

DA Form 1 – Development application details

Approved form (version 1.6 effective 2 August 2024) made under section 282 of the Planning Act 2016.

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Deb McKenzie
Contact name (only applicable for companies)	As above
Postal address (P.O. Box or street address)	PO Box 6149
Suburb	Port Macquarie
State	NSW
Postcode	2444
Country	Australia
Contact number	0418451052
Email address (non-mandatory)	deb@dmplan.com.au
Mobile number (non-mandatory)	0418451052
Fax number (non-mandatory)	-
Applicant's reference number(s) (if applicable)	St George
1.1) Home-based business	
<input type="checkbox"/> Personal details to remain private in accordance with section 264(6) of Planning Act 2016	

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

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)				
Note: Provide details below and attach a site plan for any or all premises part of the development application. For further information, see DA Forms Guide: Relevant plans .				
3.1) Street address and lot on plan				
<input checked="" type="checkbox"/> Street address AND lot on plan (all lots must be listed), or				
<input type="checkbox"/> Street address AND lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).				
a)	Unit No.	Street No.	Street Name and Type	Suburb
		44-46	Victoria Street	St George
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		1	RP 93300	Balonne

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

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

☐ Coordinates of premises by longitude and latitude

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

☐ Coordinates of premises by easting and northing

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

3.3) Additional premises

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

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

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

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

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

Name of airport:

☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*

EMR site identification:

☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*

CLR site identification:

5) Are there any existing easements over the premises?

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

☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application

☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect			
a) What is the type of development? <i>(tick only one box)</i>			
<input checked="" type="checkbox"/> Material change of use	<input type="checkbox"/> Reconfiguring a lot	<input type="checkbox"/> Operational work	<input type="checkbox"/> Building work
b) What is the approval type? <i>(tick only one box)</i>			
<input checked="" type="checkbox"/> Development permit	<input type="checkbox"/> Preliminary approval	<input type="checkbox"/> Preliminary approval that includes a variation approval	
c) What is the level of assessment?			
<input checked="" type="checkbox"/> Code assessment	<input type="checkbox"/> Impact assessment <i>(requires public notification)</i>		
d) Provide a brief description of the proposal <i>(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):</i>			
Service Station			
e) Relevant plans			
Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms guide: Relevant plans .			
<input checked="" type="checkbox"/> Relevant plans of the proposed development are attached to the development application			
6.2) Provide details about the second development aspect			
6.3) Additional aspects of development			
<input type="checkbox"/> Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application			
<input checked="" type="checkbox"/> Not required			
6.4) Is the application for State facilitated development?			
<input type="checkbox"/> Yes - Has a notice of declaration been given by the Minister?			
<input checked="" type="checkbox"/> No			

Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	<input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition <i>(include each definition in a new row)</i>	Number of dwelling units <i>(if applicable)</i>	Gross floor area (m ²) <i>(if applicable)</i>
Service Station	Service Station	-	-
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input type="checkbox"/> Yes			

<input checked="" type="checkbox"/> No	
8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?	
<input type="checkbox"/> Yes – provide details below or include details in a schedule to this development application	
<input checked="" type="checkbox"/> No	
Provide a general description of the temporary accepted development	Specify the stated period dates under the Planning Regulation
NA	

PART 4 – ASSESSMENT MANAGER DETAILS

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

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?
Note: A development application will require referral if prescribed by the Planning Regulation 2017.
<input type="checkbox"/> No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6
<p>Matters requiring referral to the Chief Executive of the Planning Act 2016:</p> <p><input type="checkbox"/> Clearing native vegetation</p> <p><input type="checkbox"/> Contaminated land (<i>unexploded ordnance</i>)</p> <p><input type="checkbox"/> Environmentally relevant activities (ERA) (<i>only if the ERA has not been devolved to a local government</i>)</p> <p><input type="checkbox"/> Fisheries – aquaculture</p> <p><input type="checkbox"/> Fisheries – declared fish habitat area</p> <p><input type="checkbox"/> Fisheries – marine plants</p> <p><input type="checkbox"/> Fisheries – waterway barrier works</p> <p><input type="checkbox"/> Hazardous chemical facilities</p> <p><input type="checkbox"/> Heritage places – Queensland heritage place (<i>on or near a Queensland heritage place</i>)</p> <p><input type="checkbox"/> Infrastructure-related referrals – designated premises</p> <p><input type="checkbox"/> Infrastructure-related referrals – state transport infrastructure</p> <p><input checked="" type="checkbox"/> Infrastructure-related referrals – State transport corridor and future State transport corridor</p> <p><input type="checkbox"/> Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels</p> <p><input checked="" type="checkbox"/> Infrastructure-related referrals – near a state-controlled road intersection</p> <p><input type="checkbox"/> Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas</p> <p><input type="checkbox"/> Koala habitat in SEQ region – key resource areas</p> <p><input type="checkbox"/> Ports – Brisbane core port land – near a State transport corridor or future State transport corridor</p> <p><input type="checkbox"/> Ports – Brisbane core port land – environmentally relevant activity (ERA)</p> <p><input type="checkbox"/> Ports – Brisbane core port land – tidal works or work in a coastal management district</p> <p><input type="checkbox"/> Ports – Brisbane core port land – hazardous chemical facility</p> <p><input type="checkbox"/> Ports – Brisbane core port land – taking or interfering with water</p> <p><input type="checkbox"/> Ports – Brisbane core port land – referable dams</p> <p><input type="checkbox"/> Ports – Brisbane core port land – fisheries</p> <p><input type="checkbox"/> Ports – Land within Port of Brisbane's port limits (<i>below high-water mark</i>)</p> <p><input type="checkbox"/> SEQ development area</p>

<input type="checkbox"/> SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity <input type="checkbox"/> SEQ regional landscape and rural production area or SEQ rural living area – community activity <input type="checkbox"/> SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation <input type="checkbox"/> SEQ regional landscape and rural production area or SEQ rural living area – urban activity <input type="checkbox"/> SEQ regional landscape and rural production area or SEQ rural living area – combined use <input type="checkbox"/> SEQ northern inter-urban break – tourist activity or sport and recreation activity <input type="checkbox"/> SEQ northern inter-urban break – community activity <input type="checkbox"/> SEQ northern inter-urban break – indoor recreation <input type="checkbox"/> SEQ northern inter-urban break – urban activity <input type="checkbox"/> SEQ northern inter-urban break – combined use <input type="checkbox"/> Tidal works or works in a coastal management district <input type="checkbox"/> Reconfiguring a lot in a coastal management district or for a canal <input type="checkbox"/> Erosion prone area in a coastal management district <input type="checkbox"/> Urban design <input type="checkbox"/> Water-related development – taking or interfering with water <input type="checkbox"/> Water-related development – removing quarry material (<i>from a watercourse or lake</i>) <input type="checkbox"/> Water-related development – referable dams <input type="checkbox"/> Water-related development – levees (<i>category 3 levees only</i>) <input type="checkbox"/> Wetland protection area
Matters requiring referral to the local government: <input type="checkbox"/> Airport land <input type="checkbox"/> Environmentally relevant activities (ERA) (<i>only if the ERA has been devolved to local government</i>) <input type="checkbox"/> Heritage places – Local heritage places
Matters requiring referral to the Chief Executive of the distribution entity or transmission entity: <input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to: <ul style="list-style-type: none"> • The Chief Executive of the holder of the licence, if not an individual • The holder of the licence, if the holder of the licence is an individual <input type="checkbox"/> Infrastructure-related referrals – Oil and gas infrastructure
Matters requiring referral to the Brisbane City Council: <input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the Minister responsible for administering the Transport Infrastructure Act 1994: <input type="checkbox"/> Ports – Brisbane core port land (<i>where inconsistent with the Brisbane port LUP for transport reasons</i>) <input type="checkbox"/> Ports – Strategic port land
Matters requiring referral to the relevant port operator, if applicant is not port operator: <input type="checkbox"/> Ports – Land within Port of Brisbane's port limits (<i>below high-water mark</i>)
Matters requiring referral to the Chief Executive of the relevant port authority: <input type="checkbox"/> Ports – Land within limits of another port (<i>below high-water mark</i>)
Matters requiring referral to the Gold Coast Waterways Authority: <input type="checkbox"/> Tidal works or work in a coastal management district (<i>in Gold Coast waters</i>)
Matters requiring referral to the Queensland Fire and Emergency Service: <input type="checkbox"/> Tidal works or work in a coastal management district (<i>involving a marina (more than six vessel berths)</i>)

18) Has any referral agency provided a referral response for this development application?

- ☐ Yes – referral response(s) received and listed below are attached to this development application
- ☒ No

Referral requirement	Referral agency	Date of referral response

Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application (if applicable).

PART 6 – INFORMATION REQUEST**19) Information request under the DA Rules**

- ☒ I agree to receive an information request if determined necessary for this development application
- ☐ I do not agree to accept an information request for this development application

Note: By not agreeing to accept an information request I, the applicant, acknowledge:

- that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties
- Part 3 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or
- Part 2 under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development

Further advice about information requests is contained in the [DA Forms Guide](#).

PART 7 – FURTHER DETAILS**20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)**

- ☐ Yes – provide details below or include details in a schedule to this development application
- ☒ No

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)

- ☐ Yes – a copy of the receipted QLeave form is attached to this development application
- ☒ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid
- ☐ Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)

Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?

- ☐ Yes – show cause or enforcement notice is attached
- ☒ No

23) Further legislative requirements

Environmentally relevant activities

23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?

- ☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below
- ☒ No

Note: Application for an environmental authority can be found by searching “ESR/2015/1791” as a search term at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.

Hazardous chemical facilities

23.2) Is this development application for a **hazardous chemical facility**?

- ☐ Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application
- ☒ No

Note: See www.business.qld.gov.au for further information about hazardous chemical notifications.

Clearing native vegetation

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

- ☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)
- ☒ No

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

Environmental offsets

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

- ☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter
- ☒ No

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

Koala habitat in SEQ Region

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

- ☐ Yes – the development application involves premises in the koala habitat area in the koala priority area
- ☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area
- ☒ No

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

Water resources

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

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

☒ No

Note: Contact the Department of Resources at www.resources.qld.gov.au for further information.

DA templates are available from planning.statedevelopment.qld.gov.au. If the development application involves:

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

Waterway barrier works

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

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

☒ No

DA templates are available from planning.statedevelopment.qld.gov.au. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

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

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

☒ No

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

Quarry materials from a watercourse or lake

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☐ No

Note: Contact the Department of Resources at www.resources.qld.gov.au and www.business.qld.gov.au for further information.

Quarry materials from land under tidal waters

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No

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

Referable dams

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

☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the *Water Supply Act* is attached to this development application

☒ No

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

Tidal work or development within a coastal management district

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

☐ Yes – the following is included with this development application:

- ☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work (*only required if application involves prescribed tidal work*)
- ☐ A certificate of title

☒ No

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

Queensland and local heritage places

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

☐ Yes – details of the heritage place are provided in the table below

☒ No

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

For a heritage place that has cultural heritage significance as a local heritage place and a Queensland heritage place, provisions are in place under the Planning Act 2016 that limit a local categorising instrument from including an assessment benchmark about the effect or impact of, development on the stated cultural heritage significance of that place. See guidance materials at www.planning.statedevelopment.qld.gov.au for information regarding assessment of Queensland heritage places.

Name of the heritage place:

Place ID:

Decision under section 62 of the *Transport Infrastructure Act 1994*

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

☒ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)

☐ No

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

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

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

☒ No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

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

☒ Yes

Note: See the Planning Regulation 2017 for referral requirements

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

☐ Yes

☒ Not applicable

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

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

☒ Yes

Relevant plans of the development are attached to this development application

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

☒ Yes

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

☒ Yes

☐ Not applicable

25) Applicant declaration

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

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

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

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

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

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

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

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

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

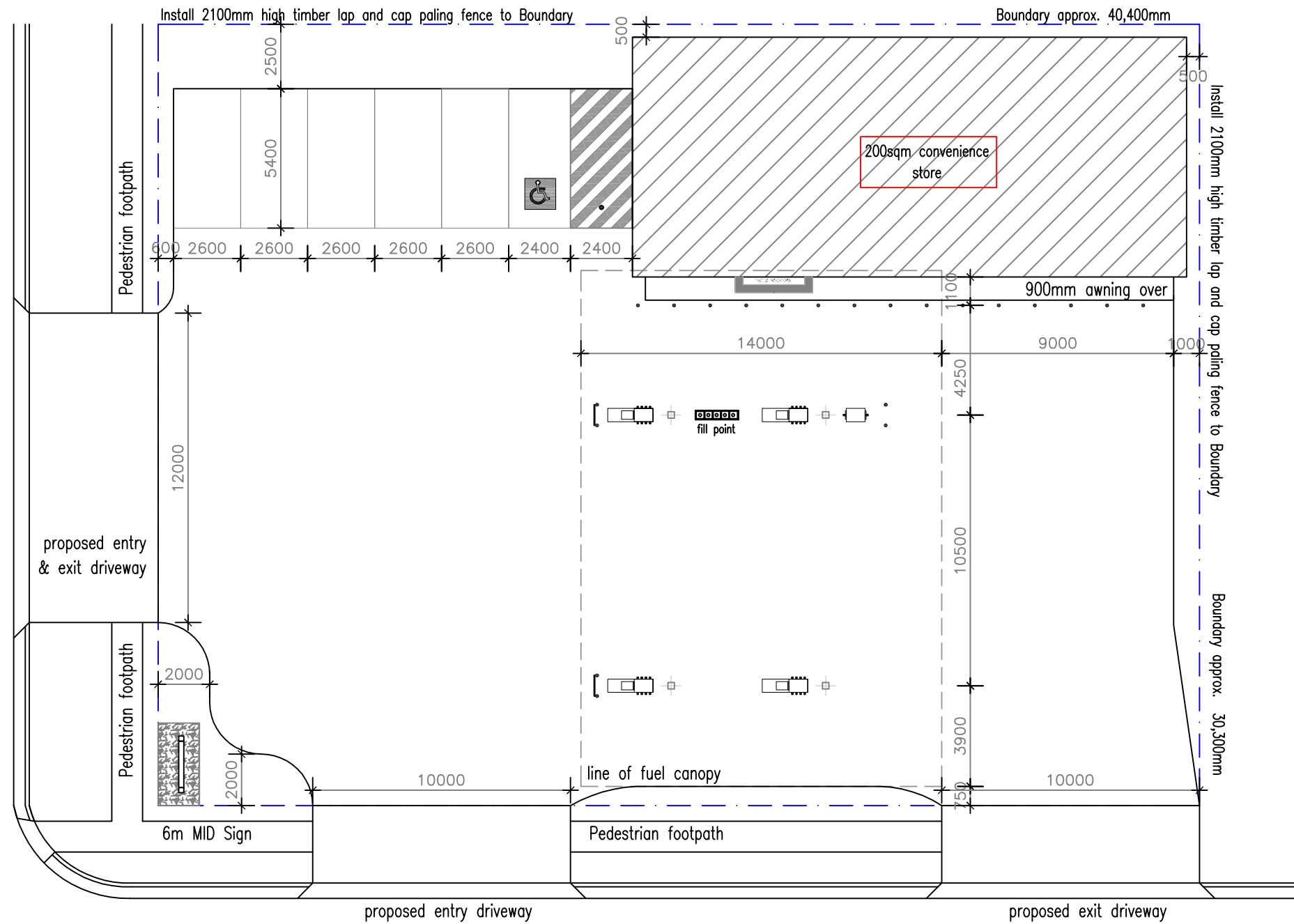
Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	
Relevant licence number(s) of chosen assessment manager	

QLeave notification and payment

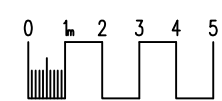
Note: For completion by assessment manager if applicable

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

Church Street

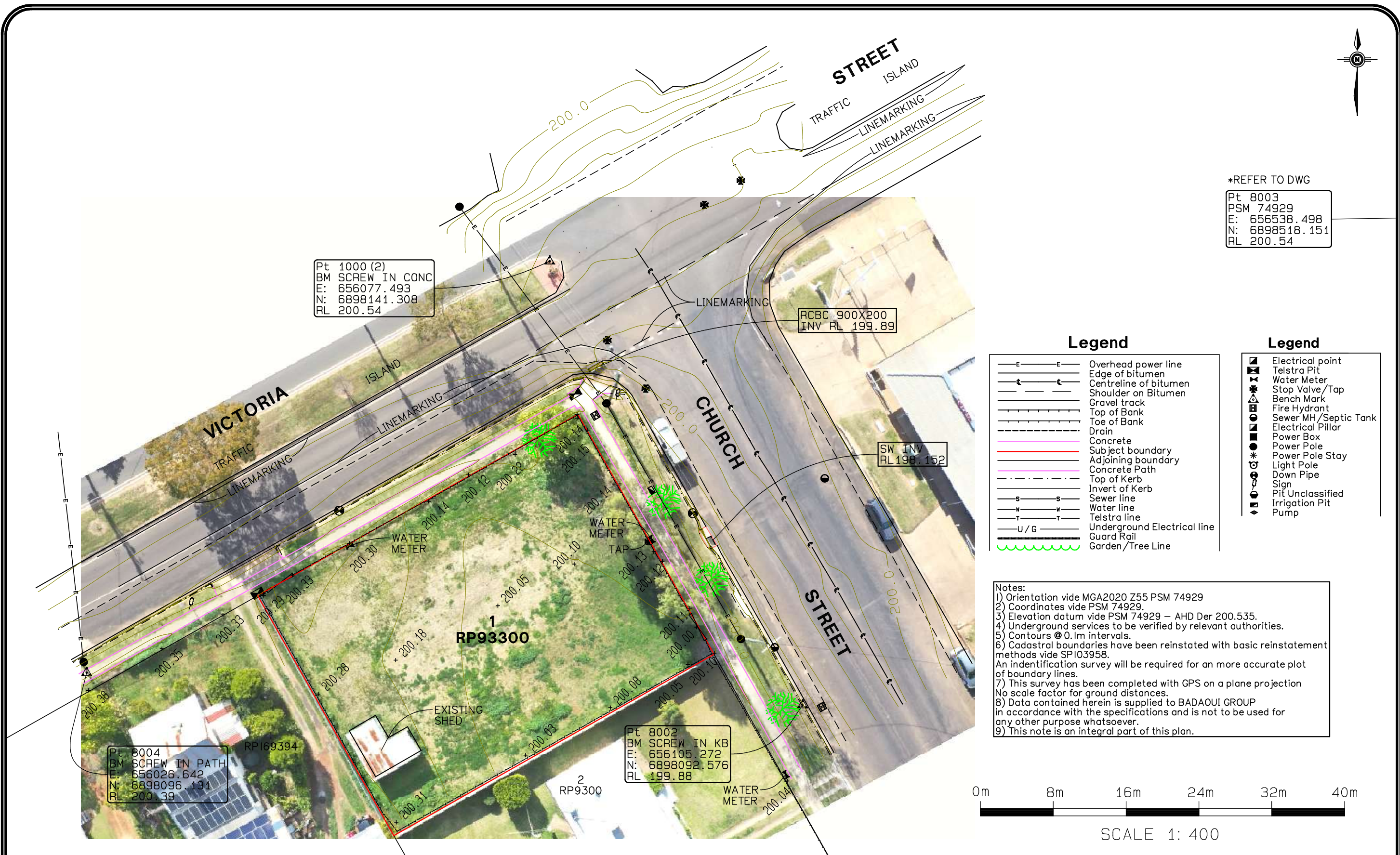


Victoria Street



A	Issued for approval by Council	23-6-25
ISSUE	REVISION DESCRIPTION	DATE
DWG TITLE		
Proposed site plan with dimensions		
PROJECT		
St George Station 44 - 46 Victoria Street St George VIC		
CLIENT		
BADAOU-GRP-PTY-LTD		
Copyright reserved. No part of these plans may be reproduced or transmitted in any form without the written permission of Badaoui Group Pty Ltd		
DATE	JUNE-2025	DO NOT SCALE DRAWING
SCALE	1: 100	SHEET SIZE A1
DRAWN	MB	DWG NO. DA002
JOB NO.	STG-STN	ISSUE A

Badaoui Group
Since 1993
666 Main Street Balmsdale VIC
0417 492 759
mick2374@gmail.com



*REFER TO DWG

Pt 8003
PSM 74929
E: 656538.498
N: 6898518.151
RL 200.54

Pt 1000 (2)
BM SCREW IN CONC
E: 656077.493
N: 6898141.308
RL 200.54

RCBC 900X200
INV RL 199.89

SW INV
RL 198.152

Pt 8004
BM SCREW IN PATH
E: 656026.642
N: 6898096.131
RL 200.39

Pt 8002
BM SCREW IN KB
E: 656105.272
N: 6898092.576
RL 199.88

Legend

- Overhead power line
- Edge of bitumen
- Centreline of bitumen
- Shoulder on Bitumen
- Gravel track
- Top of Bank
- Toe of Bank
- Drain
- Concrete
- Subject boundary
- Adjoining boundary
- Concrete Path
- Top of Kerb
- Invert of Kerb
- Sewer line
- Water line
- Telstra line
- Underground Electrical line
- Guard Rail
- Garden/Tree Line

Legend

- Electrical point
- Telstra Pit
- Water Meter
- Stop Valve/Tap
- Bench Mark
- Fire Hydrant
- Sewer MH/Septic Tank
- Electrical Pillar
- Power Box
- Power Pole
- Power Pole Stay
- Light Pole
- Down Pipe
- Sign
- Pit Unclassified
- Irrigation Pit
- Pump

Notes:

- 1) Orientation vide MGA2020 Z55 PSM 74929
- 2) Coordinates vide PSM 74929.
- 3) Elevation datum vide PSM 74929 – AHD Der 200.535.
- 4) Underground services to be verified by relevant authorities.
- 5) Contours @ 0.1m intervals.
- 6) Cadastral boundaries have been reinstated with basic reinstatement methods vide SPI03958.
- 7) This survey has been completed with GPS on a plane projection
- 8) Data contained herein is supplied to BADAQUI GROUP in accordance with the specifications and is not to be used for any other purpose whatsoever.
- 9) This note is an integral part of this plan.



BADAQUI GROUP
SMK QLD

Goondiwindi • Brisbane • Gold Coast • Toowoomba • Gatton
Phone: (07) 4671 2445 Email: admin@smkqld.com.au

**CONTOUR AND FEATURE SURVEY
OVER LOT 1 ON RP93300
ST GEORGE QLD, 4487**

Horizontal Datum: MGA2020 Z55 PSM 74929
Vertical Datum: AHD DER

25097

A3

25097-2

SCALE

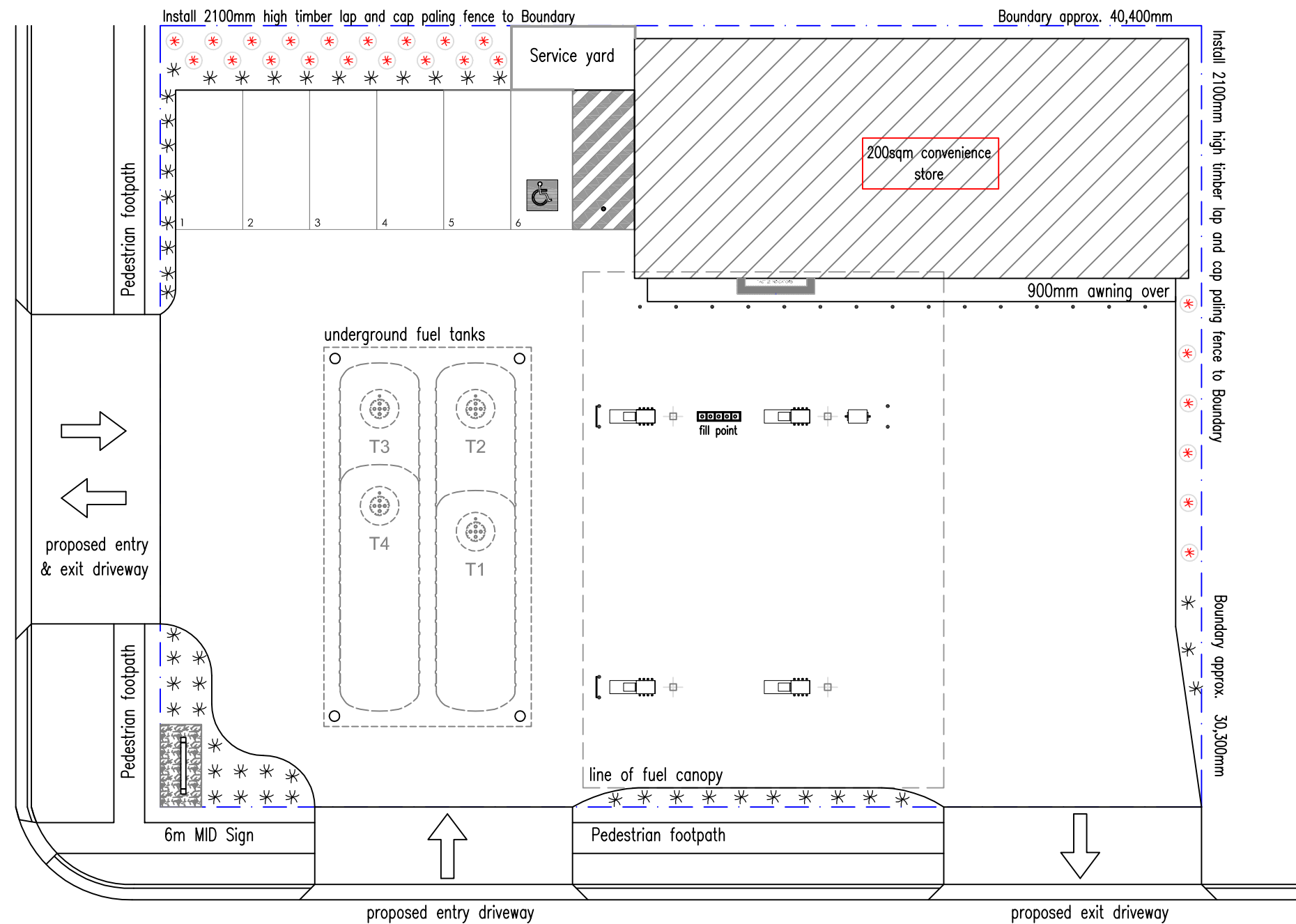
Horiz 1:400

Surveyor JFJ

1/7/2025
7:36 AM

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Church Street



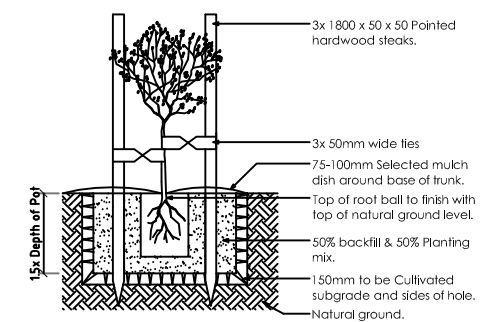
Proposed Site calculations

Total site area 1217 sqm
Site coverage 1100 sqm (90%)
Total area of convenience store 200 sqm
Total garden area 117 sqm
Number of car parks 6
Total area of fuel canopy 280 sqm

PLANTING SCHEDULE

		QTY	Pot Size	Mature
Lt	* Lamandra longifolia 'Tanika'	49	140mm	0.5 - 0.7m
Lo	* Lamandra longifolia	29	200 mm	1 - 1.2m

Planting Detail



Victoria Street

Underground Fuel Tanks

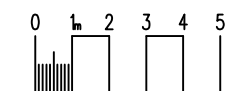
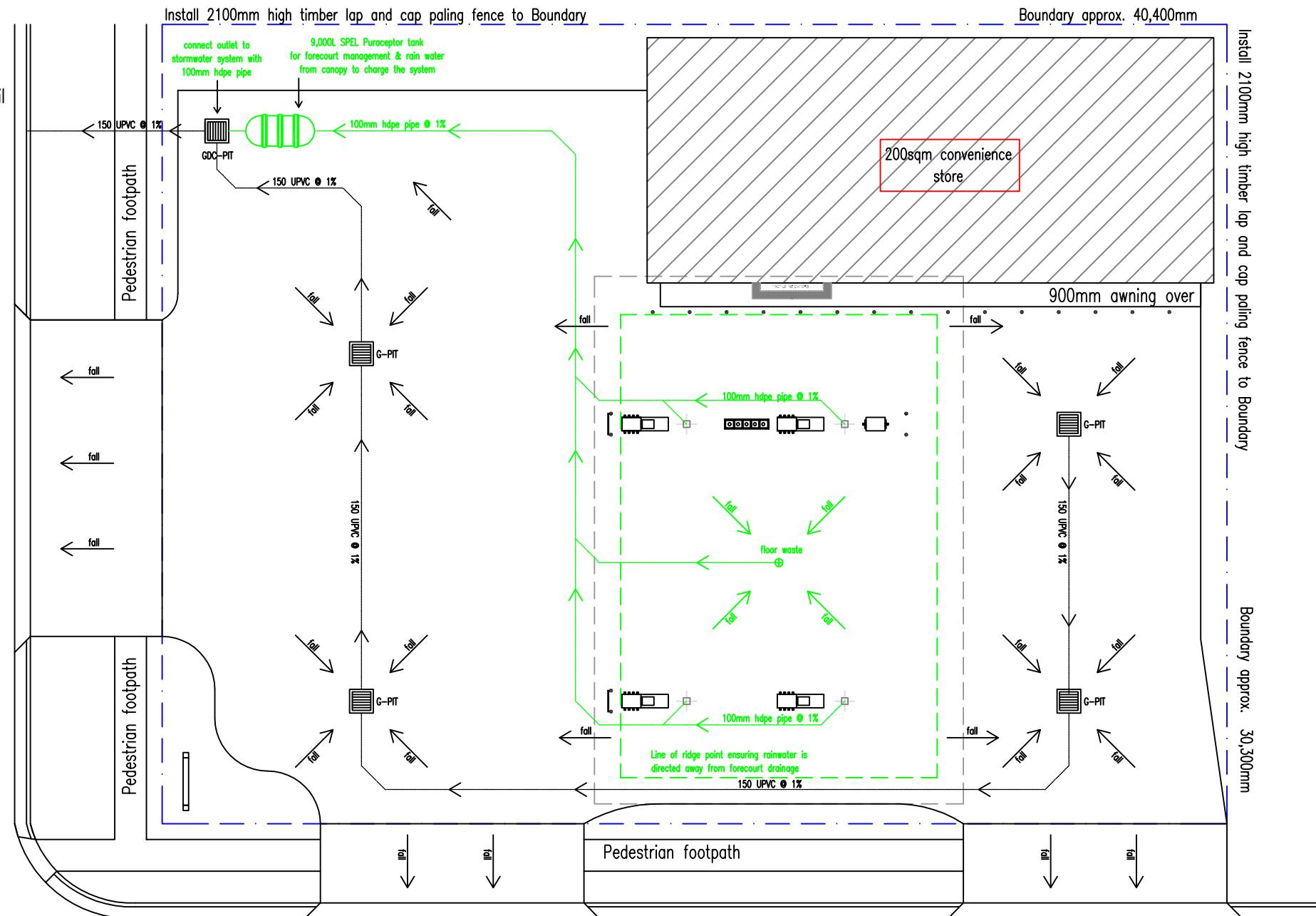
T1 - Tank 1 - 60,000L unleaded 91
T2 - Tank 2 - 30,000L premium unleaded 95
T3 - Tank 3 - 25,000L premium unleaded 98
T4 - Tank 4 - 65,000L diesel



A	Issued for approval by Council	23-6-25
ISSUE	REVISION DESCRIPTION	DATE
Dwg TITLE		
Proposed site & landscape plan		
PROJECT		
St George Station 44 - 46 Victoria Street St George VIC		
CLIENT		
BADAQUI-GROUP-PTY-LTD		
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DRAWN	MB	DWG NO. DA001
JOB NO.	STG-STN	ISSUE A

Badaoui Group
Since 1993
666 Main Street Balmsdale VIC
0417 492 759
mick2374@gmail.com

Church Street



North arrow pointing towards the top right.

ISSUE	REVISION DESCRIPTION	DATE
A	Issued for approval by Council	23-6-25

DWG TITLE

Proposed stormwater
drainage & forecourt plan

PROJECT

St George Station
44 - 46 Victoria Street
St George VIC

CLIENT

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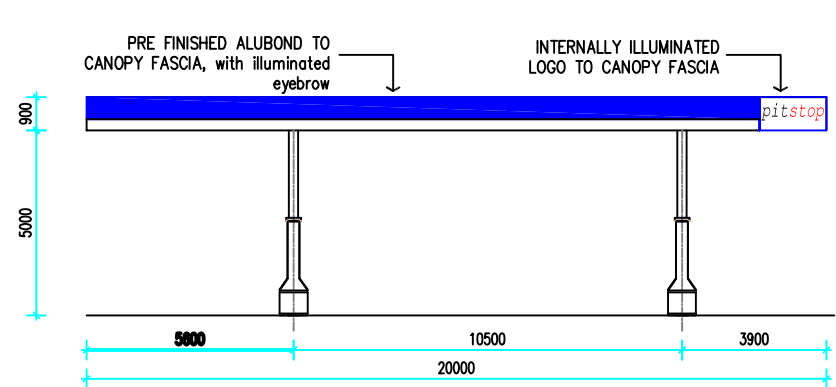
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MB	DA005

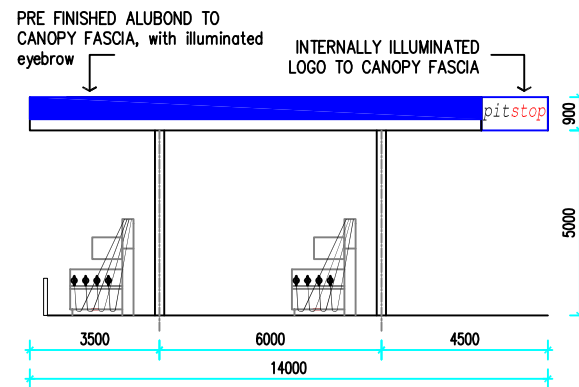
JOB NO.	ISSUE
STG-STN	A

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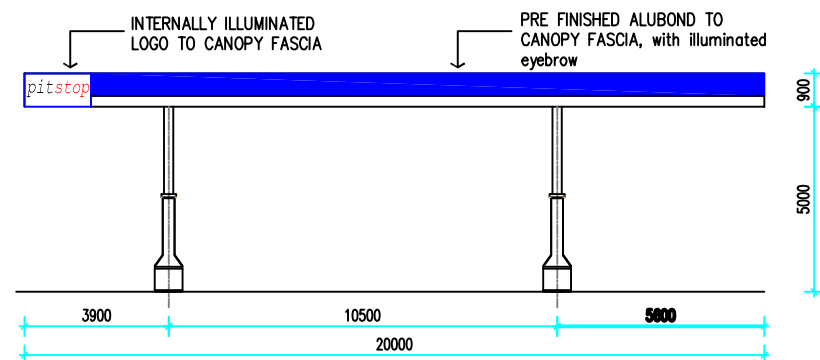
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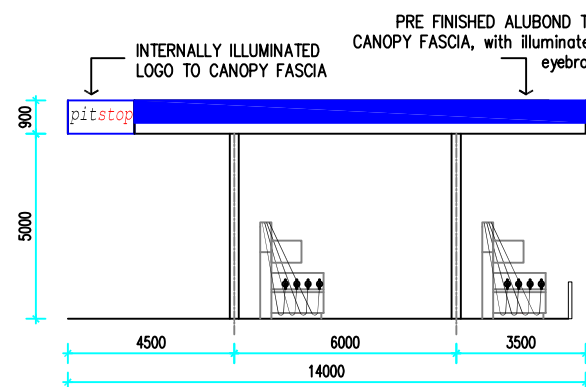
Proposed North Eastern elevation – Fuel Canopy
Scale 1:100



Proposed North Western elevation – Fuel Canopy
Scale 1:100



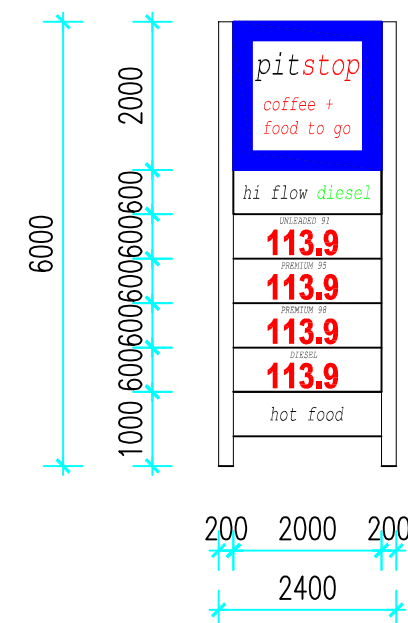
Proposed South Western elevation – Fuel Canopy
Scale 1:100



Proposed South Eastern elevation – Fuel Canopy
Scale 1:100

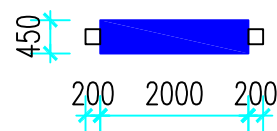
Main identification sign (illuminated)

SCALE: 1:50

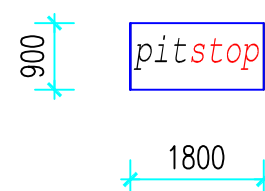


PRE FINISHED ALUBOND TO CANOPY FASCIA finished in blue and white striping

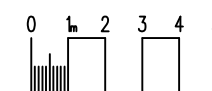
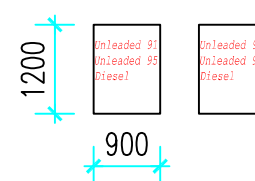
Main sign plan view



Illuminated sign over
entrance to building
& canopy fascia x 3
SCALE: 1:50



Non illuminated sign's used for
entry, exit and pump islands, white
alubond panels with red writing
SCALE: 1:50



ISSUE	REVISION DESCRIPTION	DATE
A	Issued for approval by Council	23-6-25

DWG TITLE
Fuel canopy elevations,
& signage plans

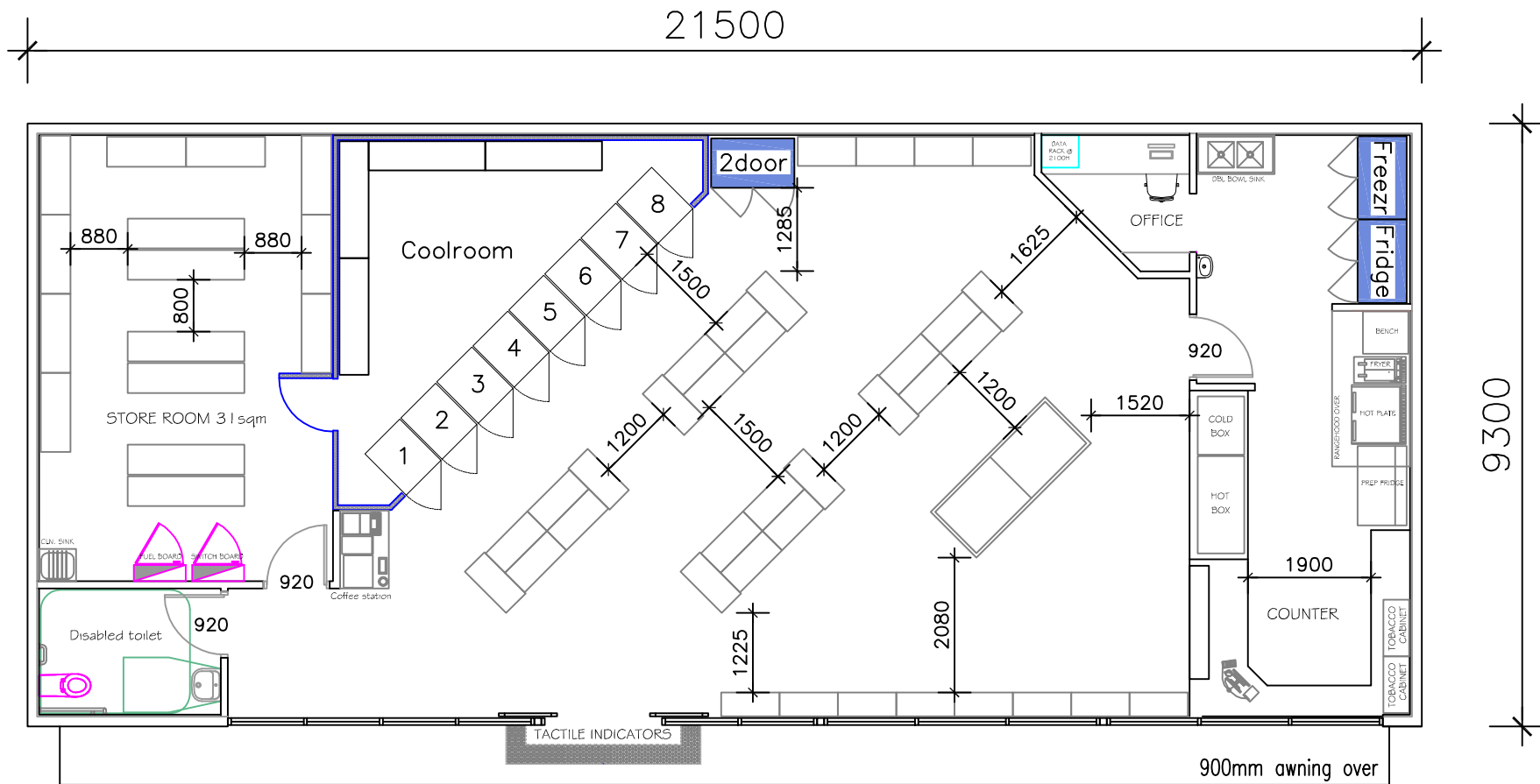
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St George Station
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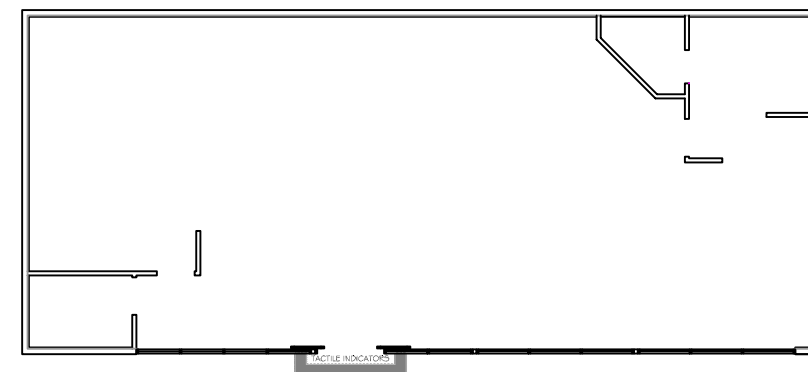
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JOB NO:	STG-STN	ISSUE: A

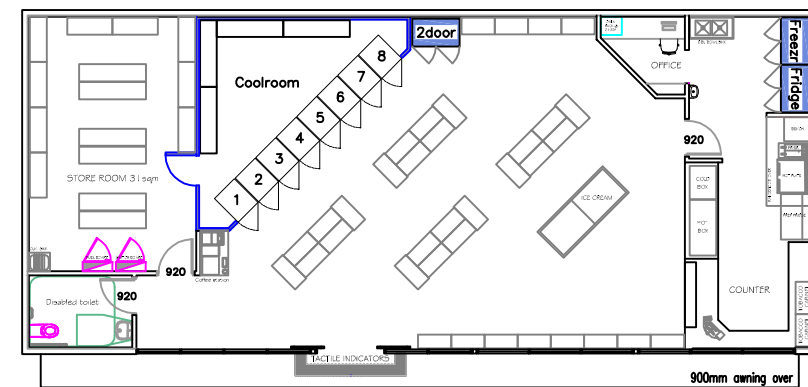
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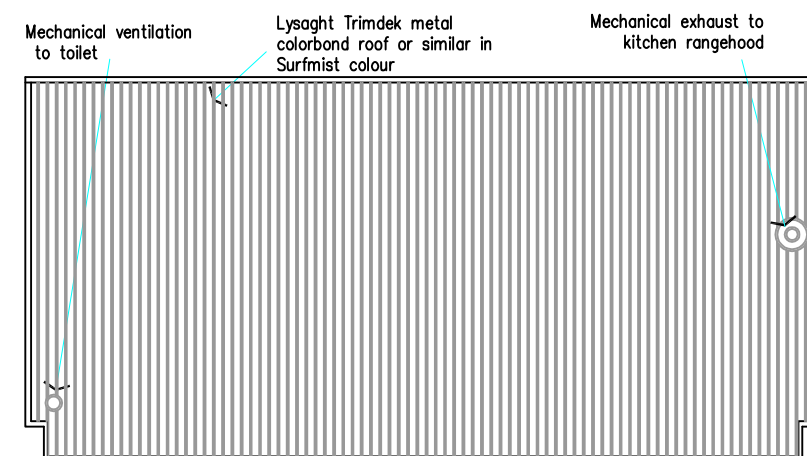
Proposed Showroom dimensioned floor plan
Scale 1:50



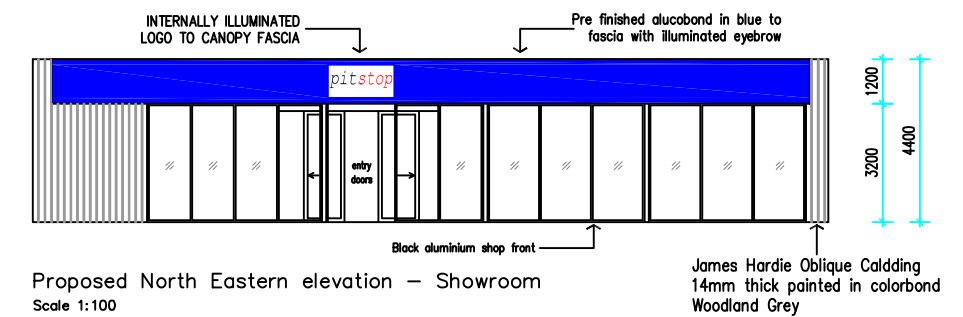
Proposed Showroom wall layout
Scale 1:100



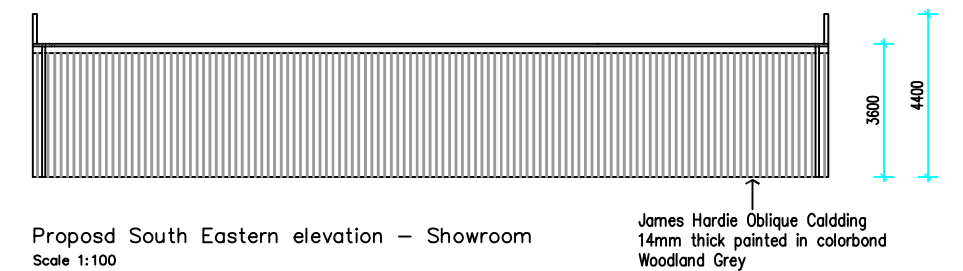
Proposed Showroom floor plan
Scale 1:100



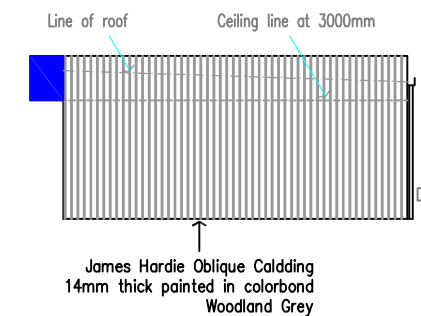
Proposed Showroom roof plan
Scale 1:100



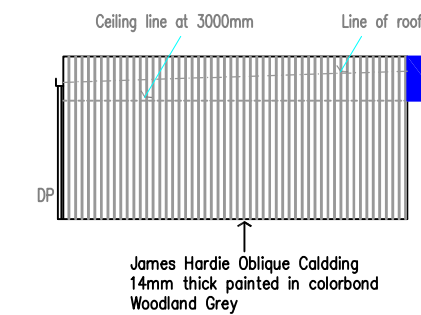
Proposed North Eastern elevation - Showroom
Scale 1:100



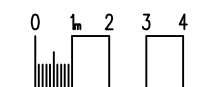
Proposed South Eastern elevation - Showroom
Scale 1:100



Proposed South Western elevation - Showroom
Scale 1:100



Proposed North Eastern elevation - Showroom
Scale 1:100



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Proposed Convenience layout & elevation plans		
PROJECT St George Station 44 - 46 Victoria Street St George VIC		
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JOB NO.	STG-STN	ISSUE A
Badaoui Group Since 1993 666 Main Street Balmssdale VIC 0417 492 759 mick2374@gmail.com		

VICTORIA

CHURCH STREET

TRAFFIC

ISLAND

STREET

RP9300
2

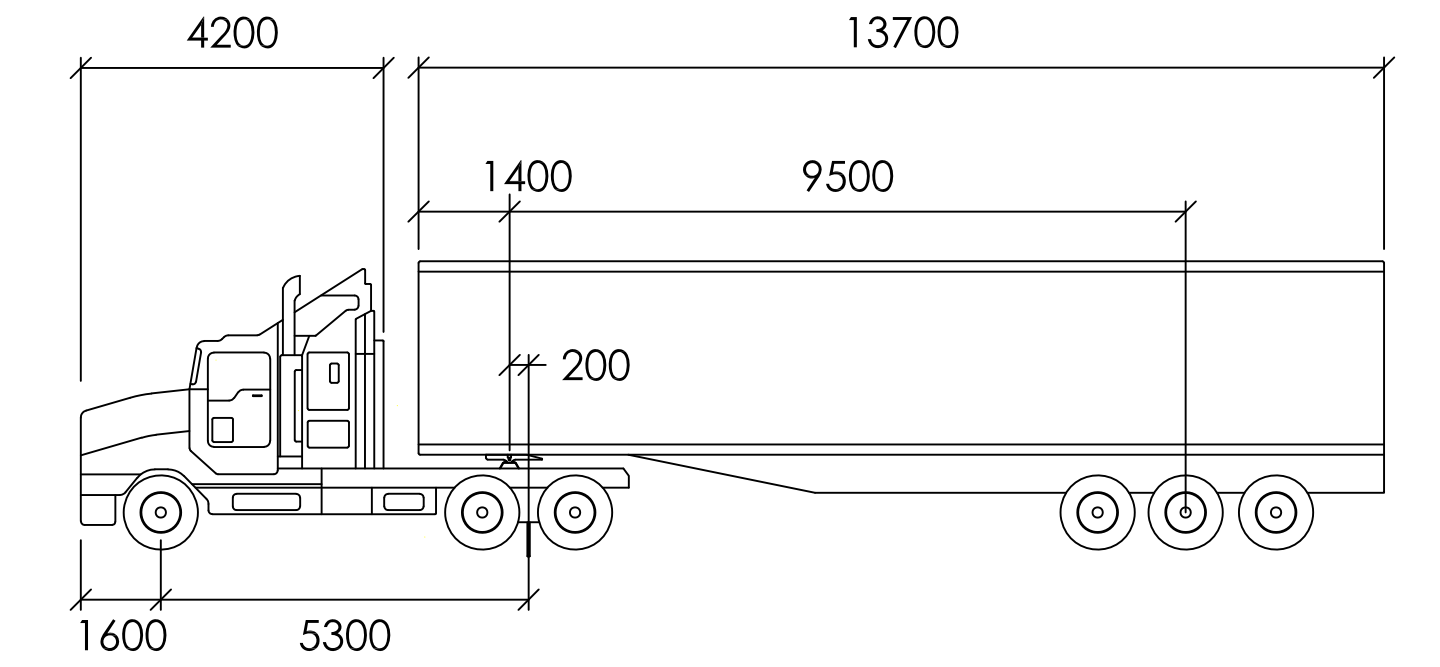
RP169394
7

200sqm convenience store

fill point

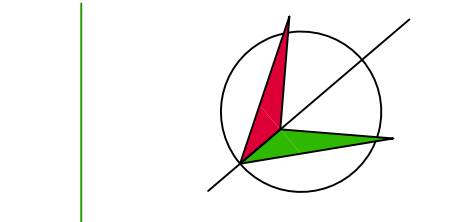
line of fuel canopy

PM S 19M
AUSTROADS 2023 (AU)



PM S 19M

Tractor Width	mm	: 2500	Lock to Lock Time	: 6.0
Trailer Width	mm	: 2500	Steering Angle	: 27.8
Tractor Track	mm	: 2500	Articulating Angle	: 70.0
Trailer Track	mm	: 2500		



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Proposed tanker swept path 19m single

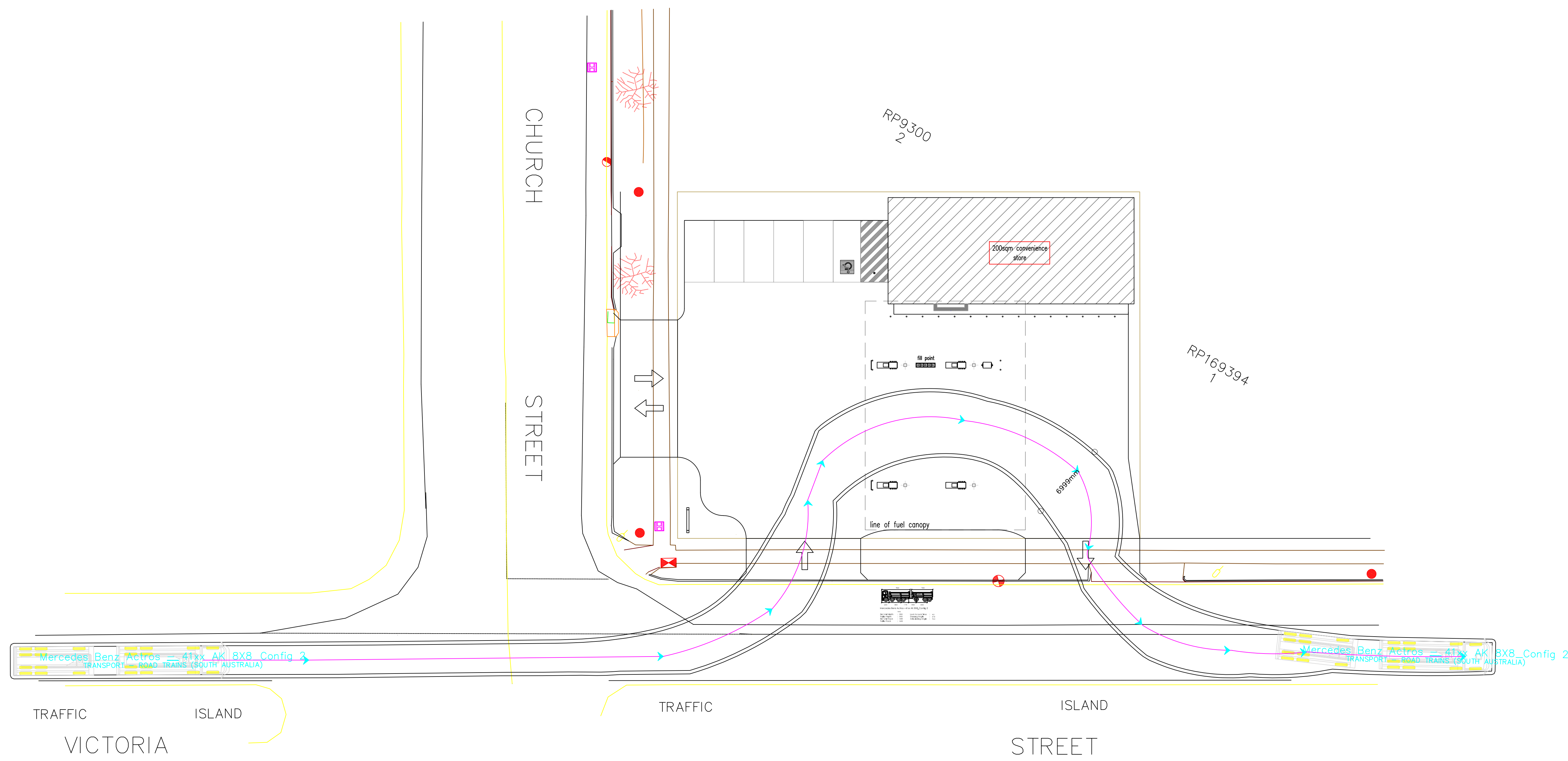
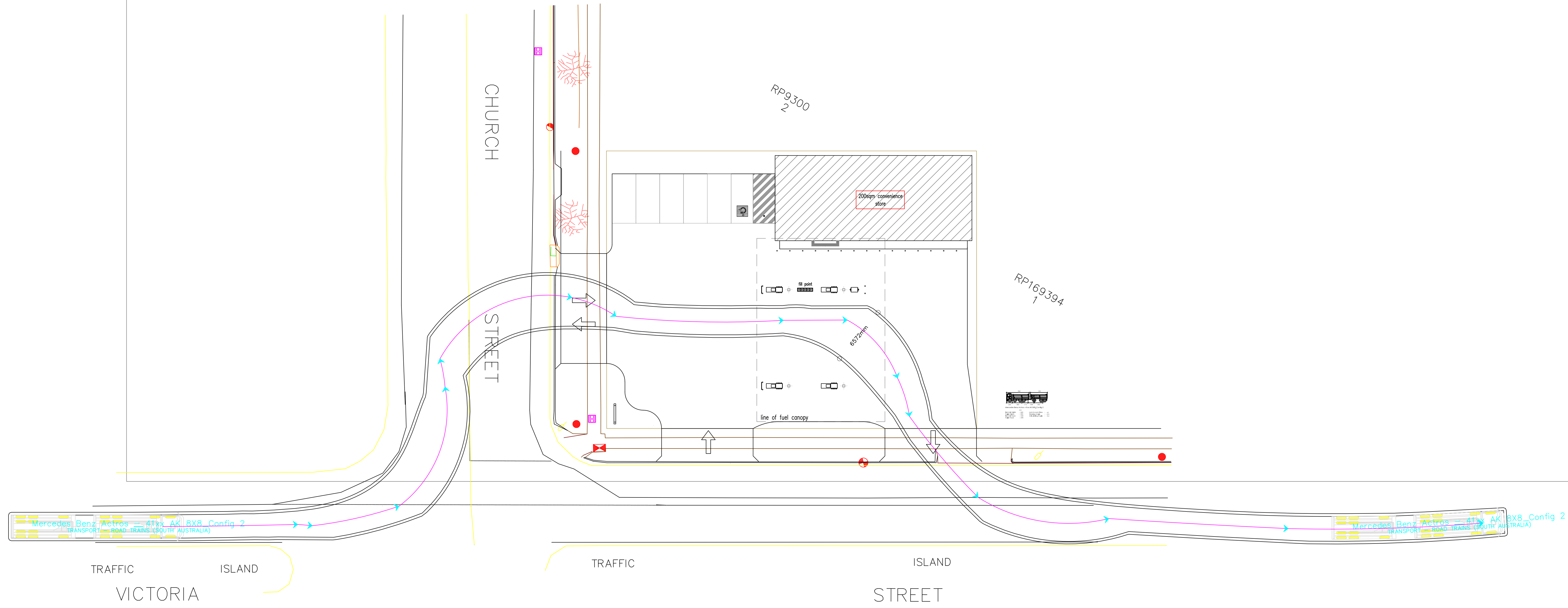
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JOB NO.:	STG-STN	ISSUE: A





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DRAW TITLE		
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DRAWN:	MB	DRAWN: DA007
JOB NO:	STG-STN	ISSUE: A
 Badaoui Group Since 1993 666 Main Street Balmacle VIC 0817 492 759 mick2374@gmail.com		

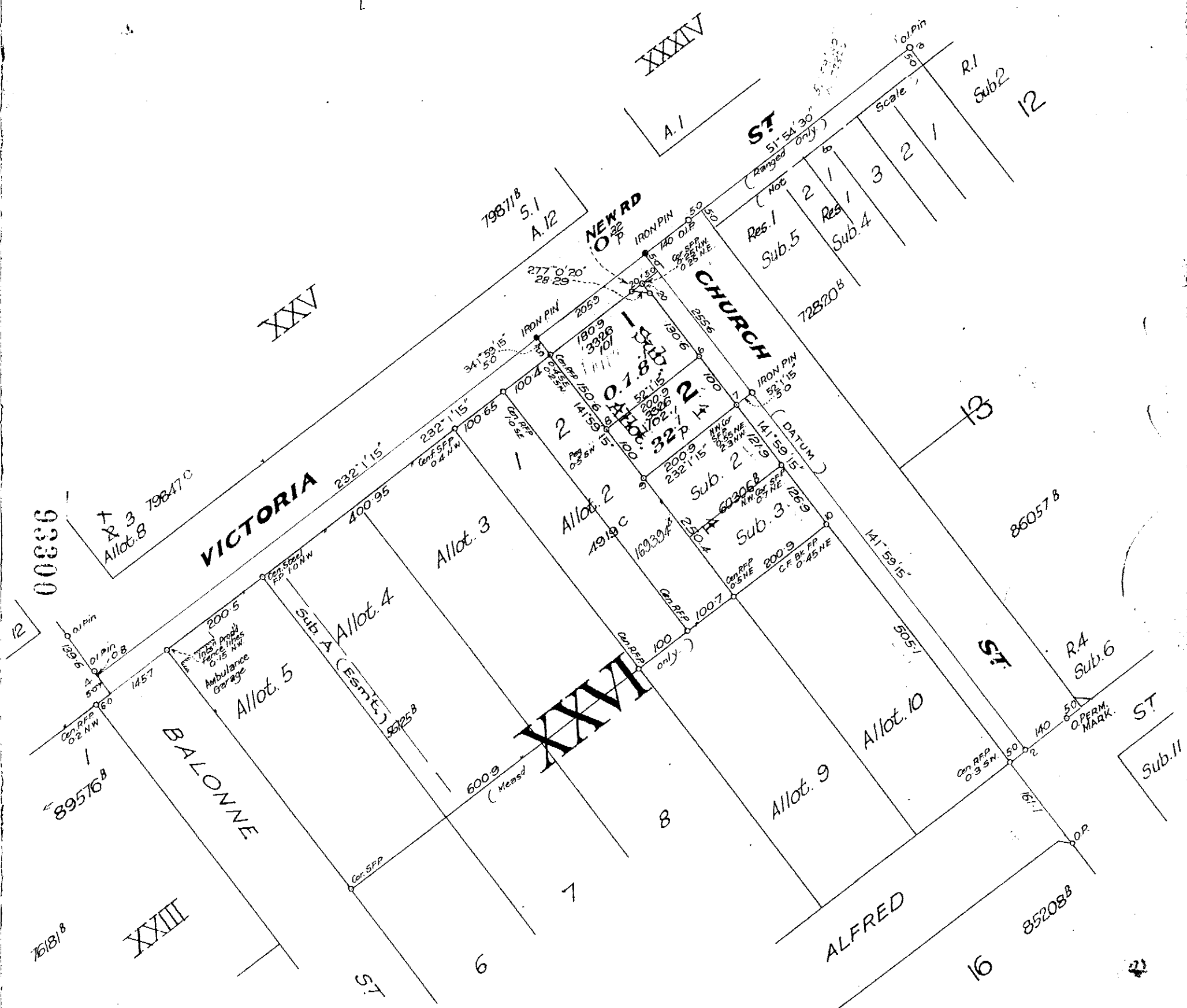
Ronald Leslie Lettsome Enever of St. George

THIS PLAN should be ROLLED not folded.
- FOR OFFICE USE ONLY -
CT436062 2256 ~ 52 60306B
For Mortgagee's consent to New Road (Trunc) See Ltr. B717703.

The Council of the Shire of
Balonne

McNeuer
St George 11th Aug

29th August 1960
Claude Bowhay
E. S. Lewis



AMENDED DESCRIPTION
Notes: This description takes effect upon
amendment of the original Title Deed
and is evidenced by a further
instrument.
Shire of St. George
1 & 2
93300

TOWN OF ST. GEORGE
RE
1 & 2 of Sub. 1
Canc Lot 1 on RP60306
26
Belmore
St. George
Cat. No. 93300

2256 52
8
12.15
REGISTRAR OF TITLES

93300
93300
93300

93300
93300
93300

B717703

For Additional Plan &
Document Notings
Refer to CISP

5756
52
B717703

93300

FN

1-0-0

3-0-0

2-0-0

2-0-0

8-0-0

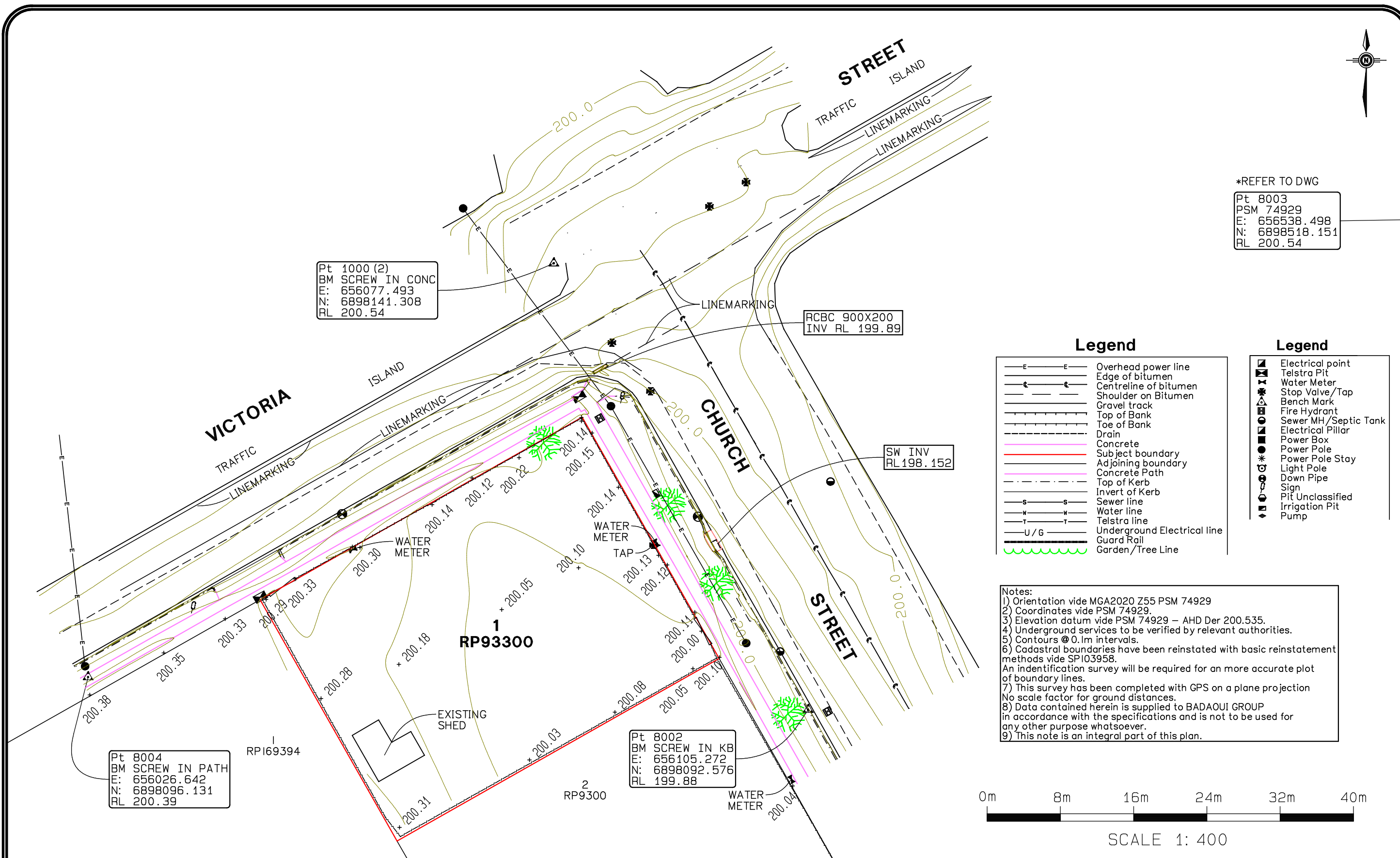
43502

Boxed
23-9-59

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MAR 1967
9.55

The Public Curator
Brisbane

43502-8-95
56-10-67



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SMK QLD

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Phone: (07) 4671 2445 Email: admin@smkqld.com.au

**CONTOUR AND FEATURE SURVEY
OVER LOT 1 ON RP93300
ST GEORGE QLD, 4487**

Horizontal Datum: MGA2020 Z55 PSM 74929
Vertical Datum: AHD DER

25097

A3

25097-1

SCALE Horiz 1:400

Surveyor JFJ

30/6/2025
5:09PM

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Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	13326101	Search Date:	13/08/2025 11:24
Date Title Created:	12/09/1960	Request No:	52964531
Previous Title:	12256052		

ESTATE AND LAND

Estate in Fee Simple

LOT 1 REGISTERED PLAN 93300
Local Government: BALONNE

REGISTERED OWNER**INTEREST**

Dealing No: 715419815 11/11/2013

PAUL JAMES ENGLISH
STACY LEE ENGLISH

1/2
1/2

AS TENANTS IN COMMON

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10206156 (ALLOT 1 SEC 26)

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

** End of Current Title Search **

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

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	A01.1 Site not IN a state-controlled road but has frontage to a state-controlled road. A01.2 Due to the nature of the landuse, the development requires access to the state-controlled road.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	The development requires access to the state-controlled road but will not adversely impact the structural integrity of the road as vehicles entering and leaving the site will already traverse the highway.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	The site has a corner location with separate entry and exits to the highway and a secondary access from the side street.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	One standard pole sign – business identification and price signage is proposed in the northern corner of the site. It will not be a safety hazard for motorists.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.	A05.1 The sales building is located in the southern corner of the site. The canopy is high-set (5m clearance to the underside of the fascia) for vehicle clearance. This allows clear sight across the property.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.</p>	<p>AO5.2 The sales building contains no flashing, colours or materials of that are reflective or distracting of motorists.</p> <p>AO5.3 No lighting will be directed towards either roadway.</p> <p>AO5.4 No flashing or laser lights to be installed.</p>
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	AO6.1 NA
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	<p>AO7.1 Landscaping is not located in a state-controlled road.</p> <p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p>	<p>AO7.1 Low height and low maintenance planting is proposed along each road frontage – maximum height of 700mm.</p> <p>AO7.2 Each landscaped area is accessed from within the site.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	AO7.3 As per AO7.1.
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Refer to Stormwater drainage plan submitted with the DA. Site drains to internal pits and is connected to Council's Street kerb in Church Street. No impact on state road.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	As per PO8 above. No impact on state road.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	As per PO8 above. No impact on state road.
PO11 Development ensures that stormwater is lawfully discharged.	<p>AO11.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p> <p>AO11.2 Development does not concentrate flows to a state-controlled road.</p> <p>AND</p> <p>AO11.3 Stormwater run-off is discharged to a lawful point of discharge.</p>	<p>AO11.1 No points of discharge to state road.</p> <p>AO11.2 As per AO11.1.</p> <p>AO11.3 Discharge is to Council kerb in Church Street.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	AO11.4 No impact.
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	<p>AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AND</p> <p>AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.</p>	<p>AO12.1 NA</p> <p>AO12.2 NA</p> <p>AO12.3 NA</p>

State Development Assessment Provisions v3.3

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

Page 4 of 18

Performance outcomes	Acceptable outcomes	Response
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge . AND AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road .	AO13.1 As per PO8-PO11 above. No impact on state road. AO13.2 Complies. Drainage is internal to site with discharge to Church St.
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Complies with PO14. No drainage to state road.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	PO15 Safety of state road users not compromised by development.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	PO16 New entry and exit driveways to state road. Each driveway is 10m, allowing for swept paths of all vehicles to and from the site onto the state highway.

Performance outcomes	Acceptable outcomes	Response
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	PO17 State highway will continue to function unimpeded by the development.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	PO18 NA
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	PO19 Access to the site is provided off Church Street, setback from the intersection of the state road. No safety impacts.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Majority of vehicles entering the site will do so from the state road via the entry driveway and leave via the exit driveway directly back onto the highway.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	PO21 No impact.
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	PO22 No impact.
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	PO23 No impact.
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	PO24 No impact.

State Development Assessment Provisions v3.3

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

Page 6 of 18

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Po25 No impact.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	PO26 No worsening of state road performance.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	PO27 Better efficiency of traffic movements to and from the site via the state road – separate entry and exit driveways. These do not require turning movements at the intersection of Church Street and Victoria Street. Sight lines to and from the site are clear along the state road.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	PO28 No impact.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	PO29 No impact.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	PO30 No impact.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	PO31 No impact.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	PO32 No impact.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	PO33 No impact.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	PO34 No impact.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	PO35 No impact.
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	PO36 No impact.

Table 1.5 Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a state-controlled road .	AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); in accordance with: <ol style="list-style-type: none"> Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p>	AO37.1 NA – no subdivision.
	AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. <p>OR</p>	AO37.2 NA – no subdivision.
	AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road .	AO37.3 NA – no subdivision.

Performance outcomes	Acceptable outcomes	Response
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	<p>AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>AO38.1 NA– no subdivision.</p> <p>AO38.2 NA– no subdivision.</p>
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		

Performance outcomes	Acceptable outcomes	Response
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	<p>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>AO39.1 NA– no accommodation activity.</p> <p>AO39.2 NA– no accommodation activity.</p>
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	<p>AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: 	AO40.1 NA– no accommodation activity.

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	AO40.02 NA– no accommodation activity.
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	PO41 NA– no accommodation activity.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: <ul style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks. 	No acceptable outcome is provided.	PO42 NA– no accommodation activity.

Performance outcomes	Acceptable outcomes	Response
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	PO43 NA– no accommodation activity.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: <ol style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: <ol style="list-style-type: none"> a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; b. in accordance with: <ol style="list-style-type: none"> i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 	No acceptable outcome is provided.	PO44 NA– not related to proposed development.

Performance outcomes	Acceptable outcomes	Response
PO45 Development involving a childcare centre or educational establishment : <ol style="list-style-type: none"> provides a noise barrier or earth mound that is designed, sited and constructed; to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); in accordance with: <ol style="list-style-type: none"> Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 	No acceptable outcome is provided.	PO45 NA– not related to proposed development.
PO46 Development involving: <ol style="list-style-type: none"> indoor education areas and indoor play areas; or sleeping rooms in a childcare centre; or patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	PO46 NA– not related to proposed development.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have	No acceptable outcome is provided.	PO47 NA– not related to proposed development.

Performance outcomes	Acceptable outcomes	Response
<p>balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with:</p> <ol style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas. 		
<p>PO48 Development including:</p> <ol style="list-style-type: none"> 1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	PO48 NA– not related to proposed development.
Air, light and vibration		
<p>PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.</p>	<p>AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>OR</p> <p>AO49.2 Each outdoor education area and outdoor play area is shielded from a state-</p>	<p>AO49.1 NA– not related to proposed development.</p> <p>AO49.1 NA– not related to proposed development.</p>

Performance outcomes	Acceptable outcomes	Response
	controlled road by a building, solid gap-free fence , or other solid gap-free structure .	
PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor .	<p>AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p> <p>AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p>	<p>AO50.1 NA– not related to proposed development.</p> <p>AO50.2 NA– not related to proposed development.</p>
<p>PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not:</p> <ol style="list-style-type: none"> 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm). 	No acceptable outcomes are prescribed.	APO51 NA– not related to proposed development.

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

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

Performance outcomes	Acceptable outcomes	Response
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road . AND AO56.2 Development does not concentrate flows to a future state-controlled road . AND AO56.3 Stormwater run-off is discharged to a lawful point of discharge . AND AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road .	AO56.1 NA– not related to proposed development. AO56.2 NA– not related to proposed development. AO56.3NA– not related to proposed development. AO56.4 NA– not related to proposed development.

Appendix C - Centre Zone Code

Performance outcomes	Acceptable outcomes	Complies (Yes/No)	Justification for compliance <u>or</u> Alternative Solution to achieve compliance
For assessable development			
PO1 Development is consistent with the existing built form in terms of size, design, siting and physical characteristics. The appearance and siting of buildings, other structures, car parking areas or signage is compatible with the local streetscape character, the style and design of nearby buildings, and is respectful and sympathetic to any heritage place identified in the <u>SPP mapping – Environment, Cultural heritage</u> .	AO1 No acceptable outcome is prescribed.	Yes	<p>PO1 The site is located with frontage to the state-controlled highway and Church Street.</p> <p>Directly opposite the site is the local Toyota Dealership. Nearby is a number of tourist-based commercial uses.</p> <p>The scale of the new service station is very standard for this type of development. The sales building is single storey, setback from the highway; the canopy has a clearance to the underside of fascia of 5m to allow all vehicles to access the site safely and efficiently.</p>
PO2 Development with frontage to a highway must have safe access points that do not adversely impact on the safety and efficiency of the road.	AO2 No acceptable outcome is prescribed.	Yes	<p>PO2 There are two driveways, 10m wide for left-in, left-out access to the site from the state-controlled road.</p> <p>Secondary access is provided off Church Street, being two-way and 12m wide.</p> <p>Design provides for safe and efficient access to the Highway.</p>
PO3 Development adjacent to the highway corridor is setback from the corridor to avoid adverse impacts to the operation of the road corridor.	AO3 As per <u>Queensland Development Code</u> requirements.	Yes	<p>AO3 Clear sight lines to and from the Highway is available to and from the site. The sales building is located at the rear, in the southern corner. It will not impede any views of the site.</p>

			The canopy is 5m high to the underside of the fascia, allowing full sight lines into and out of the site to the highway and Church Street.
PO4 All uses are located, designed, orientated and constructed to minimise the impacts from the noise, vibration and dust emissions from the State-controlled Road and/or rail network.	AO4 As per <u>Queensland Development Code</u> requirements.	Yes	AO4 The location of the sales building, in the southern corner of the site, together with the 2.1m acoustic fence along each of the dividing boundaries provides a good level of acoustic mitigation to both adjoining properties, including from traffic noise along the highway.
PO5 Tourist accommodation, in the form of a caravan park or motel is provided in a location where it can be serviced with infrastructure, where it: (a) is complementary to the existing character of the area (b) does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation (c) does not lead to a reduced quality of accommodation experiences available within the location.	AO5 No acceptable outcome is prescribed.	NA	PO5 Not applicable to this development.
PO6 Commercial uses that support and service the residential areas are centrally located where they can be conveniently and safely accessed without having an adverse impact on residential amenity including privacy, safety, noise, odour and fumes, lighting and traffic generation.	AO6 No acceptable outcome is prescribed.		PO6 The site is located within the Centre zone, with direct access to the state-controlled road and main roadway into the township. It is a corner location with good access to the highway and secondary local road. The design and layout of the development have taken into account the future amenity of the adjoining properties. The sales building is located in the rear corner – oriented away from adjoining residences, it is single storey with no overshadowing or overlooking; a 2.1m high acoustic fence is to be erected to reduce noise over the boundary; hours of operation are limited

			(not 24/7) and deliveries are to occur between 7am-10pm (not outside generally accepted 'nighttime' hours for noise emission standards.
PO7 The character of the Centre zone is enhanced by the design of new buildings that are sympathetic to traditional streetscapes, in terms of scale, siting, architectural elements such as awnings and building features.	<p>AO7.1 Developments are no higher than 2 storeys or 8.5m above the ground level within the Centre zone.</p> <p>AO7.2 Site cover of buildings does not exceed 85% of the site area, with the remainder to be used for landscaping, access and car parking areas.</p>		<p>AO7.1 Sales building is single storey. Canopy is 5m to underside of fascia to allow necessary clearance for all vehicles for safety and efficiency.</p> <p>AO7.2 Site coverage is well below the 85% control in the Code. Site area: 1217m² Building is 200m² Canopy area: 287m² Site coverage: sales building only: 16.4% Site coverage: sales + canopy: 40% Complies.</p>
PO8 New buildings maintain and enhance the existing streetscape and relationship with adjoining buildings.	AO8 Footpaths and awnings contribute towards the street frontage, complement adjacent styles and materials, and join at the same or similar levels.		AO8 Existing footpaths along both street frontages.
PO9 New uses developed in the zone do not detract from the zone's predominant commercial nature.	AO9 No acceptable outcome is prescribed.		PO9 Site is opposite Toyota Car Sales Yard and nearby Motel and Tourist Park. It is located in Centre zone and appropriate for the proposed landuse.
PO10 Centre Zone streets rely on pedestrian traffic for their continued vibrancy. Businesses in the zone depend on this vibrancy for their custom, and development encourages this vibrancy. Active frontages provide interest and assist in the maintenance and development of the town's centre as a social space.	<p>AO10.1 Fencing along the primary road frontage is:</p> <ul style="list-style-type: none"> • Less than 1.5m in height • Constructed of high-quality materials consistent with the locality • Maintains visibility to the roadway <p>Editor's Note: Chain mesh security fences are not</p>		AO10.1 No front fencing along the state-controlled road or secondary road.

	supported by Council for the primary road frontage.		
PO11 Vehicle access is provided to an appropriate standard and parking and service vehicle provision is adequate for the activity and ensures both safety and functionality for motorists and pedestrians.	<p>AO11.1 Access driveways are to be sealed from the property boundary and connect to the existing road network via a crossover designed and constructed in accordance with Council's standards.</p> <p>A11.2 All car parking, access and manoeuvring areas are to be sealed with an impervious surface.</p>		AO11.1 All crossovers and driveways to and within the site are to be sealed to provide for all vehicles to safely and efficiently enter the site.
Ancillary Buildings and Structures			
PO12 Ancillary buildings and structures are subordinate in use and size to the primary use of the premises.	<p>AO12 Domestic outbuildings and ancillary structures do not exceed the lesser of the following:</p> <ul style="list-style-type: none"> ▪ A cumulative floor area of 300 m²; or ▪ 15% of the site area. Note: Where the site is mapped within the Flood Hazard Overlay, the provisions of the Overlay Code prevail. 		AO12 No domestic buildings or outbuildings on the site.

Appendix D - General Development Code

Performance outcomes	Acceptable Outcomes	Complies	Justification for compliance
Site Layout			
PO1 The size and bulk of new buildings associated with development maintains and enhances the intended local character of the zone by avoiding over-development of the site, and allowing for development at a consistent scale, siting and intensity to nearby development.	AO1 Total development on the site has a maximum site cover as follows: <ul style="list-style-type: none"> • 50% Township zone • 90% Centre zone • 85% General residential zone • 40% Industry zone. 	Yes	AO1 Site coverage (including or excluding canopy area) is less than 50% of the site area.
PO2 Landscaping is provided to enhance the visual appeal of the development and soften the appearance of the built form. The majority of landscaping is to be undertaken on the principal street frontage of the development.	AO2 Except in the St George Centre zone, a minimum of 10% of the total development area is landscaped.	NA	AO2 Landscaping: 117m ² provided.
Building Design			
PO3 New development maintains the low-rise scale and character of the Shire.	AO3 Except where in the St George Centre zone, development is no higher than: <ul style="list-style-type: none"> • 2 storeys; or • 8.5m above ground level 	Yes	AO3 Sales building: single storey Canopy: height clearance required for vehicles (5m to underside of canopy fascia).
PO4 New buildings or structures present a traditional façade to the street.	AO4 Except where in the St George, Dirranbandi Centre and industry zones, at least three of the four elements below must be incorporated into the façade of new buildings: <ul style="list-style-type: none"> • verandas or porches. • awnings and shade structures. 	NA	AO4 The new development is to be constructed of new materials only. Sales building has an awning; canopy is a shade structure; heights vary between the building and canopy.

Performance outcomes	Acceptable Outcomes	Complies	Justification for compliance
	<ul style="list-style-type: none"> variations to the roof and building lines. a range of building materials, matching prevailing materials in neighbouring buildings. 		
PO5 Development is generally in accordance with existing setbacks within the locality.	AO5 No acceptable outcome is prescribed.	Yes	AO5 Side and rear boundary setbacks to sales building: 500mm.
Dual Occupancies and Multiple Dwellings			
		NA	NA
Ancillary Uses			
PO9 Other than where located in the Rural zone, buildings and structures for ancillary uses and activities such as sheds are subordinate in use and size to the primary use of the premises.	AO9 Other than where located in the Rural zone, buildings and structures for ancillary uses and activities do not exceed: <ul style="list-style-type: none"> 80m² gross floor area (all zones except Rural zone, Rural residential zone and Township zone) 100m² gross floor area (Rural residential zone) 15% of remaining site area (Township zone).	NA	AO9 – No ancillary structures
Access, manoeuvring and parking			
PO10 The proposed development accommodates sufficient car parking on site.	AO10 Car parking is provided at rates as per table 7.3.1.2.	Variation. Requires: 1/30m² site area.	AO10 Variation. Sufficient parking for the development is provided. If 1/30m ² sales building adopted, then, 7 spaces required. Provided: 8 spaces at dispensers + 6 spaces (including one accessible).

Performance outcomes	Acceptable Outcomes	Complies	Justification for compliance
PO11 The proposed driveway is clear of all impediments.	AO11 The proposed driveway is clear of street furniture, gully pits, man holes, power poles and street trees.	Yes	AO11 Refer to Survey plans and stormwater drainage plan.
PO12 The location of driveways does not create a danger to the safety and efficiency of existing intersections.	AO12 The minimum distance of a driveway from an intersection of one street with another is 6m.	Yes	AO12 Swept path diagrams submitted demonstrate that access to the site from both roadways is safe and efficient. Both entry driveways are over 10m from the intersection of Victoria St and Church St.
PO13 Access to, from and within the site: <ul style="list-style-type: none"> • is adequate for the type and volume of traffic generated by the use. • does not adversely impact on the traffic network external to the site. • caters for safe pedestrian access. provides for disabled access. 	AO13.1 Vehicle crossovers are designed in accordance with BSC standards. AO13.2 Car parking and manoeuvring areas are designed in accordance with: <ul style="list-style-type: none"> • AS2890.1 – Parking Facilities • Austroads AP-34/95 - Design Vehicles and Turning Path Templates The Access to Premises Standard' (Vol 1 of the National Construction Code).	Yes	AO13.1 Victoria St: Entry & exit – 10m Church St: 12m combined entry/exit. AO13.2 Parking spaces are designed to comply with the AS. Disabled access to the sales building is provided.
Infrastructure and Services			
PO14 The development is supplied with an appropriate level of infrastructure to support the intended use.	AO14 Telecommunications and electricity supplies are designed and installed to supplier standards.		AO14 All essential infrastructure is available to the site.

Performance outcomes	Acceptable Outcomes	Complies	Justification for compliance
<p>PO15 All development has an adequate supply of potable water and can provide for appropriate treatment and disposal of effluent and other waste water.</p> <p>Note: If the development is not connected to a reticulated water supply network, there is no guarantee of reliability or availability of water from watercourses, overland flow or underground water for new non-stock and domestic development across the Balonne Shire. This is because access to water is subject to the limitations and appropriate authorisation under the <i>Water Act 2000</i>.</p>	<p>AO15.1 In the General residential, Centre, Industry and Township zones, all development is connected to BSC's reticulated water supply network.</p> <p>In the Recreation and Open Space and Rural zones, a potable water supply is provided.</p> <p>AO15.2 In the General residential, Centre, Industry and Township zone, all development is connected to BSC's reticulated sewerage network.</p> <p>In the Recreation and Open Space and Rural zones, sewage disposal is provided generally in accordance with the Queensland Plumbing and Wastewater Code.</p> <p><i>Note: Appropriate authorisation is required under the Water Act 2000 for the take of water from watercourses, overland flow or underground water.</i></p>	Capable of connecting to each service	<p>AO15.1 To comply. Subject to condition of consent.</p> <p>AO15.2 To comply. Subject to condition of consent.</p>
<p>PO16 Stormwater is collected and discharged to ensure no impacts on adjoining land owners, BSC or State infrastructure while also ensuring environmental values of waters in the Shire are maintained.</p>	<p>AO16 In all zones, stormwater drainage is provided in accordance with:</p> <ul style="list-style-type: none"> Queensland urban drainage manual, 3rd Edition, Queensland Department of Energy and Water Supply, 2013 Pilgrim, DH, (ed)., Australian Rainfall & Runoff – A Guide to Flood Estimation, Institution of Engineers, Australia, Barton, ACT, 1987 <p>Class 1 and Class 10 buildings – National Construction Code, Volume 2.</p>	Yes	AO16 To comply. Subject to condition of consent.

Performance outcomes	Acceptable Outcomes	Complies	Justification for compliance
PO17 Wastewater discharge to a waterway is avoided or managed in a way that maintains ecological processes, riparian vegetation, waterway integrity, and downstream ecosystem health.	<p>AO17.1 Wastewater from development is not discharged to a waterway.</p> <p>Alternatively, where wastewater discharge to a waterway is unavoidable, a wastewater management plan (WWMP) is submitted, which provides a waste management hierarchy that minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater. This WWMP is prepared by a suitably qualified person and addresses:</p> <ul style="list-style-type: none"> • wastewater type • climatic conditions • water quality objectives (WQOs) • best-practice environmental management. <p>AO17.2 Implement the WWMP prepared in accordance with AO17.1.</p>	Yes	AO17.1 Discharge to Council network. Subject to condition of consent.
BSC assets			
PO18 Structures and buildings do not adversely impact on BSC infrastructure.	<p>AO18.1 All proposed structures and buildings are clear of BSC easements and underground infrastructure within the site boundaries, as per Queensland Development Code requirements.</p> <p>AO18.2 All invert crossing(s) and driveways are clear of all gully pits, street lights, power poles and other infrastructure located within the road reserve with a minimum separation distance of 1m.</p>	<p>Yes</p> <p>Yes</p>	<p>AO18.1 All development is constructed on the site. No easements.</p> <p>AO18.2 To comply.</p>

Performance outcomes	Acceptable Outcomes	Complies	Justification for compliance
Development location in a Bushfire Hazard Area			
PO19 A vulnerable use is not established or materially intensified where there are unacceptable risks to people or property from a Bushfire Hazard.	AO19 Vulnerable uses are not established or expanded. Editor's note— Vulnerable uses are those involving: (1) the accommodation or congregation of vulnerable sectors of the community such as child care centres, community care centre, educational establishments, detention facilities, hospitals, rooming accommodation, retirement facilities or residential care facilities; or the provision of essential services including community uses, emergency services, utility installation, telecommunications facility, substations and major electricity infrastructure.	NA	AO19 NA
PO20 Emergency services and uses providing community support services are able to function effectively during and immediately after a bushfire hazard event.	AO20 Emergency services and uses providing community support services are not located in a bushfire hazard (bushfire prone) area and have direct access to low hazard evacuation routes.	NA	AO20 NA
PO21 Development involving hazardous materials manufactured or stored in bulk is not located in bushfire prone area.	AO21 The manufacture or storage of hazardous material in bulk does not occur within a bushfire prone area.	NA	AO21 NA – All fuel is stored underground in new fuel tanks that fully comply with Australian Standards in relation to construction, fittings and connections to dispensers aboveground.
PO22 Development in a bushfire prone area as identified on SPP mapping – Safety and Resilience to Hazards,	AO22 No acceptable outcome is prescribed.	Yes	AO22 NA

Performance outcomes	Acceptable Outcomes	Complies	Justification for compliance
Bushfire prone area makes adequate provision of water supply for fire-fighting requirements.			
Development located in a Flood Hazard Area – Reconfiguring a Lot			
		NA	NA
Stock Route Network			
		NA	NA
Petroleum pipeline			
		NA	NA
Electricity Infrastructure			
PO29 Development is separated from major electricity infrastructure or substations and incorporates buffers to maintain public health and safety, residential amenity and allow access to infrastructure for maintenance.	AO29 No acceptable outcome is prescribed.	No impact	No impact
Local heritage places			
		NA	NA
Biodiversity			
		NA	NA

Performance outcomes	Acceptable Outcomes	Complies	Justification for compliance
Aviation facilities			
		NA	NA
Home based business			
		NA	NA
Abandoned mines			
		NA	NA

TOWN PLANNING REPORT

Development Application:

Material Change of Use (Code Assessment)
- Service Station

44-46 Victoria Street
(Carnarvon Highway)
ST GEORGE

September 2025

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	15.9.25	Final	DM		DM

EXECUTIVE SUMMARY

This Planning Report has been prepared for Tiger 1 Petroleum Pty Ltd (TP) to accompany a development application to Balonne Shire Council (**Council**) for a new service station on the subject site, pursuant to sections 50 and 51 of the *Planning Act 2016* (QLD) (**Planning Act**).

The application seeks approval of a Development Permit for a Material Change of Use (Code Assessment) for a service station.

Under Balonne Planning Scheme 2024 (**Planning Scheme**), the Site is in the 'Centre' Zone. By reference to Table 5.5.1 of the Planning Scheme, a service station development is code assessable in the zone. Victoria Street (Carnarvon Highway) is a state-controlled road. Hence the application will be referred to SARA for comments.

The site is included within the Centre Zone and is consistent with the intent for development within the area. The proposal will meet best practice environmental standards, will not have a detrimental impact on amenity, demonstrates an acceptable outcome and warrants approval subject to reasonable and relevant conditions.

The site details, planning framework and development application details are contained in Table 1 and 2 below.

Table 1: Site Details and Planning Framework	
Site address	44-46 Victoria Street, St George
Real Property Description	Lot 1 RP93300
Site area	1217sqm
Land owner	Tiger Petroleum Pty Ltd
Existing easements	Nil
Local Government area	Balonne Shire Council
Planning Legislation	Planning Act 2016
Referral Agencies	State road referral
Planning Scheme	Balonne Planning Scheme 2024
Zone	Centre Zone (Table 5.5.1)
Category of Development	Code Assessment
Overlays	General Development Code Centre zone Code Flood Hazard Overlay Code
Regional Plan	Maranoa–Balonne Regional Plan 2009 Darling Downs Regional Plan 2013
DAMS mapping layers	Water Resources; Native Vegetation Clearing; State Transport (State Controlled Road – Victoria Street (Carnarvon Highway – A55); Areas within 25m of State Transport Corridor (subject site); Natural Hazards Risk & Resilience

	(Flood Hazard – local govt flood mapping area; Bushfire prone area (potential impact buffer) Areas of Regional Interest (Priority Agricultural Area PAA & Priority Living Area PLA).
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Table 2: Development Application Details	
Proposed development overview	Material change of use – Development Permit
Development Description	Construction of new service station
Category of assessment	Code Assessment
Applicant	Deb McKenzie
Address	PO Box 6149 Port Macquarie NSW 2444
Contact person	Deb McKenzie
Contact details	deb@dmplan.com.au 0418451052
Our Reference	St George

This Town Planning Assessment Report includes an assessment of the proposed development against the relevant above-listed matters.

The proposed development complies (or can be conditioned to comply) with the assessment benchmarks and so this application must be approved, per section 60(2)(a) of the Planning Act. We look forward to working with Council to achieve a timely, favourable decision in this matter.

1.0 SITE AND SURROUNDS

1.1 Subject Site

The Site the subject of this development application is described as 2918 Old Cleveland Road, Chandler (Lot 243 on SP159497).

The Site:

- is 1,217m² in area;
- located on the south-western of the intersection of Victoria Street and Church Street;
- has frontages to Victoria Street (classified road) and Church Street;
- is currently vacant, except for an old outbuilding (shed adjacent southern western corner);
- contain no significant vegetation;
- is not burdened by any easements or covenants; and
- is not on the Environmental Management Register or Contaminated Land Register (property search results accompany this application).

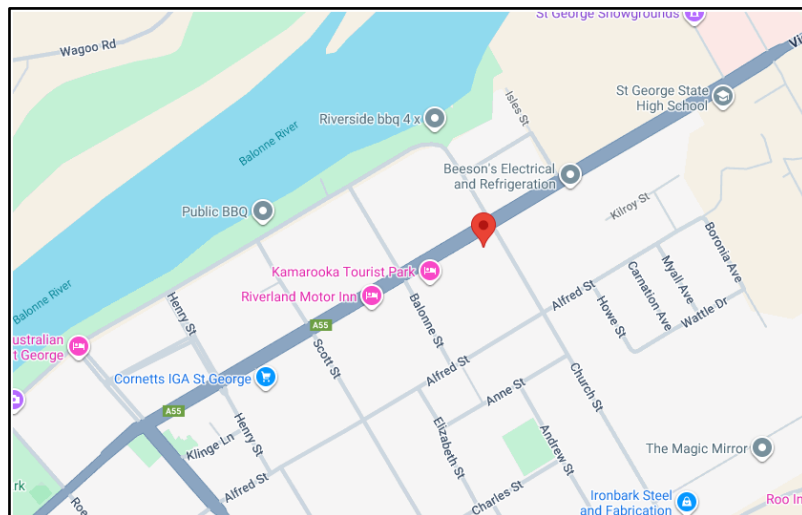
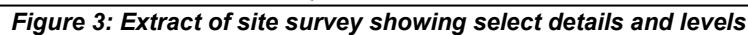


Figure 1: Location of site



Figure 2: Aerial of site



The registered owners of the property are Paul J and Stacy L English. The site is being purchased by Tiger 1 Petroleum Pty Ltd (ACN 623 186 121). Owner's consent for the lodgement of the development application is to be submitted with the DA documentation.

There are no other encumbrances which are relevant to the proposed development.

1.3 Traffic and Access

There is a partial crossover to a domestic boundary gateway to access the existing shed off Victoria Street. The roadway is a divided road with a traffic island, with street trees along the centre of the roadway. The traffic lane is 4m wide and a parking lane, delineated by line marking is approx 5m wide. The speed limit is 60kph.

The intersection from Church Street to Victoria Street is controlled via 'Give way' sign.

There is a footpath along the frontage.



 STATE CONTROLLED ROAD



Figure 4: Location of site on Carnarvon Highway, between Moonie Highway and Balonne Highway

The site's secondary access is from Church Street. It connects from St George Terrace in the north (adjacent the Balonne River), through the intersection with Victoria Street (Carnarvon Highway) and to Bychan Bypass (which connects to the St George Airport).

Church Street is a local road, managed by Balonne Shire Council. It is a two-way, single lane roadway, approx. 24m wide. The centre line of the bitumen is mapped as 15m from the front boundary of the site.

Proposed access to the development via a combined entry/exit driveway off Church Street and a separate entry and exist driveway to Victoria Street.

1.4 Topography & Vegetation

The site is generally flat for development purposes. The site falls from the northern corner (RL200.29) to the southern corner (RL200.10m AHD). An extract of the survey plan is Figure 3 above.

The site contains on shrub/tree near the north-west corner and some domestic plants along the Church Street boundary. There are no street trees located along Church Street.

1.5 Flooding

The site is mapped as not being subject to the St George 11.5m flood event (Planning Scheme map series) under the Flood overlay. There is no flooding impact on the site or access to and from the site via the highway. Refer to map extract below.



St George 11.5m @ g043053 Flood Event

1.6 Infrastructure

The subject site is mapped as located within Balonne Shire Council's Priority Infrastructure area.



PRIORITY INFRASTRUCTURE AREA

It is currently serviced by:

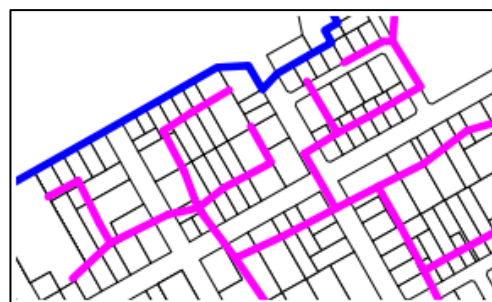
- Overhead power line along Church Street
- Water (water meters on both frontages)
- Sewer – along Church Street frontage and dividing boundary
- Telstra line
- Fire hydrant (near intersection)
- Stormwater drainage – existing Council network on Church Street.

The following are extracts of Council's Infrastructure maps:



— RIVER WATER MAIN

— ARTESIAN WATER MAIN



— GRAVITY SEWER MAIN



— STORMWATER MAIN

1.7 Contaminated Land

The site comprises one lot, being 44-46 Victoria Street, St George.

It is not listed on the Environmental Management Register (EMR) or the Contaminated Land Register. An extract of the EMR and CLR is below.

<p>EMR RESULT</p> <p>The above site is NOT included on the Environmental Management Register.</p> <p>CLR RESULT</p> <p>The above site is NOT included on the Contaminated Land Register.</p>
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Figure 5: Extract of contaminated land register

1.8 Cultural Heritage

There is no known cultural heritage or artifacts on the site.

The site is not identified on the:

- Planning Scheme Register
- Permanent or Provisional Queensland Heritage Register
- Register of the National Estate

1.9 Surrounding Development

The surrounding uses comprise:

- North-west (43-45 Victoria St) – generally vacant land at corner with domestic double garage and access to the Victoria Street
- North-east (41 Victoria St) – residential houses at corner of Church St and Victoria Street
- East (corner of Victoria St and Church St) – Vehicle sales yard – Toyota
- South – single dwelling
- South-west – single dwelling with access from Victoria Street on dividing boundary with the site

2.0 PROPOSED DEVELOPMENT

The development application is made pursuant to section 50 and 51 of the Planning Act. The application seeks a development permit for a material change of use of the property for a 'service station', over land described at 46-46 Victoria Street, St George (Lot 1 RP93300)

The proposed service station is to occupy the whole of the site with the sales building located in the south-western corner (200m²), canopy (280m²) with four (4) multi-product dispensers. The fuel fill points are located between the two dispensers closest to the sales building.

The sales building is setback 500m from the southern and western boundaries. The canopy is setback 750mm from the Victoria Street frontage, 10m from the western boundary and 16.25m from the Church Street frontage.

A price sign is located in the north-western corner of the site, at the intersection of the Victoria Street and Church Street. The sign is 6m high, 2.0m wide with four fuel prices and business identification signage incorporated in the content.

Two (2) underground fuel tanks (4 compartments; 180L) are proposed on the eastern side of the canopy, towards Church Street.

Six (6) onsite parking spaces plus eight (8) at the dispensers are provided. One accessible parking space is located close to the sales building.

A service yard (4.8m x 2.5m) is provided on the eastern side of the sales building with a 2.5m landscape buffer to the southern neighbour. Total landscape area is 117m².

Boundary fencing along the southern and western boundaries is provided as an acoustic mitigation measure to adjoining residential use. Each fence is to be a timber lapped and capped fence with a landscape strip in front to soften its appearance.

Access to the service station is proposed from both road frontages (two-way access from Church St (12m wide) and separate one-way driveways off Victoria Street (both 10m wide).

Swept path diagrams are submitted with the development application documentation.

Stormwater drainage is provided from all areas of the site to the existing Council stormwater network in Church Street.

As the site is generally flat for development purposes, there is minimal site works, with the exception of the undertank fuel tanks. This will be subject to a future application for operational works.

The proposed hours of operation and staff numbers are:

- Staff arrival 4.30am (no trade – preparation time)
- Pumps and sales building open for trade: 5am
- Close 10pm (no overnight trade or deliveries)
- 7 days per week
- Fuel delivery - via 19m semi-trailers (maximum) – between 7am and 10pm
- 1 - 2 staff onsite at any one time.

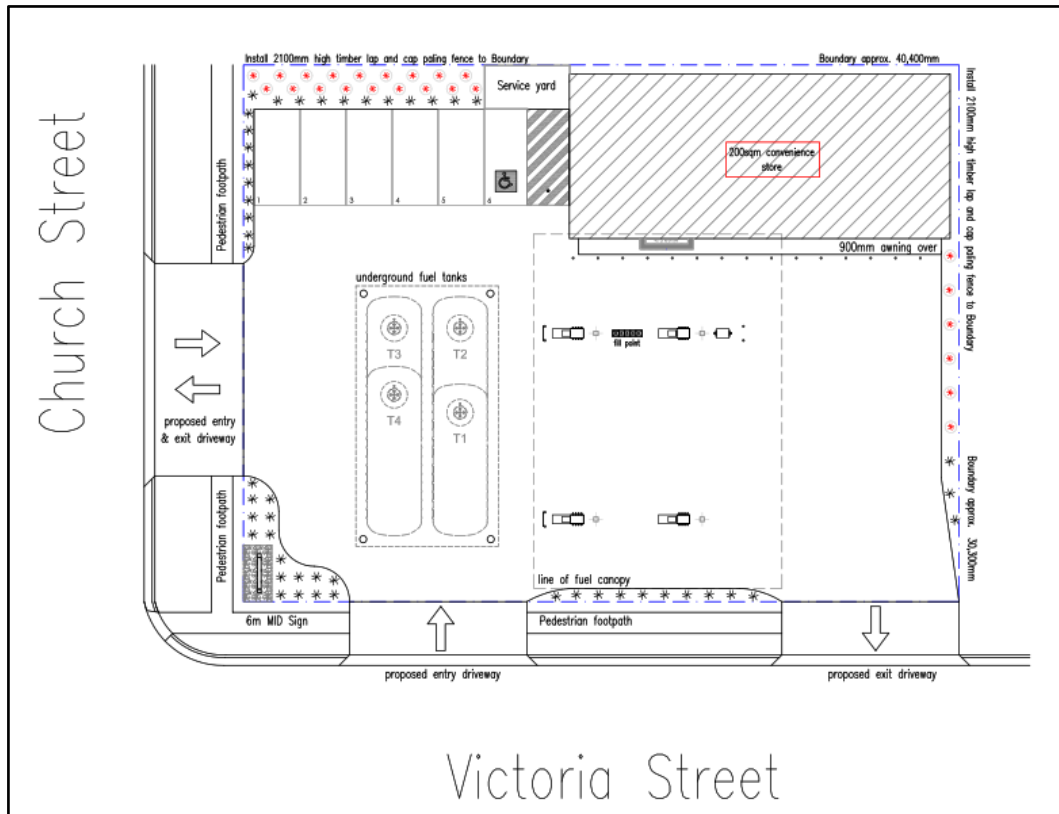


Figure 6: Proposed Site Plan

In the main, the development footprint is proposed towards the south-western corner of the site, setback from the two street frontages. Views across the site from each frontage are available under the canopy structure and around the dispensers.

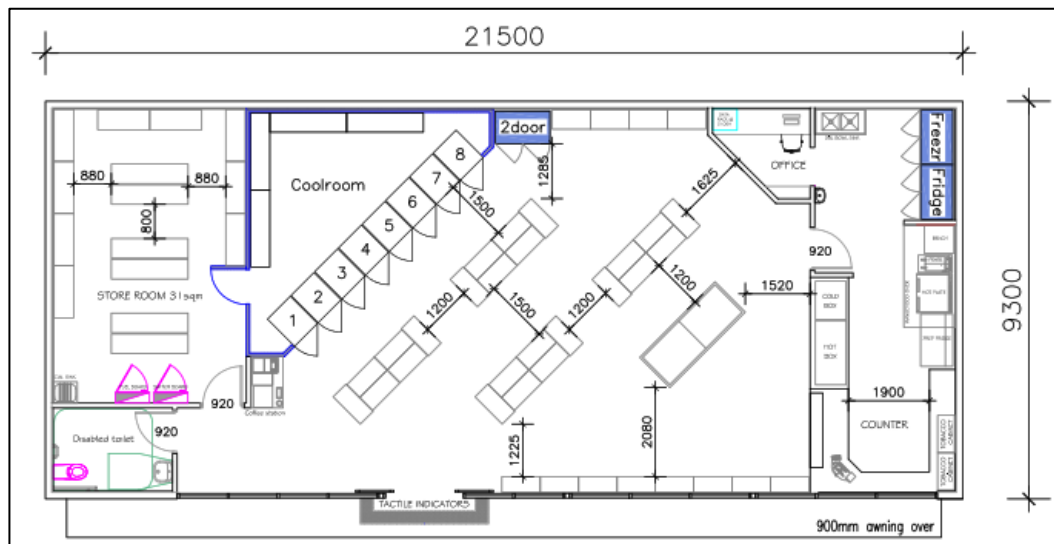


Figure 7: Extract of sales building floor plan (Source: Badaoui Group, 2025)

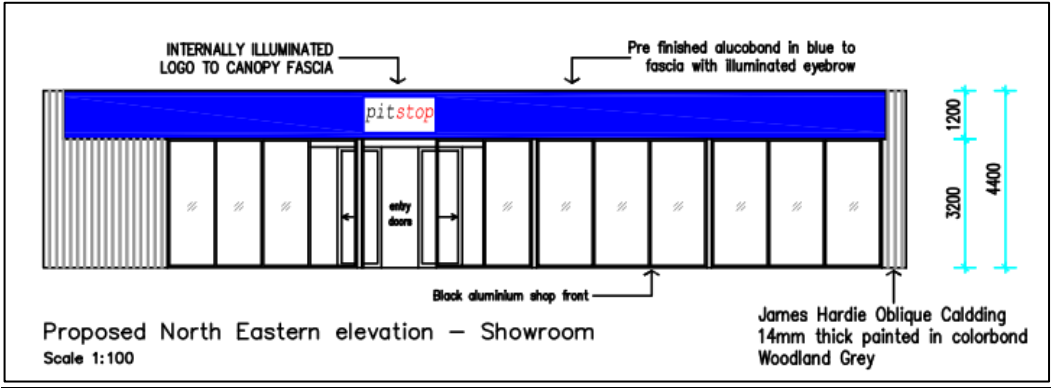


Figure 8: North-eastern elevation of sales building (Source: Badaouui Group, 2025)

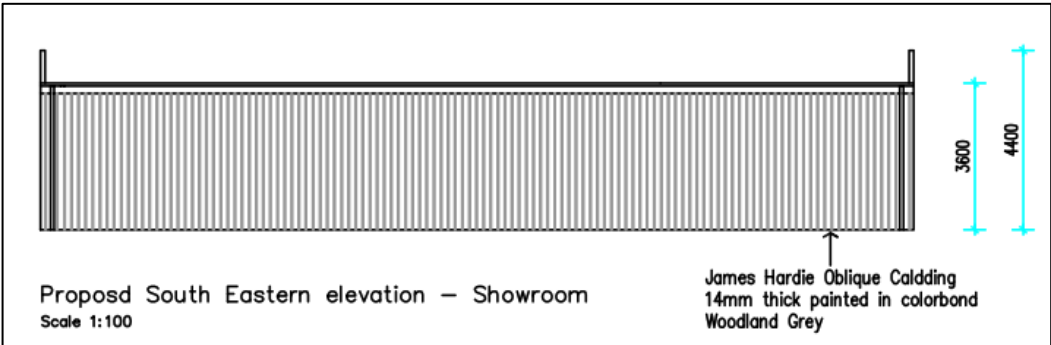


Figure 9: South-eastern elevation of sales building (Source: Badaouui Group, 2025)

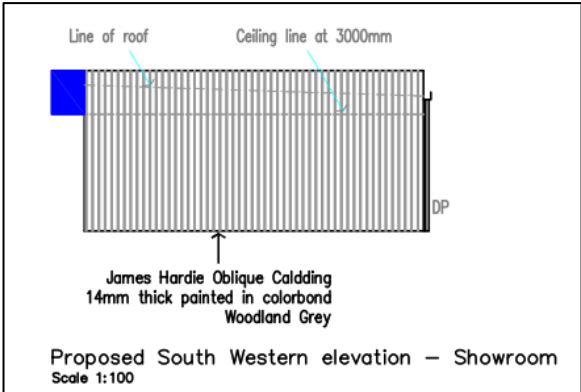


Figure 10: South-western elevation of sales building (Source: Badaouui Group, 2025)

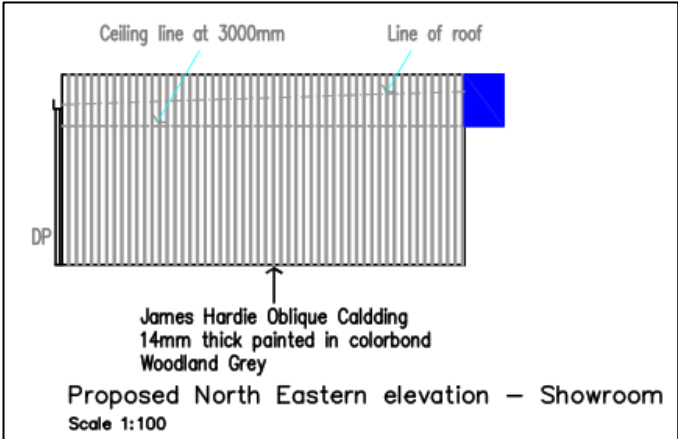


Figure 11: North-eastern elevation of sales building (Source: Badaouui Group, 2025)

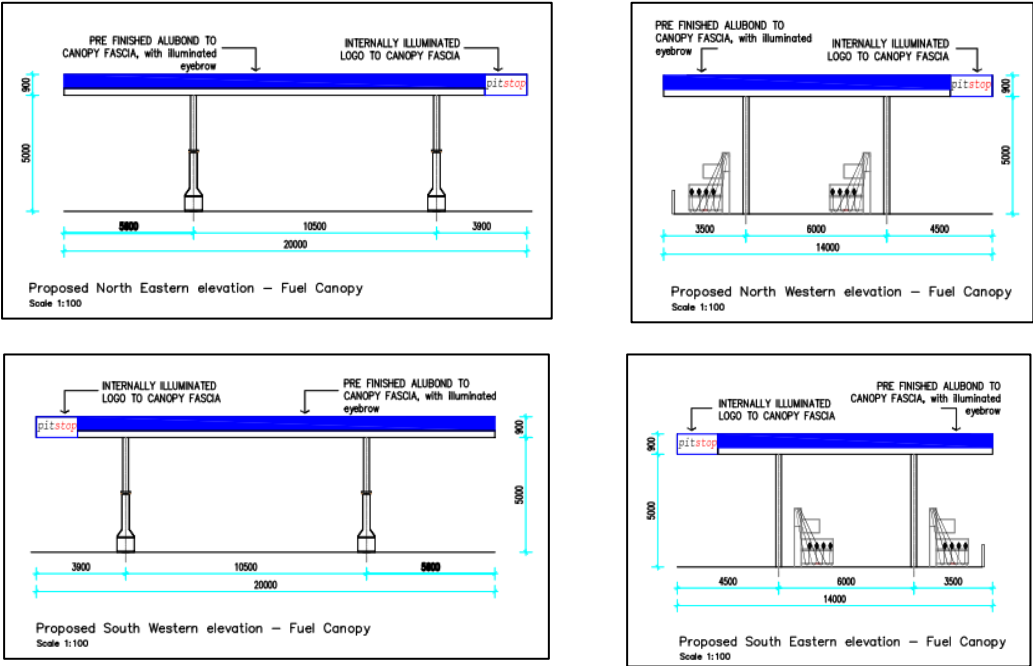
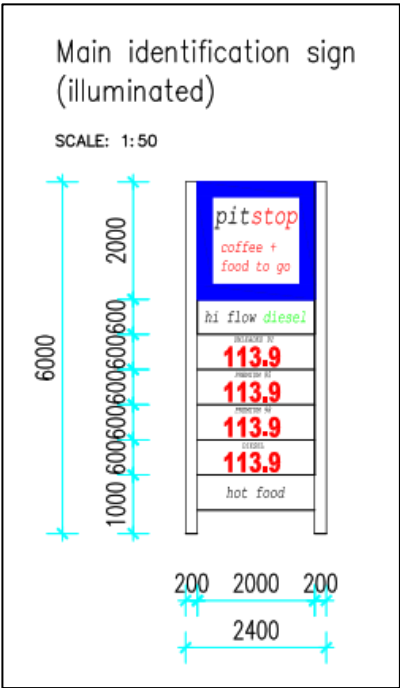
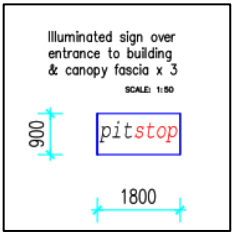


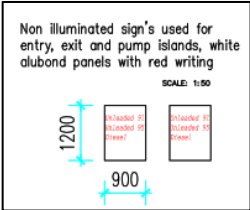
Figure 12: Proposed elevations of fuel canopy (Source: Badauoui Group, 2025)



Price Sign (6m high x 2.4m wide)
Double sided, internally illuminated panels



Canopy Fascia signs x 3 (internally illuminated light box)



Sales building – wall sign (non-illuminated)

Figure 13: Signage for the site

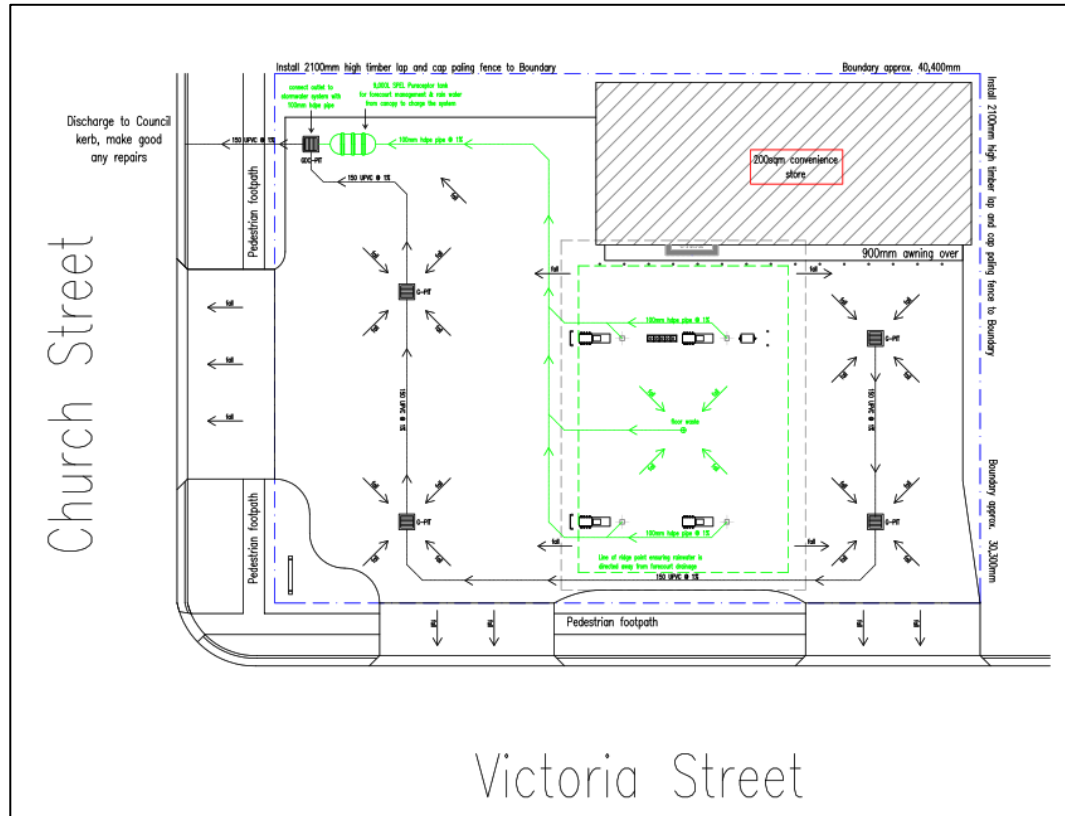


Figure 14: Stormwater drainage diagram
(Source: Badaoui Group, 2025)

3.0 LEGISLATIVE FRAMEWORK

For 'code assessable' development, section 45(3) of the Planning Act states as follows:

A code assessment is an assessment that must be carried out only –

- (a) Against the assessment benchmarks in a categorising instrument for the development;*
and
- (b) having regard to any matters prescribed by regulation for this subparagraph.*

The assessment benchmarks from the Planning Scheme are identified and addressed later in this report. Below is an identification of the matters prescribed by regulation for section 45(3)(b) of the Planning Act.

3.1 Planning Regulation 2017 (Qld)

Sections 26 and 27 of the Planning Regulation apply to code assessment development via section 45 of the Act.

Section 26 of the Regulation reads as follows:

- (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 code assessment must be carried out against the following assessment benchmarks—*
 - (a) the assessment benchmarks stated in—*
 - (i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; 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) any temporary State planning policy applying to the premises;*
 - (b) 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.*

In addition to some of things listed in section 26 of the Regulation, section 27 of the Regulation also requires Council to carry out the code assessment having regard to 'any development approval for, and any lawful use of, the premises or adjacent premises'. From the information available to DMCK Planning at the time of writing of this report, there are no development approvals on the site nor on an adjacent premises for which regards needs to be had when assessing this development.

3.2 Referral Agencies

The following referral agencies apply to the site/proposed development under Schedule 10 of the Planning Regulation:

Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – State transport infrastructure generally; and

Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 – Material change of use of premises near a state transport corridor or that is a future State transport corridor.

The referral agency in each case is the chief executive administering the Planning Act.

3.3 Assessment benchmarks

Planning Regulation, Schedules 9 and 10

The Site adjoins the state-controlled Old Cleveland Road and so 'State code 1: Development in a state-controlled road environment' is an assessment benchmark for this application.



State code 1

This application must be assessed against 'State code 1: Development in a state-controlled road environment', as required by the relevant referral triggers under Schedule 10 of the Planning Regulation. A completed State code 1 is included in Appendix B of this report.

The the proposed development will not create a safety hazard for users of the state-controlled Carnarvon Highway A55 (Victoria Street) on the bases that:

- it is designed and it operates as a left-in/left-out arrangement only (each 10m wide); and
- a secondary access (two-way – 12m wide) is provided off Church Street for local traffic.

There appears to be more than enough width in the existing verge of Victoria Street to enable a safe and efficient left in-left out turns from the state-controlled road.

The Applicant notes that the Highway (A55) is not a LAR 1 or LAR 2 roadway.

For the stormwater, flooding and drainage criteria of State code 1, Figure 14 demonstrates that stormwater will be drained to Church Street, not Victoria Street.

Planning Scheme

An assessment of the proposed development against the Planning Scheme can be found in the next section of this report.

LGIP

The Site is within the Priority Infrastructure Area (PIA) under the Local Government Infrastructure Plan (LGIP).



Appropriate infrastructure provisioning for the development can be secured through relevant and reasonable conditions of approval but the intended means of infrastructure provisioning is set out in the plans accompanying the development application.

Common material

The common material for this application includes the following:

- DA Form 1
- Land owners consent
- Various property seaches
- Survey plan
- Aerial plan
- Proposal Plans, site plan, elevations, sections, landscaping
- Stormwater drainage plan
- Town Planning Assessment
- Code Assessments
- State Code 1 Assessment

4.0 ASSESSMENT AGAINST PLANNING SCHEME

4.1 Zone – Centre Zone

The site is located in the Centre Zone pursuant to the provisions of the Balonne Planning Scheme 2024.



The Centre zone provisions aim to:

- (a) maintain the character and amenity of St George and Dirranbandi.
- (b) provide for the continuation of existing infrastructure such as community schools, halls and recreation facilities.
- (c) allow for tourist uses where these can be successfully integrated into the character and fabric of the towns.
- (d) ensure that development provides an appropriate level of infrastructure; and
- (e) facilitate economic development and vibrant main streets by:
 - (i) promoting reuse of existing buildings
 - (ii) providing for a wide range of commercial uses where it does not conflict with sensitive uses.

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

- (a) a range of uses, including retail, business and education, are supported in the zone where they do not impact on neighbouring uses.
 - (b) development is serviced with BSC infrastructure where BSC infrastructure exists.
 - (c) development is located in areas that are flood protected and where bushfire hazard risk is low.
- coverage

Table 6.2.1.2 contains the assessment criteria for the Centre Zone code. It identifies the categories of development and assessment criteria for a material change of use within the Centre Zone.

The development of a service station is code assessable. The listed codes that provide the assessment benchmarks for a Service Station (assessable) development include the General development code, Centre zone code and the Flood hazard overlay code.

The following is a general assessment and comment about the proposed development against the assessment benchmarks from the relevant codes within the Planning Scheme. The full suite of completed codes accompany this application. Refer to Appendices.

4.2. Centre Zone code

The site is located within the designated Centre zone with direct access to the Carnarvon Highway (A55). It is at the corner of Victoria Street and Church Street. The Toyota Vehicle dealership is directly opposite the site on the eastern corner of Church Street. Therefore the site has been identified as suitable and capable of commercial and/or retail development via its zoning in the planning scheme.

The design and layout of the proposed service station has taken into account the amenity of the adjoining properties via the siting of the sales building, primary access off the Highway, installation of a high dividing fences and hours of operation.

Victoria Street contains a partial crossover to a domestic boundary gateway to access the existing shed off Victoria Street. The roadway is a divided road with a traffic island, with street trees along the centre of the roadway. The traffic lane is 4m wide and a parking lane, delineated by line marking, is approx 5m wide. The speed limit is 60kph.

On this basis, the safety and efficiency of the State-controlled road will not be adversely impacted by the development as there is sufficient driveway width and internal area for manoeuvring for all vehicles that will access the site.

A full assessment of the provisions of the Centre zone code is Appendix C.

4.3. General Development code

This code applies to assessing a material change of use for all development if identified in the Tables of Assessment.

The purpose of the General development code is to:

(a) to ensure that development in the Shire is located, designed and managed in a safe and efficient manner.

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

(a) Development is located to protect and enhance matters of national, state and local environmental significance, landscape values and ecological connectivity.

(b) Development has a safe and efficient site layout.

(c) Development does not detract from the Shire's unique building design, is complementary to the scale of neighbouring uses, and contributes to the character of the street and the locality.

(d) Development has a safe and efficient site layout.

(e) Development does not detract from the Shire's unique building design, is complementary to the scale of neighbouring uses, and contributes to the character of the street and the locality.

(f) Development on local heritage places:

(i) does not result in the demolition or removal of a local heritage place, unless there is no practical reason and feasible alternative.

(ii) conserves the physical features, fabric and contents that contribute to the cultural heritage significance of the local heritage place.

(iii) safeguards archaeology and archaeological potential, and ensures they are appropriately investigated and artefacts appropriately managed.

(g) An appropriate level of servicing and infrastructure is provided to new development and is connected to BSC's infrastructure where available.

(h) The site layout protects adjoining amenity, allows access around the building, allows sufficient areas for parking and manoeuvring on the site and safe and efficient access and egress.

(i) Assets of the BSC are protected.

- (j) Any planned earthworks ensure that existing drainage regimes are maintained.
- (k) Development does not conflict with the ongoing efficient and safe use of the stock route network by travelling stock.
- (l) Development does not inhibit the safe and efficient operation of pipelines.

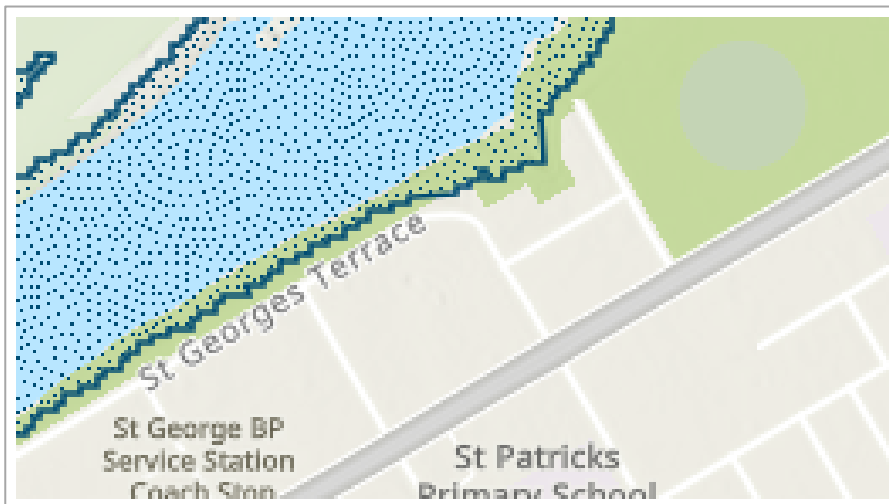
The development complies or is capable of complying with the provisions listed in the General Development code. A full assessment is contained in Appendix D.

4.4. Flood Hazard Overlay code

The Flood hazard overlay code applies to accepted and assessable development under the planning prescribed by a Category of development assessment table in a zone and involving land wholly or partially within the Flood hazard overlay refer to Schedule 4: Mapping.

The subject site is not mapped as located within the St George 11.5m Flood Event, as below.

A Flood Hazard Overlay code assessment is not provided as part of this report.



5.0 CONCLUSION

On behalf of Tiger 1 Petroleum Pty Ltd, DMCK Planning hereby submits a development application to Council pursuant to sections 50 and 51 of the Planning Act. The application seeks a development permit for making a material change of use (Code Assessable) for a 'Service station', over land described as 46-46 Victoria Street, (Lot 1 RP93300).

The Site:

- is 1,217m² in area;
- located on the south-western of the intersection of Victoria Street and Church Street;
- has frontages to Victoria Street (classified road) and Church Street;
- is currently vacant, except for an old outbuilding (shed adjacent southwestern corner);
- contain no significant vegetation;
- is not burdened by any easements or covenants; and
- is not on the Environmental Management Register or Contaminated Land Register (property search results accompany this application).

Under the Planning Scheme, the Site is in the 'Centre' zone. A service station development is code assessable in the zone. Victoria Street (Carnarvon Highway A55) is a state-controlled road. Therefore State Code 1 applies and the application will be referred to the SARA for assessment.

In accordance with section 45(3) of the Planning Act and sections 26 and 27 of the Planning Regulation, assessment of this application must be carried out against, or have regard to (as the case may be):

- 'State code 1: Development in a state-controlled road environment';
- the relevant assessment benchmarks in the Planning Scheme being those listed in this report;
- the LGIP; and
- the common material for the application.

This Town Planning Assessment Report includes an assessment of the proposed development against the above-listed matters.

The proposed development complies (or can be conditioned to comply) with the assessment benchmarks and so this application must be approved, per section 60(2)(a) of the Planning Act. We look forward to working with Council to achieve a timely, favourable decision in this matter.

We await Council's issuing of an invoice for its application fee which, when paid, would mean the Applicant has satisfied its obligations under section 51 of the Planning Act.

DJ McKenzie
Planning Consultant
DMCK Planning