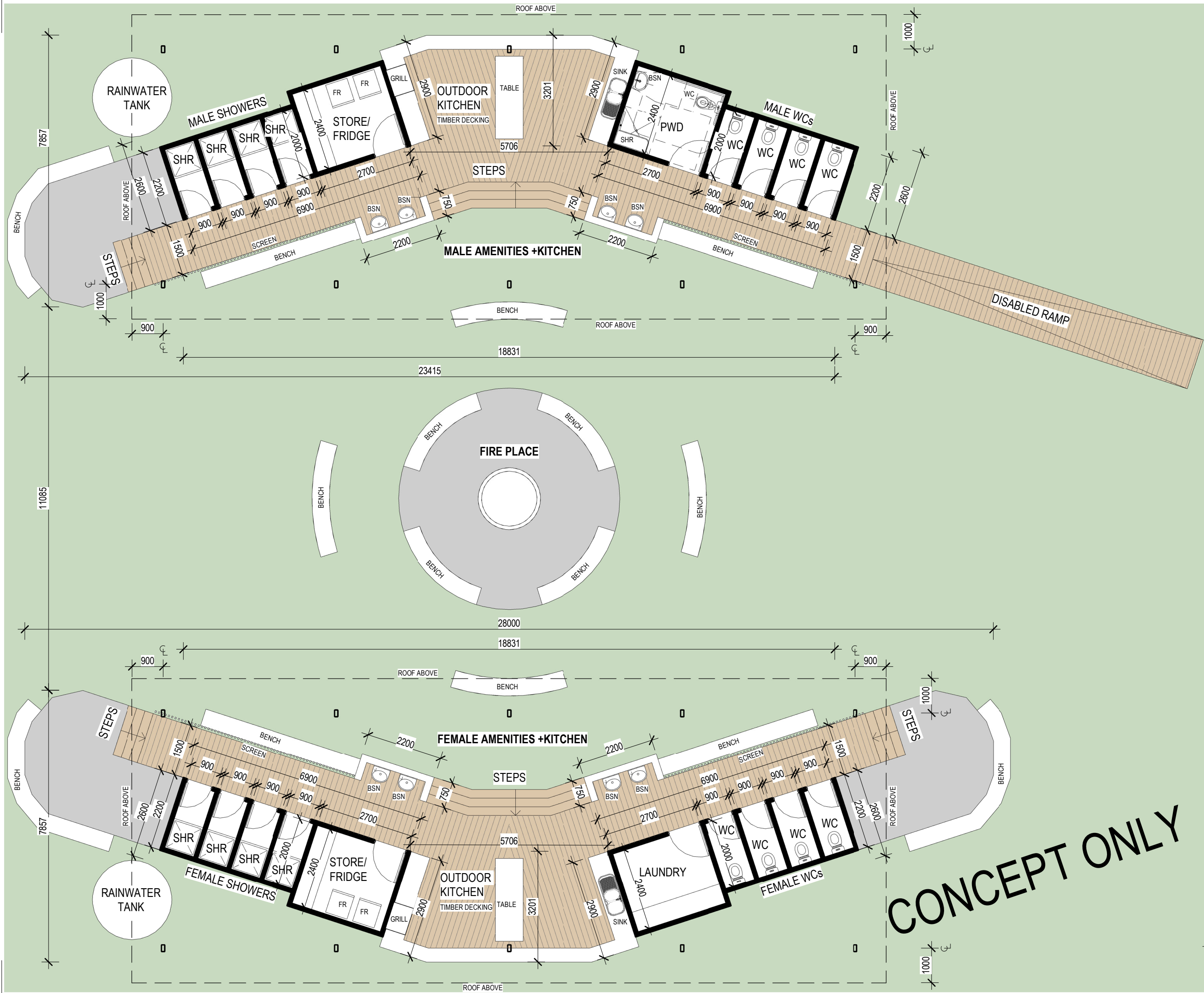


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date SEP 20
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REV	DESCRIPTION	DATE
4	PRELIMINARY	08/09/2020
5	PRELIMINARY	09/09/2020
6	PRELIMINARY	11/09/2020

A3 DRAWING
NOTED SCALES RELATE TO A3 DRAWINGS

project:
THE FRINGE CAMP -STAGE 2

drawing title:
THE GATHERING - CONCEPT PLAN

location:
BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69

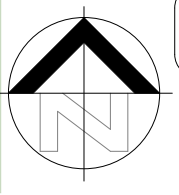
project no:
CO-052

drawing no:
AK-001



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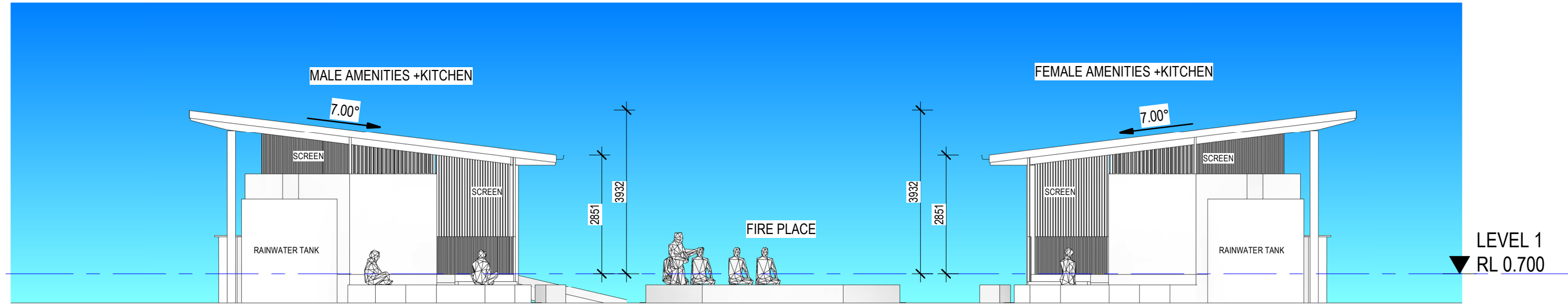
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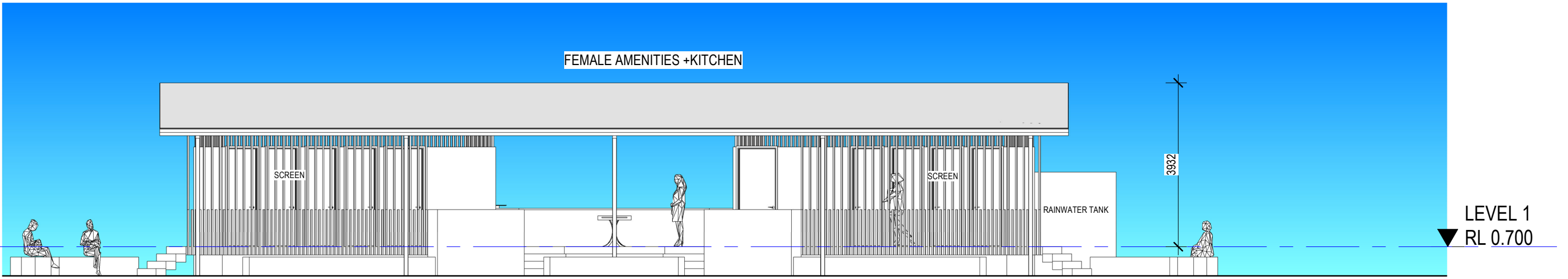
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date **SEP 20**
drawn **AUTHOR**

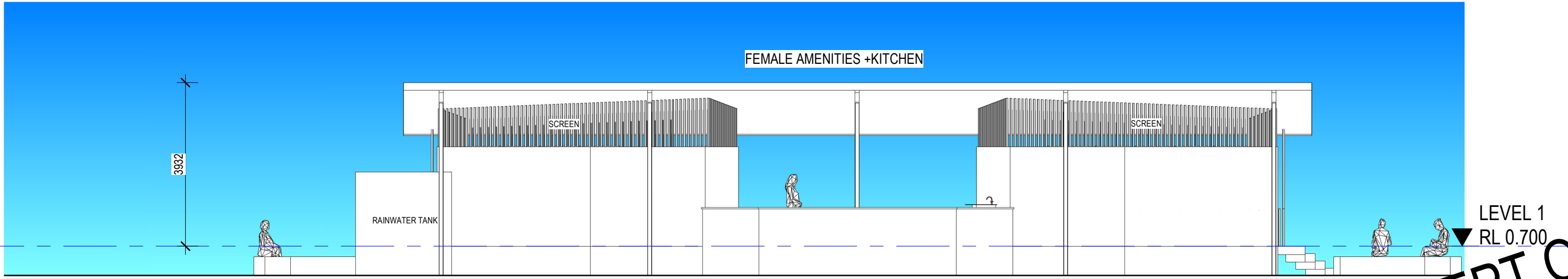
6



2 WEST ELEVATION
1 : 100 @ A3



3 NORTH ELEVATION
1 : 100 @ A3



1 SOUTH ELEVATION
1 : 100 @ A3

CONCEPT ONLY

drawing title:
**THE GATHERING- CONCEPT
ELEVATIONS**

drawing no: **AK-002** project no: **CO-052**

project: **A3 DRAWING** NOTED SCALES RELATE TO A3 DRAWINGS

THE FRINGE CAMP-STAGE 2

location:
BARCALDINE- LOT NO.
911RY190+ 910RY190+6RY69

client:
TRACKERS QLD

REV	DESCRIPTION	DATE
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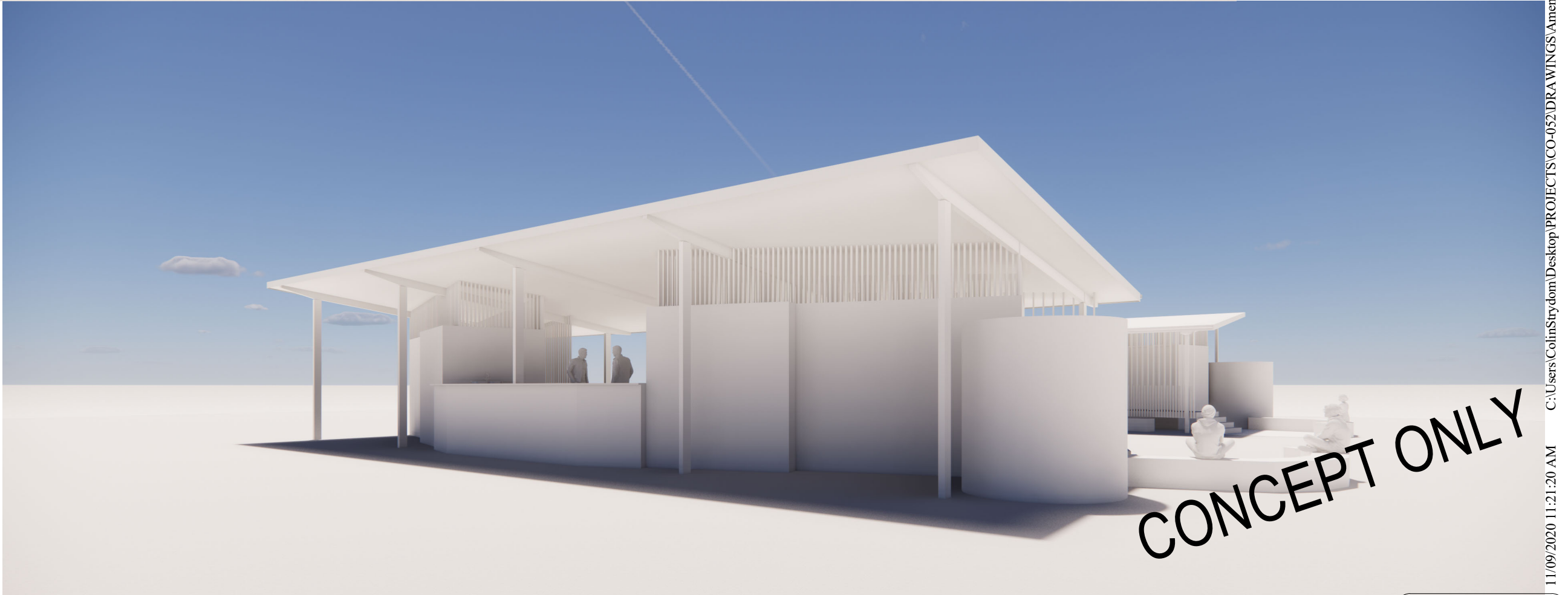
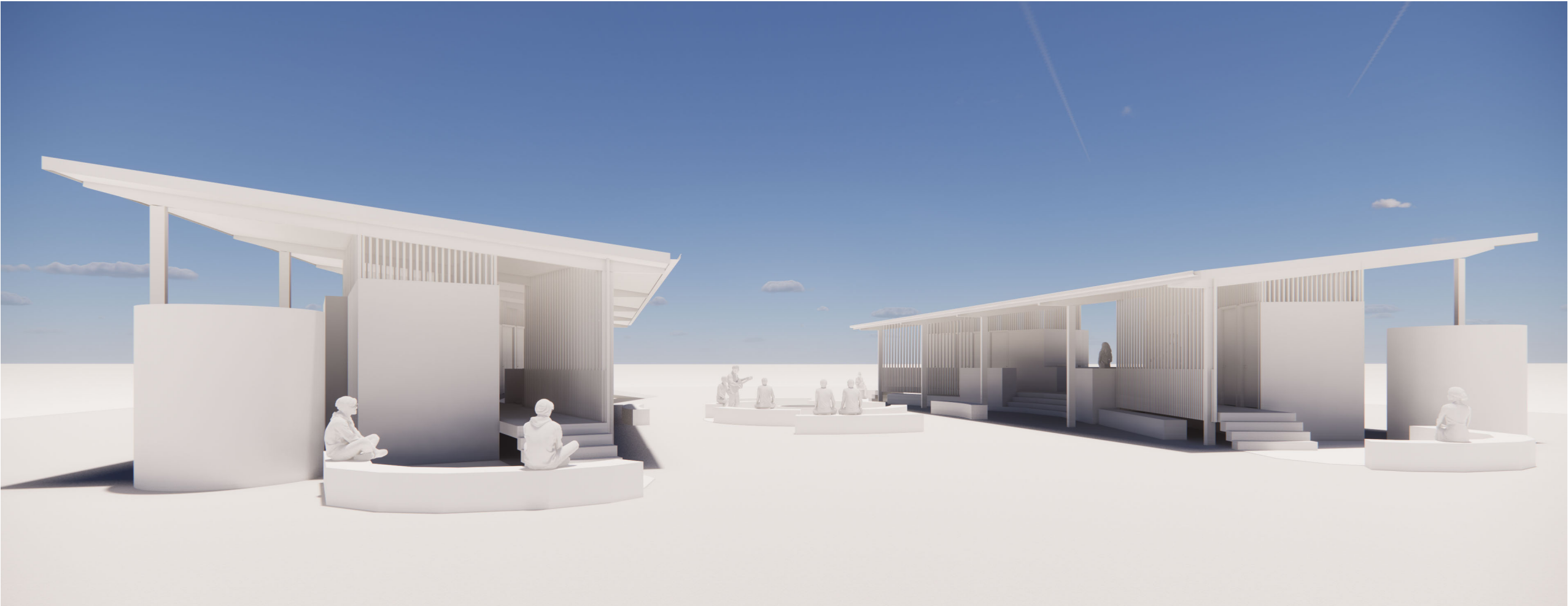


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date SEP 20	6
drawn AUTHOR	



drawing title:

THE GATHERING- CONCEPT 3D VIEWS

drawing no: AK-004

project no: CO-052

project:

THE FRINGE CAMP-STAGE 2

location:

BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69

client:

TRACKERS QLD

REV

DESCRIPTION

DATE

4

PRELIMINARY

08/09/2020

5

PRELIMINARY

09/09/2020

6

PRELIMINARY

11/09/2020

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drawing title:
THE STUDIO- CONCEPT 3D VIEW

drawing no: **ST-000** project no: **CO-052**

project: **THE FRINGE CAMP-STAGE 2**

location:
BARCALDINE- LOT NO.
911RY190+ 910RY190+6RY69

client:
TRACKERS QLD

REV	DESCRIPTION	DATE
5	PRELIMINARY	09/09/2020
6	PRELIMINARY	11/09/2020

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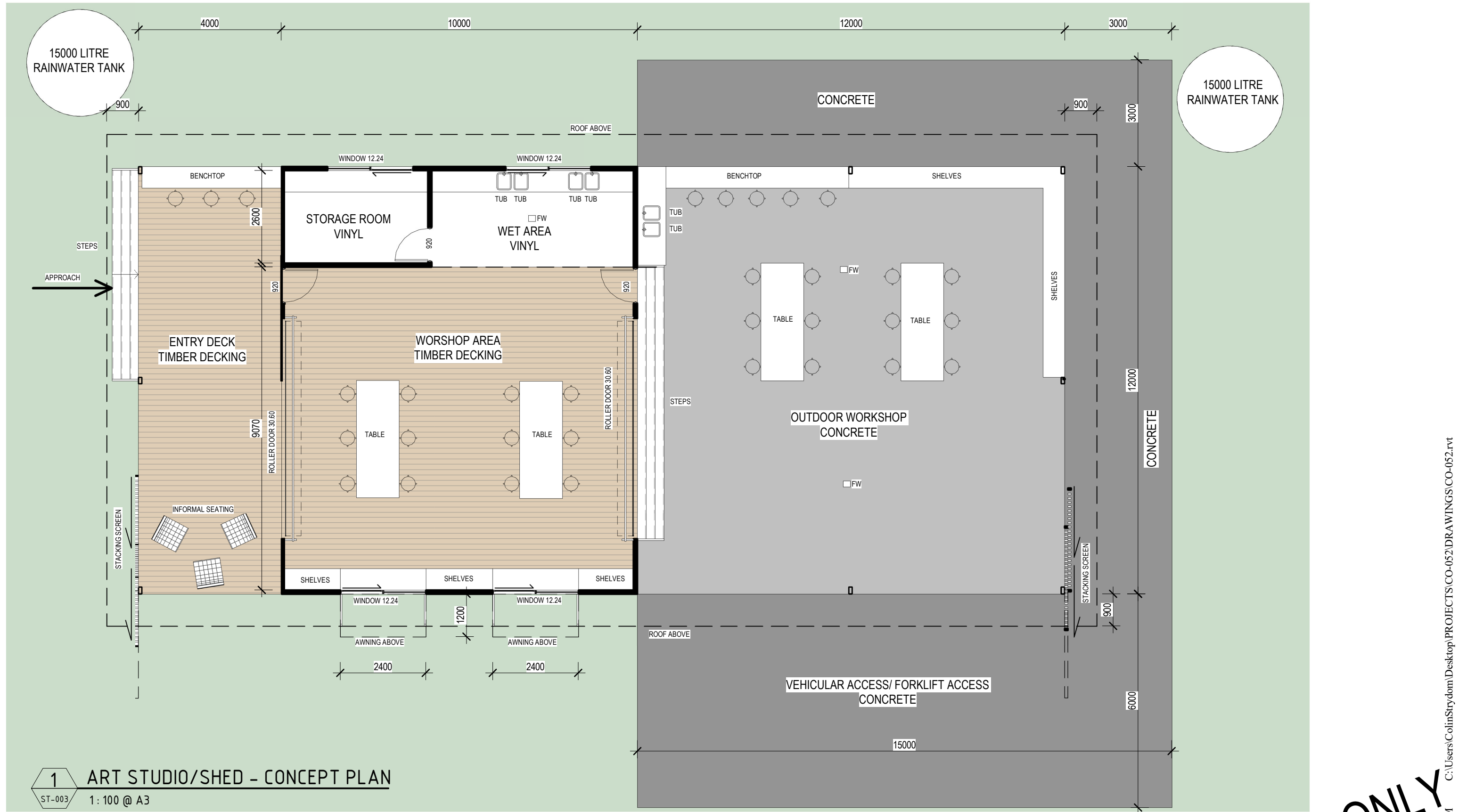
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PRELIMINARY	
scale	rev
date	SEP 20
drawn	Author
6	



1

ST-003

ART STUDIO/SHED - CONCEPT PLAN

1 : 100 @ A3

THE STUDIO NOTE:

- A/C TO ENCLOSED AREA
- EVAPORATIVE SYSTEM TO ENCLOSED AREA

project:

A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS

THE FRINGE CAMP-STAGE 2

location:

BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69

client:

TRACKERS QLD

REV

DESCRIPTION

DATE

3

PRELIMINARY

07/09/2020

4

PRELIMINARY

08/09/2020

5

PRELIMINARY

09/09/2020

6

PRELIMINARY

11/09/2020

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scale

1 : 100

date

SEP 20

drawn

Author

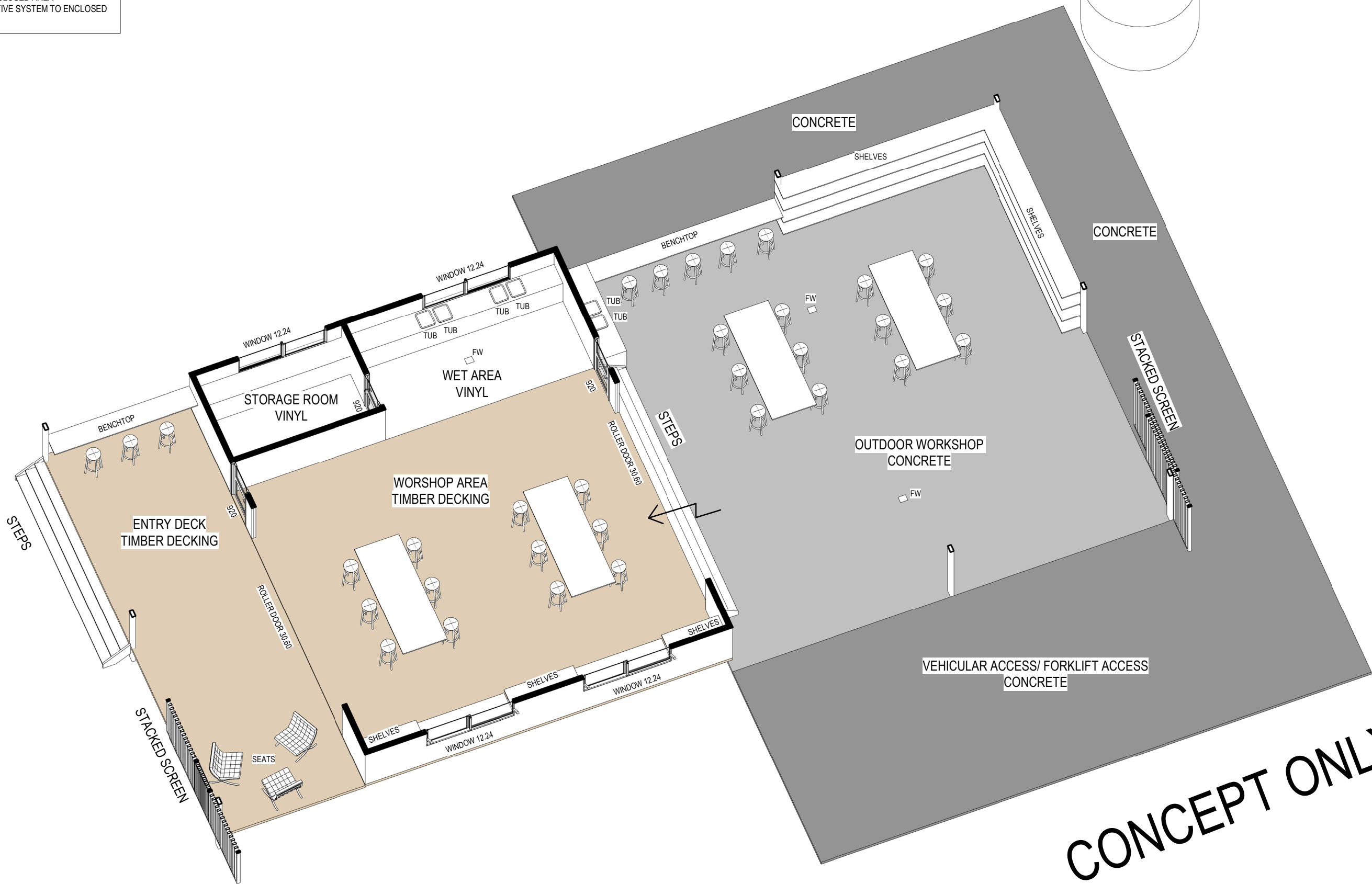
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GENERAL NOTE:
• A/C TO ENCLOSED AREA
• EVAPORATIVE SYSTEM TO ENCLOSED AREA



CONCEPT ONLY

drawing title:
THE STUDIO- CONCEPT 3D PLAN

drawing no: ST-002 project no: CO-052

project:	A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS
THE FRINGE CAMP-STAGE 2	
location:	BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69
client:	TRACKERS QLD

REV	DESCRIPTION	DATE
3	PRELIMINARY	07/09/2020
4	PRELIMINARY	08/09/2020
5	PRELIMINARY	09/09/2020
6	PRELIMINARY	11/09/2020

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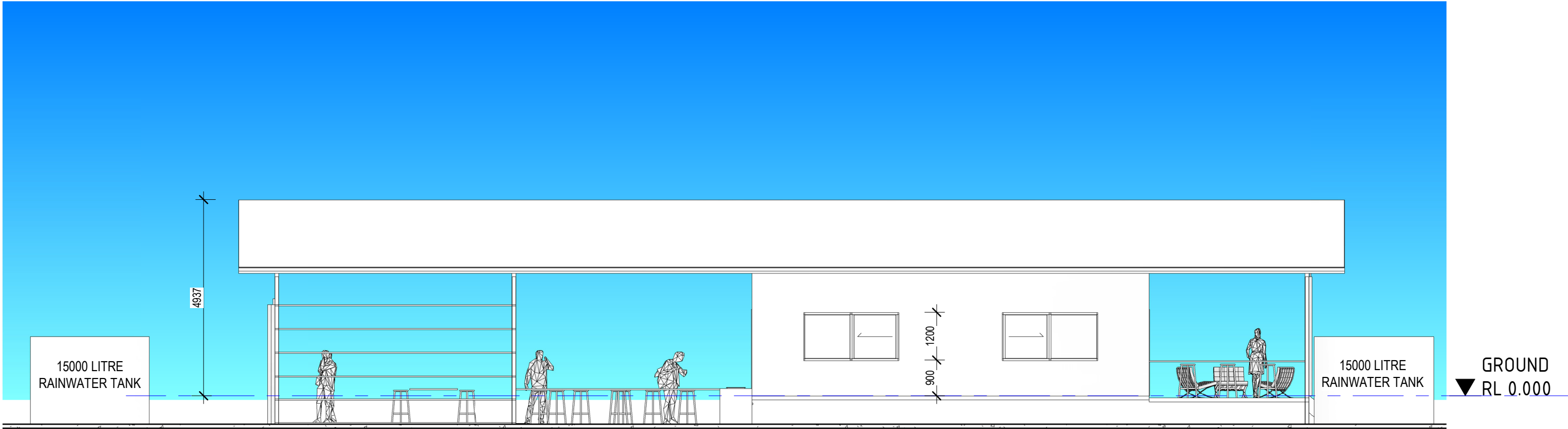


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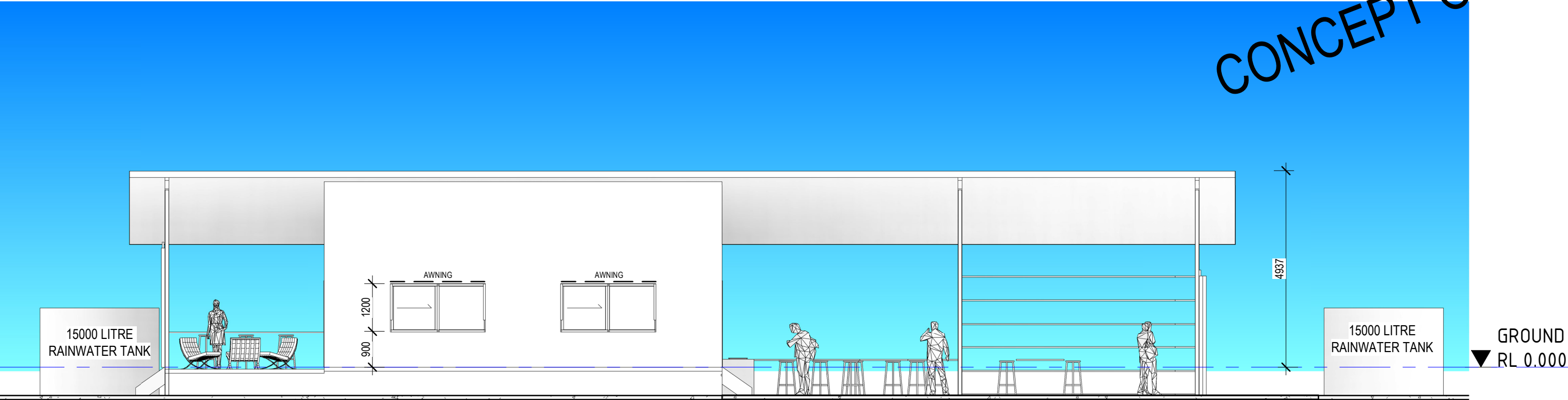
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PRELIMINARY	
scale	rev
date	SEP 20
drawn	Author
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1 NORTH ELEVATION
1: 100 @ A3



2 SOUTH ELEVATION
1: 100 @ A3

drawing title:
**THE STUDIO- CONCEPT
ELEVATIONS**

drawing no: **ST-003** project no: **CO-052**

project: THE FRINGE CAMP-STAGE 2	
location: BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69	client: TRACKERS QLD

REV	DESCRIPTION	DATE
4	PRELIMINARY	08/09/2020
5	PRELIMINARY	09/09/2020
6	PRELIMINARY	11/09/2020

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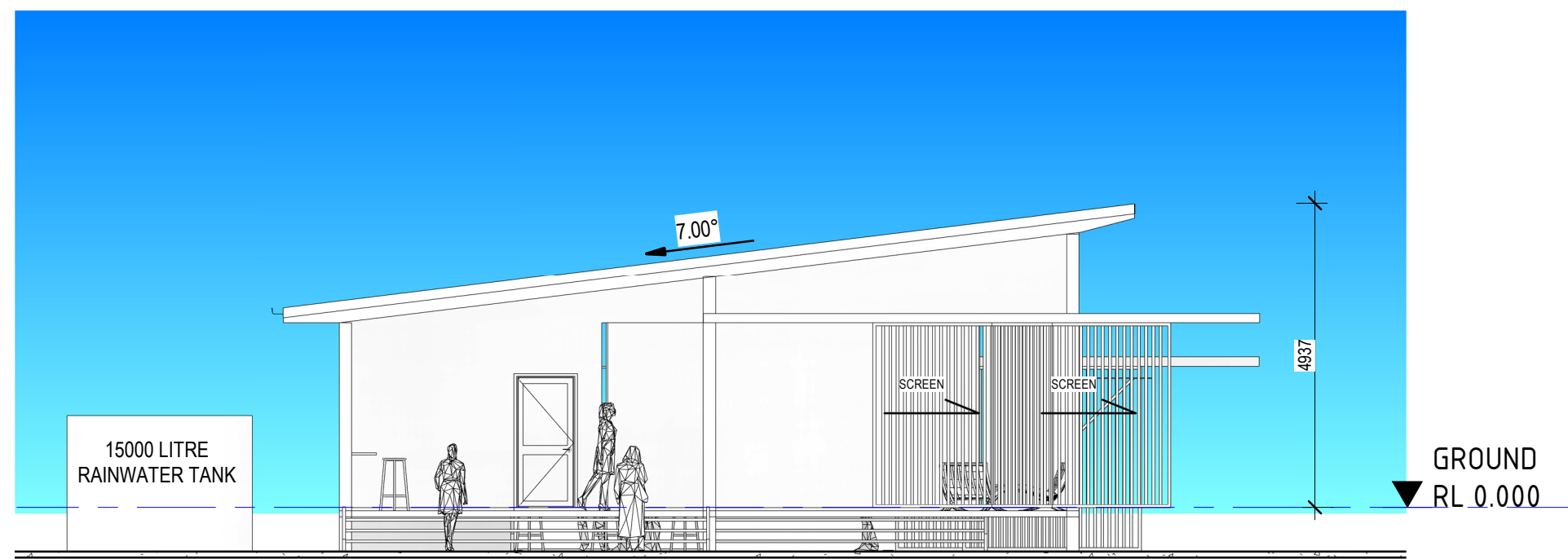
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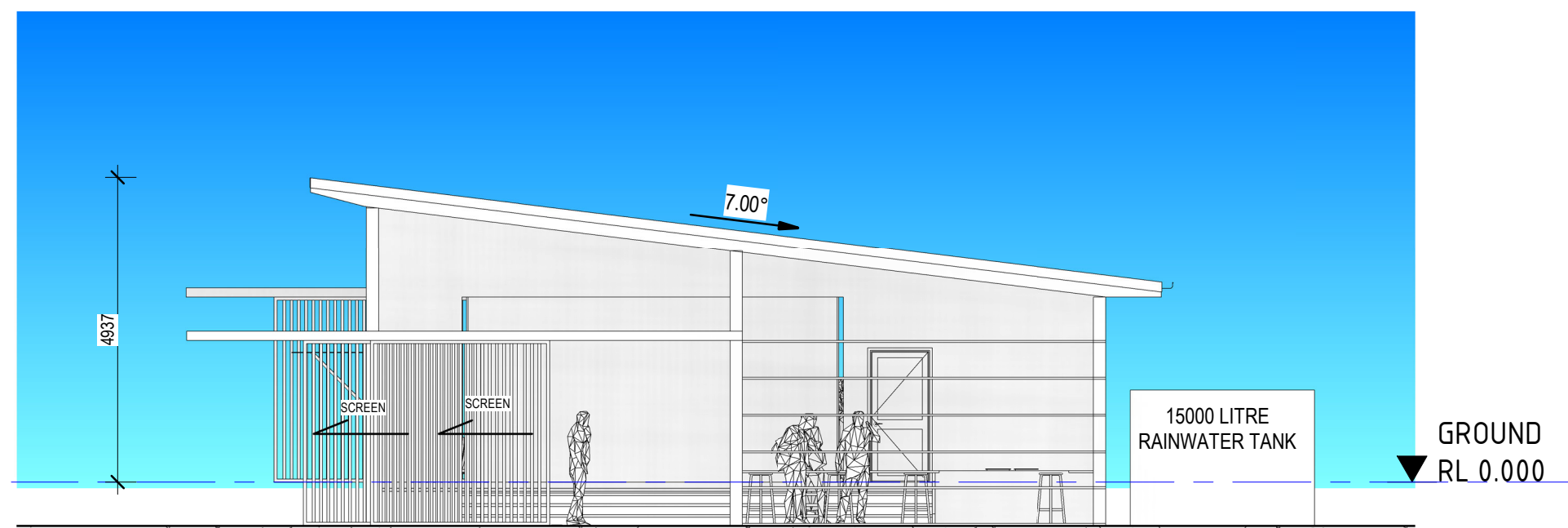
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scale 1 : 100	rev 6
date SEP 20	
drawn Author	



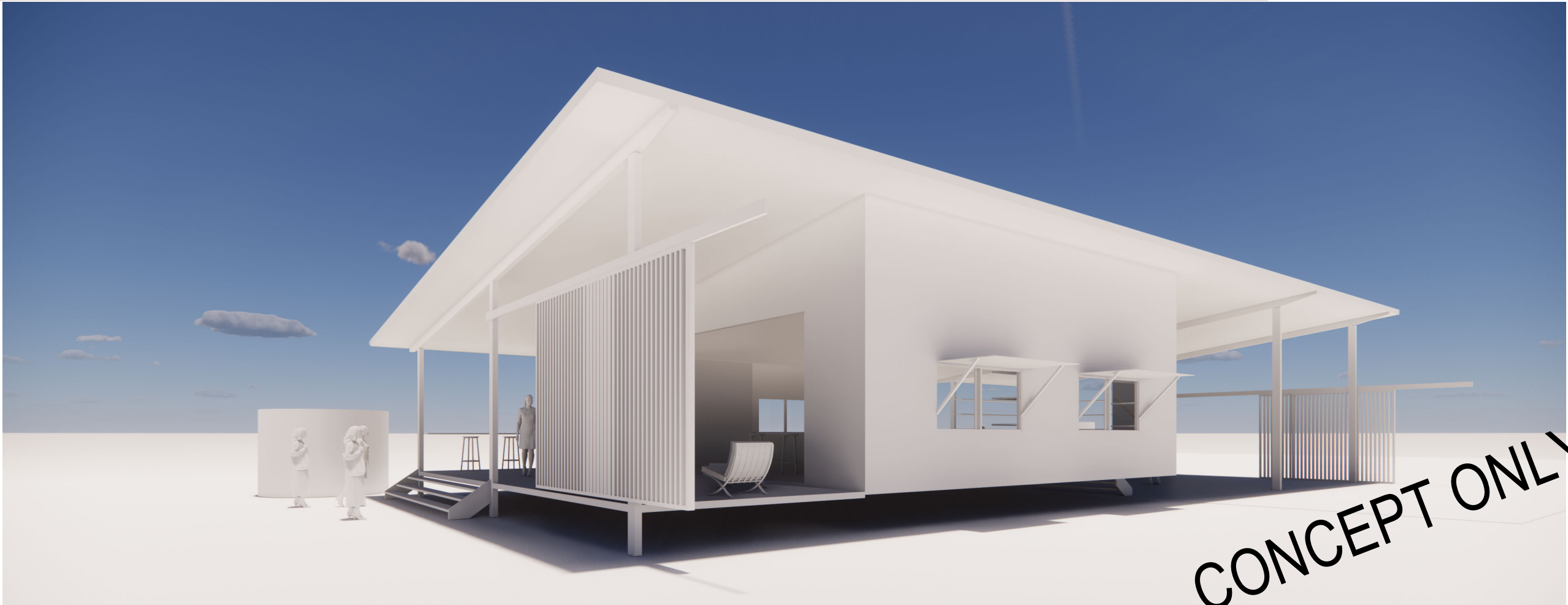
1 WEST ELEVATION
1: 100 @ A3



2 EAST ELEVATION
1: 100 @ A3

CONCEPT ONLY

drawing title: THE STUDIO- CONCEPT ELEVATIONS		drawing no: ST-004		project no: CO-052	
project: THE FRINGE CAMP-STAGE 2		location: BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69		client: TRACKERS QLD	
A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS		REV 4 5 6		REVISIONS DESCRIPTION PRELIMINARY PRELIMINARY PRELIMINARY DATE 08/09/2020 09/09/2020 11/09/2020	
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		drawn Author		rev 6	



drawing title:
THE STUDIO- CONCEPT 3D VIEW

drawing no: **ST-005** project no: **CO-052**

project: **THE FRINGE CAMP-STAGE 2**

location:
BARCALDINE- LOT NO.
911RY190+ 910RY190+6RY69

client:
TRACKERS QLD

REV	DESCRIPTION	DATE
3	PRELIMINARY	07/09/2020
4	PRELIMINARY	08/09/2020
5	PRELIMINARY	09/09/2020
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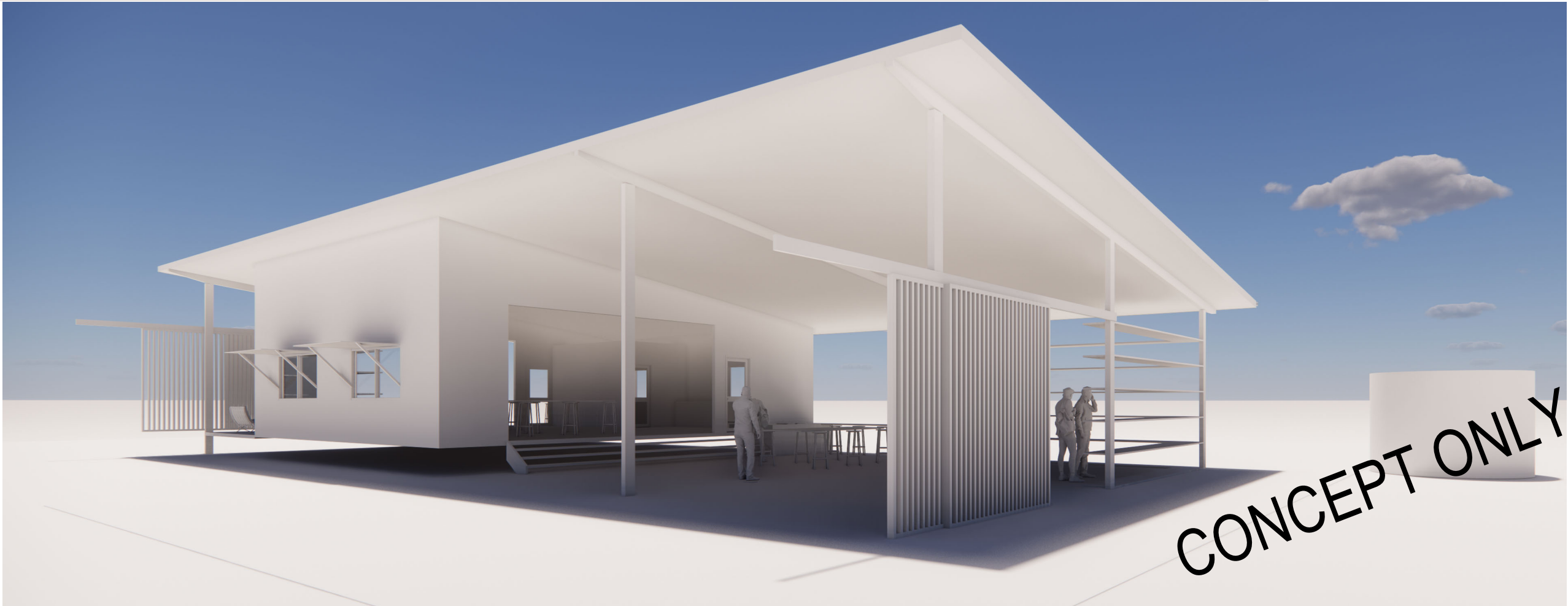
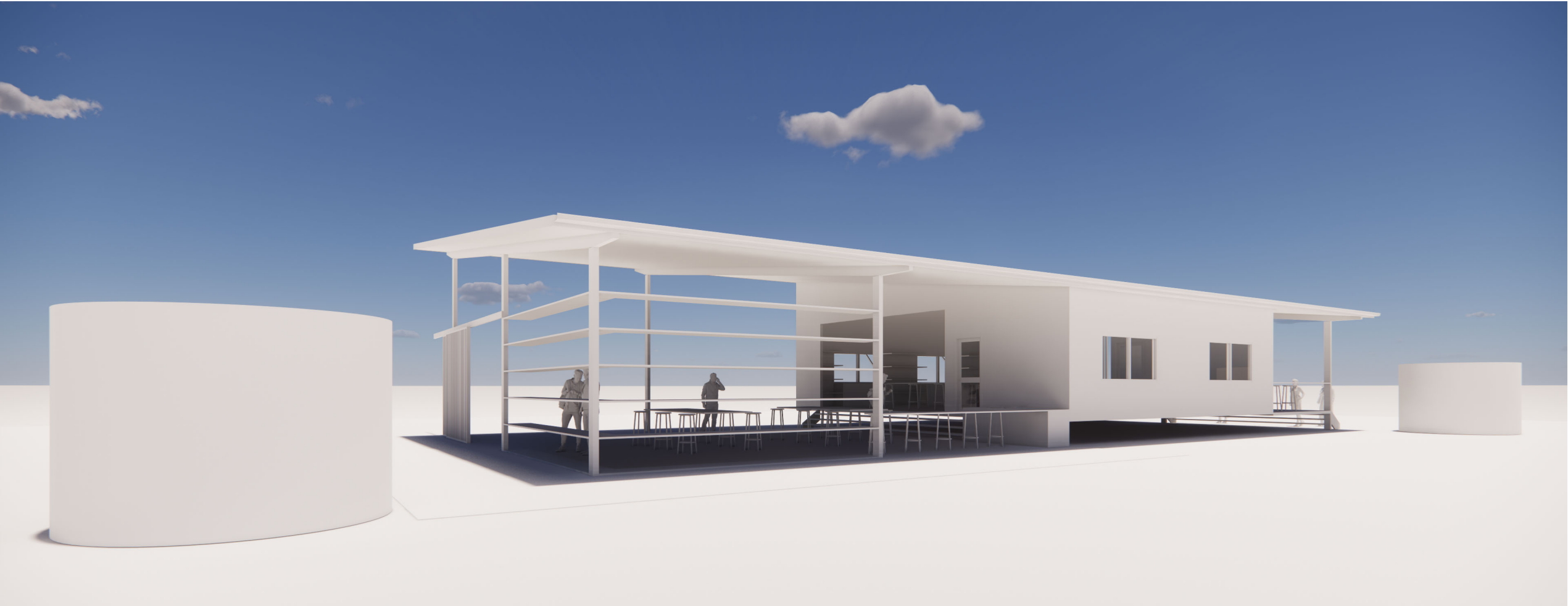
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scale
date **SEP 20**
drawn **Author**

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CONCEPT ONLY



drawing title:
THE STUDIO- CONCEPT 3D VIEW

drawing no: **ST-006** project no: **CO-052**

project: THE FRINGE CAMP-STAGE 2	
location: BARCALDINE- LOT NO. 911RY190+ 910RY190+6RY69	client: TRACKERS QLD

REV	DESCRIPTION	DATE
3	PRELIMINARY	07/09/2020
4	PRELIMINARY	08/09/2020
5	PRELIMINARY	09/09/2020
6	PRELIMINARY	11/09/2020

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scale	rev
date SEP 20	6
drawn Author	

Code Assessment

Prepared by Murray & Associates (QLD) Pty Ltd

Application for a Development Permit for a Material Change of Use to establish Visitor Accommodation (64 Off Grid Campsites. 20 Ensulted Cabins, 1 Managers Residence and Associated Buildings and Structures) on land described as Lot 6 on RY69, Lot 910 on RY190 and 911 on RY190, situated at Yarran Road, Barcaldine Qld 4725

INDUSTRIAL ZONE CODE

"Material change of use"

Performance Criteria		Acceptable Solution	How does the proposal comply with the Performance Criteria or Acceptable Solutions?
Location	<p>PC1 Non-"Industrial activities"- Locational Criteria</p> <p>Non-"Industrial activities" are located in the industrial "Zone" only where:</p> <p>(a) it can be demonstrated those activities are associated with industrial activities and cannot reasonably be established in other more appropriate "zones"; and</p> <p>(b) those activities do not prejudice the operation of "industrial activities".</p>	No acceptable solution is prescribed.	<p>As outlined in the reporting, the proposed development has to be located in the location proposed due to the cultural connections to the site. Further, whilst the development is located within the Industrial Zone, there are no established industrial activities on the subject site or in proximity to the subject site. It is also evident that there are many vacant industrial allotments still available nearby the town of Barcaldine.</p> <p>The proposed development achieves the outcome sought by PC1 in that:</p> <ul style="list-style-type: none"> - The development is suitably located on the site due to the cultural connection to the land; and - The proposed development in the location proposed will have no impact on industrial activities or affect new industrial activities commencing in Barcaldine.
Amenity	<p>PC2 Protection of Surrounding Areas</p> <p>"Uses" are operated to ensure the amenity of the surrounding areas is protected.</p>	<p>AS2.1 "Uses" are operated only between the hours of 7:00am and 6:00pm.</p> <p>AS2.2 A 1.8 metre high solid screen fence is erected along the full length of any boundary common with land in an Urban or Mixed Use "Zone".</p>	<p>Due to the nature of the use hours or operation are not relevant. However, the nature of the use will have no impact on the surrounding area as the impacts (air, noise, etc) generated by the use will be negligible.</p> <p>The site will be fully fenced however, it will most likely be a stock proof fence. The development is intended to have an isolated outback theme and a 1.8m high solid screen fence would be inconsistent with an outback theme.</p>

			Having regard to the operation of the use and the location of the subject site, the proposed development will have no impact on the surrounding amenity of the area. If anything, the development will likely improve the amenity of the area.
Amenity	<p>PC3 Delivery of Goods</p> <p>The loading and unloading of goods occurs at appropriate times to protect the amenity of the Industrial "Zone" and surrounding areas.</p>	<p>AS3.1 Loading and unloading occurs only between the hours of:</p> <p>(a) 7:00am and 6:00pm, Monday to Friday and</p> <p>(b) 7:00am and 12:00 (noon) on Saturdays.</p> <p>AS3.2 No loading and unloading occurs on Sundays and Public Holidays.</p>	<p>The development can be conditioned to ensure loading and unloading of goods only occurs between the hours of:</p> <p>(a) 7:00am and 6:00pm, Monday to Friday and</p> <p>(b) 7:00am and 12:00 (noon) on Saturdays.</p>
Amenity	<p>PC4 "Total use area"</p> <p>"Development" is of a scale that contributes to the amenity of the Industrial "Zone".</p>	<p>AS4 "Total use area" is no more than 75% of site area.</p>	<p>Complies with AS4. The development has a combined total use area of less than 75%. Further, where possible the established natural environment will be retained and enhanced by additional native plantings from the native nursery.</p>
Amenity	<p>PC5 Height</p> <p>The height of "Buildings" and "Structures" does not impact adversely on the amenity of the Industrial "Zone" and surrounding areas.</p>	<p>AS5 "Buildings" and "Structures" other than those within 100 metres of the boundary of an "Airport" are less than 8.5 metres in height and are not more than 2 (two) storeys at any point above natural ground level. (Except where establishing in an existing "Building" and no "Building works" are being undertaken).</p>	<p>Complies with AS5. All buildings will be less than 8.5m in height and single storey.</p>
Amenity	<p>PC6 Setbacks and Boundary Clearances</p> <p>"Buildings" and "Structures" are located to ensure the local character and streetscape are protected and enhanced.</p>	<p>AS6.1 "Buildings" and "Structures" have a setback of not less than 6 metres from any road frontage.</p> <p>AS6.2 "Buildings" and "Structures" have side boundary clearances of not less than 2.5 metres and rear boundary clearance of not less than 6 metres from property boundaries. (Except where establishing in an existing "Building" and no "Building works" are being undertaken for that existing "Building").</p>	<p>Complies with AS5. All buildings will be greater than:</p> <ul style="list-style-type: none"> - 6m from any road frontage; - 6m from the rear boundary; and - 2.5m from any side boundary. <p>It is acknowledged there may be some buildings nearby the common boundary between Lot 910 and 911. These two lots can be amalgamated if Council requires to ensure no buildings are built over a boundary.</p>

Amenity	<p>PC7 Transport Movements</p> <p>Transport movements associated with the use protect the amenity of surrounding residential areas.</p>	<p>AS7 Transport movements do not occur through residential areas.</p>	<p>Complies with AS7. The proposed development will not result in any transport movements through residential area. Vehicles will access the site via Lancewood Drive, onto Beefwood Road and then onto Yarran Road.</p>
Amenity	<p>PC8 "Building" and "Structure" Design</p> <p>"Buildings" and "Structures" are designed so that the amenity of the Industrial "Zone" is maintained and the amenity of surrounding areas is protected.</p>	<p>No acceptable solution is prescribed.</p>	<p>As identified in the Planning Report, whilst the land is zoned Industrial nothing about the land or the surroundings represents an industrial area.</p> <p>The proposed development will be designed to minimise the built form and scale so that it does over power the natural landscape of the site.</p>
Amenity	<p>PC9 Landscaping and External Activity Areas</p> <p>Landscaping and external activity areas are provided on - site to:</p> <ul style="list-style-type: none"> (a) contribute to built form and streetscape; (b) provide positive sun and breeze control; and (c) make provision for recreation areas. 	<p>No acceptable solution is prescribed.</p>	<p>The subject site is scattered with existing native vegetation. The intention is to retain as much of the native vegetation as possible. It is also the intention to plant additional native species throughout the site which are propagated in the nursery on Lot 6.</p> <p>The landscaping will contribute to:</p> <ul style="list-style-type: none"> - presenting a natural landscape reflective of the area; - softening the built form of manmade buildings and structures on the site; - providing natural shade; and - providing recreational areas for guests to enjoy.
Amenity	<p>PC10 Lighting</p> <p>The design of lighting does not prejudice the local amenity.</p>	<p>AS10 Direct lighting or lighting does not exceed 8.0 lux at 1.5 metres beyond the boundary of the site.</p>	<p>Complies with AS10. No direct lighting will be installed which has a direct lux exceeding 8.0.</p>

Infrastructure	<p>PC11 Water Supply</p> <p>All "Premises" have an adequate volume and supply of water for the "Use".</p>	<p>AS11.1 "Premises" are connected to Council's reticulated water supply system.</p> <p>or</p> <p>AS11.2 "Premises" are connected to an approved water allocation as provided by the relevant agency.</p>	<p>The applicant has been in discussions with Council. It is understood Council intend to extend reticulated water to the subject site.</p> <p>Each of the proposed buildings will be connected to rain water tanks and additional tanks will be installed onsite so that if potable water is required to be carted to site it can be stored.</p>
Infrastructure	<p>PC12 Effluent Disposal</p> <p>All "Premises" provide for the treatment and disposal of effluent and other waste water to ensure the protection of public health and environmental values.</p>	<p>AS12.1 "Premises" are connected to Council's reticulated sewerage system.</p> <p>or</p> <p>AS12.2 "Premises" not in a sewered area have an on-site effluent disposal system in accordance with Schedule 1, Division 4: Standards for Sewerage, Section 4.2.</p>	<p>It is acknowledged the number of occupants will trigger Environmentally Relevant Activity (ERA) 63 Sewage Treatment. The sewage treatment method will be the discharge of sewage from the works to an infiltration trench or through an irrigation scheme. On this basis, the sewage treatment method is a non-concurrence ERA. Once final building designs are completed and sewage loads are understood an application for ERA 63 will be submitted to the Department of Environment and Heritage Protection.</p>
Infrastructure	<p>PC13 Stormwater</p> <p>Stormwater is collected and discharged so as to:</p> <ul style="list-style-type: none"> (a) protect the stability of buildings or the use of adjacent land; and (b) protect and maintain environmental values 	<p>AS13 Stormwater is collected and discharged in accordance with Schedule 1, Division 5: Standards for Stormwater Drainage, Section 5.1.</p>	<p>Given all buildings will be connected to a rain water tank and the small amount of additional impervious created additional stormwater runoff from the site will be minimal. Should Council deem necessary a stormwater management plan prepared by and RPEQ Engineer can be required as a condition of approval.</p>

Infrastructure	<p>PC14 Electricity</p> <p>"Premises" are provided with an adequate supply of electricity for the "Use".</p>	<p>AS14 All "Premises" have a supply of electricity.</p>	<p>It is intended that eventually reticulated electricity would be provided to the site. However, Stage 1, does not require a connection to reticulated electricity to operate as the camp sites are independent of services and amenities block, camp kitchen and office block do not require reticulated electricity. Depending on the final building design, these building may be provided with some solar electricity arrangement.</p>
Infrastructure	<p>PC15 Vehicle Access</p> <p>Vehicle access is provided to ensure the safe and functional operation for motorists and pedestrians.</p>	<p>AS15 All "Premises" must have vehicle access to a formed road. Access to be designed and constructed in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.3(1).</p>	<p>Access to the proposed development will be via two new vehicle crossovers.</p> <p>Each vehicle crossover will be constructed to the relevant standards specified by Council.</p>
Infrastructure	<p>PC16 Vehicle Parking and Service Vehicle Provision</p> <p>Vehicle parking, service vehicle areas, loading and unloading areas (including refuse storage areas) are:</p> <ul style="list-style-type: none"> (a) adequate for the "Use"; (b) ensure safe and functional operation for motorists and pedestrians; and (c) located to allow for the servicing of the Use, while protecting the amenity of surrounding "Uses". 	<p>AS16.1 All "Uses" provide vehicle parking in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.2(1)(a)</p> <p>AS16.2 Car parking, service vehicle parking and manoeuvring areas are designed and constructed in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.2(1)(b)</p>	<p>Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.2(1)(a) of the Barcaldine Shire Planning Scheme states that a Visitor Accommodation requires 1 space per site. Each site and cabin has its own parking area. In addition to this 25 visitor carparking spaces are proposed. These will be provided for visitors attending the site to attend some of the cultural experiences offered or to visit a guest staying at the park.</p> <p>The number of carparks provided is more than adequate to accommodate for the proposed activity on the subject site.</p>
Infrastructure	<p>PC17 Roads</p> <p>Adequate all-weather road access is provided between the "Premises" and the existing road network.</p>	<p>AS17 Roads are designed and constructed in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.1(1)</p>	<p>Vehicle access to the site will be via the constructed road network, being Beefwood Road and Yarran Road. Council have indicated that support would be provided for any maintenance or upgrades required to the road for the increased traffic generated by the development.</p>

Infrastructure	<p>PC18 "Electricity transmission line easement" - Vegetation</p> <p>Transmission lines within an "Electricity transmission line easement" are protected from vegetation.</p>	<p>AS18.1 Planted vegetation within an "Electricity transmission line easement" shall have a mature height not exceeding 2.5 metres as shown in Schedule 2, Division 3: Powerline / Electricity Easements, Section 3.2 Diagram 3.</p> <p>AS18.2 No part of planted vegetation, at its mature size, is located closer than 2.5 metres to an electricity transmission line as shown in Schedule 2, Division 3: Powerline / Electricity Easements, Section 3.2 Diagram 3.</p>	<p>Not applicable. The proposed development does not contain an electricity transmission line easement.</p>
Infrastructure	<p>PC19 "Electricity transmission line easement" - Separation Distance</p> <p>"Habitable buildings" and "Child oriented uses" are located to ensure community safety.</p>	<p>AS19 "Habitable buildings" and "Child oriented uses" maintain a minimum separation distance from the most proximate boundary of an "Electricity transmission line easement" in accordance with Schedule 2, Division 3: Powerline / Electricity Easements, Section 3.1 (1) and Section 3.1 Diagram 1.</p>	<p>Not applicable. The proposed development does not contain an electricity transmission line easement.</p>
Environmental	<p>PC20 "Watercourses" and "Lakes"</p> <p>"Development" ensures the maintenance of riparian areas and water quality including protection from off-site transfer of sediment.</p>	<p>AS20 A minimum 10 metre wide buffer area is provided extending out from the high bank of any "Watercourse" or "Lake". Buffer areas include a cover of vegetation, including grasses.</p>	<p>The subject site does not contain any watercourses or lakes. The development is located on a site adjacent to Lake Dolly. No contaminants will be released from the subject site.</p> <p>The proposed development can be conditioned to provide a stormwater management plan if deemed necessary.</p>

Environmental	<p>PC21 Cultural Heritage</p> <p>"Development" ensures the protection and maintenance of places and items of cultural heritage.</p>	<p>AS21.1 A minimum separation distance of 10 metres is provided to the "Bed and banks" of "Watercourses" and "Lakes".</p> <p>AS21.2 A minimum separation distance of 20 metres is provided to cemeteries and burial sites as identified in Schedule 2, Division 6: Places and Items of Cultural Heritage, Section 6.1.</p>	<p>The subject site does not contain any watercourses or lakes. The development is located on a site adjacent to Lake Dolly. The lake has cultural significance to the local aboriginal people. The proposed development will not only ensure the culturally significant site is preserved it will also contribute to the education of people regarding the sites significance.</p>
Environmental	<p>PC22 Air Emissions</p> <p>Air emissions from "Premises" do not cause environmental harm or nuisance to adjoining properties or "Sensitive land uses".¹</p>	<p>No acceptable solution is prescribed.</p>	<p>The proposed development will not generate any air emissions.</p>
Environmental	<p>PC23 Noise Emissions</p> <p>Noise emissions from "Premises" do not cause environmental harm or nuisance to adjoining properties or "Sensitive land uses".²</p>	<p>No acceptable solution is prescribed.</p>	<p>The proposed development will provide visitor accommodation. The proposed development will not generate any substantial level of noise emissions.</p>

Environmental	<p>PC24 Water Quality</p> <p>The standard of effluent and / or stormwater runoff from "Premises" ensures the quality of surface and underground water is suitable for:</p> <ul style="list-style-type: none"> (a) the biological integrity of aquatic ecosystems; (b) recreational use; (c) supply as drinking water after minimal treatment; (d) agricultural use; or (e) industrial use. ³ 	<p>No acceptable solution is prescribed.</p>	<p>All effluent will be discharged to a effluent management, treatment and disposal system adequate for the highest expected load.</p> <p>The proposed development can be conditioned to require a stormwater management plan to ensure stormwater discharged from the site is to a suitable quality for release into the surrounding environment.</p>
Environmental	<p>PC25 Excavation or Filling</p> <p>Excavating or filling of land:</p> <ul style="list-style-type: none"> (a) ensures safety and amenity for the users of the "Premises" and land in close proximity; (b) minimises soil erosion; and (c) limits detrimental impacts on water quality. 	<p>AS25.1 Batters have a maximum slope of 25%, are terraced at every rise of 1.5 metres and each terrace has a minimum depth of 750mm.</p> <p>AS25.2 Excavation or filling within 1.5 metres of any site boundary is battered or retained by a wall that does not exceed 1 metre in height.</p> <p>AS25.3 Excavation or filling is undertaken in accordance with Schedule 1, Division 1: Standards for Construction Activities, Section 1.1</p>	<p>No extensive excavation and filling is required for the proposed development.</p>

Environment	<p>PC26 Construction Activities</p> <p>Erosion control measures and silt collection measures ensure that environmental values are protected during construction activities.</p>	<p>AS26 During construction soil erosion and sediment is controlled in accordance with standards contained in Schedule 1, Division 1: Standards for Construction Activities, Section 1.1</p>	<p>All construction activities will be undertaken in accordance with an approved erosion and sediment control plan.</p>
Constraint	<p>PC27 "Development" in the vicinity of "Airports"</p> <p>"Development" in the vicinity of "Airports":</p> <ul style="list-style-type: none"> (a) protects the operation of the "Airport"; (b) is designed and located to achieve a suitable standard of amenity for the proposed activity; and (c) does not restrict the future operational requirements of the "Airport".⁴ 	<p>AS27 "Buildings" and "Structures" within 100 metres of the boundary of an "Airport" are less than 7.5 metres in height at any point above natural ground level. (Except where establishing in an existing "Building" and no "Building works" are being undertaken for that existing "Building".)</p>	<p>No building on the subject site will have a height exceeding 7.5m above the natural ground level.</p> <p>On the basis, final design layout are still to be finalised, the proposed development can be conditioned to require no buildings on the site have a finished height exceeding 7.5m above the natural ground level.</p>
Constraint	<p>PC28 Flooding</p> <p>"Premises" are designed and located so as:</p> <ul style="list-style-type: none"> (a) not to be adversely impacted upon by flooding; (b) to protect life and property; and (c) not to have an undesirable impact on the extent or magnitude of flooding.⁵ 	<p>No acceptable solution is prescribed.</p>	<p>Not applicable. The subject site is not located on land prone to flooding.</p>

Constraint	<p>PC29 Sloping Land</p> <p>"Development" is undertaken to ensure:</p> <ul style="list-style-type: none"> (a) vulnerability to landslip, erosion and land degradation is minimised; and (b) safety of persons and property is not compromised. 	<p>AS29 "Development" is not undertaken on slopes greater than 15%.</p>	<p>The subject site is generally flat.</p>
Constraint	<p>PC30 "Aviation Facilities"</p> <p>Aviation facilities are protected from physical obstructions and electromagnetic emissions that may adversely affect their function.</p>	<p>AS30.1 "Development" is not undertaken within 150 metres of the NDB as identified on Land Characteristics Map – Aviation Facilities in accordance with Schedule 2, Division 7: Sensitive Areas for Aviation Facilities, Diagram 1.</p> <p>For "development" between 150 metres and 500 metres of the NDB:</p> <p>AS30.2 "Buildings" and "Structures" do not intersect the 3⁰ plane extending from the NDB as identified on Land Characteristics Map – Aviation Facilities in accordance with Schedule 2, Division 7: Sensitive Areas for Aviation Facilities, Diagram 1.</p>	<p>Not applicable. The subject site is located approximately 1km to the east of the NDB.</p>

" Use"	<p>PC31 "Airport"</p> <p>"Airport" activities:</p> <ul style="list-style-type: none"> (a) do not adversely impact on the amenity of surrounding residents; (b) ensure the safe operation of aeronautical and support activities; and (c) ensure the safety of surrounding "Premises".⁶ 	No acceptable solution is prescribed.	Not applicable. The proposed development is for visitor accommodation.
" Use"	<p>PC32 "Intensive animal industries"</p> <p>"Intensive animal industries":</p> <ul style="list-style-type: none"> (a) do not impact adversely on the amenity of the Industrial "Zone", and surrounding areas; (b) are designed and operated to ensure the protection and maintenance of environmental values; and (c) are rehabilitated to provide for future re-use of the land and to prevent ongoing risk of adverse impacts on the local environment and amenity. 	No acceptable solution is prescribed.	Not applicable. The proposed development is for visitor accommodation.

SDAP Code Assessment

Prepared by Murray & Associates (Qld) Pty Ltd

State code 6: Protection of state transport networks

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes	Response
Network impacts		
<p>PO1 Development does not result in a worsening of the safety of a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p> <p>Section 6 of the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, provides guidance on how to determine whether a road safety audit or road safety assessment is required.</p>	No acceptable outcome is prescribed.	<p>The majority of vehicle accessing the subject site will leave the state-controlled road network via Lancewood Drive.</p> <p>Having regard to the number of vehicle accessing the site for the proposed development a traffic impact assessment is not warranted. However, it is acknowledged that some upgrade works may be required to the intersection of Lancewood Drive and Oak Street.</p>
<p>PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	Refer above.

Performance outcomes	Acceptable outcomes	Response
PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network. To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, is provided.	No acceptable outcome is prescribed.	Refer PO1.
PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	The proposed development will not result in any traffic on the state-controlled road that could otherwise be accommodated by the local road network.
PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.	AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	Noted.
PO6 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. Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Not applicable.
PO7 Development does not adversely impact on the safety of a railway crossing. Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance	AO7.1 Development does not require a new railway crossing. OR	Not applicable.
	AO7.2 A new railway crossing is grade separated.	Not applicable.

Performance outcomes	Acceptable outcomes	Response
<p>with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.</p>	<p>OR all of the following acceptable outcomes apply:</p> <p>A07.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings.</p> <p>Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome AND</p>	Not applicable.
	<p>A07.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.</p> <p>Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome. AND</p>	Not applicable. The intersection of Lancewood Drive is on the southern side of Oak Street. Therefore, no traffic will be queuing between the railway crossing and the intersection.
	<p>A07.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.</p>	The proposed development has appropriate on-site vehicle circulation proposed.

Performance outcomes	Acceptable outcomes	Response
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	The development will have no impact on the railway or railway transport infrastructure.
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	The development will have no impact on the railway or railway transport infrastructure.
PO10 Development does 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.	AO10.1 Vehicular access and associated road access works are not located within five metres of public passenger transport infrastructure. AND	There is no public passenger transport infrastructure located in proximity to the subject site.
	AO10.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	There is no public passenger transport infrastructure located in proximity to the subject site.
	AO10.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services. AND	There is no public passenger transport infrastructure located in proximity to the subject site.
	AO10.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	There is no public passenger transport infrastructure located in proximity to the subject site.
Stormwater and drainage		
PO11 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor.	No acceptable outcome is prescribed.	The subject site is located approximately 640m south of the railway network. Further, the land naturally slopes to the south-east. Stormwater discharged from the site will have no impact on the state transport corridor.
PO12 Run-off from the development site is not unlawfully discharged to a state transport corridor.	AO12.1 Development does not create any new points of discharge to a state transport corridor. AND	Not applicable. The subject site is located approximately 640m south of the railway network.

Performance outcomes	Acceptable outcomes	Response
	AO12.2 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	All stormwater runoff will be discharged to a legal point of discharge.
	AO12.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	Not applicable.
PO13 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor.	AO13.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	Not applicable.
Planned upgrades		
PO14 Development does not impede delivery of planned upgrades of state transport infrastructure.	AO14.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	Not applicable.
	AO14.2 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 state transport infrastructure.	Not applicable.
	OR all of the following acceptable outcomes apply: AO14.3 Structures and infrastructure located on land identified by the Department of Transport	Not applicable.

Performance outcomes	Acceptable outcomes	Response
	and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO14.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND	Not applicable.
	AO14.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure. AND	Not applicable.
	AO14.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not applicable.

Table 6.2.3: Provision of public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Provision of public passenger transport infrastructure		
PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development. Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting	No acceptable outcome is prescribed.	Not applicable.

Performance outcomes	Acceptable outcomes	Response
Information – Public Passenger Transport, Department of Transport and Main Roads, 2014. New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015		
PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services. Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Not applicable.
PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.	No acceptable outcome is prescribed.	Not applicable.
PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.	AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND	Not applicable.
	AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with Road Planning and Design Manual (2 nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016. Note: Guidance on how to meet the acceptable outcome is available in the Road Planning and Design Manual (2 nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016. 1. Part 3: a. 4.2 Traffic lanes b. 4.8 Bicycle lanes	Not applicable.

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> c. 4.9 High occupancy vehicle (HOV) lanes d. 4.12 Bus stops e. 7 Horizontal alignment f. 7.7 Super elevation g. 7.9 Curve widening 2. Part 4: <ul style="list-style-type: none"> a. 6.3 Bus Facilities b. 5.6 Design vehicle swept path 3. Part 4A: <ul style="list-style-type: none"> a. 5 Auxiliary lanes 4. Part 4B: Roundabouts: <ul style="list-style-type: none"> a. 4 Geometric design b. 4.6 Circulating carriageway. AND	
	AO18.3 Traffic calming devices are not installed on roads used for buses. Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome. AND	Not applicable.
	AO18.4 Where road humps are installed on roads used for buses, the road humps are designed in accordance with the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2016. Note: Guidance on how to meet the acceptable outcome is available in the Manual of Uniform Traffic Control Devices, Part 13: <ul style="list-style-type: none"> 1. Local Area Traffic Management, section 2.4 – Road humps 2. Supplement part 13: Local Area Traffic Management – 2.4.2-1 Hump profiles for bus routes. 	Not applicable.

Performance outcomes	Acceptable outcomes	Response
<p>PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure.</p> <p>Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis be provided to demonstrate compliance with the performance outcome.</p>	No acceptable outcome is prescribed.	Not applicable.
<p>PO20 Onsite vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p>	<p>AO20.1 The location of onsite pedestrian crossings ensures safe sight distances for pedestrians and public passenger services. AND</p>	Not applicable.
	<p>AO20.2 Onsite circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times. AND</p>	Not applicable.
	<p>AO20.3 Development does not result in public passenger services movements through car parking aisles.</p>	Not applicable.
<p>PO21 Taxi facilities are provided to accommodate the demand generated by the development.</p> <p>Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	No acceptable outcome is prescribed.	Not applicable.
<p>PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.</p>	<p>AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND</p>	Not applicable.

Performance outcomes	Acceptable outcomes	Response
	<p>AO22.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities – off-street parking for people with disabilities 4. Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements. 	
<p>PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</p>	<p>AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	Not applicable.