











SCENIC RIM
AGRICULTURAL INDUSTRIAL PRECINCT

A project by Kalfresh

Appendix A.1 – Planning and Locational Assessment

Scenic Rim Agricultural Industrial Precinct
Kalbar, Queensland
BA220050.01
27 September 2023

epic ENVIRONMENTAL

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DISTRIBUTION

Revision	Revision date	Issued to
A	1 August 2023	OCG & Client Review (Draft)
B	28 August 2023	OCG & Client Review (Draft)
0	27 September 2023	OCG for RDIAR submission

DOCUMENT INFORMATION

Printed:	27 September 2023
Last saved:	27 September 2023 02:09 PM
File name:	A.1 SRAIP Planning Locational Assessment Report
Author:	Epic Environmental
Project manager:	Samuel Redman
Client:	Kalfresh Pty Ltd
Document title:	Planning & Locational Assessment Report
Project number:	BAA220050.01

PREVIOUS VERSION CONTROL

Revision	Revision date	Revision details	Author	Editorial review	Approver
1.10	1/11/2020	Draft for Internal Review	Craig Harte / Chiara Frisby	Joanne Cousins	Joanne Cousins
1.11	March 2021	Draft for Internal Review	Chiara Frisby	Craig Harte	Craig Harte
1.12	June 2021	Draft for Internal Review	Chiara Frisby	Craig Harte	Craig Harte
1.13	July 2021	Draft for Client Review	Craig Harte / Chiara Frisby	Kalfresh	Craig Harte
1.14	August 2021	Draft for Internal Review	Craig Harte / Chiara Frisby	RPS (Internal)	Craig Harte
1.15	February 2023	Draft for Client Review	Nicole Hartney	Joanne Cousins/ Samuel Redman	

1 INTRODUCTION

1.1 The Project

The Scenic Rim Agricultural Industrial Precinct (SRAIP) is a regionally significant specialised industrial hub with a focus on:

- The production of food (human or animal), fibre and beverages
- Advancing agriculture-related (agri) research, innovation and technologies to support the farming and agriculture industries (agri-industries)
- Value-adding production and processing of raw materials and co-location of like and complementary manufacturing businesses
- Industries supporting precinct and farming economy such as organic fertiliser and compost production and warehousing and distribution activities supporting agri-businesses
- Realising circular economy, waste reduction and decarbonisation initiatives in industrial processes
- Generating reliable renewable energy by way of Anerobic Digestion (SRAIP biodigester)

Located along the Cunningham Highway in Kalbar, the SRAIP is strategically located close to producers in the Fassifern, Lockyer Valley, Southern Downs and Darling Downs farming regions, allowing food and beverage businesses to process produce close to the source, and deliver finished projects to customers faster and more efficiently.

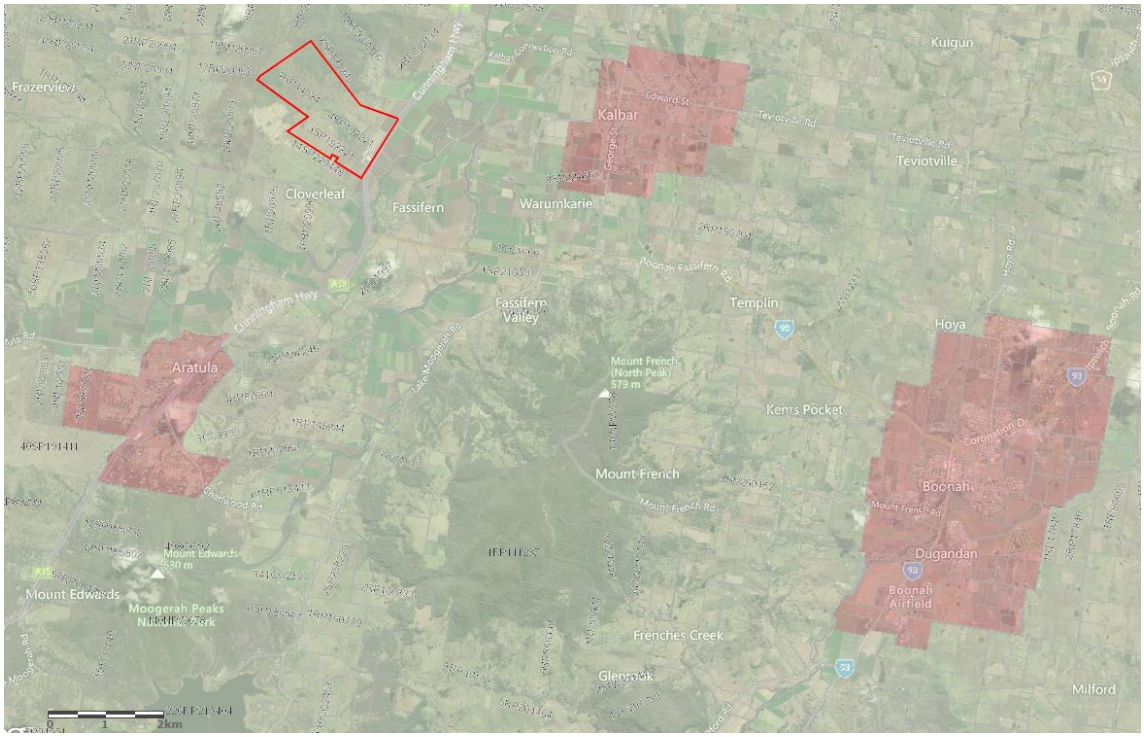
This report has been prepared to respond to the information requested by the Coordinator-General dated 1 October 2020, further advice provided by the Office of the Coordinator-General (OCG) on 2 September 2022, and a final request for further information and clarification dated 27 June 2023.

1.2 Project Otherwise Prohibited Development

The *Planning Regulation 2017* (the *Planning Regulation*) provides the regulatory provisions for the *ShapingSEQ South East Queensland Regional Plan 2017* (*ShapingSEQ*), which provides a framework to manage growth, change, land use and development in South East Queensland (SEQ).

The proposed SRAIP project is located within the Regional Landscape and Rural Production Area (RLRPA) of *ShapingSEQ* (see **Figure 1**). The RLRPA was designed around the Urban Footprint and Rural Living Area and provides important values that help sustain the region socially, culturally, economically, and environmentally. The intent of the RLPA is to:

- Protect the values of the land from encroachment by urban and rural residential development
- Protect natural assets and regional landscapes and ensure their sustainable use and management
- Support development and economic growth of rural communities and industries



Source: SPP Mapping 2023

Figure 1. Regional Location of SRAIP Project and Urban Footprints under SEQ Plan Triggers Mapping

Under the *Planning Regulation*, certain development in the RLRPA is prohibited, including reconfiguring a lot and material change of use applications for urban purposes. Reconfiguring a lot in the RLRPA can be assessable for a number of reasons, the main being if the lot is at least 100 hectares (ha) in size or is an 'exempt subdivision' (see Schedule 24 of the *Planning Regulation* for definition).

The SRAIP was declared a coordinated project under the *State Development and Public Works Organisation Act 1971* (SDPWO Act) on 31 May 2019. By being declared a coordinated project, SRAIP has been recognised as having strategic significance to the locality and region, including economic and social benefits, as well as significant employment opportunities it would provide. Projects of this scale and uniqueness usually fall outside the standard regulatory framework. By being a coordinated project, SRAIP meets the definition of an 'exempt subdivision' in accordance with the *Planning Regulation*, meaning the project is not prohibited. This provides an assessment pathway for the project to proceed, subject to assessment and obtaining necessary approvals, which includes demonstration of the overriding planning needed for the project.

Although SRAIP is not a prohibited development, Kalfresh, as the proponent for SRAIP, is still required to demonstrate that the project aligns with *ShapingSEQ* and the intent of the RLRPA. This Location and Planning Assessment Report has been prepared to present a strong planning argument to justify that SRAIP can proceed outside of the *ShapingSEQ* urban footprint and aligns with the intent of the RLRPA.

To achieve this, Kalfresh has demonstrated, through this assessment report:

1. The need for SRAIP to be outside the SEQ urban footprint (section 41A of the *Planning Regulation*) (locational assessment)
2. An overriding need in the public interest exists (social, economic or environmental benefit) (section 41B of the *Planning Regulation*) for the development to progress

1.3 Project Overview

The subject site is located at Kalbar and covers a total area of approximately 250 ha. The SRAIP subject site comprises of the following lots:

- 1 on RP216694
- 2 to 4 on SP19221
- 2 on RP20974
- 2 on RP44024

Within the subject site, the SRAIP project proposes a 40 ha agricultural-industrial precinct to enhance the processing of agricultural produce and value-added products. Located in the heart of the Fassifern Valley, where the raw ingredients are grown, high value cropping land will be maintained surrounding the site to the east, north and south – which is critical to the precinct's success. The SRAIP project comprises predominantly agricultural-industrial uses including research & development, processing, warehousing, anaerobic digestion, and composting activities.

The SRAIP project will be unique in its formation by bringing together many parts of the production and supply chain for shared long-term benefit in a regional community. It represents the only dedicated agricultural manufacturing and industrial precinct in the Scenic Rim and is designed to leverage the region's productive agricultural land and history.

The SRAIP project creates a place where primary rural activities and secondary rural industry activities are located in direct proximity to create opportunities not feasible in the typical food-to-retailer system. Currently, food production starts with the removal of whole crops directly from farms and transportation to urban areas for washing, sorting, processing, and packaging for market. The SRAIP project seeks to consolidate the spread of these activities to a smaller geographical region, which minimises environmental impacts and greenhouse gas (GHG) emissions from transport and reduces transport costs. This also allows for the produce to be fresher at the time of processing.

The project also has the potential to catalyse the regional economy, substantially increasing the capacity of the Scenic Rim agricultural industry sector by generating new employment opportunities, attracting new businesses and helping to support the accelerated and sustainable growth of the Scenic Rim economy.

Central to the SRAIP development is the construction of Queensland's first Anaerobic Digestion Facility (AD Facility). This facility will enable the management of organic waste streams generated from agricultural processing industries that establish within the precinct whilst creating new value streams including green gas, electricity, organic fertiliser and accrual of significant carbon credits. At full scale (~10MW), it is estimated that the AD Facility will achieve GHG reductions of up to ~430,000 tonnes of carbon dioxide equivalent (tCO2e) per annum. The AD Facility is an integral component of the development and is only achievable due to the unique ecosystem of land uses, and the subject site's immediate proximity to cropping land, where the raw ingredients are grown.

In response to submissions received, and a request for information from the Coordinator-General in May 2020, Kalfresh has removed several standalone uses from the SRAIP project that were not agricultural in nature (see **Table 1**).

Table 1. SRAIP proposed uses

Superseded uses (DIAR)	Current SRAIP uses (RDIAR)
Agricultural supplies store Bulk landscape supplies Emergency services Extractive industry Garden centre Indoor sport and recreation Market Office / commercial Outdoor sales Parking Station Repairing and servicing motor vehicles - Low impact industry Sales office where involving the selling of lots for SRAIP Substation Shop Showroom Tourist attraction (museum) Wholesale nursery Winery	Service Station Transport Depot Food and Drink Outlet Industry buildings greater than 15m in height

The removal of these standalone uses reaffirmed the purpose of the SRAIP project, which is to support the processing, production and manufacturing of agricultural products. In so doing, the decision to remove incompatible uses from the development has also helped to refine the justification needed to demonstrate an overriding need for the SRAIP project. The project now clearly aligns with the objectives of the RLRPA as it avoids potential encroachment by urban and rural residential uses and reduces the project's potential to detract from nearby townships (Kalbar, Aratula and Boonah) that otherwise may have occurred.

Following the removal of these uses, there are still some non-agricultural uses that are proposed within the development to support the functioning of the precinct as an agricultural hub. This includes standalone Service Station, Transport Depot, and Food and Drink Outlet, as well as an allocation for Ancillary Office Space, and Retail Space. Justification for the inclusion, scale and intensity of these uses (including ancillary uses) is provided in Appendix A.4 of the Revised Draft Impact Assessment Report (RDIAR).

In summary, the inclusion of the proposed Transport Depot and Service Station helps support the primary functioning of the precinct (predominantly agricultural processing), which will require significant transport and freight tasks. These uses enable trucking fleets servicing the SRAIP project to be re-fuelled with renewable green gas, which will be produced as a by-product of the AD Facility. Displacing diesel in the agricultural supply chain (paddock to plate) is critical for achieving significant greenhouse gas reductions required to drive down emissions in the agricultural and transport sectors. By incorporating this element, Kalfresh is enabling an affordable and green solution that is only able to be realised due to the unique characteristics of the site, predominantly being immediate connectivity with productive cropping land.

2 RESPONSE TO PLANNING REGULATION 2017

The following section of this report addresses the requirements of the *Planning Regulation* (Part 4, Division 6, Sections 41A and 41B). These are commonly referred to as the locational assessment and overriding needs test, respectively.

It is intended that the assessment articulated in this report is read in conjunction with the broader findings of the RDIAR, which contains broader context and information that decision makers can consider regarding environmental, economic and social impacts and benefits. For example, the RDIAR presents the project drivers and project benefits that are directly relevant to the project's purpose.

2.1.1 Introduction to Policy Alignment

In providing the Policy Alignment table in Appendix A of this report, it is clear there are many National, State and local policies, plans and programs to encourage investment and promote a stronger and sustainable agricultural sector, including supporting the use of bioenergy, decarbonisation, circular economy and waste reduction to transition the sector to a green economy. These policies are not meaningful unless private sector funding and proposals (like the SRAIP project) are approved by Government to realise those policy objectives. Although the SRAIP project potentially conflicts with elements of the current planning framework (being located outside of the SEQ Urban Footprint), the project's delivery will ultimately enable realisation of these higher-level policies, programs, plans and roadmaps, which overcome the extent of those planning inconsistencies.

2.1.2 MCA No Longer Relevant to this Evaluation

Previously, the locational assessment included reference to a multi-criteria assessment (MCA), which considered eight prospective alternative project locations within the existing industrial area of the SEQ Urban Footprint. The MCA was originally prepared in response to the Coordinator-General's information request in 2020 and attempted to justify the inclusion of a variety of commercial and retail uses proposed at that time. As outlined above in **Section 1.3** and in reference to **Table 1**, Kalfresh has since revised the SRAIP proposal and removed these inconsistent standalone uses from the project.

Although these locations were pitched as potential location alternatives for the SRAIP project, it is very clear that this unique project would not work when located in the urban footprint – and Kalfresh would never propose such a project within the urban footprint. This is because the key characteristics of the contemporary SRAIP project requires it to operate as an extension of existing agricultural-industrial ecosystems which lend themselves to realising the principles of the circular economy. In this instance, the system required to achieve the project objectives is direct proximity to productive cropping land and a functional paddock to plate ecosystem where agricultural-industrial processing facilities already function. These ecosystems generate waste and products for which the project's success depends on.

Accordingly, the results of the MCA are no longer considered relevant in the assessment of the locational requirements (sections 41A and 41B of the *Planning Regulation*) and has subsequently been removed from this updated version.

2.2 Section 41(A) of the Planning Regulation – Locational Assessment

Part 4, Division 6, Section 41A (2) of the *Planning Regulation* states that "*the referral agency may decide the locational requirements or environmental impacts of the development require it to be outside the SEQ urban footprint only if –*

a. *The premises have particular characteristics that are necessary for the carrying out of the development; and*
b. *The development could not reasonably be located on premises in the SEQ urban footprint that have the particular characteristics."*

As an agricultural precinct, with bespoke circular economy solutions and broader agribusiness objectives, the required site characteristics for SRAIP are unique and significantly different to typical industrial developments located within the existing Urban Footprint of *ShapingSEQ*. These characteristics are summarised in **Table 2**.

While Kalfresh's own growth needs were the initial drivers for the project, the concept has broadened to respond to industry-wide trends and opportunities to deliver a regional hub that enables agricultural diversification, innovation, and long-term sustainability. The project drivers which underpin the SRAIP are closely aligned with the Scenic Rim Regional Council's region-wide vision for agricultural growth, as outlined in the Agribusiness 10-year Roadmap, released in 2022. The SRAIP has been deemed a 'Strategic Enabling Project' in the Council's 2020 Prosperity Strategy and is seen as a regional catalyst project to grow investment, employment, and provide new market access opportunities for regional landholders.

A comprehensive list of project drivers is articulated in section 2.4 of the RDIAR. A significant driver, and one which has potential to provide a renewable energy and waste management pathway for many Queensland regional areas, is the SRAIP's proposed AD Facility. The AD Facility utilises bioenergy technology (through anaerobic digestion) to process organic agricultural waste streams to produce green gas, green electricity, and organic fertiliser. This sustainable, closed-loop renewable energy system, together with the other SRAIP project drivers, are consistent with a wide range of recently emerging state and local government policies, programs and roadmaps which seek to support private sector investment in decarbonisation, innovation and diversification of the agriculture sector, jobs in the regions and waste reduction. The project's alignment with these various policy initiatives is summarised in **Appendix A** of this report.

For example, actions under the *Queensland Low Emissions Agriculture Roadmap* clearly provides high-level support for farm-based businesses to invest in on-farm energy opportunities such as those available through bioenergy to reduce GHG emissions across the sector. Additionally, action 1.9 of the *Queensland Energy and Jobs Plan* is to advance Queensland's bioenergy future. The SRAIP project achieves direct alignment with these roadmaps, and many others listed in **Appendix A**, however, can only do this due to the unique site characteristics that the subject site possesses.

Table 2. SRAIP Key Site Characteristics

Characteristics	Details
Site Characteristics	1. Historical and current land uses - Irrigated seasonal horticulture / cropping land - Grazing modified pastures - Other minimal uses 2. Proximity to existing productive agricultural lands: - Locating food production and manufacturing businesses close to where the raw ingredients are produced is a logistical benefit of the proposed SRAIP's location - specifically, proximity to the surrounding local farms that utilise Kalfresh as their current distribution centre. - Whilst the SRAIP originated from an existing development, it has evolved into an overall concept that will look to specifically service the local farming community and function on a higher level showcasing the significance of locating agricultural-industrial infrastructure, along with latest technologies to ensure a direct locational benefit to co-locate specific agricultural & industrial infrastructure in a co-ordinated/strategic location. - Clear of substantial ecological values – the subject site is a disturbed site due to the existing Kalfresh operations and cropping activities currently occurring to the east of the site, with minimal ecological values present. As such, it is an appropriate location to establish a large precinct which promotes agriculture and supports industrial uses and reduces the impacts on ecological values. 3. The SRAIP project will build on existing economic activity, supply chains and local farming partnerships to construct and operate new and additional agricultural processing facilities and warehouses. The proximity to existing systems will further enhance efficiencies and enable local farmers to engage with the food retailer and wholesale markets in a more substantial way as they are empowered with greater access to selling their produce to the major supermarket and wholesale retailers across Australia. 4. The proposed digester and composting uses on the site can be located a suitable distance from sensitive receivers, but still close to the processing and farming activities that create the feedstock, and the farms that will use the digestate and compost as fertiliser and soil conditioner. This reduces the potential environmental and financial costs of the transportation of inputs and outputs and enhances the environmental and economic sustainability of these uses. 5. Whilst the proposed footprint of the SRAIP is flat to accommodate agri-focused industrial uses (processing and warehousing), the site is able to achieve 1% flood immunity with relatively minor earthworks, which is a requirement for this development.
Locational drivers	1. Transport - Access to the Cunningham Highway provides quick, easy and safe access between the raw ingredients and the packaging warehouse. This removes the need for heavy vehicles to travel through regional townships. - The subject site is proposed to contain a Haulage Route for the neighbouring "Frazerview Quarry", meaning an additional access to the Cunningham Highway is not required. The SRAIP project will facilitate shared access with a single intersection to be constructed on the Cunningham Highway to facilitate the heavy vehicle transport tasks. This approach maximises the safety and efficiency of the state-controlled road network as the existing accesses to the subject site will be closed. - The proposed SRAIP will provide packaging and processing facilities in close proximity to existing farming production businesses. The close proximity of the proposed development will decrease travel distance, time and costs for bringing raw products from paddock to plate. The

Characteristics	Details
	separation of SRAIP away from farming activities in Kalbar to an alternative location, such as the Bromelton State Development Area (SDA), would result in increased transport freight costs, reduced transport efficiencies and ultimately impact the project commercially as the CBA comparing the subject site and the Bromelton SDA indicates at **Appendix B.** - Lower transport time and costs also support the circular economy elements of the SRAIP in terms of the viability of value-adding processing of crops that may otherwise be waste and feedstock inputs into the digester. These environmentally sustainable activities are not viable when the environmental and/or financial costs of transport exceed the benefits obtained from these activities. - A self-sustaining precinct, the SRAIP project is suitably distanced from nearby regional townships so as to not cause nuisance or detract from those urban settings during operations. Investigations into potential air, noise and odour emissions from the project confirm the SRAIP project is not expected to cause nuisance at any nearby sensitive receptor at the proposed location. - For further details, refer to the broader findings of **Section 8** of the RDIAR. 2. Water Supply - The 371ML water supply to the SRAIP project is confirmed to be of high reliability. It is predicted that the reliability of the SRAIP water supply is equal or greater to that of a site within the urban footprint accessible to the town water supply. - The subject site will obtain water from the existing bores on site and Kalfresh has purchased a water allocation from the Warrill Valley Water Supply Scheme. This water will be contained in a turkey nest water storage dam (192m x 159m) located towards the north boundary of the site. - The proposed management scheme on the subject site will facilitate sustainable and efficient use and reuse of water between the different premises and land uses within the SRAIP project. This comprehensive level of circular reuse is not possible in a conventional industrial development in an urban area. Water used in manufacturing and processing will be treated and recycled and reticulated on site. Wastewater from food processing will also be filtered and used as an input into the digester. Wastewater from the sewerage system on site will be treated in the sewerage treatment plan and then irrigated onto a lucerne crop used as an energy feedstock within the digester. - More information about the water supply is contained in **section 9.4** of the RDIAR and **Appendix B.5** of the RDIAR. 3. Land Area and Locality - There is no area in the *ShapingSEQ* Urban Footprint where agricultural-industrial processing could occur in direct proximity to productive high-value agricultural land. - Due to the unique nature of the SRAIP project, a minimum of 140 ha site area is required to accommodate the industrial precinct, digester, composting, and required water storage and crop areas whilst providing sufficient separation from nearby sensitive receivers. - Scale and nature of uses being put forward (along with ancillary / non-core uses) are not intended to directly compete with the established Local / Town Centres. The SRAIP is a standalone development intended to complement (rather than be in direct competition with) established surrounding development for the region. - The separation of the SRAIP project away from farming activities in Kalbar and surrounding areas would render the input of waste feedstocks and disposal of digestate outputs onto farms cost prohibitive (Refer to CBA at Appendix B). At the proposed location, 64% of farms are located within 8 kms of the subject site, supplying produce to the existing processing facilities. 4. De-carbonisation and Sustainability Objectives

Characteristics	Details
	- Circular economy activities where food waste is substantially reduced through value-adding, and any waste that is generated is able to be reused to generate electricity and digestate fertiliser, require very specific spatial and site requirements, which are unique to the proposed site. - Water reuse and recycling initiatives proposed are also dependent on the ability to have a management scheme facilitating water recycling, and irrigation of treated water from the sewerage treatment plant onto energy crops used by the digester. These opportunities cannot be realised commercially within the existing urban footprint due to the separation between industrial precincts and prime agricultural areas. - The reduced transport distances between farms and processing facilities, and the farms and their fertiliser supply, reduces financial and environmental transport costs (carbon emissions) associated with the transportation of these products. This is further enhanced by co-locating complementary uses within the SRAIP project that allow full vertical integration of all processing and manufacturing activities so that there is no unnecessary transport. Raw produce will arrive at the SRAIP from local farms and leave ready to be sold. - Due to the unique and complex land use relationships to establish the SRAIP project, if the project was located at a general industrial site within the urban footprint, State Government Policies relating to waste reduction, clean energy generation and improved agribusiness practices will not be realised. For a list of all relevant policies the SRAIP project will realise, refer to the policy alignment table provided in **Appendix A** of this report.

2.2.1 Historical and Current Land Use of the Subject Site

The history of the subject site and the evolution of land uses over time is significant to this locational assessment. It is the history of the subject site which gives rise to its strategic placement at the heart of the food to retailer system in the Scenic Rim that makes the subject site desirable to locate the SRAIP project.

The complex history of zoning and land uses on site is best described through the Historical QVAS Property Details Reports provided in **Appendix E** of this report. Although the land has always functioned as rural land, the reports identify that in year 1993 aspects of the subject site were afforded use rights of 'Vacant Urban Land' with other portions of the site attributed as 'General Industry'. Due to changes to the Scenic Rim Regional Council (SRRC) planning scheme and the introduction of regional planning in SEQ, these historical use rights appear to have been extinguished with such lots, with those uses now prohibited by the contemporary planning framework. This however does explain how some of the existing uses on site came to be, which includes a historic service station and various agricultural processing buildings.

The subject site's current land uses are:

- Irrigated seasonal horticulture (cropping land)
- Grazing modified pastures
- Other minimal uses

The site is currently utilised by Kalfresh for a mix of cropping purposes and a rural industrial development which covers three (3) lots (see **Figure 2**).

(Source: RPS Survey 2019)

Figure 2. Existing Kalfresh Facilities Layout

Historical land uses include:

- Vegetable processing (refer to **Figure 3** and **Figure 4**);
- Service Centre (**Figure 5**);
- Grain;
- Milling; and
- Milk production.

Figure 3. Historic Photograph showing Urban & Agricultural Land Uses. Circa : 1990

Figure 4. Historic Photograph showing Urban & Agricultural Land Uses. Circa: 1990

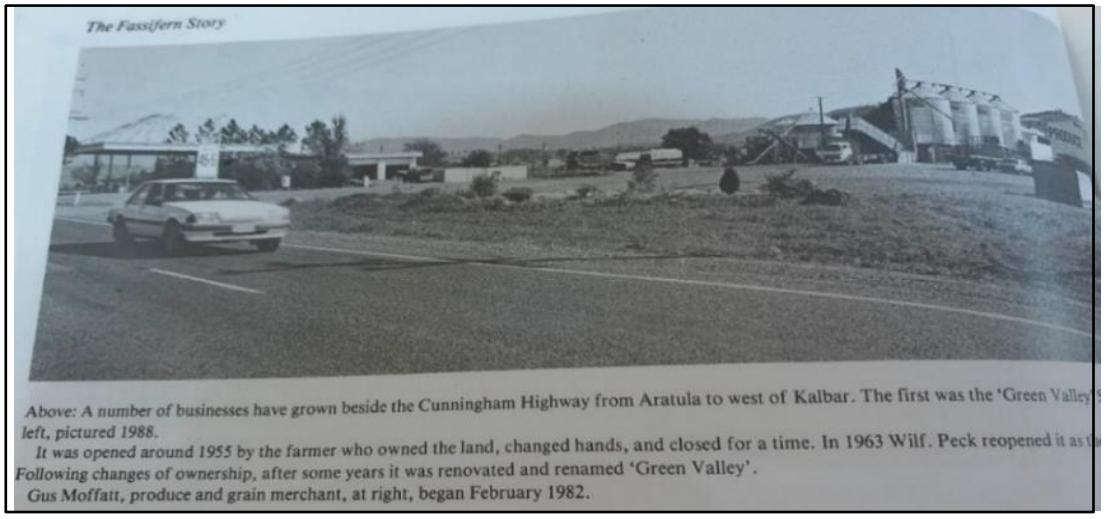


Figure 5. Image of 'The Fassifern Story' – 'Green Valley' Service Station

From this history, it is clear the subject site has always served as an agricultural hub servicing the needs of local growers and connecting them to the 'food to retail market' in the heart of the Fassifern Valley, and well before Kalfresh owned and operated the site (**Figure 6**).

The ability for the SRAIP project to enhance and evolve the rich agricultural history of the region is locationally specific. What remains critical is that the SRAIP project seeks to evolve the region's agricultural history and provide a contemporary model for food production. In addition to the established rural / agricultural activities, the existing Kalfresh operations has been recognised for agri-industrial purposes.

The SRAIP project will expand on historic and current uses at the subject site to strengthen the agricultural sector in the Fassifern Valley and broader region - which has a long, rich history of agricultural production. The project will take a 'back to the future' approach to food production, harking back to the days when the region was home to a butter factory, milk processors, a canning factory, and other businesses which value-added the raw ingredients in the region where they grew.

The local towns of Kalbar and Boonah were born from this concept and now, with a much larger population living on the doorstep in SEQ, the SRAIP will reinvigorate the food manufacturing and processing sector. The Precinct proposes to reintroduce food processing and value-adding on a large, more advanced site that has been specifically designed for the use. This fit-for-purpose site will allow for growth and automation, opening up opportunities for new skilled employment for local residents while also providing production efficiencies to enable Queensland farmers to better compete in international markets.

2.2.2 Rationale for the Site Selected

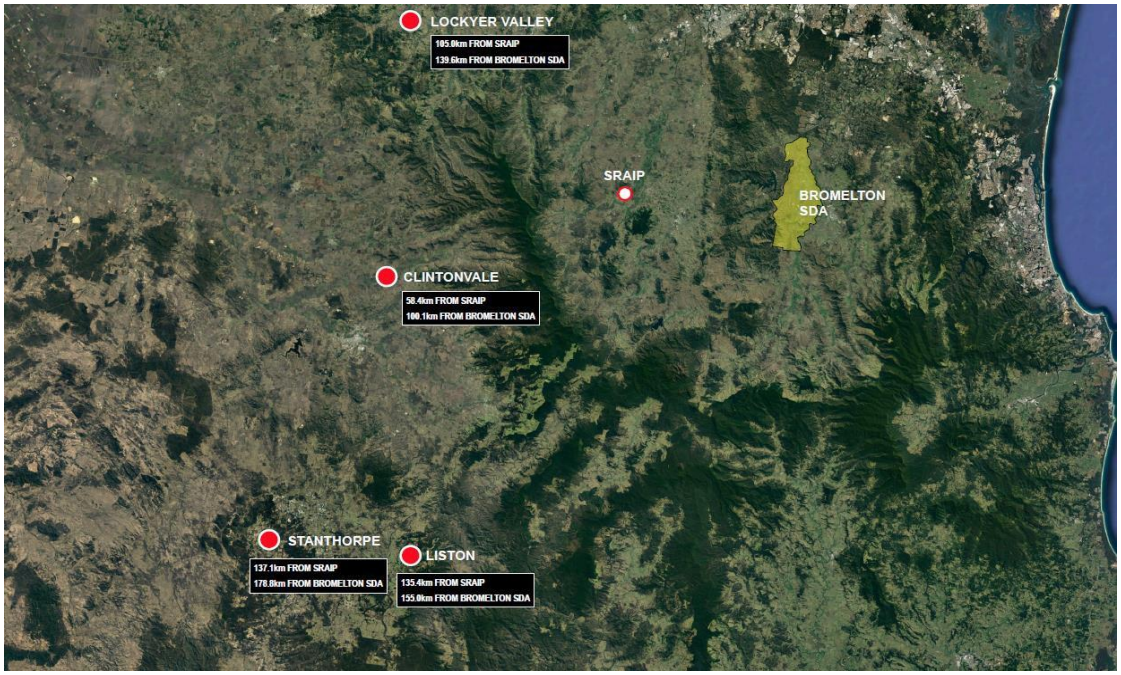
The site has been selected as the ideal location for the establishment of the SRAIP for a number of reasons:

- The SRAIP project seeks to enhance the well-established agricultural-industrial ecosystem within the Fassifern Valley and broader region, which comprises family-owned farming businesses, produce processing and the complex interrelationships between these two activities which enables viable agricultural industry in the Scenic Rim.
- The site is ideally located on the Cunningham Highway which enables ease of access to primary production areas and subsequent markets, being 84 km to Brisbane City and within the food producing regions of:
  - Fassifern Valley Scenic Rim
  - Lockyer Valley
  - Stanthorpe Southern Downs
  - Darling Downs
  - Bowen
- Additionally, being on the Cunningham Highway offers easy access for transport servicing the Sydney and wider NSW markets. The site is also well located to the Distribution Centres of major Australian retailers, as well as air and seaports to access international markets.
- The subject site is a large and consolidated landholding which is predominantly clear of significant ecological values given historical clearing for cropping, grazing and produce processing, predominantly confined to the east of the site towards the Cunningham Highway. As such, it is an ideal location to establish a large precinct which promotes agricultural industrial uses.
- The subject site is situated in a largely agricultural area with adequate separation distances to the nearest sensitive receivers, making it ideal to establish a range of agricultural industrial uses. It also has the scope to accommodate these uses side by side which is not possible in a purely industrial area and is critical to enable operation of the AD Facility.
- Operating as an extension of an existing agricultural-industrial ecosystem, the SRAIP project would have significant links to existing growers in the Scenic Rim, Lockyer Valley and Southern Downs and existing supply chains to these regions which are processed on the subject site.
- The proposal includes significant self-containment and the co-location of uses to allow for the best use of the agricultural products processed on the site. For example, the ability to site the proposed bio-energy facility and composting activity at the same location as food waste is being generated, and which will in turn be able to return nutrients back to the soil locally where the crops are grown. The co-location of these uses on the site, make the use more sustainable and feasible (ie. self-

generation of power for the proposed use, production of fertilisers to be used by nearby growers, no need to remove food waste for disposal or processing elsewhere).

- The site has direct access to existing water and electricity sources and also a local labour market which will be utilised by the SRAIP.

Figure 6 below provides an illustration of the distance from the SRAIP site to the Lockyer Valley and Stanthorpe / Liston / Clintonvale. The subject sites proximity to the Bromelton SDA is also indicated.



(Source: RPS)

Figure 6. SRAIP / Bromelton SDA Location and Distance Comparison

2.2.3 Site Characteristics Required to Enable Optimisation of the Agricultural-Industrial Ecosystem

The subject site's key characteristics that are necessary for carrying out the development of this nature are detailed in **Table 2**. Ultimately, the project requires utilisation of the features preserved within the RLRPA to be successful. Most significantly, this includes the requirement for the SRAIP project to be located on high-value productive cropping lands where a direct nexus with agricultural processing and value-adding facilities can be achieved. Because these rural characteristics do not exist within the Urban Footprint, the project would never be proposed outside rural zoned areas of the RLRPA where existing agricultural-industrial ecosystems function and there is long-term certainty of those rural processes into the future.

Figure 7 provides a concept diagram of how the various Project components are interconnected and operate as part of a larger closed-loop system. From this diagram, it is clear co-location of agricultural production with processing facilities are critical to realising this system.

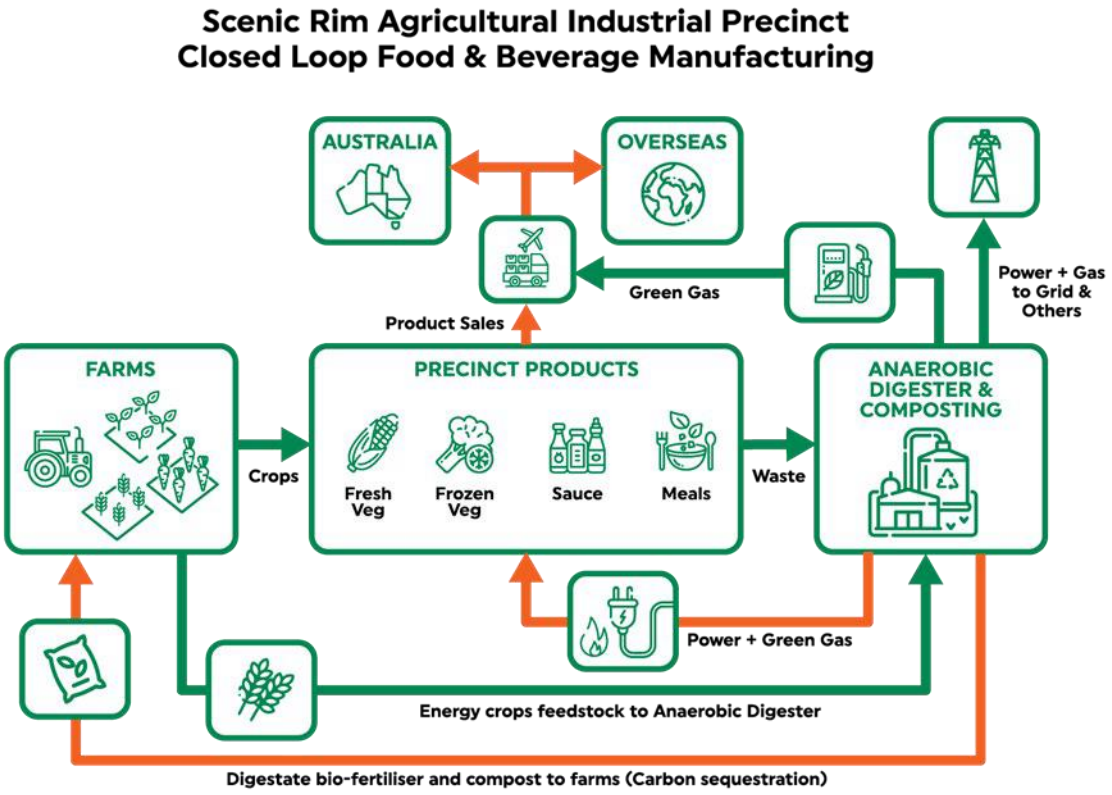


Figure 7. Project alignment with the principles of circular economy

In this context, the SRAIP project is seeking to further optimise the existing agricultural-industrial ecosystem of the Fassifern Valley and broader region, predominantly enabled through the AD Facility proposed within the precinct. The AD Facility will serve as critical enabling infrastructure by:

- Providing green electricity and subsequently reducing energy costs associated with agricultural processing
- Creating green gas for use in agricultural processing as well as providing a viable replacement for diesel in the transport sector
- Managing organic waste streams from agricultural processing facilities and cropping activities
- Creating a rich organic fertiliser (solid and liquid) that can be applied and irrigated on cropping lands to benefit soil health and increase cropping yields
- Sequestering significant amount of carbon to realise low-emissions agriculture in practice whilst generating carbon credits (~430,000 per annum) which can be redeployed through the supply chain.

From these benefits alone, it is clear the proposed SRAIP project optimises the existing agricultural-industrial ecosystem at the proposed location by providing new income streams and resources which will enable agricultural innovation, diversification, and decarbonisation of the paddock to plate supply chain. Again, all these benefits hinge on the ability to locate the SRAIP project at the subject site where access to agricultural processing can occur in direct proximity to high-value and productive cropping land and conglomeration of agricultural-industrial uses can occur.

2.2.4 Systems Needed to Realise Circular Economy

A key attribute of the circular economy is the requirement for complex interrelationships between resource, waste and products to be managed in the one system. In this arrangement, it is critical that waste from one process becomes a commercially viable commodity for another process with mutually beneficial outcomes

shared across systems. Because of this, circular economy projects are routinely required to be located strategically where access to the required resource and waste streams can be obtained and utilised effectively.

This is no different to the SRAIP proposal whereby access to resources (energy crops), waste streams (organic agricultural process waste) and processing facilities need to occur in direct proximity to each other to be able to address the project drivers in the most effective way. If one of the site characteristics is missing, the effectiveness of the circular system breaks down with either cost implications or increased environmental footprints, severely compromising performance and operation of the AD Facility.

Due to their unique cross-cutting themes, circular economy projects are usually comprised of various separate entities that operate together as part of a larger system. These arrangements can often complicate effective delivery of circular economy projects due to commercial interests making it difficult for entities in the entire system to compromise or negotiate 'win-win' solutions.

Kalfresh has a strategic advantage and unique opportunity to realise the principles of the circular economy and maximise its benefits through the AD Facility component of the SRAIP project. As an integrated vegetable business, Kalfresh has access to existing supply chains, processing facilities and growers in the one location, that can all be managed as a single system. Without clear line of site of the entire system, optimising the benefits of the proposed AD Facility would become significantly more complicated as individual growers, processing companies and bioenergy companies would need to collaborate and set aside their individual commercial interests to realise a project of this magnitude.

Kalfresh's access to the whole system (paddock to plate) provides a firm basis to demonstrate how bioenergy technology can be used to optimise the agricultural-industrial ecosystem and what is needed in practice to realise the ideals of the circular economy.

The systems required to underpin circular economy projects are directly relevant in assessment of particular characteristics that are required for carrying out the SRAIP project and is therefore critical context in making the assessment under section 41(a) of the *Planning Regulation*. It is clear the required agricultural system underpinning the project does not exist in existing Urban Areas in *ShapingSEQ* nor outside of Rural Zoned land elsewhere in Queensland. The systems which underpin existing land uses at the proposed location are vital for the project's viability and cannot be replicated elsewhere in the Urban Footprint or existing industrial areas. As transition to the circular economy occurs over time, more and more projects will require the planning framework to become more flexible and consider project proposals through the lense of waste and resource systems rather than rigid application of zoning or land use planning rules.

2.2.5 Access to Transport Infrastructure

The subject site is located on the Cunningham Highway which enables direct road access to the national highways connecting SEQ to northern and western Queensland areas, and the southern markets of New South Wales and Victoria.

Due to the delicate nature and shorter shelf-life of the value-added vegetable products being processed by Kalfresh, reliance on rail infrastructure is not a feasible option for the transportation of the processed vegetables. Therefore, road transport is the only feasible option for efficient distribution from the subject site. This reliance on road transportation methods, and the site's proximity to existing farming centres, means the subject site is considered highly advantageous in this instance.

The intent of the SRAIP project is to provide processing and support facilities for agricultural uses and crops grown within the vicinity of the subject site. Locating food production and manufacturing businesses close to where the raw ingredients are produced is a specific logistical benefit. Transport costs will also be reduced through the removal of the need for long commutes between crop to processing facilities (i.e. food mile reduction).

The faster the produce can be delivered to the processing facility from the paddock, the better the end product will be in terms of quality, taste and shelf-life. It is for the above reasons (and those further outlined later in this documentation) that the SRAIP project must occur in a rural agricultural area which are generally located outside of the urban footprint to achieve and maximise the economic, social and environmental benefits.

The SRAIP project by virtue of its scale and nature of uses requires direct and convenient access to major road networks. The existing road network adjacent to and in direct proximity to the subject site meets this need. Road works associated with the proposed development also present an opportunity to enhance the operation and safety of the existing road network. A single access point with the Cunningham Highway is proposed which will also achieve a new and improved access for proposed quarry operators to the west of the project site.

2.2.6 Local Growers and Access to the Food Retailer Market

Local growers are recognised as being vital to an agricultural business, such as the existing Kalfresh operations across Queensland. This is demonstrated by the fact that for the previous 12-month supply, local growers within an 8 km radius of the existing Kalfresh site at Kalbar made up between $7.7M to $9M or 50% to 70% of produce purchased from Kalfresh's existing operations. This represents a strong local base through which the existing Kalfresh business has been able to operate and is a critical resource that the SRAIP project seeks to capitalise.

Table 3 highlights the extent of produce that is currently sourced during the local season from within 8km of the subject (SRAIP) site. The balance of production comes from the Lockyer Valley, Darling Downs and Southern Downs and Stanthorpe / Liston / Clintonvale (all closer to Kalfresh than Bromelton SDA).

Table 3. Contribution to local farms

Existing contribution from local farms within 8kms of the project	Total
Payments to Growers within an 8 km radius	$7.7 to 9M
Total Purchased Produce for local season	$13.6 to 16.5M
% of Payments to Growers within an 8 km radius for local season	50% to 70%

It is important to note that these local farmers rely on expansion and innovation of processing facilities to stay competitive in the long term and enable ongoing access to the food retailer market. The SRAIP project will result in increased demand for local produce and generate new local opportunities for value-added agricultural produce to be sold to the major food retailers.

Section 3.5.2 of this report outlines that the project is expected to result in significant uplift to the local agricultural industry and boost the profitability of local farmland as demand for higher value crops increases. Due to the increased demand for agricultural production, land in the immediate surrounding is expected to become more valuable and lead to greater utilisation of agricultural land for cropping activities. Additional demand for ~9,000 ha of additional high-value cropping land is expected to be generated by the SRAIP project representing an uplift of approximately $33.8m per annum (refer to **Section 3.5.2** for full assessment).

2.2.7 Existing Industrial Land Supply Not Suitable

The 2021 Land Supply and Development Monitoring (LSDM) report for *ShapingSEQ* identifies the availability of planned industrial land in Scenic Rim for the next 15 years. Most of this land in the immediate vicinity of the project is identified within the Bromelton SDA, located approximately 30 km east of the site.

The LSDM report demonstrates that *ShapingSEQ*'s policy framework provides sufficient supply of industrial land within the Urban Footprint and there is no planning need for additional industrial areas. It is important to note that the type of industry proposed in the LSDM documentation is to accommodate general industry uses and associated facilities only and therefore did not accommodate or consider the specific locational needs required to activate agricultural industrial development – such as proposed by the SRAIP project.

This differentiation is critical within the context of the SRAIP project, as without having a direct nexus to rural production and agricultural feedstocks, the co-location benefits of the project cannot be realised. Without this nexus, the projects' ability to generate beneficial outcomes for the immediate agricultural region cannot be realised and the project becomes unviable.

2.2.8 Implications for Locating Project within the Urban Footprint

As introduced above, the subject site's development within the RLRPA presents opportunities for the project that are not available in the SEQ urban footprint, namely agricultural production. If they are, there is no security that those agricultural land uses would occur into the future as land in the urban footprint is to

accommodate for expansion of urban development which is not compatible with agricultural cropping or farming. Accordingly, land for the SRAIP project is being proposed within the RLRPA approximately 5 km from the township of Kalbar, on land where an existing agricultural-industrial ecosystem exists, which comprises cropping land, agricultural processing factories and transport connections to customers, in a functional paddock to plate supply chain.

The bioenergy technology being employed in the SRAIP precinct, requires direct access to productive cropping land and agricultural processing industries to operate effectively. The further away that such an AD Facility is located from the agricultural-industrial ecosystem, the less economic and environmentally sustainable and resilient the facility becomes. Due to the unique site characteristics required by the SRAIP Project, which are incompatible within the Urban Footprint, investigations into alternative sites within existing industry zones of *ShapingSEQ* have been removed from this report.

For making the assessment against section 41 of the *Planning Regulation*, it is important to demonstrate this point with relevant data and justification. To do this, a cost benefit analysis comparing the subject site with an alternate site in the Bromelton State Development Area (SDA) was undertaken by RPS as described below.

2.2.9 Bromelton SDA Cost Benefit Analysis

The Bromelton SDA was raised by some stakeholders during the assessment process as a more suitable location for the SRAIP project to be located. Located 30 km northeast of the subject site, the Bromelton SDA is industrial land managed by the Coordinator-General and is for a range of high intensity industry uses that require access to the interstate railway. Although there is good rail transport and existing infrastructure, there is a significant lack of high-value productive cropping land in the immediate area, and there is a much less defined agricultural-industrial system giving rise to the use of anaerobic digestion technology. As such, the Bromelton SDA is generally considered representative of available industrial land available within the existing Urban Footprint. **Figure 6** illustrates the location of Bromelton SDA compared to the proposed project location at Kalbar and other nearby townships.

On the other hand, the site subject of this application is located within approximately 20 km radius of 15 – 20 farms and would operate in conjunction with existing produce operations. Moving the SRAIP project to the Bromelton SDA would result in increased distances between farming and processing operations and the existing agricultural-industrial ecosystem where the SRAIP project is intended to optimise the existing paddock to plate and on-farm systems.

To demonstrate the effect on viability that moving the SRAIP project to existing industrial zoned land within the Urban Footprint, a cost-benefit analysis (CBA) was undertaken (refer **Appendix B**). The results of the analysis showed the net present value contribution of the SRAIP project would be significantly reduced should the project be located within the Bromelton SDA by approximately 50%. This equates to additional benefits at the subject site of between $55.7 million and $142.6 million over the assessment period.

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The subject site of this application is located within approximately 20 km radius of 15 – 20 farms and would operate in conjunction with existing produce operations. Moving the SRAIP project to the Bromelton SDA would result in increased distances between farming and processing operations and the existing agricultural-industrial ecosystem where the SRAIP project is intended to optimise the existing paddock to plate and on-farm systems.

If the SRAIP was to be located within the Bromelton SDA (or other alternative locations in the Urban Footprint), there will be consequential impacts that would fundamentally impact on the SRAIP concept and project drivers for which the SRAIP project is being proposed. These include:

- **Removal of the Digester -** the separation of SRAIP away from farming activities in the Kalbar and surrounding areas renders the use of energy crops used as feedstock into the digestion process and disposal and reuse of digestate (farm fertiliser) as cost prohibitive. Finally, the lack of control of the SRAIP as part of a more general and heavy industry precinct means that exogenous benefits of the digester are likely to not be able to be realised and captured by the proponents, undermining its viability. The removal of the Digester has the impact of reducing both project costs and benefits.
- **Additional Input Freight Costs –** the separation of SRAIP away from farming activities in Kalbar will also incur additional freight costs in the transport of farm products to the SRAIP if based in Bromelton or other land available in the Urban Footprint. Freight transport trips and costs in the CBA are based on transport/traffic modelling prepared for SRAIP and net additional travel distance between the preferred site and the Bromelton SDA. Additionally, added transport costs also result in increased GHG emissions would significantly impact the carbon credits obtained by the AD Facility.
- **Reduced Agglomeration Benefits –** the move of the SRAIP from a purpose-built industrial ecology with an integrated supply chain (including the removal of the AD) to an occupant of an existing zoned, multi-modal transport-oriented industrial area will result in a decrease in the agglomeration benefits and critical mass of the development. This is reflected in a reduction of non-Kalfresh food manufacturing production under the Bromelton SDA scenario and isolation from the needed agricultural-industrial ecosystem and broader paddock to plate system.

The SRAIP represents an economic development project of State significance with the potential to substantially contribute to the economic development and gross regional product of the Scenic Rim and SEQ. Although the location of the SRAIP at the likes of the Bromelton SDA (i.e. within the SEQ urban growth boundary) would continue to generate a net positive contribution to the regional economy without the AD Facility, this would be a sub-optimal outcome for the Scenic Rim and for realising the policy outcomes including, but not limited to, *Queensland's Low Emissions Agricultural Roadmap* and *Queensland's Energy and Jobs Plan*. The result would reduce total economic potential by undermining the viability of the AD Facility, reducing the agglomeration benefits of a purpose-built precinct, and embedding additional road and freight transport costs impacting Precinct viability and competitiveness.

The extent of the lost economic opportunity would be significant, with a benefit-cost ratio (BCR) half that of the Precinct at the preferred location. The net present value would also be 41% lower (**Figure 8**). This would translate to the region foregoing a more than $5 million in net present value per year over the 20 years assessment period (and beyond). This excludes lost economic potential in the region from the SRAIP crowding out other industrial activity that would be more suitable for the SDA (i.e. industrial with a stronger relationship/need for access to the multi- modal freight transport infrastructure).

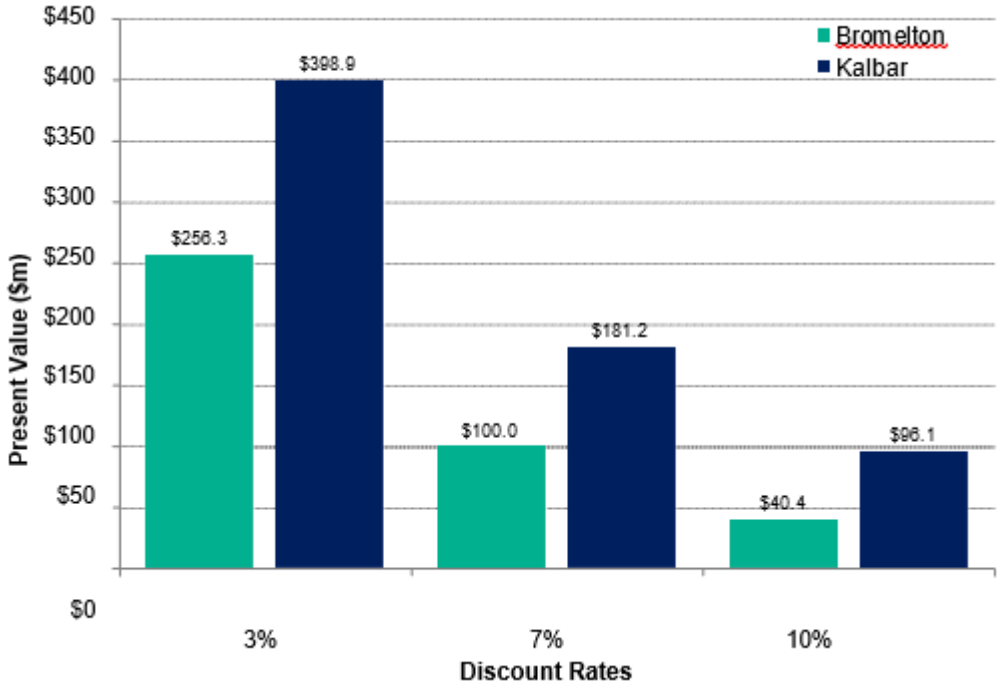

Figure 8. Net Present Value, SRAIP, Kalbar and Bromelton Scenario

2.3 Section 41(B) of the Planning Regulation – Overriding Needs Test

Part 4, Division 6, Section 41B (2) of the *Planning Regulation* states that "*the referral agency may decide there is an overriding need, in the public interest, for the development to be carried out only if the development application demonstrates that –*

a) The development will have a social, economic or environmental benefit for the community that outweighs –
   i. Any adverse impact of the development on a matter or thing state in the SEQ regional plan, table 11b; and
   ii. The desirability of achieving the goals, elements and strategies stated in the SEQ regional plan, particularly the goals, elements and strategies about –
   a. Consolidating urban development in the SEQ urban footprint; and
   b. Preventing land fragmentation in the SEQ regional landscape and rural production area; and

b) There will be a significant adverse economic, social or environmental impact on the community if the development is not carried out."

The overriding needs test is required to demonstrate that there is a need in the public interest to establish the SRAIP project. These overriding needs are predominantly expressed through environmental, social and economic aspects and are used to overcome a project's inconsistency with *ShapingSEQ* when otherwise, they would be prohibited.

By way of summary, the key overriding needs that are considered most relevant for the SRAIP project to be carried out in the RLRPA of *ShapingSEQ* are namely:

- Significant benefits to the agricultural sector in the immediate proximity of the proposed location where the project will generate demand for additional ~9,000 high-value cropping hectares – significantly increasing produce production and viability of farming in the RLRPA and utilisation of Class A & B agricultural land in the Scenic Rim (refer to **Section 3.5.2** below).
- Circular economy and decarbonisation credentials realising significant GHG emission reductions of up to ~430,000 tCO2e per annum.

- Significant contribution to the Scenic Rim economy where the project is expected to add $89.5m in construction gross value-add (GVA) (+5.3%) annually during the 10-year construction phase and $140.5m operational GVA annually (+8.3%) fully developed.
- Significant job creation in the region where 641 construction jobs will be required over the 10-year construction phase and 475 long-term operational jobs will be created.
- Construction of Queensland's first organic anaerobic digester and the opportunity to pilot this bioenergy technology to help the Government realise action 1.9 of *Queensland's Energy and Jobs Plan* and *Queensland's Low Emissions Agriculture Roadmap.*
- Demonstration of innovation in the agricultural industry and diversification of the sector into new resource streams of green renewable gas, waste management, organic fertiliser production, green electricity and carbon credits - which is the enabling infrastructure required to attract investment in new automated processing facilities to support the broader agricultural-industrial ecosystem and paddock to plate supply chain.

These abovementioned overriding needs are not intended to be an exhaustive list however, are provided to summarise some of the key benefits of the project that are articulated elsewhere in the RDIAR and this planning report. It is further demonstrated that there is a clear significant adverse economic, social and environmental impact on the community (especially farming communities in Fassifern Valley and broader Scenic Rim region) if the development is not carried out.

As evidenced in the following section, this compelling overriding need outweighs the extent of any perceived adverse impact on a matter or thing stated in the *ShapingSEQ* Table 11b, and the desirability of achieving the goals, elements and strategies stated in *ShapingSEQ* regarding consolidation of urban development in the Urban Footprint and preventing land fragmentation in the RLRPA. Most relevantly to the SRAIP project this includes reconfiguration of lots in the RLRPA less than 100 ha, industry uses (albeit agricultural-industry uses) proposed outside of the urban footprint and impacts to aesthetic viewpoints associated with such development.

It is noted that the SEQ regulatory provisions include exemptions for a range of different types of material change of uses in the RLRPA,related to the SRAIP activities including:

- Rural activities or an associated primary industry activity
- Activities such as energy production and transmission, telecommunications, emergency services and utilities.

Following removal of standalone commercial and retail uses from the SRAIP precinct, it is clear that the project more clearly aligns with the intent of the RLRPA and therefore the potential for the SRAIP to conflict with the regional planning considerations is greatly reduced. Again, the compelling overriding needs expressed in this assessment overcomes the extent of these residual inconsistencies / planning conflicts.

2.3.1 Response to section 41(B)(2)(a) – Social, Economic or Environmental Benefits

a. *The development will have a social, economic or environmental benefit for the community that outweighs –*

i. Any adverse impact of the development on a matter or thing state in the SEQ regional plan, table 11b; and

ii. The desirability of achieving the goals, elements and strategies stated in the SEQ regional plan, particularly the goals, elements and strategies about –

a. Consolidating urban development in the SEQ urban footprint; and

b. Preventing land fragmentation in the SEQ regional landscape and rural production area.

2.3.2 Response to Table 11b – ShapingSEQ

Section 41B(2)(a)(i) requires the decision maker to consider if the development may have social, economic or environmental benefits that outweigh any adverse impact on a matter or thing listed in Table 11b of *ShapingSEQ*.

An assessment of the SRAIP project against the items listed in table 11b was undertaken and it was determined that the project will not have an adverse impact on any matter listed. A detailed response to table 11b is provided in Appendix C of this report.

Key points from the assessment include:

- The current SRAIP layout has been amended to avoid and reduce interference with MSES, regional biodiversity values, the key resource area, and koala habitat where possible.
- The MSES, Regional biodiversity value and Koala habitat value provisions have been addressed in the ecological assessment provided with the RDIAR
- No significant areas of vegetation or habitat will be cleared for this proposal – the SRAIP is being established in an area of the subject site that has been historically cleared for farming practices with only 20 non-juvenile koala habitat trees being impacted by the proposal.
- The SRAIP development has taken scenic amenity areas into consideration with respect to envisaged built form impacts and includes the addition of landscape buffers and planting along the Cunningham Highway to reduce significant impacts.
- Cultural heritage investigations are contained at Appendix B.10 of the RDIAR. The risk of the project intersecting cultural heritage is considered low due to the project footprint being predominantly located in significantly disturbed areas.
- The SRAIP development incorporates existing / approved (agricultural related) operations and the proposed expansion will not result in residual adverse impacts to existing agricultural land.
- The SRAIP project will result in a significant benefit to surrounding agricultural operations for the surrounding Scenic Rim region. The relatively small area of productive cropping land foregone (32 ha) to construct the precinct is offset by the significant benefits to the sustainability of the local agricultural industry. This includes an additional demand for ~9,000 high-value cropping hectares in the immediate region, as well as creating efficiencies and synergies in the paddock to plate system.

The responses provided in Table 11b should be read in conjunction with the broader findings of the RDIAR.

2.3.2.1 Response to Goals, Elements and Strategies in ShapingSEQ (Potential Conflicts)

Section 41B(2)(a)(ii) of the *Planning Regulation* requires a referral agency to consider if the development may have social, economic or environmental benefit that outweighs the desirability of achieving the goals, elements and strategies stated in *ShapingSEQ*, particularly:

- Consolidating urban development in the SEQ urban footprint
- Preventing land fragmentation in the SEQ RLRPA

ShapingSEQ goals, elements and strategies are central to the policy framework which focuses on the next 25 years and achieving the goals will assist in the region delivering the 50-year vision for SEQ. *ShapingSEQ* has five (5) goals which are linked to the five themes and each goal is supported by several elements and strategies to achieve the goals. The goals are:

- Goal 1 – Grow (sustainably accommodating a growing population)
- Goal 2 – Prosper (a globally competitive economic powerhouse)
- Goal 3 – Connect (moving people, products and information efficiently)
- Goal 4 – Sustain (promoting ecological and social sustainability)
- Goal 5 – Live (living in better designed communities)

A detailed assessment against each Goal in *ShapingSEQ* has been undertaken and is provided in **Appendix D** of this report.

The project is generally consistent with the five (5) themes and goals and in some instances the project will help realise delivery of them. For example, the Prosper theme of SEQ Regional Plan and corresponding strategies are directly relevant to the SRAIP project, which is discussed below:

Element 8: Rural Prosperity of the Proposer theme states:

Rural areas leverage traditional primary industry strengths to expand, diversify and introduce value-adding activities that enhance productivity, resilience and competitiveness in domestic and global markets.

Strategies:

- *Support rural communities to adapt and built on their strategic advantages to continue the profitability and sustainability of existing rural industry and activities*
- *Encourage the intensification or diversification of on-farm agricultural activities and the introduction of new rural value-adding activities such as biotechnology*
- *Encourage local government-led rural precinct planning to support rural sustainability and economic growth.*

Response:

- *Support rural communities to adapt and build on their strategic advantages to continue the profitability and sustainability of existing rural industry and activities*

The SRAIP project provides valuable agri-industry elements which will enable the surrounding farms to package their produce and prepare it for markets that demand locally produced fresh food. The provision of the SRAIP will support farming communities and businesses to adapt and build on their strategic advantages. The SRAIP will enhance the productivity of the existing Kalfresh operation, while also introducing new agricultural and industrial operators into the local economy to strengthen and continue to build resilience and competitiveness within the SEQ region, and wider State and national markets. The co-location of agri-focus industrial activities located within close proximity to rural agricultural uses will support Kalfresh and surrounding farms in their profitability and sustainability by reducing their travel footprint and allowing whole of market food processing to be completed locally. The SRAIP being located along the Cunningham Highway and within close proximity to producers in the Fassifern, Lockyer Valley, Southern Downs and Darling Downs farming regions, will enable food and beverage businesses to process and deliver to customers faster and more efficiently (paddock to plate).

SRAIP is a formal agricultural industrial hub that will consist of value-adding activities by allowing the provision of future agribusiness. It will provide facilities to store and process locally grown produce and deliver fresh products to the market, while providing additional employment opportunities for the Scenic Rim Region. In this sense, the project will not fragment land in the SEQ RLRPA but rather enable existing farmers in proximity of the SRAIP to supply more produce to the food retail market, including new opportunities for value-added produce. As an example, the SRAIP project is expected to generate demand for additional ~9,000 high value cropping hectares. This demand for additional produce and potentially a wider variety of produce, will mean existing farmers will directly benefit commercially with these cropping hectares valued at $33.8m per year. (Refer **Section 3.5.2** below).

The proposed AD Facility will provide for improved sustainability of Kalfresh and surrounding farming operations by converting organic waste to biogas and nutrient-rich digestate to produce power and organic fertiliser. The digester provides a circular economy approach and encourages sustainable farming operations by utilising organic waste that previously would have gone to landfill. Additionally, water recycling and reuse within the SRAIP will ensure that the value gained from the water available to the precinct is maximised, and that this resource is used efficiently and sustainably.

A key component, and significant benefit, of the SRAIP is the co-location of food processing businesses with a proposed $25 million 1.6MW (scalable to 10MW) bio-energy facility, which will convert food and urban waste into renewable energy through anaerobic digestion (AD). This process produces a biogas which will be converted to electricity, and a nutrient-rich digestate to be used as fertiliser - providing a local source of fertiliser with low transport costs. The plant infrastructure for the AD is to be located on proposed Lot 11 of the SRAIP. It is proposed that the power produced by the AD will be captured and fed into the electricity

infrastructure to service the SRAIP allotments and future uses. Excess power would be fed into the existing electricity grid.

SRAIP is a formal agricultural industrial hub that will consist of value-adding activities by allowing the provision of future agribusiness that support diversification, growth and sustainability in addition to innovation within the local agricultural industry. It will provide facilities for production of raw materials and co-location of like and complementary manufacturing businesses to realise circular economy and enhanced processing efficiencies, which in turn will reduce crop waste through opportunities for value-adding processing to products that would otherwise be waste (just as juicing or preparing chopped vegetables).

The SRAIP will strongly support the above strategy due to the primary focus being on the production of food (human or animal), fibre and beverages, and advancing agriculture-related research, innovation and technologies to support the farming and agriculture industry.

- *Encourage local government-led rural precinct planning to support rural sustainability and economic growth.*

A "Rural Enterprise Precincts" (REP) planning pathway was a potential planning tool that was considered, but ultimately not pursued, for the SRAIP. The preferred Coordinated Project IAR process, was identified as the most appropriate mechanism to locate agricultural-industrial uses outside of the urban footprint to capitalise on the opportunities for value-adding presented by the unique characterises of the subject site and resources preserved within the RLRPA. Despite the varied approval pathway, the Coordinated Project pathway achieves the same precinct planning intent designed to support rural sustainability and economic growth which has been supported by the local government, evidenced through identification of the SRAIP project within the *Scenic Rim Regional Prosperity Strategy 2020-2025.*

Separately, the project drivers which underpin the SRAIP are closely aligned with the Scenic Rim Regional Council's region-wide vision for agricultural growth, as outlined in the *Agribusiness 10-year Roadmap*, released in 2022. The SRAIP project has also been deemed a 'Strategic Enabling Project' in the Council's *2020 Prosperity Strategy* and is seen as a regional catalyst project to grow investment, employment and provide new market access opportunities for regional landholders.

The co-location of food production and processing results in faster turnaround from paddock to plate, which in turn means reduced food miles, higher operational efficiencies, agricultural diversification and greater demand for Australian-grown produce to enter the domestic and global markets. SRAIP is uniquely positioned for success leveraging strong established supply chains, underpinned by quality production, trusted relationships, efficient logistics and community support. The creation of such a Precinct is envisaged to catalyse economic growth, innovative technology (such as the anaerobic digester for renewable energy) and unique development opportunities for the regional economy.

Under the Rural Prosperity section for the Western sub-region (Page 133), the SEQ Regional Plan states:

"Alternative rural futures will be explored to diversify and increase the productivity of rural activities and strengthen the area's resilience to market cycles and climate change."

The SRAIP will facilitate increased agricultural productivity and diversity within local rural areas. SRAIP is a value-adding facility that will enable the local producers to strengthen their resilience and largely remove themselves from the fluctuations of market cycles by finding new high-value markets for crops. It provides productive capacity for the region's land which will be more important than ever in the years to come in the face of climate change.

Additionally, the waste reduction initiatives realised through the operation of the AD Facility means that gasses otherwise released from landfill (biogas) can be captured and converted into new income streams and benefits that can be redeployed into the agricultural-industrial ecosystem.

The SRAIP project suitably reflects the themes and goals of *ShapingSEQ*, ensuring that the overarching purpose of *ShapingSEQ* is achieved. This is outlined in further detail in the tables included in **Appendix D** of this report.

2.3.2.2 Consolidation of the SEQ Urban Footprint

As discussed previously, the locational requirements for the SRAIP project are unique and set apart to general industry proposals that are envisioned to occur within existing industrial precincts and areas within the SEQ urban footprint.

This differentiation is also important in terms of demonstrating compliance with the broader *ShapingSEQ* objective and section 41B(2)(a)(ii)(A) of the *Planning Regulation,* which seeks to '*consolidate urban development within the SEQ urban footprint*'.

Given the unique site characteristics of the subject site that are required to realise the project, approval of the project in this instance would not compromise the consolidation of the SEQ urban footprint. Although the SRAIP proposal involves ancillary commercial activities, these activities are strictly confined to the agri-focus nature of the precinct, being the processing and manufacturing of agricultural goods. Accordingly, the project is not expected to detract from the role or function of nearby townships in the local region, such as the Bromelton SDA, Kalbar, Boonah or Aratula, but rather enhance these centres through increased employment and investment in the region. These existing urban hubs will continue to service the immediate needs of the community through housing, retail, industrial and commercial uses that do not require direct access or proximity to productive agricultural lands to function.

As the SRAIP project is fully self-sufficient with its own water supply, sewerage reticulation and access directly off the Cunningham Highway, infrastructure constructed will not lead to other developments occurring outside of the SEQ Urban Footprint. Further, being a declared Coordinated Project, the SRAIP project is unlikely to set planning precedents for future traditional industrial projects to be considered outside of the SEQ Urban Footprint.

2.3.2.3 Scenic Amenity

Scenic amenity is a value found in the RLRPA, which the regulatory provisions of *ShapingSEQ* seek to protect.

The SRAIP project proposes building heights of up to 35 m within lots 12 and 13 to ensure the project can accommodate automated produce manufacturing and storage facilities. This height is required for the vertical stacking of pallets and to maximise cooling efficiencies associated with cold storage facilities.

The potential for the SRAIP project to impact on scenic amenity has been assessed through the Landscape Character and Visual Impact Assessment (LVIA) provided in Appendix A.3 of the RDIAR. A detailed analysis of the legislative and planning context as it relates to the LVIA was undertaken by Epic Environmental and SMEC, which is included in Appendix B of Appendix A.3. The key points for consideration include the desire to preserve rural character, scenic mountain ranges and the requirement to soften built forms through landscaping and building colour to integrate projects into the surrounding landscape.

A core objective of the SRAIP Development Plan and broader proposal has been to recognise, preserve and enhance the biodiversity and scenic values of the subject site and its role within the regional landscape. In brief this will be achieved by:

- Establishing SRAIP precincts that define character and intensity of land use and built form based on physical and biodiversity values of the subject site. For example, areas of the project site containing higher environmental values have been excluded from the developable footprint of the project.
- Regulating future development within the precinct through the SRAIP Development Plan to achieve the required level of built form and aesthetics ensure integration with the surrounding rural areas (Refer to Appendix A.5).
- Providing screen and aesthetics landscape plantings on frontages and boundaries of the site to soften the potential intrusiveness of the site on key viewsheds in the rural area.
- Compensatory plantings of blue gum across the subject site (predominantly in the proposed overland flow path) to further reduce the sites intrusiveness in the rural landscape whilst providing enhanced biodiversity and koala habitat surrounding the precinct.

The LVIA found that key landscape and visual values within the study area include the dynamic mountain ranges of Cunningham's Gap, Mount Edwards Peak, Mount French and other prominent ridgelines. Flat to

gently undulating farmland also contributes to scenic amenity, even though it is a heavily modified landscape with numerous human made elements.

With respect to the 35 m tall buildings, the LVIA concluded that with mitigations applied, visual impact ratings would be revised down to Low Negligible. Mitigation through design has also been incorporated through siting of the 35 m tall buildings to the rear of the development (away from the road). This reduces their apparent size and visual dominance from Cunningham Highway, which is a major thoroughfare. Given the above reasons, the project is well sited to minimise impact to landscape and visual amenity of the site and surrounding area.

2.3.2.4 Potential Consistencies with RLPA

Despite the abovementioned inconsistencies with the *ShapingSEQ*, the SRAIP will also achieve the consistencies within various RLRPA provisions. These include:

- Rural economic growth
- Diversification
- Natural resource management
- Strong rural communities
- Productive rural land

2.3.2.5 Community Benefits (Outweighing Impacts)

In addition to the assessment concluding that the SRAIP project will not have an adverse impact to any matter in Table 11b and will achieve the goals, elements and strategies of *ShapingSEQ*, the SRAIP project will provide significant economic, social and environmental benefits to the community.

The overriding need for the SRAIP to proceed includes the significant benefits that it will realise for the community. These benefits are detailed in **Table 4** and are predictively costed in net present terms in **Figure 9**.

Table 4. SRAIP benefits to the community (overriding need)

Element	Benefit to Community – Overriding Need
Economic	• SRAIP will transform, diversify and value-add to the economies of the Boonah and Scenic Rim communities • Increase the attractiveness of the region to younger workers and households, addressing socio-economic and age profile challenges in the region • Reduce unemployment by providing more sustainable ongoing permanent employment opportunities • Improve the quality of life of workers by reducing travel times within and outside of the Scenic Rim for work and retail/service access • Reduce the volatility and improve the sustainability and dynamism of local communities through more permanent, non-seasonal employment and economic opportunities. • Create a more sustainable construction pipeline for construction workers and more diverse and accessible and less seasonal, permanent employment opportunities for local workers in the long- term • Increase in quality of produce supplied to local and regional communities • Reduction of heavy vehicles on populated urban areas • Support a more sustainable and diversified economy that will be less volatile and provide local farmers with expanded value-adding opportunities in the region • Local businesses in construction and manufacturing support sectors will benefit from their involvement in the SRAIP supply chains, improving their sustainability and viability. This is reflected by the Scenic Rim Regional Council identifying the SRAIP as one of five strategic enabling projects in their *Scenic Rim Regional Prosperity Strategy 2020-2025* due to value associated with "*creating a significant economic precinct and delivering a significant number of jobs to the local economy*" • enhance active channels for business transactions that exist between local growers, food processing tenants, food packaging and freight companies

Social	• Filling gaps in the community – helping to incentivise local attraction and retention of younger workers and facilities to offset the emerging demographic imbalance in the region • Community connections and social inclusions – encourages and incentivises increased labour force and economic participation, which worsened in the 5 years prior to 2016 • Address social disadvantage – provide employment opportunities and diversified economic activity and value-add to improve access of households in the region to key economic resources and reduce local unemployment • Project employment will generate increased local household incomes and reduce overall income and economic volatility through greater economic diversification • Provide opportunities for local businesses across the project life, particularly during the operational phase, by providing local agricultural producers with a reliable local value-adding market for output. Also improved local energy security through the proposed investment in an onsite major anerobic digester • SRAIP delivers opportunities to catalyse a shift in the Scenic Rim economy to one that is more sustainable, less seasonal and more diverse, which will in turn enhance attractiveness of the region to younger workers and families • Supports a more sustainable and diversified economy which will be less volatile • Provides local farmers with expanded value-adding opportunities in the region • Local business in construction and manufacturing support sectors will benefit from their involvement in SRAIP supply chains, improving their sustainability and viability • Increase the attractiveness of the region to younger workers and households addressing socio-economic and age profile challenges in the region • Reduce unemployment by providing more sustainable ongoing, permanent employment opportunities – remove seasonality of local work • Improved quality of life for local workers through reduced travel times • Reduce volatility and improve sustainability and dynamism of local communities through more permanent, non-seasonal employment
Environmental	**Anaerobic Digester (AD):** • Protects the environment by producing a renewable energy source • Alternative to relying solely on fossil fuel forms of energy • Recycles the food waste produced by SRAIP, local farms and other liquid and organic waste (previously going to landfill) to create a nutrient rich biofertiliser to be used for the next round of crops in place of synthetic fertilisers **Achieve Decarbonisation of Agricultural Operations:** • Avoidance of methane from the breakdown of organic waste through the operation of the AD Facility and diverting agricultural wastes from landfill • Emissions saving from the application of digestate on nearby agricultural land, adding carbon to the soil and reducing reliance on the use of synthetic fertilisers • Emissions saving from the generation of renewable energy to be used by industrial users within SRAIP and export to the broader electricity grid • Emissions saving from the generation of green biogas and its potential use in industrial processing and transport systems connected to the SRAIP **Location:** • SRAIP location is sited in the portion of the site which is clear of vegetation and in an area relatively unconstrainted by environmental values • Minimal environmental impact **Water Recycling:** • Industrial wastewater from washing of Kalfresh's crops within the processing facilities will be mixed with the AD liquid digestate for crop watering and fertilisation • Treated wastewater from the sewerage treatment plant will be used to irrigate lucerne energy crops then used as part of the feedstock in the AD • SRAIP will achieve enhanced water retention and water use outcomes within the immediate agricultural area.

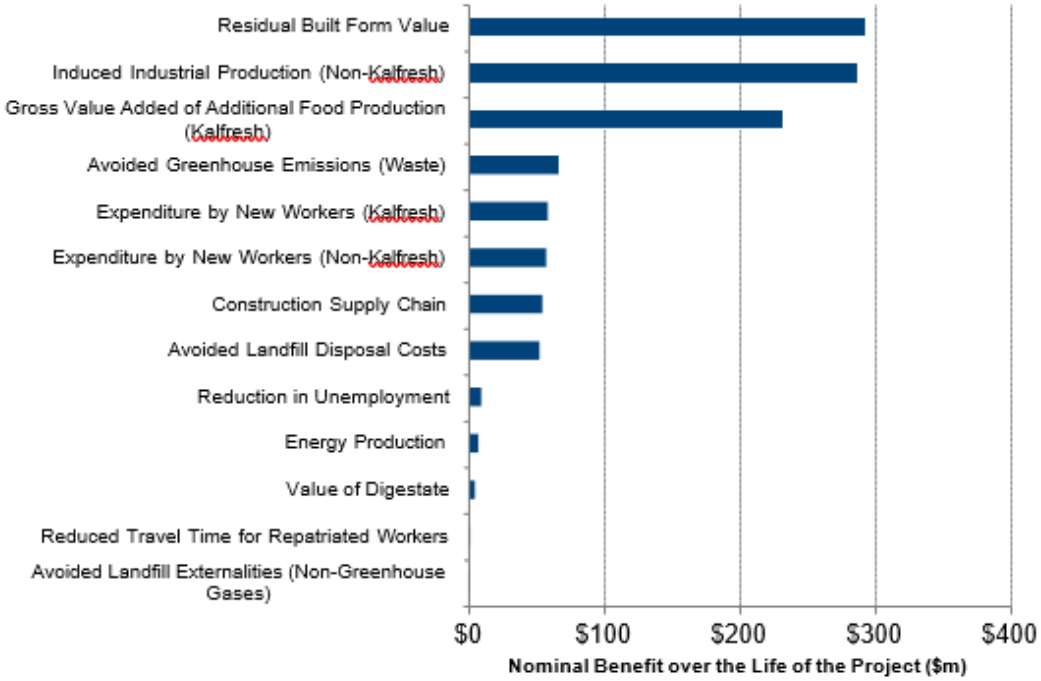

Figure 9. Nominal Present Value of Benefits, SRAIP

2.3.3 Response to Section 41(B)(2)(b) - Social, Economic or Environmental Impacts If Not Carried Out

If the SRAIP project was not carried out, there would be significant opportunity costs to the community. These impacts are detailed in **Table 5**. These are further expanded and justified in the Social and Economic Impact Assessment Report in Appendix A.2 of the RDIAR.

In addition to the below, the Policy Alignment table for the proposed SRAIP in **Appendix A** of this report should be considered in the context of those policies, programs and plans not being realised in the event the SRAIP project is not carried out.

Table 5. Impacts to the community if SRAIP is not carried out

Element	Impact to Community if SRAIP is not carried out
Economic	• The surrounding farms will see significant costs not having the distribution centre close by • The agricultural processing and AD need to occur within close proximity (within 20 kms) of productive land to maximise supply chain efficiencies for Kalfresh and the local farmers. If the development does not go ahead the benefits of the bio-digestion will not come to fruition due to costs • Scenic Rim Regional Council has identified the SRAIP as one of five strategic enabling projects within their *Scenic Rim Regional Prosperity Strategy 2020-2025*, on the basis of the site "*creating a significant economic precinct and delivering a significant number of jobs to the local economy*". This important element of the plans to create valuable local employment for residents as a key part of the "Sustainable and Prosperous Economy" pillar of the Community Plan and Corporate plan would have a significant adverse impact on the growth and sustainability plans for the Scenic Rim economy, and intended growth of agribusiness within the region • Without the investment – Government also loses the opportunity to strengthen local supply chains and build resilience to overcome local supply food shortages as the population increases and the effects of climate change (droughts, floods and storms) become more pronounced. The Government would also lose an opportunity to realise decarbonisation in the agricultural sector towards achieving net zero emissions by 2030. • The project is a strategic enabling project on a number of fronts, a demonstration of what can be achieved with the current technology available to the agricultural industry

Element	Impact to Community if SRAIP is not carried out
	• Significant private investment into SEQ will not be recognised
Social	• SRAIP delivers a project that supercharges the local agricultural community by providing new market opportunities by the co-location of processing, value-adding and supporting businesses in the productive region. Many local farmers already rely on Kalfresh to harvest, process, pack and sell their produce for market • If the SRAIP does not proceed, the region and the growers will lose the strategic opportunity to service demand from tier one retailers in Australia and overseas and growth would plateau. • Kalfresh is a business, which for 30 years has worked in close partnership with many local farming families to grow, pack and sell their produce. Kalfresh provides direct and indirect local jobs which rely on Kalfresh growing and adapting to market demands. Investment now in the SRAIP ensures these local jobs are sustained well into the future
Environmental	• Decarbonisation of the agricultural industry will not be facilitated if the project does not go ahead at the SRAIP site (at full scale the project would achieve GHG reductions of up to -430,000 CO2-e per annum) • At other locations, digestate is not able to be produced at reasonable cost which makes it cost prohibitive to displace high carbon emitting and environmentally damaging synthetic / non-organic fertilisers • Strategic opportunity to realise circular economy principles and waste reduction in the agricultural sector would be missed, including demonstration of how a bioenergy industry could be established in Queensland

2.4 Summary – Locational Requirements and Overriding Needs

As demonstrated through the locational requirements and overriding needs test, the subject site at Kalbar is the preferred location for the SRAIP project to occur to best coexist with and provide benefits to the exiting agricultural-industrial ecosystem at this location. The ability to develop an AD Facility as the centrepiece of the SRAIP project is only possible due to the unique combination of site characteristics available at this location, in conjunction with access to existing circular economy systems that Kalfresh has access to at the site.

A cost benefit analysis was undertaken to investigate the impact of moving the project to the Bromelton SDA or alternative industry sites within the SEQ Urban Footprint. These results confirmed that the subject site at Kalbar provides a number of opportunities for the local agricultural community which can only be realised at the chosen site – predominantly due to the required co-location of cropping with agricultural processing.

While the SRAIP project may impact on some existing strategies within the regional plan, these impacts are outweighed by the benefits (overriding needs) that this project provides, as expressed through alignment with various other Government policies, plans, roadmaps and strategies. Importantly, the project can proceed without significantly impacting the integrity of the regional plan strategy or intent for the RLRPA. Moreover, the project would likely contribute to greater resilience of the agricultural industry, which is supported in the RLRPA.

The project is also consistent with some of the broader strategies of *ShapingSEQ*, and provisions related to housing developments are not relevant to the SRAIP project. Significantly, stand-alone uses that would otherwise detract from the urban footprint/centres and townships have now been removed from the SRAIP proposal, reducing the potential for the project to cause planning conflicts with the function or order of nearby townships and urban centres.

The proposed SRAIP project is a unique development that is strictly for agricultural-industrial related developments only. The SRAIP project will enhance the management of strong rural communities, rural economic growth and diversification, and natural resource management.

A project like this, which delivers multiple wide-ranging and long-term benefits to the agricultural community, was not envisioned when the *Scenic Rim Planning Scheme 2020* (SRPS) was prepared. Accordingly, the proposal has been developed by rural producers and informed by their first-hand knowledge of the sector and the opportunities enabled by the SRAIP.

From the above assessment and broader findings of the RDIAR, it is clear that there is a strong overriding need in the public interest to establish the SRAIP project. These overriding needs are expressed through environmental, social and economic aspects as discussed above in the context of the project's ability to align with various contemporary State and Local policies, plans, roadmaps and strategies that supports its development.

The location outside of the Urban Footprint in the RLRPA is critical to realising the SRAIP concept and project drivers, in particular:

- Achieving agglomeration of agricultural production with industrial processing in close proximity to each other to enhance and optimise the existing agricultural-industrial ecosystem which exists at the proposed location
- Commitment to improving environmental outcomes through the principles of circular economy, waste reduction and broader decarbonisation initiatives; and
- Commercial viability and competitiveness.

Without the locational aspect of the project being achieved, the project drivers become untenable and the SRAIP will not deliver on the various benefits and government policy objectives expected to be realised by the project.

Without the SRAIP project, local farmers would be adversely impacted through less opportunities to access the food retail market and the broader community would be disadvantaged by the reduced economic activity and job creation in the region. Environmental benefits regarding decarbonisation, circular economy and waste reduction would also not be realised.

3 RESPONSE TO STATE PLANNING POLICY

3.1 Overview

There are 17 state interests contained within the State Planning Policy (SPP) which convey the State's interests in land use planning and development and are contained within the five themes of liveable communities and housing, economic growth, environment and heritage, safety and resilience to hazards, and infrastructure. **Table 6** below shows the applicable state interests.

Table 6. State Planning Policy

State Interests	Applicable
Planning for liveable communities and housing	
• Housing supply and diversity	Not applicable- the land proposed for the SRAIP project is rural and is not planned for housing development
• Liveable communities	Not applicable- the land proposed for the SRAIP project is rural and removed from nearby townships, so it cannot contribute to the aims of the liveable communities State interest
Planning for economic growth	
• Agriculture	Yes, the SRAIP project footprint intersects the following overlays: • Important agricultural areas • Agricultural land classification – class A and B • "waterways" as a type of fish habitat is present within the SRAIP project.
• Development and construction	Not applicable- the SRAIP project does not intersect any priority development areas or state development areas.
• Mining and extractive resources	Yes, the Lots supporting the SRAIP project intersect the following overlays: • Key resource area – resource / processing area • Key resource area – separation area
• Tourism	Not applicable- the SRAIP project is not located in an area planned for tourism development.
Planning for the environment and heritage	
• Biodiversity	The SRAIP project footprint intersects the following overlays: • MSES – Regulated vegetation (essential habitat) • MSES – Regulated vegetation (intersecting a watercourse) • Waterways providing for fish passage Core koala habitat is mapped within the SRAIP project footprint but is outside the Project disturbance and therefore, there will not be an impact on this area from the proposed SRAIP project.
• Coastal environment	Not applicable- the SRAIP project is not located in a coastal or tidal area.
• Cultural heritage	Not applicable- the SRAIP project does not intersect any cultural heritage properties or places.
• Water quality	Not applicable- the SRAIP project does not intersect any land zoned for urban purposes, or high ecological value water areas.
Planning for safety and resilience to hazards	
• Emissions and hazardous activities	Not applicable- the SRAIP project is not located in proximity to any high pressure gas pipelines and does not propose any emissions and hazardous activities.
• Natural hazards, risk and resilience	Yes, the SRAIP project intersects the following overlays: • Flood hazard area – Level 1 – Queensland floodplain assessment overlay • Flood hazard area – Local Government flood mapping area • Bushfire prone area

State Interests	Applicable
Planning for infrastructure	
• Energy and water supply	Not applicable- the SRAIP project does not intersect any existing electricity infrastructure or water supply pipelines.
• Infrastructure integration	Not applicable- the SRAIP project does not interfere with any existing or future infrastructure or significant government infrastructure plans.
• Transport infrastructure	Yes, the SRAIP project will utilise transport infrastructure within the following overlay: • State-controlled road
• Strategic airports and aviation facilities	Not applicable, the SRAIP project is not located in any areas identified for strategic airports and aviation facilities
• Strategic ports	Not applicable- the SRAIP project is not located in proximity to any strategic or priority ports, or core port land.

There are several interests which the SRAIP project directly complies with including 'Agriculture,' 'Energy and water supply', and 'Infrastructure integration'.

The perceived conflicts with the SPP are held within the three State interests of:

- Biodiversity
- Natural hazards, risk and resilience
- Mining and extractive resources

Sections 3.2, 0 and **3.4** provide discussions on the biodiversity, mining and extractive resources, and natural hazards risk and resilience State interests. **Section 3.5** provides assessment against the Agriculture state interest, and how the proposed SRAIP will enhance agriculture as an industry in a location that will complement the surrounding agricultural uses and will drive and support agricultural growth, ensure a resilient agriculture sector, long- term viability and future sector growth.

3.2 Biodiversity

3.2.1 Regional Biodiversity Values

The SRAIP project intersects with areas of mapped regional biodiversity value under the *ShapingSEQ* Regional Plan, as displayed in **Figure 10**.

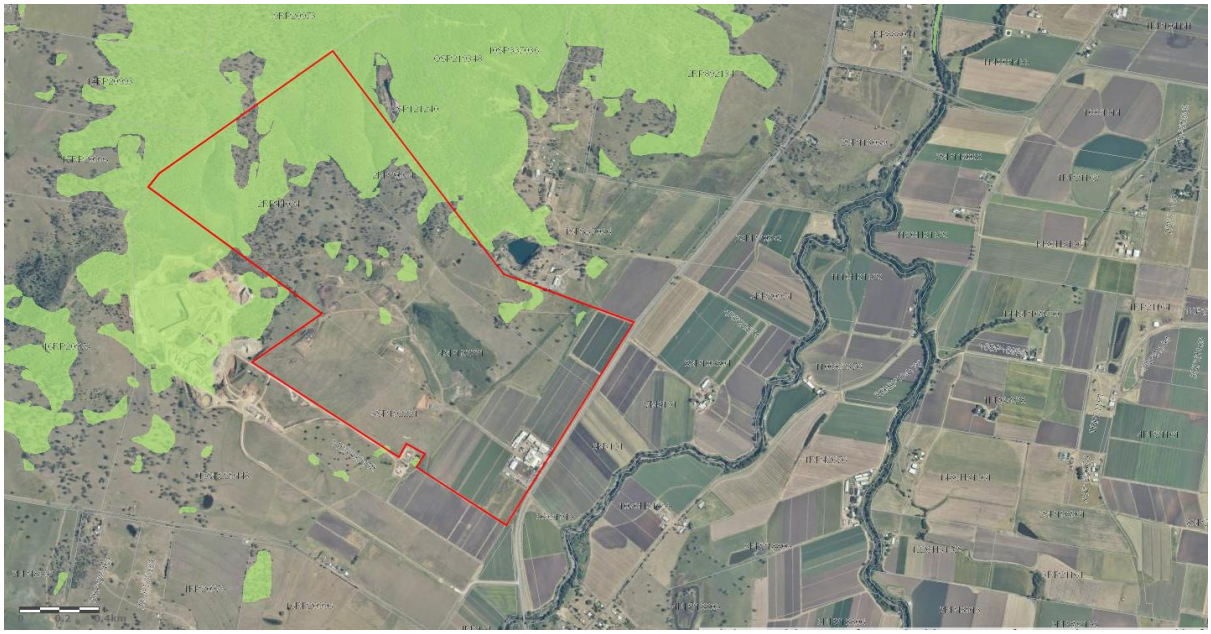

Figure 10. SRAIP Project in Relation to Mapped Regional Biodiversity Value

Proposed infrastructure will conflict with these areas, predominantly on Lot 4 and Lot 2RP. The Ecological Assessment Report (Appendix E.1 of the RDIAR) notes that while these areas are proposed to be impacted, the mapped polygons are largely erroneous in the values they are trying to represent as they overlay predominantly cleared areas with limited environmental value. One of the polygons is mapped over an entirely cleared area with an access track traversing the mapping. Where impacts are proposed as part of the SRAIP project, there is limited ecological values and only minor levels (sparse, individual trees in grazed paddock) of impact and are readily recoverable through the proposed landscaping works.

Values that the mapping layer seeks to represent (such as large tracts of vegetation, aquatic connectivity, species richness, etc.) do not reflect actual on-ground values. As a mitigation measure to minimise impact to vegetation, the project disturbance areas were identified to occur predominantly on historically cleared agricultural land, which are physically separated from the north western section of the Project Site. Therefore, the more intact vegetation communities in the north-western portion of the Project Site on Lot 2RP44024 and Lot 2RP20974 will be preserved. The design has been amended where possible to ensure that impacts to vegetation generally is avoided as much as practicable. Whilst some mapped regional biodiversity values are impacted, they represent the greatest environmental outcome in the context of the proposed development. The overall residual vegetative impacts associated with the SRAIP Project are minor.

Key notes and mitigation measures include the following:

- State Government and SRRC environmental constraint mapping identify environmental values within and surrounding the Project Site.
- The more significant values are located in areas well-removed from the Project Footprint; particularly those requiring earthworks and permanent infrastructure
- Significant ecological values are confined to the north western area of the subject site which is mapped as wildlife habitat (koala habitat areas – core) and regulated vegetation (essential habitat and intersecting a watercourse).
- The section of the subject lots where these values are mapped is excluded from the actual SRAIP boundary stipulated in the SRAIP Plan and will be preserved within a separate rural lot created by the proposed subdivision.
- The SRAIP development footprint is sited directly adjacent to the Cunningham Highway on strategic cropping land where 20 non-juvenile habitat koala trees are located (albeit in a fragmented nature).
- Minor significant residual impacts in this instance are proposed to be offset by way of a one-off financial contribution in accordance with the Queensland Environmental Offsets Policy. Compensatory plantings of Queensland blue gums will also be accommodated within the proposed overland flow path.

3.2.2 Waterways

The SRAIP project intersects with waterways that are mapped as ‘waterways’ as defined and administered for fish passage under the *Fisheries Act 1994*. Within the proposed SRAIP site boundary there is one waterway that is mapped as low risk (green) for impacts to fish passage, and one waterway that is mapped as moderate risk (amber) for impacts to fish passage (**Figure 11**). There is no connectivity in the mapping between the amber waterway and Warrill Creek, which is the major risk (purple) waterway located to the south-east of the site across the Cunningham Highway. There are two green waterways to the north-west of the site that will not be impacted by the SRAIP development.

An assessment of the site’s waterways was undertaken by Fishology in April 2020 (Refer to Appendix B.8). This assessment determined that the currently mapped amber waterway within the development footprint is consistent with a green waterway classification up to the point where it connects into the historical diversion channel. This historical diversion channel was built to divert flows and flood water away from high value cropping areas prior to Kalfresh purchasing the land. Where the mapped amber waterway connects into the historical diversion channel (identified as the proposed overland flow path in the SRAIP plan), it is diverted, and therefore there is no longer a waterway downstream of that point that is consistent with the definitions in the *Fisheries Act*. Fishology has recommended updates to the waterway mapping be progressed in these instances. It is understood the proposed reclassification to waterway mapping on the site can be considered by

The Department of Agriculture and Fisheries (DAF) at the time the applicable Operational Works application (Waterway Barrier Works) is lodged, being the relevant development assessment process.

There are no significant residual impacts anticipated to be caused by construction of culverts, roads or development of the proposed overland flow path. In this instance, proposed waterway barrier will result in enhanced biodiversity outcomes by creating more permanent water features in the existing diversion channel, providing greater connectivity of fish passage and establishing more suitable aquatic habitats for fish. Where possible, works will be undertaken greater than 50 m from the banks of mapped waterways.

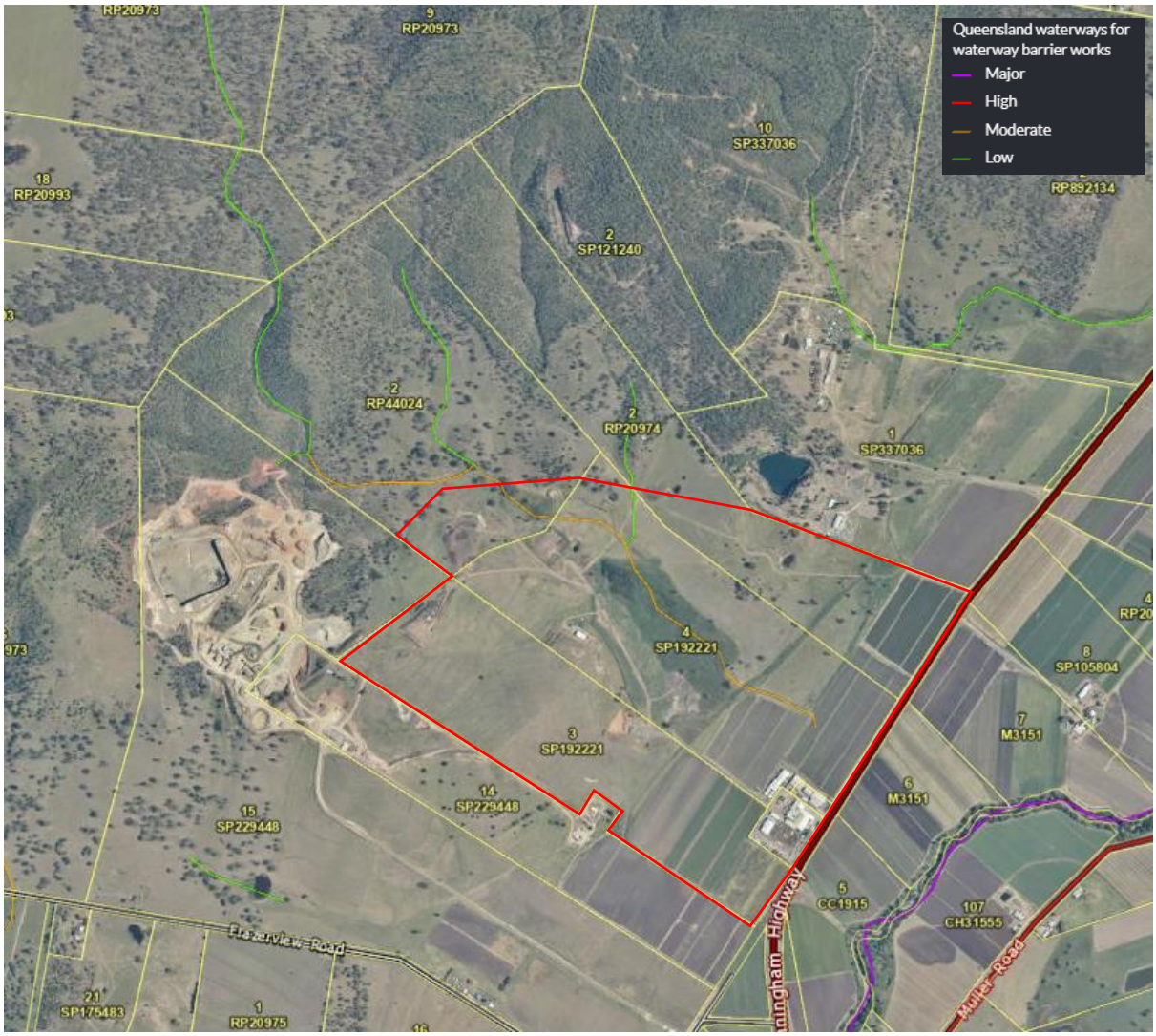

Figure 11. SRAIP Project Boundary (red) in Relation to Waterways for Fish Passage

3.3 Mining and Extractive Resources

It is noted that an area within Lots 2 RP44024, 2 RP20974, and 4 SP192221 forms part of the 'separation area' of the Kangaroo Mountain Key Resource Area (KRA141), as identified in **Figure 12**, and involves the extraction of quarry rock (and minor sand and gravel). KRA141 is significant as a resource as it is well placed to supply the expansion of urban development in the *ShapingSEQ* regional place area. It is estimated to be sufficient for 50 years at the current level of demand for the Ipswich and Scenic Rim regions.

There is a perceived conflict with the assessment criteria outlined in the State Planning Policy- state interest guideline, mining and extractive resources (DSDILGP, 2015) when considered in relation to the SRAIP. To avoid

inconsistent land uses, the SRAIP site boundary has been changed to exclude land within the KRA141 processing area.

The SPP states that KRAs are protected by:

- Maintaining the long-term availability of the extractive resource and access to the KRA
- Avoiding new sensitive land uses and other incompatible land uses within the resource / processing area and the related separation area of a KRA that could impede the extraction of the resource
- Avoiding land uses along the transport route and transport route separation area of a KRA that are likely to compromise the ongoing use of the route for the haulage of extractive materials
- Avoiding new development adjacent to the transport route that is likely to adversely affect the safe and efficient transportation of the extractive resource

The SRAIP proposal ensures that KRA141 is protected through the following means:

- The SRAIP development application excludes the part of the subject lots identified as part of the resource area from the SRAIP development site
- The haulage route proposed through Lot 2 on RP20974 as part of the approved Frazerview quarry is being maintained by the SRAIP proposal, ensuring access to the KRA is maintained and a new access point is provided to the Cunningham Highway
- The SRAIP Level of Assessment (LoA) Tables do not allow for 'sensitive land uses' as defined by the *Planning Regulation 2017* (the Regulation) or incompatible land uses, to be established in either the Industry or Rural Precincts of the SRAIP. The proposed uses allowable within the SRAIP are compatible with the KRA as they comprise mainly agricultural / industrial land uses
- The proposed uses within the SRAIP will not compromise the ongoing use of the route for the haulage of extractive materials as they are not 'sensitive land uses'
- The proponent has engaged a suitably qualified engineer to design the water storage turkeys nest dam in a way that minimises the risk of dam failure and accounts for potential vibration associated with the operation of the nearby quarrying activities in the Kangaroo Mountain KRA. Detailed design plans for the proposed dam are provided in **Appendix B.3** of this report. Final construction of the dam design will be subject to geotechnical investigations and engineering recommendations.

The Kangaroo Mountain KRA will be maintained and the proposed SRAIP is considered a compatible development within the separation area. Previous versions of the SRAIP Plan (Development Code) provided specific provisions which duplicated similar provisions of the SRPS. These provisions have since been removed to ensure the SRPS provisions continue to apply to the project and reduce duplication.

Figure 12. KRA – 500 m Buffer from Industrial Lots & Location of Processing Area

3.4 Natural Hazards, Risk and Resilience

3.4.1 Flooding

The site is identified as being located in a flood hazard area in accordance with the SPP.

As detailed within the RDIAR, the SRAIP proposes an earthworks solution which creates a flood-free development footprint while also ensuring no significant impacts to upstream / downstream owners.

Detailed earthworks drawings and flood analysis are included in the RDIAR material, **Appendix B** and Appendix B.4.

In existing flooding scenarios, greater than the 5% annual exceedance probability (AEP) floodwaters cross the highway from east to west, onto the proposed development site.

Post-development, in the 10% and 5% AEP events, increases in flood levels are localised to the north of the subject site. The impacts are up to 60 mm in magnitude and do not appear to encroach on the highway. Flooding adjacent to the highway has decreased in the 5% AEP event by up to 40 mm. There are also decreases of up to 20 mm upstream of the proposed development.

Impacts in the swale drains adjacent to the highway are also noted during the 2% AEP event. These increases occur in locations where the existing 2% AEP flood depth is greater than 500 mm deep.

During the 1% AEP CC event, peak increases shown on the Eastern side of the highway are approximately 60 mm adjacent to the eastern swale drain. Water depths at this location are up to 700 mm deep during the existing case events with extensive flooded areas surrounding it. No noticeable changes to flood extents are noted as a result of the increases.

While it is acknowledged that the proposed development has minor off site impacts, these impacts do not cause actionable nuisance as summarised herein:

- There has been no change to the frequency or duration of flooding in modelled design events
- Afflux is a marginal increase over significant inundation during design events
- Afflux does not result in any increase to flooding of structures or homes on neighbouring property
- Buildings external to the subject site maintain in excess of 3 m freeboard during the post-development case 1% AEP event adjusted for climate change sensitivity
- Impact to land is confined to rural land (grazing/cropping). The area impacted will not alter the way that land is currently being used and will not constrain or restrict the use of land into the future based on its proposed use
- While there is increased impact on the Cunningham Highway (50 mm during 2% AEP), the road will not be trafficable in existing conditions in those design events as depths in excess of 1 m are predicted

3.4.2 Bushfire

The Lots which will support the SRAIP Project are partially intersected by bushfire prone area in the north western corner, as shown in **Figure 13**. The built-up areas of the SRAIP project will not directly intersect these mapped bushfire prone areas; however, the composting activity will intersect the 'potential impact buffer'. A bushfire hazard assessment has been undertaken to understand the risk profile associated with the project and to ensure risks will be mitigated to an acceptable standard (Refer Appendix E.5).

Through implementation of these management measures and project design, ensuring the development areas are an adequate distance from bushfire risk, the SRAIP has mitigated the risk to people and property to an acceptable level.

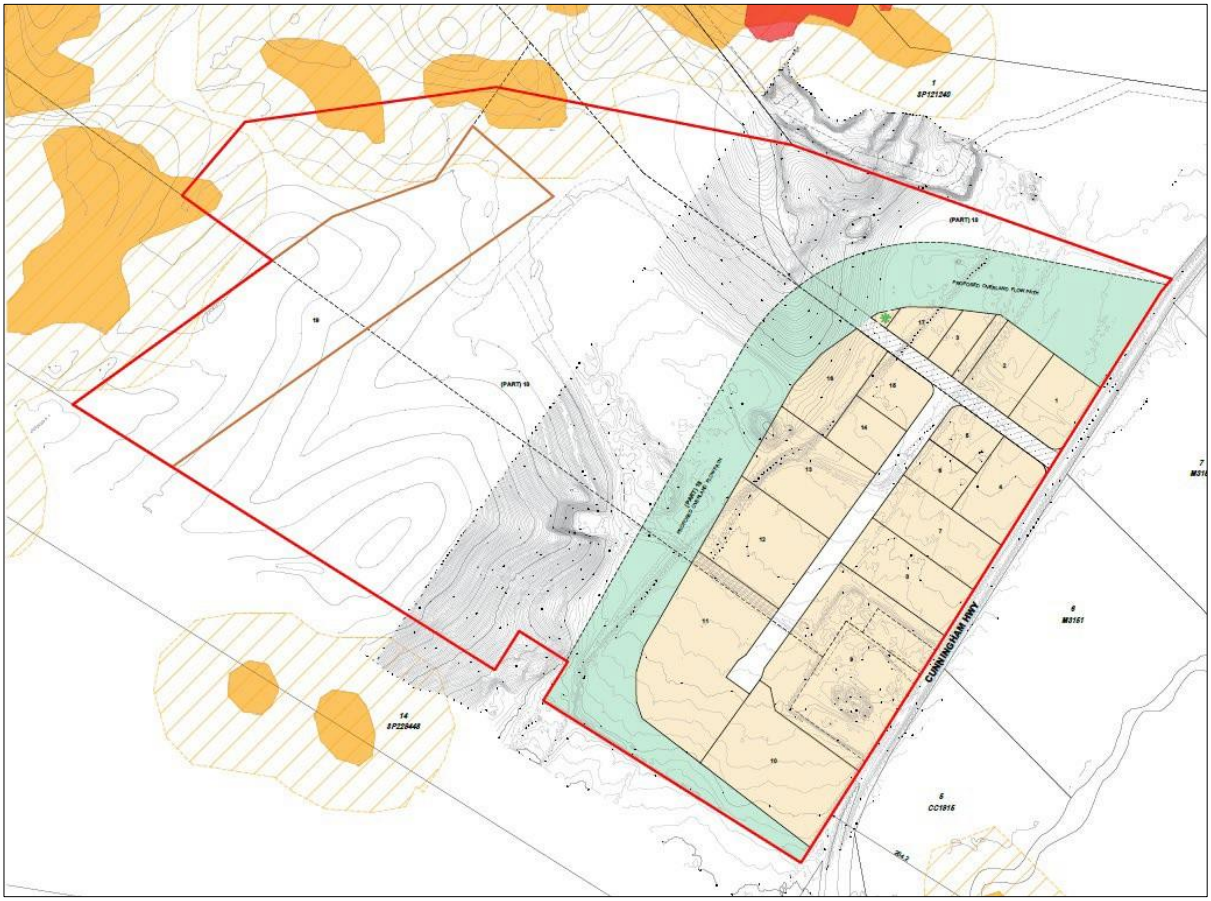

Figure 13. Bushfire Hazard Mapping – SRAIP

The bushfire hazard assessment, provided in Appendix E.5, was supported by a site inspection conducted on 21 August 2023 to inform the bushfire hazard for the SRAIP in accordance with the SRPS. The assessment found that:

- The SRAIP has a forest fire danger rating of 61 (extreme)
- With a separation distance of greater than 100 m, infrastructure located on the proposed site will be exposed to a radiant heat flux of Nil kW/m2 which equates to a Bushfire Attack Level of low

Appropriate mitigation and management measures for minimising bushfire hazard and risk that have been considered in this Project include:

- Ensuring the layout, size and orientation of the project's roads and buildings are responsive to bushfire hazards
- Inclusion of appropriate firefighting and management infrastructure, including an adequate static water supply, fire breaks and maintenance / access trails that could support the rural fire brigade
- Ensuring building design and construction specifications are in accordance with Australian Standard (AS)3959-2018 Construction of Buildings in Bushfire Prone Areas
- Plans for managing potentially hazardous vegetation to reduce fuel loads where possible, while taking into account the conservation values and role of fire in the functioning of many Australian ecosystems
- Fulfilment of landscape design and property maintenance requirements, including planning of building locations in relation to vegetation and cleared areas for access
- Community awareness, education and training, including development of an Emergency Response Plan

Identification of parties to be responsible for specific bushfire management tasks and actions through implementation of these management measures, the SRAIP has mitigated the risks to people and property to an acceptable level.

3.5 Agricultural

The Agricultural SPP's overall intent is to protect the resources on which agriculture depends to support the long-term viability and growth of the agricultural sector.

Below are the responses to the applicable SPP's 1, 2, 3 and 4.

3.5.1 State Planning Policy 1

This policy refers to the agricultural opportunities in the Important Agricultural Area (IAA). The SRAIP is proposed to be located in the Scenic Rim IAA. The SPP states that:

> *"Agriculture and agricultural development opportunities are promoted and enhanced in important agricultural areas (IAAs)."*

The SRAIP is an agricultural industrial precinct that will utilise local produce, increase manufacturing jobs in agriculture, efficiently deliver value-added processed goods and support future agricultural development. It incorporates existing / approved (agricultural related) operations and proposes an overall expansion which will not result in adverse impacts to existing agricultural land on the basis that the proposed activities are a higher and better use in terms of the support and value-adding to agriculture that they provide. The SRAIP has been envisaged to result in a significant benefit to surrounding agricultural operations for the surrounding Scenic Rim region.

The SPP - State Interest Guidance Material (Agriculture) mentions the following:

> *"promoting appropriate agricultural development in IAAs will leverage the economies of scale and infrastructure benefits provided by IAAs and enable increased agricultural production"*

SRAIP capitalises on the economies of scale and infrastructure benefits provided by the IAA. Easy access to transport infrastructure, supply of fresh fruits and vegetables from the surrounding farms and the agricultural capability of the area is essential to the operation of the SRAIP as a value-add agricultural hub. SRAIP will receive unprocessed produce from local farms reducing transport costs, process the produce, and transport the products via Cunningham Highway, which enables direct road access to the national highways and

associated markets. The businesses in the SRAIP will benefit from the established organisational and business operations, and markets of the existing use areas as a catalyst for new uses.

In addition to leveraging the provisions of the IAAs, SRAIP proposes to contribute to the economies of scale and infrastructure benefits of the region. The SRAIP will provide infrastructure to support future businesses including water servicing, a sewer treatment plant, an anaerobic digester for power, and access to water recycling and waste reduction or reuse infrastructure.

With reference to Policy 1, The Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) document *Integrating state interests in a planning scheme - Guidance for local governments* (Page 46, Part 7) asks local governments, when preparing or amending a planning scheme, to consider:

> *"On land identified as an Important Agricultural Area; Do outcomes support associated supply chains and facilitate access to supply chain infrastructure, storage and processing, transport and services?"*

SRAIP will support agricultural production along the value chain. It will enable regional producers to respond to consumer trends for locally produced, healthy, convenient ingredients. It offers viability to the surrounding farms and family-owned businesses in the local and broader region. It will provide storage and processing facilities, and a value-add production system that the local farms need. This will enhance access to transport, storage and processing facilities in the surrounding region and facilitate alternative pathways for the processing and distribution of product.

The construction of the project, in conjunction with the existing agricultural and rural uses, will increase the infrastructure diversification within the SEQ region and will result in increasingly resilient and diversified food supplies.

The benefits of greater economies of scale, including increase in jobs, manufacturing capacity and housing demand, will strengthen the Scenic Rim economy each year. This economic growth is extremely desirable to the Scenic Rim region (and has been explicitly identified by Scenic Rim Regional Council economic development strategies as being of importance to their economy and growth and sustainability of their agricultural industry).

Therefore, SRAIP meets the intents of this policy as it enhances agricultural productivity, benefits the surrounding rural community, contributes massively to the growth of the region, provides a pathway for resilience and industry sustainability to the surrounding farms, and delivers facilities to support future agricultural industry businesses.

Finally, SRAIP will have industrial uses and the development assessment will consider the impacts of the development on surrounding agricultural uses. The DSDILGP document *Integrating state interests in a planning scheme - Guidance for local governments* (Page 46, Part 8) asks local governments, when preparing or amending a planning scheme, whether:

> *"outcomes consider and avoid cumulative and flow-on impacts of proposed non-agricultural development on agriculture? Identify areas and industries that may be particularly vulnerable to such impacts. For example, the removal of a single property from production may have a significant economic impact on the viability of an associated processing facility (e.g. sugar mill, cotton gin or poultry meat processor)."*

The subject site currently contains one of the Kalfresh processing and distribution centres, and while the proposal is partly located over existing Kalfresh cropping land, the removal of these cropping lands will not impact other flow on productions. The SRAIP development will ensure that crops continue to be processed and distributed from the same location, with increased capacity to value-add more local crops, reducing waste by producing more of the crop and creating new market opportunities. Ultimately the SRAIP project will make the agricultural production on local farms more efficient, which in turn will increase the value of surrounding farmland. The current site contains existing grazing land within the SRAIP Rural Precinct that will continue to operate, thus not reducing local carrying capacity for grazing purposes.

3.5.2 State Planning Policy 2

This policy refers to the protection of ALC Class A and B land. The policy states:

> *"Agricultural Land Classification (ALC) Class A and Class B land is protected for sustainable agricultural use by:*
>
> *a) avoiding fragmentation of ALC Class A or Class B land into lot sizes inconsistent with the current or potential use of the land for agriculture*
>
> *b) avoiding development that will have an irreversible impact on, or adjacent to, ALC Class A or Class B land*
>
> *c) maintaining or enhancing land conditions and the biophysical resources underpinning ALC Class A or Class B land."*

3.5.2.1 Impacts

An overview of the potential impacts to cropping land as a result of the project is included in Section 7 of the RDIAR. The developable footprint of the SRAIP will directly impact on 32 hectares of Class A & B agricultural land (as previously Stated in Section 4.12.3 of the IAR). Economic modelling based on current crop yields from the current site has been undertaken to quantify the significance of this impact in economic terms.

In summary, the removal of 32 hectares of cropping land will result in a loss of $270,560 in cropping income per annum. This figure assumes two high-value crop rotations occur per year such as beans, carrots, and onions, and represents a loss of approximately $8,455 per hectare of land impacted per annum. While the SRAIP development may result in loss of approximately 35 ha of ALC Class A and B land, benefits of the SRAIP project are predicted to offset any loss of productive agricultural land.

3.5.2.2 Benefits

The proposed development will contribute to greater food production growth and will be a valuable and essential component of the agricultural supply chain, driving agricultural growth and development and innovation in Scenic Rim. The irreversible impacts will be compensated by the overall benefit to agricultural production and future opportunities in a regional community, ecological sustainability outcomes and advantages to other sectors such as transport and agricultural support services in the community. The SRAIP is in a location that will complement the surrounding agricultural uses and will drive and support agricultural growth, ensure a resilient agriculture sector, long-term viability and future sector growth. Therefore, the SRAIP can achieve the goals of the SPP by means of avoiding development that will have an irreversible effect on ALC Class A or Class B land. Sales revenue per m2 of agricultural-industrial uses in the precinct provide a useful indication of total revenue that could be generated by new processing facilities establishing in the SRAIP. Using existing Kalfresh operations (lot on plan size) as a benchmark, the indicative total revenue that could be generated in the precinct is over $350m.

From this increased revenue, the SRAIP project is also expected to generate significant demand for additional produce in the Fassifern Valley and surrounding region. Based on current cropping yields from existing processing facilities in the Fassifern Valley, it is estimated that the SRAIP project will generate demand for additional 9,013 cropping hectares per annum.

This is due to the increased processing throughout and value-added opportunities to be enabled through the precinct. It's important to note this additional demand for cropping hectares does not necessarily result in new Class A and B land being required. As two crop cycles generally occur in any given year, these cropping hectares would usually be accommodated within ~4,500 hectares of land. It is the expectation however that the majority of the additional cropping hectares will be accommodated on existing farm schedules where a third crop could be added to the existing on farm crop rotations, or lower value agricultural activities (cattle feed crops or grazing) could be replaced with high value cropping (beans, carrots, onions etc.). These higher-value crops cannot be grown commercially or viably without a direct connection to the food to retailer market, which the processing facilities of the project will provide.

Applying the same methodology used to quantify impact to agricultural land above ($8,455 per hectare), the increase in agricultural land demand represents an uplift of $33.8m to the agricultural sector per annum (4,000 hectares × $8,455). This demonstrates a significant uplift in the agricultural activity created by the SRAIP project and strongly justifies the loss of 32 hectares of Class A and B cropping land.

As outlined in the social and economic reports of the RDIAR (refer Appendix A.2), the SRAIP project is expected to create an additional 475 direct jobs and 572 indirect jobs during operation (fully developed) and is expected to contribute $140m to the Scenic Rim economy (GVA terms). The SRAIP project will result in greater demand for fresh produce, via new market opportunities, and increased produce to market. This results in a significant increase in land under crop (~9,000 ha) which in turn requires more on-farm jobs, farm equipment and supplies, vehicle and machinery repairs, seeds, pesticides and fertilisers.

By establishing long-term demand for fresh produce and access to market, the SRAIP project is building reliability in the food to retail market and long-term financial sustainability and viability to farms in the Fassifern Valley and broader region. In so doing, the project is clearly supporting the use of the RLRPA of Shaping SEQ by strengthening the paddock to plate ecosystem which has occurred in Scenic Rim for generations. Furthermore, the SRAIP is contributing to protecting sustainable agricultural use outlined in the SPP by avoiding fragmentation of ALC Class A or Class B land into lot sizes inconsistent with the current or potential use of the land for agriculture.

As previously mentioned, the SRAIP will enhance the productivity of the existing Kalfresh operation, enabling expansion and growth, but it will also introduce new agricultural and rural-industrial operators into the local economy to strengthen and continue to build resilience and competitiveness within the SEQ region, and wider State and national markets. The co-location of agri-focus industrial activities located within close proximity to rural agricultural uses will support Kalfresh and surrounding farms in their profitability and sustainability by reducing their travel footprint and allowing whole market food processing to be completed locally. The SRAIP being located along the Cunningham Highway and within close proximity to producers in the Fassifern, Lockyer Valley, Southern Downs and Darling Downs farming regions, will enable food and beverage businesses to process and deliver to customers faster and more efficiently (paddock to plate).

The SRAIP is a formal agricultural industrial hub that will consist of value-adding activities by providing facilities to store and process locally grown produce and deliver fresh products to the market, while providing employment opportunities to the Scenic Rim Region.

The AD Facility will provide for improved sustainability of Kalfresh and surrounding farming operations by converting organic waste to biogas and nutrient-rich digestate, to produce power and fertiliser. The AD Facility provides for a full circle approach and encourages sustainable farming operations by utilising organic waste that previously would have gone to landfill.

The overall outcomes of the development, including increased agricultural yield from enabling production of consumer trend products, supporting agricultural growth, ensuring a resilient agriculture sector, long-term viability and future sector growth, will outweigh the impact of the decrease in the Class A/B land of the site. Ultimately, by maximising opportunities for local farmers to access the food to retail market via the SRAIP, the project is increasing the value and use of agricultural land in proximity to the site.

3.5.2.3 Potential Beneficial Reuse of High-Quality Soil

State Planning Policy - State Interest Guidance Material (Agriculture) suggests that *"ALC Class A or Class B land should only be developed for non-agricultural purposes where it is demonstrated that there is an overriding public need for the non-agricultural development to be located on this land and that impacts have been minimised and mitigated to the maximum extent practicable."*

Recognising the very high quality of soil being impacted, Kalfresh will investigate opportunities to beneficially reuse topsoil from the cropping lands to be impacted by the project. Although actual options will be confirmed during the detailed design phase, possible uses of the topsoil layer includes setting aside topsoil during the earthworks phase to be utilised by the composting activities proposed on lot 19, or potentially be applied to the effluent irrigation area to boost water retention of the land in this location.

In this latter instance, soil properties of the proposed effluent irrigation area are akin to the hard rock quarries on the neighbouring properties. The greater water moister that can be achieved in this instance, the less likely irrigated effluent will runoff to receiving environments.

Note: Specific aspects of this proposal would be supported with updated modelling of effluent disposal using land irrigation (MEDLI) prior to the commencement of the Sewage Treatment Plant.

As previously demonstrated, there is a strong need in the public interest for the SRAIP project to proceed at the proposed location. The SRAIP project is beneficial to the Scenic Rim's economy, surrounding businesses and rural community. If the development were not to move forward, Scenic Rim would be passing up a great opportunity to grow and prosper the local agricultural and manufacturing industries. The SRAIP leads to increased agricultural production by enabling access to new value-added, convenient markets, leads to increased production, innovation and sustainability elements associated with waste to energy and creation of local organic fertiliser from agricultural waste streams.

3.5.3 State Planning Policy 3

SPP 3 refers to "*protecting fisheries resources from development that compromises long-term fisheries productivity and accessibility*." The Policy states appropriate integration of the policy by means of:

- Protecting areas that host fisheries through appropriate zoning
- Incorporating planning scheme measures that require developments to include buffer areas around fisheries resources
- Protecting or enhancing access to fisheries resources
- Maintain access to fisheries resources by avoiding the creation of exclusive private access or use of the foreshore

There are several waterways mapped on the SRAIP project site within the ephemeral gullies which are expected to flow seasonally, or in a heavy rain event, towards Warrill Creek. Appendix B.8 – Waterway Barrier Works Technical Report, undertaken by Fishology (2020), notes that three of the mapped waterways on the broader site (as defined and administered for fish passage under the *Fisheries Act*) are green 'low-risk' waterways, as well as a single amber 'moderate-risk' waterway. One green waterway and one amber waterway is mapped within the proposed extent of the SRAIP project area (refer **Figure 111**).

It is noted that the mapped amber waterway connects to a historical diversion channel which has been partly formed by the construction of an earthen levee bank. The bunded diversion channel and levee bank were built to divert flows and flood water away from high value cropping areas and runs around the perimeter of the proposed allotments in the Industry Precinct. This drainage channel, coupled with historical cropping and earthworks, has altered water drainage across the immediate locality, conveying all stormwater and greywater in channelised systems and table drains northward through grazing and cropping lands. The drainage channel diverts water around the perimeter of the existing cropping lands towards a more natural water system, which is then pumped under the Cunningham Highway towards Warrill Creek. It is noted that the drainage channel and associated features are not currently mapped as waterways under the *Fisheries Act* and establishes the basis for the proposed overland flow path (Refer Appendix B.8).

Prior to construction, the *Queensland waterways for waterway barrier works* spatial data layer and associated guidance material on DAF's website will be used to assist in determining the location of defined waterways on site. Any proposed reclassification of waterways under the *Fisheries Act* will be subject to assessment by DAF as part of the Coordinated Project assessment process and subsequent Operational Works application/s for waterway barrier works.

A 300 ML water storage dam was initially proposed to capture overland flow on the site, which is no longer required, however, a smaller 50 ML turkey's nest dam is now proposed to be located to the north of the project site. This dam is offline and does not capture or interfere with overland flow or intersect with the waterways under the *Fisheries Act*.

Aspects of the project that may impact waterways within the site includes earthworks, construction of the floodway across the proposed overland flow path and proposed roads within the Rural Precinct. Waterway crossings will be designed to comply with the accepted development requirements (ADR) for operational

works, that is construction or raising of waterway barrier works and will ensure maintained access to fisheries resources in accordance with the SPP 3. This includes the culverts aligning within 10° of the channel flow path.

Works will be undertaken to replace or remove historical culverts installed within the waterways to provide continuity of fish passage to upstream habitats. Fish habitat and waterway connectivity is proposed to be provided as part of the SRAIP project by the protection and enhancement of natural habitat features such as meandering waterway pools, riparian and in-stream vegetation. Any modification of waterways will likely require a development approval.

Undertaking works in compliance with the ADR and SPP, incorporating fish habitats and providing for waterway connectivity with the site will minimise and mitigate any impacts to 'waterways' as defined and administered for fish passage under the *Fisheries Act.* The proposed SRAIP project will not result in a significant residual impact. The SRAIP will achieve the goals of the SPP as it can enhance the function and quality of the existing waterways through the establishment of the overland flow path, and plantings of aquatic flora species to function as an artificial billabong. Where possible, construction works will occur greater than 50 m distance from the banks of mapped waterways.

3.5.4 State Planning Policy 4

"State Planning Policy 4 (d) and (e) refers to facilitation of growth in agricultural production and a strong agriculture industry by …:

(d) Facilitating opportunities for co-existence with development that is complementary to agricultural uses that do not reduce agricultural productivity (e.g., on-farm processing, farm gate sales, agricultural tourism etc)"

The SRAIP proposal retains rural land within the Rural Precinct in the SRAIP, which can be utilised for intensive cropping or grazing purposes. Whilst a relatively small area of productive cropping land is foregone for the precinct, the opportunities associated with the co-existence of the SRAIP with the immediately adjacent farmlands, and the many efficiencies in transport of product and fertiliser, outweigh the value of the agricultural land foregone. The non-rural land uses proposed are complementary to agricultural uses. The industrial precinct is complementary to agricultural uses, and it will enhance the capability of the region to produce healthy local food, which is the current consumer trend. Local manufacturing facilities will provide the processing of product into pre-cut vegetables or use in juicing, which uses product which might otherwise be rejected for sale, and reuse waste product in the digester to make fertiliser. The digestate fertiliser is appropriate for the local product being grown and provides good value and a reliable source of fertiliser to local industry in a time when supply chain issues have made fertiliser supplies erratic and expensive. The combination of these elements supports local farming operations in the Scenic Rim to have less waste and be more efficient in their productivity.

"(e) Considering the provision of infrastructure and services necessary to support a strong agriculture industry and associated agricultural supply chains."

SRAIP will develop infrastructure, water, sewer and an anaerobic digester that will service the precinct. It will have amenities such as cold storage facilities and processing facilities that will support a strong agriculture industry and associated agricultural supply chains. The onsite manufacturing, packaging and marketing of product by Kalfresh provides a local infrastructure for farms to sell and distribute their product. The SRAIP will support the efficient and functional operation of the manufacturing and warehouse activities on site by providing a transport depot for parking of trucks and a service station so that the trucks connecting the precinct to local and interstate markets can efficiently access services that they require when transporting product. The creation of digestate fertiliser and compost on site provide a secure and reliable source of fertiliser and soil improvers for the local agricultural industry which reduces reliance on commercial chemical fertilisers.

3.5.5 Consistency with Queensland's Low Emissions Agriculture Roadmap 2022-2032

Overall, the SRAIP aligns closely with the *Queensland Low Emissions Agriculture Roadmap 2022 – 2032*, which drives the research, development, and adoption of low emission production systems. It does this through supporting agribusinesses along the supply chain to make climate-informed business decisions through education, training, and skills. The SRAIP aligns with various actions outlined in the roadmap largely relating to

those listed in the *"On-Farm Energy Opportunities"* section which details how industry can incorporate renewable on-farm energy options. Kalfresh through the proposal of the SRAIP aims to explore and utilise opportunities involving anaerobic digesters (AD) and through this will reduce Carbon Dioxide (CO_2) emissions of up to -452, 147 tonnes of CO_2 per annum.

Throughout the process, the project will allow for a better understanding of how renewable on-farm energy options work and how they benefit Australian agriculture regarding cost and efficiency. The SRAIP also aligns with the "*Regions and Supply Chains*" section which emphasise the importance of how regional demonstrations of low emission practices and technologies can help businesses. The SRAIP ensures a closed loop food and beverage manufacturing process and is the first step to creating a zero net emissions precinct within the Australian agricultural sector. Biogas produced from the biodigester also has the potential to be used to reduce transport costs and carbon emissions. Kalfresh is currently exploring the possibility of purchasing new trucks that can run off Clean Natural Gas (CNG) to use within their supply chains. In doing so, Kalfresh will eliminate its reliance on diesel and continue to reinforce the onsite closed loop manufacturing system.

4 RESPONSE TO LOCAL PLANNING INSTRUMENT

4.1 Scenic Rim Planning Scheme and the Rural Zone

The subject site is situated in the Rural Zone of the SRPS. The purpose of the Rural Zone is to '*provide for rural uses and activities while also providing for other uses and activities of which are compatible with existing and future uses and activities and the environmental features of the zone*'. The SRAIP would not be a form of development typical to occur within the Rural Zone due to its proposed industrial land uses and subdivision pattern.

This means that siting the SRAIP on a site within the Rural Zone has the potential for a perception of such development to detract from the Scenic Rim town centres such as Kalbar, Aratula and Boonah. Considering this, the SRAIP will now only engage in uses which are directly related to the operation of the site. Uses that impact adversely on nearby townships and most non-ag-industry related uses have been removed from permitted uses under the Development Code and will no longer be included within the SRAIP. The reasons for why it is not possible to locate the SRAIP in these locations, and the benefits of siting the SRAIP on the chosen site, have been discussed in this report.

It should be noted that the *Planning Scheme Rural Zone* overall outcome (b)(vi) states '*Land uses in the Rural Zone facilitate diversification or value-adding opportunities that support or increase agricultural production and the ongoing operation of rural activities*.' As outlined previously, the SRAIP has been proposed on the basis of seeking to achieve this outcome.

We note that during the time between the SRAIP being declared as a Coordinated Project and lodgement of this IAR application, the *Boonah Planning Scheme 2006* is no longer in effect and the relevant Planning Scheme is the SRPS, which commenced on 20 March 2020 and was updated June 2023.

As such, the *Boonah Planning Scheme 2006* will not be addressed as part of this IAR as it is no longer in effect and the SRAIP demonstrates compliance with the SRPS moving forward.

4.2 Strategic Framework

The subject site is situated as follows within the Strategic Framework mapping:

- Strategic Framework Map SFM-01 Communities and Character: 'Rural Area'
- Strategic Framework Map SFM-02 Growing Economy: 'Extractive resource separation area' and 'Resource area / processing area'.

4.2.1 Communities and Character - Strategic Outcomes Assessment

The following provides an assessment against the relevant strategic outcomes sought for the 'Rural Areas':

Table 7. Communities and Character - Strategic Outcomes Assessment

Element	Response
Rural Areas only accommodate those land uses identified in the 'Table of Consistent Uses and Potentially Consistent Uses' for each zone unless it is demonstrated that the development complies with the Strategic Framework.	As identified within the Appendix A.4 and A.5, the SRAIP proposes new activity groups to accommodate all of the desired uses to be established in the SRAIP. The differentiation from the Rural Zone uses and the appropriateness of this is explained.
Non-rural activities are located and designed to preserve the landscape character and scenic amenity of Rural Areas, which include (but are not limited to) the following rural and natural qualities: a) Expanses of productive rural farmland b) Forested mountain ranges contributing to the region's iconic scenic backdrop c) Waterways and dams set amongst a varying landscape from forested steep upper reaches to open floodplains	Appendix A.3 provides a Landscape Visual Impact Assessment which demonstrates the scenic amenity impacts of 35 m will not detrimentally impact landscape character of the region. Appendix B of the LVIA provides a fulsome assessment against the Strategic Framework of the SRPS in relation to rural landscape character and visual impacts. The conclusion of this assessment confirms the proposal is generally consistent with the strategic framework of the SRPS.

Element	Response
d) Scenic viewing experiences within forested hills and valley settings.	The proposed SRAIP has been specifically designed to be located within the cleared area of the subject site, fronting the Cunningham Highway as to preserve the landscape character and scenic amenity of the Rural Area. The activities proposed in the west of the site, such as composting, are rural in nature and will also maintain the existing rural character of the site. Minor significant residual impacts regarding mapped koala habitat are proposed to be offset by way of a one-off financial contribution in accordance with the *Queensland Environmental Offsets Policy*.
Rural Areas are protected from encroachment by urban and rural residential development.	The SRAIP is not classified as 'urban or rural residential development' but rather 'agricultural industrial' in nature.
The level of amenity expected in a Rural Zone (excluding precincts) is predominantly representative of a traditional rural environment.	The SRAIP will achieve appropriate levels of amenity representative of a traditional rural environment as demonstrated within Appendix E Noise and Air Quality Impact Assessments. Appendix A.3 provides a Landscape Visual Impact Assessment which demonstrates the scenic amenity impacts of 35 m will not detrimentally impact landscape character of the region.

4.2.2 Growing Economy – Strategic Outcomes Assessment

The following provides an assessment against the relevant strategic outcomes sought for the subject site:

Table 8. Growing Economy - Strategic Outcomes Assessment

Element	Response
Element: Agriculture and Rural Production	
Diversification of agricultural activities and uses complimentary to agriculture and associated with the landscape values, including tourism and recreational activities, are facilitated where sited to best enhance agricultural productivity, value-adding and promote the landscape values of rural land.	The subject site for the SRAIP, which will involve the diversification of agricultural activities and uses complimentary to agriculture, is situated on the Cunningham Highway between Aratula and Silverdale – ideal for distributing the products into the wider State freight network. As stated, the SRAIP is to be situated in the cleared area fronting the Highway where landscape and ecological values are minimal to ensure these are preserved on site. The SRAIP project is expected to result in an additional ~9,000 cropping hectares representing an uplift in the regions agricultural sector of approximately $33.8m per annum. This additional cropping land will maintain and increase existing landscape amenity of the region. Without processing facilities there is no farming or rural landscape values.
Element: Natural Resources and Sustainability	
Rural areas are retained predominantly for agricultural production, landscape values and scenic amenity.	While the subject site is situated in the rural area, it is intended that the project will service the local rural areas which are involved with agricultural production in order to maximise their efficiency and productivity. As per the SRAIP Concept Plans – Appendix B.1.2, the SRAIP has been sited to ensure the landscape values and scenic amenity in the west of the site is preserved. The SRAIP project will generate additional demand for cropping land, which in turn will maintain and increase rural landscape amenity of the region. Without agricultural processing facilities, farming is not sustainable, which results in lower rural landscape amenity.

Element	Response
Development location and design in Rural Areas appropriately considers soil capability, future agricultural production potential and the potential for land use conflict.	The subject site for the SRAIP industrial precinct is not intended to be used directly for agricultural production however has been appropriately designed to ensure the SRAIP integrates with surrounding uses and appropriately manages the impact of noise, air quality and odour as outlined in Appendix E.3. As indicated above, the SRAIP project will result in increased demand for agricultural produce to ensure sustainable demand for cropping continues into the future. The proposed composting and AD Facility ensures better soil health in the immediate proximity to the project through use of organic soil conditioners and digestate which is to be applied to local farms, which benefits soil health in the long-term.
Key Resource Areas, as identified on Strategic Framework Map SFM-02: Growing Economy and existing or approved extractive industries, are protected from incompatible development that constrains extraction and transportation of the resource.	The Kangaroo Mountain KRA will be maintained and the proposed SRAIP is considered a compatible development within the separation area. As nominated, the Variation Approval (Appendix A.5) lots which front the 'future road connection' from the adjacent quarry to the Cunningham Highway, specific use controls will be implemented to ensure incompatible development cannot be established on these lots.
On-site wastewater treatment in unsewered areas is implemented sustainably and in accordance with appropriate densities to prevent groundwater contamination and land salinization, and to protect drinking water catchments.	The proposed on-site wastewater treatment will prevent groundwater contamination and land salinization as explained in Appendix B.6.
Element: Industry and Employment	
Low and Medium impact industry, Service industry and Research and technology industry are facilitated in the Industry Zone. High Impact industry and Special industry are not located in the Industry Zone due to the proximity of sensitive receivers.	As per the Variation Approval – Appendix A.5, the Industry zone is proposed for the SRAIP Industrial Precinct. High Impact industry uses (where in relation to food or composting production) that are proposed in the SRAIP Rural Precinct, reduce potential to cause adverse amenity impacts. Composting use will only accept low odour emitting feedstocks to further reduce potential impacts (Refer Appendix C.3.3).
Lot sizes meet the operational needs of the range of industrial activities expected in the Industry Zone.	The Proposal Plans (Appendix J) provide for a variety of lot sizes to meet the specific operational needs of the proposed agricultural-industrial uses within the SRAIP. (Refer Appendix A.5).
Industrial land will be serviced with necessary infrastructure, vehicular access, local services and amenities.	The SRAIP is to be independently serviced as per the Preliminary Engineering Report – Appendix B.2. A single access/egress from the Cunningham Highway is proposed, that is appropriate for a precinct of this size, which will be accessed by B-Double vehicles for freight purposes.
Industrial activities in the Rural Areas are facilitated only where they support or increase the agricultural production capacity of land in the surrounding area and do not conflict with the agricultural production potential of the land.	The entire intention of the SRAIP is for Industrial activities to occur in the Rural Area in order to support and increase the agricultural production capacity of land in the surrounding area and communities. They can operate without negative impact on adjacent and nearby farming land whilst simultaneously improving the productivity potential of that land by providing pathways for processing and sale of product, value-add manufacturing of food and drink products and access to reliable and environmentally friendly fertilizer. The principles of minimising waste and recycling food waste is realised on site through the AD

Element	Response
	Facility that generates renewable natural gas and fertiliser. The SRAIP will support and increase the agricultural production capacity in the surrounding area whilst providing a pathway for decarbonisation and diversification.
A limited number of non-industrial uses may be facilitated in industrial zoned land where they support the intended purpose of the zone and do not compromise the long-term use of the zone for industrial purposes.	The following standalone non-industrial uses are proposed to be accommodated within the SRAIP as they will support the agricultural / industrial uses on the site: • Food and drink outlet • Sales office where involving the selling of lots for SRAIP • Service station • Transport depot.
Industrial activities have appropriate access to the State controlled road network and are appropriately located to avoid or minimise heavy vehicle movements through residential areas.	The SRAIP proposes one direct access/egress to the project from Cunningham Highway (State controlled road) in a location and format approved by DTMR as part of the Frazerview Quarry approval (Refer B.7.3).
Industrial activities appropriately minimise any potential adverse off-site environmental impacts.	As per the coordinated project, this IAR process determines the SRAIP will appropriately manage the on and off-site environmental impacts.

4.2.3 Environment and Natural Hazards – Strategic Outcomes Assessment

Table 9. Environment and Natural Hazards - Strategic Outcomes Assessment

Element	Response
Element: Natural Environment and Regional Landscape Values	
Development protects and enhances the ecological values of Matters of State Environmental Significance.	The Ecology Assessment – Appendix E.1 confirms that the proposed SRAIP protects the Matters of State Environmental Significance (MSES) values mapped on site. Planting for koala movement will also occur between the MSES areas and the proposed SRAIP precinct to ensure ecological values are enhanced and maintained as a result of the proposal. Any minor significant residual impacts regarding mapped koala habitat are proposed to be offset by way of a one-off financial contribution in accordance with the *Queensland Environmental Offsets Policy* (QEOP).
Development protects and enhances the ecological values of Matters of Local Environmental Significance (MLES).	The only MLES which exist on site relate to OM-04-E (Environmental Significance – Local Watercourses) where watercourse buffer areas A and B occur in relation to existing waterways mapped on site. Appendix B.8 informs required assessment against Waterway Barrier Works. In summary, project works are anticipated to enhance water quality and waterway habitats by establishing aquatic flora species in the proposed overland flow path that are more conducive to fish habitat. The proposal is also expected to result in permanent pools to increase viability of fish passage.
Development location and design considers biodiversity values and does not compromise the intended function of identified biodiversity linkages.	As per the Ecology Assessment – Appendix E.1, the biodiversity values on site are situated in the west of the subject site. These areas are to be preserved within the proposal to ensure biodiversity linkages are maintained. Voluntary plantings of Queensland Blue Gum trees, predominantly in the overland flow path,

Element	Response
	will be the primary mechanism to achieve this outcome.
Development identified habitat identified for State Significant Species.	The Ecology Assessment – Appendix E.1 confirms 20 Non-Juvenile Koala Habitat Trees (NJKHT's) are required to be removed within the developable footprint of the SRAIP Project. Under the QEOP, this constitutes an SRI requiring an offset, even though these trees are disconnected from the mapped core Koala habitat area.
Development protects viable koala populations by conserving and enhancing koala habitat extent and condition.	A total of 20 fragmented NJKHT's occur within the developable footprint of the site. These trees will be offset in accordance with the QEOP by way of a one-off financial contribution.
The habitat and ecological value of vegetated corridors and biodiversity linkages are protected and enhanced.	The vegetation in the west of the site is to be preserved to ensure vegetated corridors and biodiversity linkages are maintained throughout the site. Compensatory plantings of Queensland Blue Gums will also be voluntarily accommodated within the proposed overland flow path to encourage / divert movement around the Industry Precinct of the project.
Development is located, designed and operated to avoid adverse impacts on the biodiversity values of Matters of State Environmental Significance.	The Ecology Assessment – Appendix E.1 confirms that the proposed SRAIP protects the MSES values mapped on site. Planting of Queensland Blue Gums are proposed to occur between MSES areas and the SRAIP precinct to ensure biological values are enhanced and maintained.
Development is located, designed and operated to avoid adverse impacts on the biodiversity values of Matters of Local Environmental Significance.	The project does not directly impact on biodiversity values of MLES as these values are not mapped on the subject site (OM-04-B). Ecological values on site are generally preserved and enhanced through the siting of the development footprint and proposed gum tree plantings to create a buffer between the project and the values on site. Refer to Ecology Assessment – Appendix E.1 for additional detail.
The impacts of development on Matters of Local Environmental Significance are effectively managed by: a) Avoiding impacts, where practicable b) Minimising impacts, where impacts cannot be reasonably avoided c) Restoring values on the same premises and in an appropriate location, where impacts cannot be reasonably avoided or minimised.	The only MLES that exist on site relate to OM-04-E (Environmental Significance – Local Watercourses) where watercourse buffer areas A and B occur in relation to existing waterways mapped on site. Appendix B.8 informs required assessment against Waterway Barrier Works. In summary, project works are anticipated to enhance water quality and waterway habitats by establishing aquatic flora species in the proposed overland flow path that are more conducive to fish habitat. The proposal is also expected to result in permanent pools to increase viability of fish passage.
Development maintains, and where possible, enhances the quality of surface water and groundwater.	The SRAIP maintains and enhances the quality of surface water and groundwater. Refer to Appendix E.1 and Appendix B.8 for further details.
Development within a Watercourse Buffer Area is designed and located to maintain native vegetation, terrestrial and aquatic habitat, ecological function (including maintenance of fish passage) and water quality.	Refer to Appendix B.8. – Ecological values of the watercourse buffer area on site will be improved through the SRAIP proposal by creating billabong habitats through planting of suitable aquatic flora species and permanent water pools within the overland flow path.

Element	Response
Development protects and enhances the water quality and biodiversity values (including the maintenance of fish passage) of waterways and wetlands and is appropriately setback and provides buffers.	Refer to the Waterway Barrier Works Technical Report - Appendix B.8 for details regarding enhancement of fish passage and aquatic habitats for fish.
Development is designed to incorporate the principles of total water cycle management and water sensitive urban design.	The proposal incorporates complete water recycling strategies to ensure water sensitive urban design is achieved within the SRAIP. Refer to Appendix B.2 and B.4 for details on water recycling and water sensitive urban design.
Stormwater quality, quantity and velocity are managed in a manner that protects and improves water quality in waterways and wetlands.	Refer to Integrated Water Management Plan – Appendix B.4 for details on stormwater quality and quantity. Refer to Appendix B.8 for details of how permanent source of freshwater from the industrial process water will provide new permanent water source to enhance fish life within the proposed overland flow path.
The water quality of surface and groundwater systems is protected and improved.	The SRAIP maintains and enhances the quality of surface water and groundwater. Refer to Appendix B.4 & B.2 for details.
Element: Cultural Heritage	
All development takes reasonable and practical measures to ensure Aboriginal cultural heritage is not harmed in accordance with the Aboriginal Cultural Heritage Act 2003.	The SRAIP has taken all reasonable and practical measures to ensure Aboriginal cultural heritage is not harmed. A preliminary memorandum in relation to management of cultural heritage moving forward has been prepared and can be found in appendix B.10.
Element: Natural Hazards, Risk and Resilience	
Development that potentially increases the exposure of people and property to natural hazards: a) Avoids areas of significant natural hazard risk; or b) Where areas of natural hazard risk cannot be avoided, development is designed, located and managed to ensure the safety of people is maintained and the damage to property and infrastructure before, during and after a natural hazard event is mitigated to an acceptable or tolerable level.	The Flood Assessment is contained in Appendix G of Appendix B.4. The assessment confirms that natural hazards relevant to the site can be appropriately managed, with the lots located to achieve appropriate freeboard and avoid damage and inundation of infrastructure and properties off-site. Although the project will result in additional flood levels off site, these are considered to be inconsequential and pose no greater threat to humans, livestock or property than what is currently experienced in the current 1% AEP CC flood events.
Development in natural hazard areas: a) Directly, indirectly and cumulatively avoids an increase in the extent or severity of a natural hazard and the potential for damage on the site or to other properties b) Is compatible with the nature of the hazard c) Maintains or enhances the protective function of landforms that can mitigate risks associated with the natural hazard; d) Supports and does not hinder disaster management capacity and capabilities; and e) Maintains or enhances the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard.	Refer to Integrated Water Management Plan – Appendix G of Appendix B.4, which provides an assessment against the flood hazard code in the SRPS. Although balancing of site storage is not proposed, the impacts of the development are considered to be inconsequential. The minor increases to pre-development flood scenarios occur in areas where regional flooding events already occur (where existing flood depths are more than 700mm) and are confined to rural lands.
Element: Emissions and Hazardous Activities	
Development protects the health and safety of the community and sensitive receivers and is designed and located to mitigate adverse impacts of air, noise, light and odour emissions.	Technical assessment in relation to air quality, noise and odour can be found in Appendix E.2 and E.3. The assessments have been undertaken to ensure the SRAIP protects the health and safety of the community and sensitive receivers.

4.2.4 Sustainable Infrastructure – Strategic Outcomes Assessment

Table 10. Sustainable Infrastructure - Strategic Outcomes Assessment

Element	Response
Element: Land Use and Infrastructure	
Efficient, cost effective, functional and sustainable infrastructure networks are provided and integrated with development. The provision of infrastructure is consistent with the reasonable expectations for the servicing of the region's settlement pattern.	The provision of infrastructure is consistent with the reasonable expectations for servicing of the region's settlement pattern, being located in the rural area. The project has secured its own 371ML highly reliable water supply, will treat its own wastewater and sewage, and generate clean electricity and gas for use within the precinct. Road infrastructure will be enhanced by reducing three existing highway access points with the Cunningham Highway to one.
Element: Regional Infrastructure	
Development in proximity of existing or planned Regional Infrastructure is located, designed, constructed and operated to: a) Avoid compromising the integrity, operation and maintenance of existing and planned Regional Infrastructure through the use of buffers and setbacks; b) Protect the amenity, health and safety of people and property; c) Identify, protect and manage key infrastructure sites and corridors; d) Result in increased safety and amenity, and avoid the potential for complaints, or a requirement for measures to be introduced to reduce potential impacts on surrounding areas; and e) Minimise overlooking of and visual exposure to the infrastructure sites and corridors.	The proposal is adjacent to the Cunningham Highway, which is a key piece of regional infrastructure that will be appropriately managed with one consolidated access into the development. This has been outlined in the Traffic Impact Assessment – Appendices B.7.1 to B.7.3. The location and operation of the AD Facility and composting uses provide sufficient separation from sensitive receptors protecting the amenity, health and safety of people and property.

4.2.5 Zone

The subject site is situated in the Rural Zone (no precinct) of the Planning Scheme.
An assessment of the relevant overall outcomes sought by the Rural Zone and SRAIP are shown in **Table 11**.

Table 11. Rural Zone Overall Outcomes

Rural Zone Overall Outcome	Response
(a) Development facilitates: (i) A wide range of rural uses, rural living and complementary non-rural uses that protect or enhance; (A) The use of the land for agricultural production; and (B) The rural character, natural landscape and environmental values of the zone.	As per the SRAIP Plan – Appendix A.5, the proposal looks to override the draft Planning Scheme from the Rural Zone to the Industrial Zone. That being said, the proposal will still look to appropriately integrate with the rural character of the site and neighbouring properties. The key principle of the SRAIP is to facilitate and maximise the local region's use of land for agricultural production.
(b) Land uses: (i) include a mix of rural activities including aquaculture, animal husbandry, animal keeping, cropping, permanent plantation, roadside stall, rural industry, and wholesale nursery (iv) include tourism activities and recreation activities of a scale, nature and intensity that complements and protects the rural and natural landscape setting. (v) where involving a use other than a rural activity or residential activity:	As per Appendix A.5, the proposal looks to override the draft Planning Scheme from the Rural Zone to the Industrial Zone. As such, the proposed land uses within the SRAIP are primarily agricultural / industrial in nature. The key principle for establishing the SRAIP is to facilitate diversification and value-adding opportunities that will support and increase agricultural production within the local area.

Rural Zone Overall Outcome	Response
(A) maintain the capacity of the land for agricultural production; (B) are complementary and remain ancillary to the agricultural resource base (vi) facilitate diversification or value-adding opportunities that support or increase agricultural production and the ongoing operation of rural activities. (vii) protect or enhance the natural landscape character of the zone; (viii) minimise the potential for land use conflict with surrounding rural land (ix) protect the rural amenity expected in the zone (x) are appropriately serviced by necessary road infrastructure	For example, although 32 ha of cropping land is required to be developed, the SRAIP Project will create demand for an additional ~9,000 cropping acres. As per the SRAIP Plan, all proposed industrial uses remain complementary and ancillary to the agricultural resource base. The outlier to this is two small instances of food and drink outlet which are required to support employees of the industrial precinct. Potential land use conflicts have been minimised by establishing suitable buffers from project activities to rural lands (sensitive receptors). Air and noise assessment reports are provided at Appendices E.2 to E.3.2. A preliminary CEMP is provided at Appendix E.4. The visual impact assessment at Appendix A.3 demonstrates that the landscape character of the zone will not be significantly impacted by the project and minor impacts will be offset by an increase of economic opportunities associated with the project. The Traffic Impact Assessment – Appendix B.7 confirms that the SRAIP will be appropriately serviced by the necessary road infrastructure.
(c) Character consists of: (i) rural and natural landscapes characterised by large expanses of productive agricultural land, hinterland areas, forested mountains, hills and valley settings and waterways and dams in a varying natural landscape from the upper reaches to the low- lying areas of their catchment; (iv) limited non-rural activities that complement the rural and natural landscape setting of the zone.	The SRAIP located adjacent to the highway will ensure the majority of the site is maintained for rural and natural landscapes. The landscape visual impact assessment at Appendix A.3 illustrates the project will only have minor impacts to the rural landscape character when viewed in passing from the Cunningham Highway.
(d) Built form: (ii) where involving non-rural activities: (A) Is small scale, low-rise and set back from property boundaries to protect the potential for or ongoing operation of agricultural production on adjacent land, maintain the low-density character of the zone and to afford privacy to residential activities and (B) Is located and designed to complement the rural and natural landscape setting of the zone.	The SRAIP Plan at Appendix A.5 proposes built form controls that will complement the natural setting of the subject site and ensure agricultural production on adjacent lands is not hindered. The LVIA provided at Appendix A.3 illustrates that the inclusion of two 35 m tall buildings within the precinct will not significantly impact the rural and natural landscape setting of the zone when viewed from the most prominent viewpoints.
(e) Lot design: (i) facilitates agricultural production, and minimises the loss and fragmentation of land for agricultural production; and (ii) complies with the standards in Table 9.4.6.3.2 – Minimum Lot Size and Design.	As previously stated, the SRAIP Plan (Appendix A.5) seeks to override the Rural Zone of the draft Planning Scheme and introduce the Industrial Zone to govern future development of the site. As such, the proposed lot design held in the Subdivision Proposal Plan – Appendix J accords with lot sizes typical of an industrial zoned site. These lots will support processing of agricultural produce in the region which will ultimately create demand for additional agricultural production from surrounding rural lands.

4.2.6 Overlays

Overlays mapped as affecting the site and the applicable overlay codes are summarised in **Table 12**.

The following provisions apply to the subject site under the Scenic Rim Regional Council Planning Scheme, which was adopted on 20 March 2020.

Table 12. Overlays

Overlay	Sub-category	Response
Agricultural land	Agricultural land classification A and B Agricultural land buffer area	The subject site is identified as agricultural land as per the draft Planning Scheme mapping. As per the SRAIP designation as a coordinated project, it has been identified that the conversion of the subject site to an agricultural / industrial precinct will allow for the local area to diversify and value-add on the existing agricultural operations occurring within the locality.
Bushfire hazard	High and medium hazard area Potential impact buffer	As per the draft Planning Scheme mapping, the western portion of the site is identified within the hazard and potential impact buffer areas. The Bushfire Hazard Assessment for the SRAIP is included in Appendix E.5.
Environmental significance – biodiversity	Matters of State environmental significance – regulated vegetation	The MSES on site is mapped in the far western corner of the site where development is not proposed. Therefore, impacts to this significant vegetation is not considered to occur.
Environmental significance – local waterways	Stream order 2, 3 and 4 Watercourse buffer area A and B	As per the draft Planning Scheme mapping, there are existing watercourses on the site. As per the Ecology Assessment – Appendix E.1 & Waterway Barrier Works Technical Report (Appendix B.8), these are proposed to be enhanced as part of the project.
Extractive resources	Resource area / processing area Separation area	The proposed SRAIP will not impact on KRA141 and is an appropriate use of the site within the separation area as they are considered to be compatible uses.
Flood hazard – hazard area	Defined floor area	Refer to Integrated Water Management Plan – Appendix B.4.
Flood hazard – category area	Flood hazard category area high, medium, and low	Refer to Integrated Water Management Plan – Appendix G of Appendix B.4.
Landslide hazard and steep slope	Steep slope area – western	Landslide hazard is predominantly situated in the western corner of the site. Development and earthworks are not proposed in this location and therefore the hazard has not been addressed further. A small hazard is mapped immediately west of the existing cropping land on site. This hazard is associated with historical earthworks on site, which will be considered in preparing the detailed design of the earthworks required for the SRAIP. It is proposed SRAIP earthworks will expand the existing excavation.
Water resource catchments – stream orders	Stream order 1-7	As stated in the Ecology Assessment (Appendix E.1), the mapped waterways will

Overlay	Sub-category	Response
		be augmented and improved where they intersect the project footprint.
Transport noise corridor	Category 1-4	Refer to Acoustic Assessment – Appendix E.2. Ambient noise levels are primarily affected by the Cunningham Highway, with low ambient background noise levels at locations well setback from the Cunningham Highway. Further noise impacts can be found in Appendix E.2.
High order roads	Cunningham Highway: high order road	All trucks and motor vehicles will enter and depart the SRAIP via the Cunningham Highway. Refer to the Traffic Impact Assessment (Appendix B.7) for further details.
Road hierarchy	Cunningham Highway: State-controlled road	All trucks and motor vehicles will enter and depart the SRAIP via the Cunningham Highway. Refer to the Traffic Impact Assessment (Appendix B.7) for further details.

4.2.7 Assessment Benchmarks

Table 13. Planning Scheme Code Responses

Planning Scheme codes	Location of response
Zone Code	
Rural Zone Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Use Codes	
Development Codes	
General Development Provisions Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Earthworks, Construction and Water Quality Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Infrastructure Design Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Landscaping Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Parking and Access Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Reconfiguring a Lot Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Overlay Codes	
Agricultural Land Overlay Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Bushfire Hazard Overlay Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Environmental Significance Overlay Code	**Appendix E.1 – Ecology Assessment**
Extractive Resources Overlay Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Flood Hazard Overlay Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Landslide Hazard and Steep Slope Overlay Code	**Appendix F.2 – Scenic Rim Planning Scheme Code Responses**
Water Resource Catchments Overlay Code	**Appendix F.2 – Scenic Rim Planning Scheme Code**

4.2.8 Scenic Rim Regional Council LGIP

The Scenic Rim Regional Council Local Government Infrastructure Plan (LGIP) has been referenced to identify any future planned transport infrastructure in the vicinity of the development site.

The LGIP does not identify any future transport related upgrades in the vicinity of the site and indicates that the nearest upgrade would be within the Priority Infrastructure Area at Kalbar located 4.5 km east of the site.

4.3 Infrastructure Charging Provisions

In conjunction with the above subdivision provisions, it is acknowledged that infrastructure charging provisions will need to be implemented by Council. With the nomination of accepted development provisions, this is recognised as being potentially challenging in terms of the specific collection of charges.

In this instance, it has been envisaged that infrastructure contributions will be calculated as part of the plan sealing (i.e. compliance assessment process) whereby prior to the signing of a plan of subdivision associated with any related reconfiguring a lot component, the applicant must establish a base level infrastructure contribution credit for the land, particularly the 16 industrial agricultural allotments. The infrastructure contributions are to be determined in accordance with the rates, policies, and legislation applicable at the date of the payment of the contributions or as otherwise stated in a related development permit. Management lots will not be subject to infrastructure contribution charging.

These contributions will bring the SRAIP, as identified by the corresponding Plan of Development / Precinct Plan details, up to a deemed credit rate commensurate to a site located within the relevant zone(s) as identified by the new SRPS. Given that the subject site will privately manage sewer, water and stormwater reticulation and treatment, it is appropriate that the standard rates within the Scenic Rim Infrastructure Charges Resolution for industrial uses do not apply to the subject site. It is proposed that an Infrastructure Agreement be entered into, that resolves an appropriate level of charge relative to the demand placed by the project on public infrastructure.

5 CONCLUSION

This Locational and Planning Assessment has been prepared to bring together the findings of each of the relevant planning assessments in order to establish how the locational and environmental impacts (social, economic and environment) relate to the requirements of the *Planning Regulation* and thereby demonstrate that the SRAIP project could not reasonably be located elsewhere or on premises in the SEQ Urban Footprint, pursuant to Sections 41A and 41B of the *Planning Regulation*.

Section 2 of this report provides the assessment of the SRAIP project outside the SEQ Urban Footprint and for the overriding needs test that determines the proposed SRAIP project does not significantly impact the integrity of the regional plan strategy seeking consolidated urban settlement. While the proposal may have a perceived impact on elements within the regional plan, these impacts are outweighed by the benefits (overriding needs) this project provides. It is further noted that as the project does not comprise standalone commercial, retail or housing uses, the project is not likely to detract from the existing urban footprint/centres and townships within the region.

The SRAIP project is a unique development that is strictly for industrial-agricultural development, which should an approval be provided, will not set a precedent for other developments to be provided outside of the urban footprint. The SRAIP project is a Coordinated Project, allowing an assessment pathway for the project. The SRAIP project will enhance the management of strong rural communities, rural economic growth and diversification, and natural resource management – ultimately enhancing and preserving the RLRPA provisions in this instance.

The assessment of the SRAIP project against the relevant state interests, captured in Section 3 of this report, noted that there are appropriate mitigation measures proposed that will minimize the risk of the project to an appropriate level. Therefore, the SRAIP project will comply with the goals and performance outcomes of the SPP.

There is an overriding need in the public interest to establish the SRAIP project. These overriding needs are expressed through environmental, social and economic aspects, as discussed above. The location outside of the urban footprint is critical to realising the project benefits particularly:

- Agricultural/industrial nexus
- Circular economy; and
- Commercial viability

Without these strategic drivers and the locational aspect of the project, the project becomes unviable and will not deliver on the government objectives to realise agricultural innovation and other associated initiatives as expressed in the policy alignment table in **Appendix A** of this report.

This documentation has also provided an analysis of the subject site and identified respective suitability in the context of:

a. Particular site characteristics that are necessary for the carrying out of the SRAIP project;

b. Compatibility with the physical characteristics of the subject site and the use of the surrounding area;

c. The availability of alternative site(s) within the SEQ Urban Footprint suitable for the proposed development; and

d. Assessment of these alternative sites by way of an MCA to determine the most suitable site for the SRAIP project.

This locational analysis has drawn upon specialist technical inputs undertaken to support the SRAIP project and should therefore, be read in conjunction with the proposed development plans and key technical reports included within the RDIAR and/or referred to throughout this document.

The SRAIP project will result in many benefits to agricultural production, the community, and the environment, now and into the future, which will offset any loss of productive agricultural land. Therefore, the SRAIP project

represents an economic development project of State significance with the potential to substantially contribute to the economic development and gross regional product of the Scenic Rim and SEQ.

The location of the SRAIP project at an alternative location within the SEQ Urban Footprint is incompatible for the project and significantly undermines the project's fundamental environmental and economic objectives. Removing the AD Facility from the project has the effect of reducing the agglomeration benefits of the purpose-built precinct, meaning co-benefits of the circular economy approach would not be able to be harnessed. Additional road and freight transport costs and removal of the project from the immediate growing region would impact SRAIP viability by 50% - directly impacting farmers in the Fassifern Valley.

Taking all these factors into consideration, subject site for the SRAIP project is reaffirmed as the preferred location and achieves the overriding needs test specified within sections 41A and 41B of the *Planning Regulation*.

APPENDIX A COST BENEFIT ANALYSIS NOMINAL SCHEDULE

Table 4. Cost Benefit Analysis Schedule (Nominal Annual) – Kalbar Scenario

Costs	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Phase 1 Civil Works	-$5.0	-$5.0	-$5.0	-$5.0	-$5.0																
Anaerobic Digester Construction	-$3.2	-$3.2	-$3.2	-$3.2	-$3.2																
Phase 2 Infrastructure Construction	$0.0	$0.0	$0.0	$0.0	$0.0	-$5.0															
Built Form Capital Expenditure (Est)	$0.0	$0.0	$0.0	$0.0	$0.0	-$29.3	-$29.3	-$29.3	-$29.3	-$29.3	-$29.3	-$29.3	-$29.3	-$29.3	-$29.3						
Maintenance Costs	$0.0	$0.0	$0.0	$0.0	$0.0	-$0.8	-$1.5	-$2.1	-$2.7	-$3.3	-$3.9	-$4.4	-$5.0	-$5.6	-$6.2	-$6.8	-$6.8	-$6.8	-$6.8	-$6.8	-$6.8
Aggregate Costs	-$8.2	-$8.2	-$8.2	-$8.2	-$8.2	-$35.1	-$30.8	-$31.4	-$32.0	-$32.6	-$33.2	-$33.8	-$34.3	-$34.9	-$35.5	-$6.8	-$6.8	-$6.8	-$6.8	-$6.8	-$6.8
Benefits	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**	**2041**	**2042**
Financial	$1.1	$1.1	$1.1	$1.1	$1.1	$8.3	$11.0	$14.4	$17.8	$21.2	$21.3	$21.4	$21.4	$21.5	$21.6	$17.8	$17.8	$17.8	$17.8	$17.8	$310.9
Gross Value-Added of Additional Food Production (Kalfresh)	$0.0	$0.0	$0.0	$0.0	$0.0	$3.3	$6.6	$10.0	$13.3	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6
Construction Supply Chain	$1.1	$1.1	$1.1	$1.1	$1.1	$4.6	$4.1	$4.1	$4.2	$4.3	$4.4	$4.5	$4.5	$4.6	$4.7	$0.9	$0.9	$0.9	$0.9	$0.9	$0.9
Value of Digestate	$0.0	$0.0	$0.0	$0.0	$0.0	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3
Residual Built Form Value																					$293.1
Economic	$0.0	$0.0	$0.0	$0.0	$0.0	$1.3	$2.1	$3.0	$3.8	$4.7	$4.7	$13.3	$21.9	$30.5	$39.1	$47.7	$47.7	$47.7	$47.7	$47.7	$47.7
Induced Industrial Production (Non- Kalfresh)												$7.2	$14.3	$21.5	$28.6	$35.8	$35.8	$35.8	$35.8	$35.8	$35.8
Energy Production						$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5
Expenditure by New Workers (Kalfresh)						$0.8	$1.7	$2.5	$3.4	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2
Expenditure by New Workers (Non- Kalfresh)												$1.4	$2.9	$4.3	$5.8	$7.2	$7.2	$7.2	$7.2	$7.2	$7.2
Environmental	$0.0	$0.0	$0.0	$0.0	$0.0	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6	$7.6
Avoided Greenhouse Emissions (Waste)						$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2
Avoided Landfill Disposal Costs						$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3	$3.3
Avoided Landfill Externalities (Non-Greenhouse Gases)						$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1
Social	$0.0	$0.0	$0.0	$0.0	$0.0	$0.2	$0.4	$0.5	$0.6	$0.8	$0.8	$0.8	$0.8	$0.8	$0.8	$0.8	$0.8	$0.8	$0.8	$0.8	$0.8
Reduction in Unemployment						$0.1	$0.3	$0.4	$0.6	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7
Reduced Travel Time for Repatriated Workers						$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1
Aggregate Benefits	$1.1	$1.1	$1.1	$1.1	$1.1	$17.4	$21.1	$25.5	$29.8	$34.2	$34.3	$43.0	$51.7	$60.3	$69.0	$73.8	$73.8	$73.8	$73.8	$73.8	$366.9
Net Benefits	**-$7.2**	**-$7.2**	**-$7.2**	**-$7.2**	**-$7.2**	**-$17.8**	**-$9.7**	**-$5.9**	**-$2.2**	**$1.6**	**$1.1**	**$9.2**	**$17.3**	**$25.4**	**$33.5**	**$67.0**	**$67.0**	**$67.0**	**$67.0**	**$67.0**	**$360.2**

Table 5. Cost Benefit Analysis Schedule (Nominal Annual) – Bromelton Scenario

Costs	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Additional Road Freight Travel Costs						-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6	-$2.6
Additional Road Freight Travel Time Costs						-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4	-$1.4
Additional Road Freight Externalities Costs						-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1	-$1.1
Civil Works	-$5.0	-$5.0	-$5.0	-$5.0	-$5.0																
Phase 2 Infrastructure Construction	$0.0	$0.0	$0.0	$0.0	$0.0	-$5.0															
Built Form Capital Expenditure (Est)	$0.0	$0.0	$0.0	$0.0	$0.0	-$22.0	-$22.0	-$22.0	-$22.0	-$22.0	-$22.0	-$22.0	-$22.0	-$22.0	-$22.0						
Maintenance Costs	-$0.1	-$0.1	-$0.2	-$0.2	-$0.3	-$0.5	-$0.7	-$1.0	-$1.2	-$1.4	-$1.6	-$1.8	-$2.1	-$2.3	-$2.5	-$2.5	-$2.5	-$2.5	-$2.5	-$2.5	-$2.5
Aggregate Costs	-$5.1	-$5.1	-$5.2	-$5.2	-$5.3	-$32.6	-$27.8	-$28.0	-$28.2	-$28.5	-$28.7	-$28.9	-$29.1	-$29.3	-$29.6	-$7.6	-$7.6	-$7.6	-$7.6	-$7.6	-$7.6
Benefits																					
Financial	$0.7	$0.7	$0.7	$0.7	$0.7	$7.0	$9.6	$13.0	$16.3	$19.7	$19.7	$19.7	$19.8	$19.8	$19.8	$16.9	$16.9	$16.9	$16.9	$16.9	$236.8
Gross Value-Added of Additional Food Production (Kalfresh)	$0.0	$0.0	$0.0	$0.0	$0.0	$3.3	$6.6	$10.0	$13.3	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6	$16.6
Construction Supply Chain	$0.7	$0.7	$0.7	$0.7	$0.7	$3.6	$3.0	$3.0	$3.1	$3.1	$3.1	$3.1	$3.2	$3.2	$3.2	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3
Residual Built Form Value																					$219.8
Economic	$0.0	$0.0	$0.0	$0.0	$0.0	$0.8	$1.7	$2.5	$3.4	$4.2	$10.7	$17.1	$23.6	$30.0	$36.5	$36.5	$36.5	$36.5	$36.5	$36.5	$36.5
Induced Industrial Production (Non-Kalfresh)											$5.4	$10.7	$16.1	$21.5	$26.9	$26.9	$26.9	$26.9	$26.9	$26.9	$26.9
Expenditure by New Workers (Kalfresh)						$0.8	$1.7	$2.5	$3.4	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2	$4.2
Expenditure by New Workers (Non-Kalfresh)											$1.1	$2.2	$3.2	$4.3	$5.4	$5.4	$5.4	$5.4	$5.4	$5.4	$5.4
Social	$0.0	$0.0	$0.0	$0.0	$0.0	$0.2	$0.3	$0.4	$0.5	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6
Reduction in Unemployment						$0.1	$0.2	$0.3	$0.4	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5
Reduced Travel Time for Repatriated Workers						$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1
Aggregate Benefits	$0.7	$0.7	$0.7	$0.7	$0.7	$8.0	$11.6	$15.9	$20.2	$24.5	$31.0	$37.5	$43.9	$50.4	$56.9	$54.0	$54.0	$54.0	$54.0	$54.0	$273.8
Net Benefits	-$4.4	-$4.5	-$4.5	-$4.5	-$4.6	-$24.6	-$16.2	-$12.1	-$8.0	-$4.0	$2.3	$8.6	$14.8	$21.1	$27.3	$46.4	$46.4	$46.4	$46.4	$46.4	$266.3

APPENDIX B POLICY ALIGNMENT FOR THE PROPOSED SRAIP

Table 14. Policy Alignment for the Proposed SRAIP

The below table has been compiled to assist in determining whether an overriding planning need exists for the proposed Scenic Rim Agricultural Industrial Precinct (SRAIP) development. Queensland Planning Framework is established within the Planning Act 2016. It comprises of three (3) main systems: plan-making, development assessment and dispute resolution. State and local government share the responsibility for delivering and operating of these systems. The planning framework contains various tools under the Planning Act 2016 to support different aspects of the system and to support State and local governments delivery of the planning framework system. The various tools are set out under:

- Legislation;
- State planning instruments;
- Statutory instruments; and
- Local planning instruments

The purpose of the below table is to provide an understanding of the broader state and local government interests that the SRAIP project seeks to align with.

State Government Document	Intent/Desired outcome	SRAIP Alignment
Planning Regulatory Documents		
Planning Regulation 2017	*41 A Deciding whether development is required to be outside SEQ urban footprint* (1) This section applies if, under schedule 10, part 16, a referral agency is deciding whether or not the locational requirements or environmental impacts of development require it to be outside the SEQ urban footprint. *(2) The referral agency may decide the locational requirements or environmental impacts of the development require it to be outside the SEQ urban footprint only if—*	As an agricultural precinct, with bespoke solutions proposed around the circular economy and broader agri-focus business objectives, the required site characteristics for SRAIP are significantly different to a typical industrial precinct. Due to complex feedstocks and interrelated relationships between required land uses (agricultural and industrial) the Project is proposed to be located within the Regional Landscape and Rural Production Area, outside of the SEQ Urban Footprint – where the required resources are available For example, the AD Facility will serve as critical enabling infrastructure by: • Providing green electricity and subsequently reducing energy costs associated with agricultural processing • Creating green gas for use in agricultural processing as well as providing a viable replacement for diesel in the transport sector • Managing organic waste streams from agricultural processing facilities and cropping activities • Creating a rich organic fertiliser (solid and liquid digestate) that can be applied and irrigated on cropping lands to benefit soil health and increase cropping yields

State Government Document	Intent/Desired outcome	SRAIP Alignment
		• Sequestering significant amount of carbon to realise low-emissions agriculture in practice whilst generating carbon credits which can be redeployed through the supply chain and realise new opportunities for local farmers (the full-scale Project is expected to reduce up to ~430,000 tCO2-e per annum during operations) These benefits can only be realised when the required feedstocks (waste streams) can be utilised in close proximity to the AD Facility and outputs can be easily returned to agricultural / industrial processes for beneficial reuse.
	a) the premises have particular characteristics that are necessary for the carrying out of the development; &	**Site Characteristics necessary for the development** The relevant locational considerations for locating the Project in an existing and productive agricultural area are outlined below. **<u>Direct co-location with existing productive agricultural land</u>** • Circular economy requires waste and product streams to occur in close proximity to enable the most effective utilisation of resources. • Co-location is required to optimise the existing agricultural-industrial ecosystem in the Fassifern Valley. The Project will reduce paddock to processing timeframes and help transition local growers to more contemporary and environmentally friendly ways of doing business. • Co-location will enable economic utilisation of current waste streams in the region and will enable direct application of digestate (organic fertiliser) to cropping lands. • Economically, co-location of the Project within an existing agricultural community will enable diversification of typical farming income streams and reduce dependence on inorganic fertilisers. The Project will ensure greater demand for local produce and establish direct access to market. • Environmentally, co-location will reduce GHG emissions in the current agricultural supply chain by drawing on the principles of Circular Economy and waste reduction to generate GHG reductions by ~430,000 tCO2-e per annum. **1) Transport** • Access to the Cunningham Highway provides quick, easy and safe access between the raw produce and the packaging warehouse. This removes the need for heavy vehicles to travel through townships. • The subject site contains an existing Haulage Route for the proposed quarry to be located on Lot 9 on RP20973 "Frazerview Quarry". The proposed easement for the haulage route runs through Lot 2 on RP20974. To ensure additional access points to the Highway are not required for the proposed SRAIP's heavy vehicles the proposed access for "Frazerview Quarry" has been nominated for the proposed SRAIP road connection.

State Government Document	Intent/Desired outcome	SRAIP Alignment
		• The proposed SRAIP will provide packaging facilities in close proximity to existing farming production businesses. The proximity of the proposed development will decrease travel distance, time and costs involved in delivering raw products from paddock to plate. • The reduced transport costs enhance the viability of the waste reduction elements in the proposal, processing food and crop offcuts that would otherwise go to waste and using it as a feedstock for the digester. Similarly, this proximity reduces transport costs for digestate fertilizer purchased from the precinct by local farms. The transport cost savings are both financial and environmental. **2) Water Supply** • The subject site will obtain water from the existing bores on site and Kalfresh has purchased a water allocation from the Warrill Valley Water Supply Scheme, which provides sufficient water infrastructure required for the proposed development. The proposal also has sufficient space for a turkey nest water storage dam (192m x 159m) located towards the north boundary of the SRAIP. • The proposed body corporate subdivision and location of the rural and industrial precincts within the same location facilitates the water recycling and reuse elements of the proposed development, and allows treated wastewater from the sewerage treatment plan to be used for irrigation of the lucerne energy crop required for the digester. **3) Land Area** • Due to the nature of the proposed development, a minimum site area of 140ha is required to accommodate the SRAIP industrial precinct, digester, composter, and required water storage to service the precinct. • The proposed SRAIP precinct contains a relatively flat topography, which is required for the industrial precinct within this development, and 1% AEP flood immunity can be achieved. **4) De-carbonisation** • The AD will be supported by the rural and industrial precinct and proposed agri- businesses of the SRAIP. Without the SRAIP the proposed AD would not be a viable development for the site – it is a key element in the sustainability and carbon reduction objectives of the proposal. The green natural gas generated by the AD will be used to generate electricity to power the precinct and feed into the grid, with the feedstock being comprised of a lucerne energy crop grown on site and irrigated with treated waste water, and crop and processing offcuts and other food / green waste that would otherwise go to landfill. The AD needs to be located proximate to the feedstocks and end destination of the digestate fertilizer to minimise transport requirements and maximise the carbon reduction benefits. **5) Project drivers** <u>Co-location and centralisation:</u>

State Government Document	Intent/Desired outcome	SRAIP Alignment
		• The concept of SRAIP was born out of a need for growth within the existing business and driven by the unique opportunity to create regional growth through the integration and consolidation of a diverse range of rural production activities and rural industries in one centralised locality. • Emerging market and consumer demands in the food retail system • Kalfresh first embarked on the work associated with the SRAIP in recognition of major changes to the produce industry. Consumers, and subsequently customers, are seeking more fresh vegetable products which have been prepared and are ready to eat and drink. This level of preparation requires fit- for-purpose infrastructure, not available on the existing site or readily found in any existing industrial development. <u>Proximity to local growing regions:</u> • The need to expand and construct facilities which will support the existing vegetable production business and will deliver benefits to producers in the Fassifern and Lockyer Valleys, as well as farmers in Stanthorpe, the Darling Downs and other surrounding growing regions. Circular economy: • A key component, and significant benefit, of the SRAIP is the co-location of food processing businesses with the proposed bio-energy facility, which will convert food and urban waste into renewable energy through the AD. • SRAIP is a formal agricultural industrial hub that will consist of value-adding activities by allowing the provision of future agribusiness, where identified by the SRAIP. It will provide facilities for production of raw materials and co- location of like and complementary manufacturing businesses to realise circular economy and enhanced processing efficiencies. <u>Innovation, Research and Development:</u> • The need for research and development that connects the entire supply chain – farmer, packer, processor and retailer
	b) the development could not reasonably be located on premises in the SEQ urban footprint that have the particular characteristics."	• Agricultural processing and anaerobic digestion is needed to occur concurrently and within 20kms of farming lands where the digestate is to be applied (see Appendix B Cost Benefit Analysis Report). • Beyond 20kms, transport of agricultural feedstocks and the produced digestate becomes cost prohibitive and fails to achieve the maximum environmental, economic and social benefits. This is primarily due to the reliance on road transport which, apart from added time, would increase CO2 emissions and decrease the safety and efficiency of the state controlled road network. • The minimal size of the SRAIP to operate most efficiently and provide penultimate outcomes for local farmers and Kalfresh is 140ha. • Suitable sites within the existing urban footprint allowing for this scale of development are located further than 20kms from local farms that supply to Kalfresh operations, such as the Bromelton State Development Area. • Other sites within the immediate area (Aratula, Boonah and Kalbar) are too small to realise the scale necessary to operate a precinct and would potentially cause land use conflicts due to the operational requirements of the

State Government Document	Intent/Desired outcome	SRAIP Alignment
		SRAIP, including operation of the AD Facility and composting, operational hours, increased traffic and truck movements.
	41B Deciding whether there is an overriding need in the public interest for development *(1) This section applies if, under schedule 10, part 16, a referral agency is deciding whether or not there is an overriding need, in the public interest, for development to be carried out.* *(2) The referral agency may decide there is an overriding need, in the public interest, for the development to be carried out only if the development application demonstrates that—* *(a) the development will have a social, economic or environmental benefit for the community…*	**Benefits** <u>Environmental:</u> • Pursuant the principles of circular economy, waste reduction and decarbonisation, the SRAIP project seeks to achieve environmental benefits in an economically viable way. Co-location of uses allows waste from one use in the SRAIP to be used as an input into other uses such as the digester and compost, produce energy and fertilizer from the AD and soil conditioner from the composter. Treated wastewater from the sewerage treatment plan is used to irrigate energy crops to be used in the digester. • The incorporation of the AD within the SRAIP is a key initiative being employed to ensure the proposal protects the environment by producing a renewable energy source which will be utilised by the SRAIP rather than relying solely on fossil fuel forms of energy. • The AD also recycles the food waste and crop offcuts produced by Kalfresh, the SRAIP manufacturing activities and local farmers and other liquid and organic waste which would have previously been taken to landfill, to create a nutrient rich bio-fertiliser to be used for the next round of crops in place of synthetic fertilisers. • The use of digestate as a fertilizer provides a safe and sustainably produced local source of fertilizer to the agricultural industry which is suitable for use on cropping land, whilst having low financial and environmental transport costs. • Water can be used efficiently and the return from all water inputs into the precinct maximised. The positioning of rural and industrial precincts within the one SRAIP site facilitates the reuse and recycling of water, where water from manufacturing and processing activities is recycled and reticulated within the precinct and, as noted above, treated wastewater from the sewerage treatment plant is used to irrigate energy crops for the digester rather than being wasted. • The co-location of agricultural processing within the immediate local growing region is the key to unlocking these environmental benefits. Without this nexus, increased transport increases operational costs associated with the AD Facility, which ultimately reduces the commerciality of installing these environmental systems. • The proximity of the processing and manufacturing facilities to the farming land also facilitates value-adding where crops may have otherwise been sent to land fill. Imperfect products can be diverted to processing activities such as juicing or being turned into pre-cut vegetables, and by products can be sent to the digester. This increases the efficiency of the existing farm production by extracting more saleable crops/product from the existing operations and the fertilizer and water and other inputs that go into producing those crops. These environmental and associated economic benefits are lost when these inputs and outputs need to be transported long distances.

State Government Document	Intent/Desired outcome	SRAIP Alignment
		Social – Further details regarding social benefits can be found in the Economic & Social Impact Assessment (refer Appendix A.2 of the RDIAR) • The SRAIP will transform, diversify and value-add to the Boonah and Scenic Rim communities. It will support a more sustainable and diversified economy which will be less volatile and provide local farmers with expanded value-adding opportunities in the region. Additionally, local businesses in construction and manufacturing support sectors will benefit from their involvement in the SRAIP supply chains, improving their sustainability and viability. • Jobs generated in SRAIP will help to: a) Increase the attractiveness of the region to younger workers and households addressing socio-economic and age profile challenges in the region b) Reduce unemployment by providing more sustainable ongoing permanent employment opportunities c) Improve the quality of life of workers by reducing travel times within and outside of the Scenic Rim for work and retail/service access d) Reduce the volatility and improve the sustainability and dynamism of local communities through more permanent, non-seasonal employment and economic opportunities e) Attract a more diverse, accessible and less seasonal, permanent workforce in the region • Local buying - SRAIP will create opportunities for local businesses across the project life, by providing local agricultural producers with a reliable local value-adding market for output. Kalfresh is committed to local buying initiatives and celebrating the produce and broader agricultural ecosystem in the Scenic Rim region. • Regional Amenity – provide a new and modern industrial environment for workers as well as convenient access to fuel services for workers and visitors. • Filling Gaps in the Community – helping to incentivise local attraction and retention of younger workers and facilities to offset the emerging demographic imbalance in the region. • Community Connections and Social Inclusions – encourages and incentivises increased labour force and economic participation, which worsened in the 5 years leading up to 2016. • Address Social Disadvantage – provide employment opportunities and diversified economic activity and value added to improve access of households in the region to key Economic Resources and reduce local unemployment. • Ultimately, project employment will generate increased local household incomes and reduce overall income and economic volatility through greater economic diversification. Economy – Further details regarding social benefits can be found in the Economic & Social Impact Assessment (refer Appendix A.2 of the RDIAR) • Construction jobs – 641 direct and 354 indirect local jobs over 10 years.

State Government Document	Intent/Desired outcome	SRAIP Alignment
		• Operational Jobs – 475 direct and 572 indirect local jobs annually upon full development. • Construction Gross Value Added - $89.5m contribution to the Scenic Rim economy (+5.3%) and $238.9m to the Australian economy over the 10 years construction phase; and • Create demand for an additional ~9,013 cropping hectares per year representing an uplift of $33.8m to the local agricultural sector per annum. • Operational Gross Value Added - $140.5m contribution to the Scenic Rim economy (+8.3%) and $211.9m contribution to the Australian economy annually upon full development. • Approximately 37.5% of the construction impact and 66.3% of the operational impact will be captured by the local economy, with the remainder captured by State and National economies. • Compared to the Gross Regional Product in 2018, the proposed project will contribute total Gross Value Added during the construction phase equivalent to 5.3% of the regional economy. • Upon full completion and development, the operational phase of the project will contribute the equivalent of 8.3% to the current Scenic Rim economy.
	…that outweighs— (i) any adverse impact of the development on a matter or thing stated in the SEQ regional plan, table 11b; and (ii) the desirability of achieving the goals, elements and strategies stated in the SEQ regional plan, particularly the goals, elements and strategies about— *(A) consolidating urban development in the SEQ urban footprint; and* *(B) preventing land fragmentation in the SEQ regional landscape and rural production area; and*	**Conflicts** • The SRAIP is located in the rural zone under the SRPS. It is designated within the Regional Landscape and Rural Production Area (RLRPA) under the South East Queensland Regional Plan 2017 (*ShapingSEQ*). The project is located outside the urban footprint of the *ShapingSEQ* where subdivision below 100 hectares (ha) is prohibited and there are restrictions placed on urban uses. As a declared coordinated project under the *State Development and Public Works Organisation Act 1971 (SDPWO Act*), exemptions apply in the SEQ regulatory provisions of the *Planning Regulation 2017* (*Planning Regulation*), which allow an assessment pathway for subdivision and urban uses, otherwise deemed prohibited development. • The initial advice statement dated 30 April 2019 underpinned the Coordinator- General's decision to declare the project a coordinated project. In making that decision, the Coordinator-General considered that the information in the initial advice statement adequately demonstrated that the proposal warranted evaluation through an IAR process, providing an assessment pathway for the project, rather than it being prohibited. • A key element of RDIAR is the need for Kalfresh to present a strong planning argument which justifies development of the project outside the *ShapingSEQ* urban footprint. • *ShapingSEQ* states that the RLRPA is to be protected from inappropriate development, particularly urban and rural residential development. In this way, the Shaping SEQ Regulatory Provisions seek to limit the different types of uses and subdivisions allowable in the RLRPA. Importantly it prohibits subdivisions less than 100ha and seeks to consolidate urban uses to existing urban centres. • The proposed SRAIP through its agricultural / industrial land uses and proposed subdivision pattern contravenes the above limitations placed on the RLRPA through the regulatory provisions. The SRAIP is

State Government Document	Intent/Desired outcome	SRAIP Alignment
		predominantly 'urban development' in nature and therefore is typically envisaged to occur within the existing *ShapingSEQ* Urban Footprint. • It is important to note that as per the Shaping SEQ Rural Precincts Guideline, *'Shaping SEQ aims to assist rural businesses and industries to adapt innovatively to changing technology, business operations, and a growing domestic and global demand market for high quality produce'.* • Whilst the SRAIP is not an envisaged proposal within the RLRPA, the SRAIP directly achieves the broader intent of the Regional Plan in providing a precinct where agricultural and industrial uses can be co-located directly adjacent to where the raw ingredients are produced to maximise productivity. • With the subject site being situated outside of the Urban Footprint, there is potential for the project to detract from the existing nominated Scenic Rim town centres and for which the SEQ regulatory provisions seek to protect. The RDIAR contends that the SRAIP proposal will protect the natural assets and regional landscape by diversifying and strengthening the local agriculture sector – generating additional demand for cropping land in the immediate Region. **Project revised** • Previously, uses that were commercial in nature were proposed in the SRAIP such as tourism and education, agricultural supplies stores, office, vehicle repair trucks and agricultural equipment. These uses were deemed to be especially problematic as they directly conflicted with the SEQ regulatory provisions and contravened the regional planning framework. • These standalone uses are no longer proposed, with only uses that achieve an agricultural-industrial nexus forming part of this RDIAR. Accordingly, the revised project only conflicts to the extent the project represents urban development outside of the *ShapingSEQ* urban footprint. • By removing the former standalone uses of commercial, tourism and educational uses – the project's footprint is maximised for agi-processing and will not detract from the *ShapingSEQ* regulatory provisions. • Accordingly, the project is generally consistent with the high-level objectives of the regulatory provisions and seeks maximise agriculture production in the region. **Building heights (Scenic amenity impacts)** • Proposed lots 12 and 13 will contain a maximum building height of 35m under the SRAIP Variation Approval. • While this is greater than the existing SRPS provisions, the Landscape and Visual Impact Assessment (Appendix A.3 of the RDIAR) concludes that: *"With mitigation, all visual impact ratings were revised down to one Low and three Negligible. Mitigation through design has also been incorporated through siting of the 35m tall buildings to the rear of the development (away from the road). This reduces their apparent size and visual dominance from Cunningham Highway, which is a major thoroughfare."*

State Government Document	Intent/Desired outcome	SRAIP Alignment
		• Appendix B of Appendix A.3, concludes that the project is generally consistent with the strategic framework of the SRPS. It was further noted there is no overlay in the SRPS that specifically addresses landscape values o scenic amenity in the Scenic Rim Region.
	(b)there will be a significant adverse economic, social or environmental impact on the community if the development is not carried out.	If the proposed development is not carried out the following adverse impacts could occur: **1) Economic** • The surrounding farms will see significant costs from not having a close distribution centre available to their produce, including additional transportation costs and increased risk of damaged produce. • The agricultural processing and AD need to occur within close proximity (within 20kms) of productive land to maximise supply chain efficiencies. If the development does not go ahead the benefits of the AD will not come to fruition due to costs. • Without the investment, government also loses the ability to have a more resilient local supply chain to overcome local supply food shortages which became apparent during COVID. • Economic benefits previously will not be realised. **2) Social** • The SRAIP represents a community project whereby local growers rely on Kalfresh to deliver their products to market. Without fast, easy access / advancement of the SRAIP project – the community will potentially lose the strategic ability to sell their produce to Woolworths, Coles and Costco and participate in the Australian agricultural market. • Kalfresh consists of local farmers and represents local jobs which ultimately may be threatened in the long-term if projects like SRAIP are not invested into the future. • Social benefits outlined above in this table will not be realised. **3) Environmental** • As previously mentioned, decarbonisation of the agricultural industry will not be facilitated if the project does not go ahead at the SRAIP site. At other locations digestate is not able to be produced at reasonable cost which makes it cost prohibitive to displace high carbon emitting and environmentally damaging synthetic / non-organic fertilisers. • Environmental benefits outlined above in this table will not be realised.
SEQ Regional Plan 2017	Sets the long-term strategic direction for how the region will grow to support economic growth, development & liveable communities, while protecting natural resources.	• Agricultural and rural land that is left dormant or under-utilised can be as detrimental to a rural community as over development resulting in loss of production, loss of financial benefits within the local community. • Activating productive land with high-value crops has multiple flow-on benefits to the local community and wider rural and regional communities, towns and villages.

State Government Document	Intent/Desired outcome	SRAIP Alignment
	Regional Landscape & Rural Production Area (RLRPA) – Shaping SEQ acknowledges that some parts of the RLRPA may be needed for future urban growth (p100) **Prosper Theme**: Rural areas leverage traditional primary industry strengths to expand, diversify & introduce value-adding activities that enhance productivity, resilience and competitiveness in domestic and global markets. 1. Support rural communities to adapt & build on their strategic advantages to continue the profitability and sustainability of existing rural industry & activities 2. Encourage the intensification or diversification of on-farm agricultural activities and the introduction of new rural value-adding activities such as biotechnology	• Providing a precinct to value-add and facilitate new production of rural land delivers new local skilled jobs, invests the rural area and returns food manufacturing to the region. This food feeds city-based consumers for an affordable price. • The future of competitive food manufacturing and production requires mechanisation and automation in technology to achieve production efficiencies and enable value-adding (taking raw produce and turning them into something with higher value, whether this be ready-to-eat, juice, baby food, or ingredients for use in other products). • Locating value-adding and processing close to the raw produce source has multiple benefits – cost efficiencies, fewer food miles, more crop utilisation (able to value- add second and third grade product that would be too costly to transport out of the region). • Automation and value-adding facilities require investment of a scale that is no longer compatible with on-farm factories (difficult to secure funding for factories located on farmland). • SRAIP delivers multiple outputs and benefits due to location in the farming region, including the new renewable industries Bio Fert & Bio Gas; reduced food waste (more crop recovery & utilisation); better returns to farmers (more crop utilisation); rural sustainability and agricultural growth – new jobs at scale, new skilled jobs. • A place where compatible agricultural and food manufacturing businesses can create headquarters and bases in the region where they source their raw ingredients and operational synergies between these businesses can be realised. • Benefits of SRAIP far outweigh any risks or threats and will enable the local community to prosper by responding to changing times and market demands, diversifying the products it sustains and introducing value-adding to enhance productive capacity and improve regional agricultural resilience for the future. The local agricultural sector needs to progress with the times to ensure it remains relevant, viable and able to compete at home and abroad. • The SRAIP proposal is closely aligned with the intents outlined in the State Government's SEQ Regional Plan, particularly those explained under the Prosper theme, including allowing rural communities to build on their strategic advantages; encouraging the intensification & diversification of on-farm agricultural activities to introduce new value-adding activities; supporting rural sustainability and economic growth. • The Project also contributes to the proposed *ShapingSEQ* update 2023 – which seeks to identify possible locations for strategic Recycling Enterprise Precincts (REPs). REPs seek to facilitate sustainable economic development based on use and reuse of materials that would otherwise be discarded to landfill. The co-location of complimentary industry activities can develop places that contribute to a circular economy.
	Part C – Sub Regional Outcomes *ShapingSEQ* divides the region into four sub-regions. The SRAIP site is located within the	• It is envisaged that the SRAIP would become home to new value-adding facilities, such as processed & ready to eat vegetables and meals and a frozen vegetable factory. Value-adding facilities like these enable the local

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	Western sub- region. The relevant overall outcomes applicable to the proposal is rural prosperity. • *"The sub-region's principal rural production lands (for horticulture, forestry and grazing) in the Lockyer Valley, Scenic Rim, Somerset and Ipswich areas support one of the nation's most important food bowls; they are extremely important for long- term food security and export opportunities. This land resource and the supporting processing infrastructure will be protected, including preventing further land fragmentation and protecting rural industries and activities from encroachment by incompatible uses.* • *Alternative rural futures will be explored to diversity and increase the productivity of rural activities, and strengthen the area's resilience to market cycles and climate change. Maintaining the productive capacity of this land resource will become increasingly important to the region in the face of climate change."*	producers to strengthen their resilience and largely remove themselves from the fluctuations of market cycles by finding new high-value markets for crops, particularly during times of plentiful supply. • The challenging COVID period has revealed the importance of controlling the local supply base and the power of having a supply that is close to home and not impacted by border closures and the rising cost of fuel and transport inputs. The SRAIP plan seeks to maximise these benefits and develop an even stronger, reliable supply base for fresh Australian-grown food that is produced close to the cities and powers a regional community. • A central part of the SRAIP vision is to power the Project via renewable energy, created by 'value-adding' food waste and energy crops through anaerobic digestion. The AD delivers multiple value-streams through the process, including a closed-loop, reliable regional power supply; a renewable source of gas (created during the AD process); an organic soil conditioner to replace synthetic fertiliser (liquid and solid digestate). • While the SRAIP will convert 35ha of productive ALC Class A and B land to rural industry, it also unlocks demand for additional ~9,000 ha of productive cropping land in the region and will deliver exceptional benefits of agricultural production to the community and the environment. These benefits will more than offset any loss of productive agricultural land. • The new value created for landowners means they can turn their land to more intensive crops with improved returns. • Maintaining the productive capacity of the region's land will be more important than ever in the years to come in the face of climate change. • More production, more opportunities to service new customers and more market options means more value at a farm level. Value-adding ensures a sustainable financial future for the farming community and responds to what customers and consumers are seeking. Value-added and organic products are growth areas in Australian and international retail. In addition to better farm returns, value-adding means less food waste and the decarbonisation of food manufacturing.
Queensland Low Emissions Agriculture Roadmap 2022 – 2032	On Farm Energy Opportunities: a) *Promote or develop information and education tools for producers to better understand renewable on-farm energy options, including cost and efficiencies, and how to prepare their on-farm infrastructure to connect to new energy opportunities as they become available, for example solar and wind, anaerobic digesters, and hydrogen fuel.*	• The Project aims to connect to new energy opportunities involved with anaerobic digestion. The total reduction in greenhouse gas (GHG) emissions from the AD Facility and other onsite initiatives will lead to a reduction of up to -430,000 tCO2-e per annum during operations. • The Project will demonstrate how renewable on-farm energy options work and how they benefit Australian agriculture regarding cost and efficiency. This Project ensures the opportunity to prepare on farm infrastructure, which will allow the land to become a catalyst for agricultural industrial processing and circular economy principles which are key to achieving the objectives of the roadmap. SRAIP will also become a specialised industrial hub for advancing agricultural research, innovation and new product development and technologies to support the current changing farming industry.

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	b) *Engage across the major energy and fuel programs to maximise opportunities for agricultural production and the agricultural supply chain, such as the Queensland Energy and Jobs Plan and Queensland's Zero Emissions Vehicle Strategy 2022 – 2032.*	• The SRAIP Project achieves alignment with the Queensland Energy and Jobs Plan which seeks to achieve 70% renewable energy by 2032. This is done specifically through the incorporation of the AD Facility which significantly contributes advancement towards Queensland's bioenergy future. • The AD Facility will maximise opportunities for agricultural production and enhance the agricultural supply chain. • Often food and beverage production starts with the transportation of crops from rural farms to urban areas for processing. The SRAIP will consolidate this process to create an efficient agricultural supply chain which carries out these activities to a smaller geographic region which in turn will create a more environmentally sustainable model through: • Reducing the impacts of heavy vehicles and damages to local roads, as well as also reducing carbon emissions into the environment. • If the SRAIP was moved beyond the farming activities the transport element would contribute to additional carbon emissions to the environment and increase the carbon footprint of the SRAIP The AD system will also provide electricity and gas to the Project businesses and fertiliser to the local farming community in a closed-loop system.
	c) *Maintain active awareness of developments in alternative fuels and electricity infrastructure, including substitutability and cost effectiveness at reducing GHG emissions.*	The biogas produced from the biodigester is proposed to be converted into clean natural gas (CNG) to displace diesel in the supply chains associated with the project. Kalfresh is currently exploring the opportunity to purchase new CNG trucks from overseas which can be use within their supply chains. In doing so Kalfresh will eliminate its reliance on diesel and continue to reinforce the onsite closed loop manufacturing system.
	Regions and Supply Chains: a) *Investigate and support the development of financial instruments to unlock global private sector investment into agribusiness.*	The proposed initiative by Kalfresh is the first of its kind within Australia and will become a catalyst for future agricultural endeavours across the country. This will hopefully encourage other similar initiatives using biofuels, renewable energy, and bio-sequestration of carbon within agricultural soils. With continued expansion of sustainable agriculture, a larger investment will be seen within agribusiness.
	b) *Identify strategies and partner with proactive private business to progress decarbonisation of Queensland food and fibre supply chains through regional pilot projects that may include transport, manufacturing, processing and waste management and reuse.*	• The SRAIP aims to decarbonise the food production process. The key decarbonisation benefits from this Project include: - Diverting agricultural waste streams from landfill - Avoidance of methane from the breakdown of organic waste within the AD facility - Emission savings from the application of digestate replacing the use of synthetic fertilisers – including the transport of synthetic fertilisers

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		- Emission saving from digestate adding carbon to the soil – use of digestate and compost as soil conditioners - Emissions saving from the generation of green gas and renewable energy production (green gas from the AD facility will be used to generate electricity for use in the Project, with excess electricity exported to the grid) - On site manufacturing Through this the production of food, fibre and beverages will be enhanced while also reducing the carbon footprint through the SRAIPS circular economy approach.
	c) *Support place-based approaches for the development and planning of zero net emissions precincts and supply chains.*	• The SRAIP will encourage a place-based approach and create a rural location where primary rural activities and secondary rural industry activities are located within close proximity to each other to create new opportunities and efficiencies not typical of food production within Australia. • The SRAIP ensures a closed loop food and beverage manufacturing process and is the first step to creating a zero net emissions precinct within the Australian agricultural sector. It will allow for the surrounding communities in Boonah and the Scenic Rim to benefit including local businesses in construction and manufacturing support sectors whose involvement will improve their sustainability and viability.
State Planning Policy – Agriculture The Agricultural SPP overall intent is to protect the resources on which agriculture depends to support the long-term viability and growth of the agricultural sector. The intent is achieved through the application of several policies	**Policy 1** Support long-term viability & growth of the agricultural sector. • *"Agriculture and agricultural development opportunities are promoted and enhanced in important agricultural areas (IAAs)."* • *"promoting appropriate agricultural development in IAAs will leverage the economies of scale and infrastructure benefits provided by IAAs and enable increased agricultural production"*	• Supports associated supply chains. • Facilitates access to supply chain infrastructure, storage & processing and transport & services. • More efficient processing & operations. • Ensures supply chains are efficient and allows Australian farmers and food manufacturers to remain price competitive in domestic and international markets. • The SRAIP is an agricultural industrial precinct that will utilise local produce, increase manufacturing jobs in agriculture, efficiently deliver value-added processed goods and support future agricultural development. It incorporates existing / approved (agricultural related) operations and proposes an overall expansion which will not result in adverse impacts to existing agricultural land. As demonstrated to date, the SRAIP has been envisaged to result in a significant benefit to surrounding agricultural operations for the surrounding Scenic Rim region. • The removal of 32 hectares of cropping land will result in a loss of $270,560 in cropping income per annum, however, the indicative total revenue that could be generated in the precinct is over $350m. • It is estimated that the SRAIP project will generate demand for additional ~9,013 cropping hectares per annum. • The increase in agricultural land demand represents an uplift of $33.8m to the agricultural sector per annum (4,000 hectares X $8,455) • SRAIP capitalizes on the economies of scale and infrastructure benefits provided by the IAA. Easy access to transport infrastructure, supply of fresh fruits and vegetables from the surrounding farms and the agricultural

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relevant to the SRAIP project.		capability of the area is essential to the operation of the SRAIP as a value-add agricultural hub. SRAIP will receive unprocessed produce from local farms reducing transport costs, process the produce, and transport the products via Cunningham highway, which enables direct road access to the national highways and associated markets. The businesses in SRAIP will benefit from the established reputation of the area. • In addition to leveraging the provisions of the IAAs, SRAIP proposes to contribute to the economies of scale and infrastructure benefits of the region. A portion of the proposed allotments in the SRAIP is separated for third parties with agricultural / industrial business operations who will be able to utilise the amenities of the SRAIP to facilitate their operation. SRAIP will provide infrastructure to support future businesses including water servicing, a sewer treatment plant, and anaerobic digester for power.
	Policy 2 Protection of ALC Class A & B land but supports operations that contribute to food production & are a valuable component of the agricultural supply chain driving agricultural growth & development	• Minimal impact on ALC Class A/B land is more than compensated by the overall benefits to agricultural production and future opportunities in a regional community, sustainability benefits and flow-on benefits to other sectors such as transport and agricultural support services in the community. • SRAIP investment will drive and support agricultural growth, ensure a resilient agriculture sector, long-term viability & future sector growth. • The SRAIP supports agricultural production along the value chain. • Leads to increased production by enabling access to new value-added convenience markets, reducing reliance on seasonal markets and increases local opportunities. • Increased demand for high value processed, value-added products. • Productivity benefits (composted material for fertiliser). • Improved efficiencies (storage, cold rooms, distribution) close to the production area. Reduced food miles, more crop recovery (less travel and transport costs) and less food waste.
	Policy 4 Facilitation of growth in agricultural production and a strong agricultural production industry by: (d) facilitating opportunities for co-existence with development that is complementary to agricultural uses that do not reduce agricultural productivity (eg: on-farm processing, farm gate sales, agricultural tourism) (e) considering the provision of infrastructure & services necessary to support a strong	• While no farm attaches to the ancillary activities directly, there is a strong connection between the local farming community (via the Kalfresh farming partners) and the proponent Kalfresh, a company which has 30 years of farming history in the region and also owns farms in the Southern Downs, Lockyer Valley and Bowen regions. • The proposed non-rural land uses will complement the agricultural uses on land neighbouring the site and developer benefits locally and to communities beyond. • The genesis of the precinct concept was formed in recognition of a changing agricultural landscape, in particular the rising cost of inputs, land and labour and consumer trends and retail demands for value-added, ready-to-eat high value products. • Resilient, viable agriculture of the future requires investment and facilities of a more sophisticated scale than previously required, and that comes with a new level of investment in robotics, automation and cutting edge

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	agriculture industry and associated agricultural supply chains	manufacturing technology. A dedicated agricultural precinct helps to deliver on the market demands and de-risk the sizeable investment in automated factories of the future.
Additional State Government Policies		
Queensland Energy & Jobs Plan – 70% Renewable Energy by 2032	Vision: Clean, reliable, affordable energy providing power for generations 1. Clean energy economy 2. Empowered households & businesses 3. Secure jobs & communities The plan supports industries to modernise bioenergy generation and use waste products for bioenergy. By 2035: • No regular reliance on coal-fired generation • 80% renewable energy • 8 x more renewable energy than 2022 • SuperGrid that will provide Queenslanders with clean, reliable, affordable power for generations • 64,000 jobs in clean energy infrastructure, including new skilled direct jobs to build SuperGrid • 36,000 more jobs in green growth opportunities Lowering bills & more energy Independence Pathway to zero emissions vehicles	• SRAIP will be a catalyst project in QLD. Iit will support the DSDILGP implementation activities (Action 1.9 – Advancing Qld's Bioenergy future), by identifying options and pathways to expand bioenergy generation and support technology innovation in the bioenergy sector. • One of the most significant deliverables of the SRAIP project is the realisation of a new bio-power, bio-gas and bio-fertiliser solution, which by its nature is ideally- placed in rural communities. • This closed-loop, circular supply technology has been proven in Europe and the US, where it is widely utilised by regional and rural communities for green power, green gas and organic fertiliser • The SRAIP anaerobic digester would be a new development of Australian agriculture as it seeks to value-add every part of the process – from power generation, to gas output, to digestate for soil conditioning. • Bio-energy through AD present real opportunities, not only for this region, but for other Queensland rural communities, including: - Food waste diversion - Circular Economy for regional power - Less reliance on coal - Empowered regional communities creating their own power and gas supplies. - Renewable electricity & gas for food manufacturing (decarbonising food production) - Eventually (with environmental testing) this process could divert landfill and Grease Trap Waste which can be used as feedstocks for the AD process - Grid stabilisation in regional and rural communities - New organic soil conditioning fertiliser product to replace synthetic fertilisers – liquid and solid digestate • All of these outcomes help to build a new clean energy economy to empower rural and regional communities to be their own green gas and green power generators and in turn lower power bills, reduce the cost of fertiliser inputs in agriculture, decarbonise food production and provide a pathway to zero emissions in rural communities.
Advance Queensland Biofutures 10	Vison: $1 billion sustainable and export-oriented industrial biotechnology and bioproducts sector attracting significant international investment,	• SRAIP onsite Biodigester, biotechnology and bio products. • Kalfresh meets the roadmap criteria by identifying as a mature and modern agribusiness with well-established supply chains from farm gate to Tier 1 supermarkets.

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Year Roadmap & Action Plan	and creating regional, high-value and knowledge-intensive jobs. 1. Provide direct support for specific industry development initiatives; 2. Identify and promote the opportunities available for investment in Queensland; and 3. Provide strong government leadership to create and maintain an attractive environment for investment. By 2035: An industrial biotechnology and bioproducts sector could contribute $1.8 billion to Queensland's annual Gross State Product and support 6640 full-time jobs in Queensland.	• Kalfresh is an early adopter of this technology with established supply chains for feedstock. • Proposed future development of an organic fertiliser factory.
Department of Agriculture & Fisheries Strategic Plan 2021-2025	Vision: QLD is a world leading provider of high-quality, safe and sustainably-produced food and fibre. Objectives: 1. Innovate & globally-competitive agribusinesses accessing improved practices, data and new technologies to enhance the productivity, profitability and sustainability of food and fibre value chains. 2. Prosperous economies providing business and employment opportunities across regions, diversified markets and value-added products and services. 3. A resilient sector with secure production and value chains that can deal with natural disasters, climate change, biosecurity risks and other emerging challenges. 4. Ethical and sustainable production of food & fibre that meets consumer and community	• At its heart, the SRAIP seeks to create a home for the value-adding and diversification of agricultural businesses in the heart of a productive valley with centuries of farming history. • The SRAIP will provide a hub for the co-location of businesses which value-add raw produce to enable local farmers and landowners to diversify, become financially resilient and secure new production and value chains through new market opportunities. • The SRAIP project will deliver on multiple aspects of the DAF Strategic Plan 2021- 25, in particular it will create a prosperous regional economy, where landowners can respond and adapt to a changing market and provide new high-value products for new customer and evolving markets. In turn the precinct will create new, skilled job opportunities in a regional community. • The SRAIP also places Queensland agriculture at the heart of the new and emerging green power and green gas industries by delivering power to the farming community to create their own electricity, gas and organic fertiliser, while repurposing food waste and transforming other waste into renewable energy.

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	expectations for food safety, a safe and sustainable natural environment and animal welfare and management standards. 5. Changing Markets – provide the opportunity for QLD's food and fibre sector to grow, access new, high-value markets, and provide agribusiness & employment opportunities across the value chain.	
Jobs Now, Jobs for the Future – QLD Government Employment Strategy	The policies and initiatives being implemented under Working Queensland will help grow the State's economy and improve opportunities for Queenslanders to gain employment in the short, medium and longer term. To ensure the State's economy grows for the benefit of all, Working Queensland focuses on: 1. enhancing productivity and efficiency of business 2. improving skills and training 3. fostering emerging and innovative industries 4. growing our regions 5.boosting the delivery of government and social services	• SRAIP offers a solution to improve the short and long-term economic prosperity of a regional community through the growth of a workforce that aligns with global opportunities, meets local food industry and employer needs and strengthens skills, capabilities and resilience of local employees. • By leveraging significant agricultural production opportunities to increase manufacturing and industry-based value-adding, the SRAIP will help increase employment opportunities, attract new businesses and help accelerate and diversify the local economy. • Construction jobs created over 10-year development period generating approximately . 641 direct and 354 indirect local jobs. • Additional Operational Jobs – 475 direct and 572 indirect jobs created annually upon full development • Construction GVA $89.5M contribution to the Scenic Rim economy (+5.3%) and $238.9M to the Australian economy over the10-year construction phase. • Operational GVA $140.5M contribution to the Scenic Rim economy (+8.3%) and $211.9M contribution to the Australian economy annually upon full development. ** Source: Appendix A.2 Economic & Social Impact Assessment
Governing for Growth: Economic Strategy & Action Plan – February 2014	The Governing for Growth—Economic Strategy and Action Plan (the Governing for Growth strategy) reaffirms the government's commitment to supercharging the Queensland economy. The government has developed (and is developing) a number of key strategies which provide the direction to the future growth of these pillars including Agriculture, Resources, Construction and Tourism.	• SRAIP operators will contribute to a more competitive business environment in Australia, including infrastructure – better planning, delivery of infrastructure and greater opportunities for private sector investment. • The SRAIP will capitalise on the efficiencies and competitive advantage created through the co-location and scale of the SRAIP alongside one of Australia's largest food producing regions. Growing and attracting further private sector investment in the region Kalfresh can ensure economic returns are realised by the local community through job creation.

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Waste Management and Resource Recovery Strategy	The Strategy presents a strategic plan for a better way of managing waste in Queensland, by harnessing the potential value of resources that have traditionally been discarded. The Strategy's three strategic priorities will guide the transition to a more circular economy, reduce the amount of waste disposed of to landfill, or illegally, and provide a more sustainable source of end-of-life products and materials to create new products. Vision: Queensland will become a zero-waste society, where waste is avoided, reused and recycled to the greatest extent possible. Strategic investment in diverse and innovative resource recovery technologies and markets will produce high-value products and generate economic benefits for the state. 1. Reducing the impact of waste on the environment. 2. Transitioning to a circular economy for waste. 3. Building economic opportunity.	• Investment in the AD infrastructure will reduce food waste and, after necessary environmental testing, has the potential to divert grease trap waste as a feedstock to generate green power and green gas and organic soil conditioner. • The precinct creates the necessary opportunity for Kalfresh to invest and innovate its recycling activities to include renewable energy. • End of Waste Code (EOWC010001054) enables outputs to be used as fertiliser replacement.
The Queensland Plan – Queensland's 30 year vision	The Queensland Plan outlines the government's vision for the state's economy, environment, education system, regions, health system, infrastructure, government services and communities over the next 30 years.	• Addresses several priorities for how residents see the future for growth in regional communities. The SRAIP does this through: • Collaborating productively and making the most of Kalfresh's comparative economic advantage through working together across industries and sectors and across regions. • Working towards becoming the number one reliable and safe food bowl of Asia. QLD leads the Asian region in food production and crop diversification by investing in research and development across the water supply and agricultural sectors. Maximising agricultural production through safe and sustainable farming practices.
The Queensland agriculture and food research, development and	Vision: Queensland's internationally recognised agriculture and food RD&E underpins a productive, profitable and sustainable sector. The roadmap identifies 14 actions, which target the following 3 key areas:	• SRAIP contributes to the roadmap by: • Providing high-quality, safe food and agricultural products which are affordable and available year round • Increasing exports and growth in regional jobs • Increasing innovation and commercialisation • Identifying and promoting agriculture and food research, development & extension opportunities

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extension 10-year roadmap	1. increase innovation and commercialisation 2. identify and promote agriculture and food RD&E opportunities 3. support the existing sector to grow and develop new business	• Support the existing sector to grow and develop new business
Queensland food and fibre policy	• The Queensland food and fibre policy's vision is to support a productive and prosperous food and fibre sector. The policy delivers key services across the sector and refocus those services in five priority areas: • drive growth, efficiency and sustainability • support a modern and skilled workforce • advance research and development • improve Queensland's biosecurity capability • deliver service innovation.	• The SRAIP will align with the Queensland food and fibre policy by: • Providing construction and operational jobs at: • Construction jobs created over 10-year development period approx. 641 direct and 354 indirect local jobs • Operational Jobs – 475 direct and 572 indirect jobs created annually upon full development • Identifying and promoting agriculture and food research, development & extension opportunities • Provides a development with circular economy, waste reduction and renewable energy • Key project components include the bioenergy facility – anaerobic digester (AD), composting and energy generation infrastructure present strong economic drivers underpinning the SRAIP concept which in turn provides mutually beneficial outcomes for both local farmers in immediate proximity to the facility, as well as the food processing industries who establish in the precinct. • Maximising agricultural production through safe and sustainable farming practices. • Support the existing sector to grow and develop new business • Collaborating productively and making the most of Kalfresh's comparative economic advantage through working together across industries and sectors and across regions. • Increasing exports and growth in regional jobs • Increasing innovation and commercialisation
Local Government Policies		
Scenic Rim Community Plan 2011-2026	Creation of a sustainable and prosperous economy with agriculture and tourism as the centrepiece with priorities including local investment and supporting local business diversification of economy and new and rewarding employment opportunities, and developing opportunities to export products and services.	The SRAIP is a major investment in agribusiness in the Scenic Rim and creates opportunity for new business and employment opportunities on the Project site, while also enhancing sustainability and efficiency of local agricultural production activities by increasing processing and distribution capabilities by reducing agricultural waste.
Scenic Rim Regional	Provides specific direction for delivery of the 'Sustainable and Prosperous Economy' pillar of the Community Plan and Corporate Plan and	• The SRAIP is one of five strategic enabling projects in the Scenic Rim Region in the prosperity strategy – its delivery therefore delivers on a key element of this strategy.

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Prosperity Strategy 2020-2025	designed to support the creation of valuable local employment for local residents.	• It is recognised because of the value associated with "creating a significant economic precinct and delivering a significant number of jobs to the local economy".
Scenic Rim Agribusiness and Agritourism 10-Year Roadmap 2022-2032	Builds on traditional strengths of region – agriculture and agribusiness – and looks to emerging and complementary opportunities in the agritourism sector. Building capability and capacity in the region and better promote the Scenic Rim to build a stronger and more resilient economy. Leveraging the region's competitive advantages to drive long-term industry growth and economic development	Supports sustainable farms, businesses and industries and provides rewarding employment and prosperity for residents through delivery of action plan objectives including: • Creation of a freight and logistics hub for processing and distribution of produce • Increased capacity and extension of agribusiness supply and value chains • Industry led investment and employment • Increased local processing and manufacturing capabilities. • Planning pathways that support agribusiness diversification • Enabling diversification of products, service and revenue streams for agribusiness, and • Resilient, sustainable and advanced agribusiness
Scenic Rim Agribusiness and Agritourism Three- Year Action Plan 2022-2025.	Agribusiness objectives include integrated transport networks, value-add agricultural products and services, diversified and sustainable agribusinesses.	Delivering agribusiness sustainability through industry leading sustainability practices and innovation.

APPENDIX C ASSESSMENT AGAINST SHAPING SEQ GOALS

Goal 1: Grow

The purpose of Goal 1: Grow is to allow SEQ to sustainably accommodate its growing population, which is expected to increase to 5.3 million people within the next 25 years. This is to be achieved by ensuring growth throughout SEQ occurs in suitable locations, in a manner that encourages housing diversity. Five (5) elements and nineteen (19) strategies have been created to outline how to best achieve Goal 1. These elements and strategies have been assessed throughout Table 1 below to the extent relevant to the SRAIP project.

Table 1: Goal 1: Grow – Elements and Strategies

Element	Strategy	Response
Element 1: Efficient Land Use Urban development uses land and infrastructure efficiently.	(1) Accommodate the region's urban growth needs in the Urban Footprint in an efficient manner (Map 2).	Complies with Element and Strategy The proposed development occurs on land within the Regional Landscape and Rural Production Area. However, the renewal does not include the provision of dwellings, and is not intended to accommodate SEQ's population growth. Rather, the project will support the existing and future dwellings throughout the nearby Urban Footprint through the generation of employment opportunities, and increased accommodation to support a higher density of tourists and visitors to the region.
	(2) Plan for and accommodate the consolidation dwelling supply benchmarks (Figure 7), and an adequate supply in the interim (Figure 10) through new development in the existing urban area (including redevelopment), with a focus on corridors and centres.	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
	(3) Prioritise the investigation, planning and delivery of urban development in suitable locations within the Urban Footprint that are underutilised.	Complies with Element and Strategy The proposed development does not occur within the Urban Footprint. It is noted that such a development could not suitably be located within the Urban Footprint (refer to attached Locational Assessment, prepared by RPS).
	(4) Focus urban redevelopment in locations with spare capacity in the infrastructure networks or where existing networks can be cost-effectively augmented.	Complies with Element and Strategy Substantial investigation of the site and its existing networks has been undertaken, confirming that the proposed development as cable being serviced by public utilities (refer to Civil Engineering Assessment, prepared by Cardno Engineers). The subject site is well connected and protects and is supported by the surrounding road network including the Cunningham Highway (refer to Traffic Impact Assessment, prepared by Cardno).
	(5) Accommodate new rural residential development only in the Rural Living Area, or in the Urban Footprint where land is unsuitable for urban use (Map 2).	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
Element 2: Focusing residential density Higher density	(1) Plan for well-designed and increased residential densities in and around centres, including those as described in the guide for minimum densities (Table 1).	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.

development is located in areas with food access to high-frequency public transport, employment and services.	(2) Plan for well-designed and increased residential densities at other locations that have good access to high-frequency public transport and employment.	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
	(3) Plan for sensitive residential density increases in other suitable areas close to services and amenities.	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
Element 3: New communities New communities support a consolidated urban settlement pattern, maximise the use of existing infrastructure and deliver high-quality communities.	(1) Ensure planning and delivery of land use and infrastructure for new communities, including major development areas, are integrated and sequenced, and deliver complete communities in a timely manner.	Complies with Element and Strategy The proposed development is to occur across distinct precincts, each of which inform the land use intent and development type envisaged for that precinct. The intent of each of the precincts has been incorporated throughout the SRAIP Master Plan. In doing so, the resulting development layout also seeks to address the key areas of interest raised throughout the public consultation stage. Furthermore, the Master Plan outlines the indicative sequencing for each of the stages / precincts in order to deliver the proposed development and infrastructure in a timely manner.
	(2) Plan for and accommodate the expansion dwelling supply benchmarks (Figure 7), and an adequate supply in the interim (Figure 10).	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
	(3) Plan for a net residential density of 15–25 dwellings/ha in new communities or 30–60 dwellings/ha net residential density if these areas are within easy walking distance to an existing or proposed public transport station1.	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
	(4) Protect the potential of areas that may be suitable for future urban growth including those listed in Table 2 and as reflected in Figure 13.	Complies with Element and Strategy As the proposed development does not provide additional dwellings, it protects the future growth areas as identified throughout *ShapingSEQ*. It should be noted that the proposed development supports any nearby future growth areas by providing employment opportunities, thereby resulting in a positive impact on the economy throughout the region.
Element 4: Housing diversity Housing diversity meets the changing make-up of our population, community needs and lifestyles, and provides choice and affordability.	(1) Provide housing choice by delivering a mix of dwelling types and sizes in consolidation and expansion locations consistent with the strategies in elements 1–3.	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
	(2) Plan for and deliver a greater range of 'missing middle' housing forms (including examples shown in Figure 9) in suitable locations.	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.

	(3) Plan for and support innovative solutions in housing to cater for a diverse range of community needs, including an ageing population, multi-generational families, group housing, people with special needs and those from different cultural backgrounds.	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
	(4) Maximise the variety of available land in suitable locations to support a range of housing choices under a range of market and economic circumstances.	Not Applicable The proposed development does not provide additional dwellings and is not for residential redevelopment.
Element 5: Growing rural towns and villages **Rural towns and villages provide for sustainable growth and community development in a way that reinforces local identity.**	(1) Support the sustainability of rural towns and villages by providing sufficient land and infrastructure to accommodate population and employment growth.	Complies with Element and Strategy The proposed development occurs on land within the Regional Landscape and Rural Production Area. The proposed development does not introduce a greater dwelling density. However, provides for additional employment opportunities throughout the region, whilst sufficiently protecting surrounding rural townships.
	(2) Support the growth of rural towns and villages in a manner that avoids the fragmentation of productive rural land and the regional biodiversity network, including koala habitat.	Complies with Element and Strategy The proposed development aims to protect the regional biodiversity network, koala habitat may be affected during the SRAIP development to compensate this a one-off financial contribution in accordance with the Queensland Environmental Offsets Policy will be made. Further recommendations relating to the biodiversity network are evident in Appendix E.1 – Ecology Assessment and include increasing fish habitat and a site planting initiative. The proposed development is located such that the Cunningham Highway and the newly proposed flood channel forms a barrier between the subject site (SRAIP proposal land) and adjoining rural land. Accordingly, the proposed development avoids the fragmentation of productive rural land. Furthermore, the proposed development will aim to protect the existing biodiversity on site. It will do this through a planting effort of Queensland blue gums to accommodate the proposed overland flow path
	(3) Plan for well-designed growth that integrates sensitively with existing local character and identity and promotes viability of the rural economy.	Complies with Element and Strategy As demonstrated by the Master Plan, the proposed development seeks to provide for a progressive transition between the subject site and surrounding properties, by including lower impact uses at the peripheries of the development. The proposed development seeks to integrate into and protect / enhance the surrounding local character and identity. The proposed development provides increased employment opportunities and offers various opportunities to promote and support the viability of the surrounding rural economy.

Goal 2: Prosper

The purpose of Goal 2: Prosper is to lead SEQ to be a globally competitive region that attracts trade, investment and sustainable growth within the next 50 years. This is to be achieved by adopting eight (8) elements and thirty-three (33) strategies, which have been addressed throughout Table 2 below.

Table 2: Goal 2: Prosper – Elements and Strategies

Element	Strategy	Response
Element 1: High-performing outward-focused economy **SEQ responds to the transitioning economy by focusing on export-oriented and business-to-business transactions that drive productivity and growth, while continuing to enhance population serving activities that support growing communities.**	(1) Foster high levels of economic activity and employment in export-oriented and high-value sectors to strengthen the region's economic relationships.	Complies with Element and Strategy The proposed development is not specifically intended for an export-orientated land use or activity. However, the SRAIP does seek to incorporate aspects that have been identified to accommodate key elements of the Scenic Rim agribusiness supply chain. Through this the proposed development will strengthen SEQ's economic relationships specifically regarding increasing employment opportunities in the region.
	(2) Investigate and plan for existing or potential economic relationships between employment areas to maximise economic output and productivity in the region.	Complies with Element and Strategy As outlined in this report, the proposed development acts to foster new economic activity on land not currently utilised for this newly proposed purpose. By doing so, the proposed development strengthens the relationships between existing employment areas and creates new employment and economic opportunities for the region at a key location. The proposed development therefore supports the maximisation of economic output and productivity throughout the locality and wider SEQ.
	(3) Protect and enhance major national and international gateways for SEQ, including the Port of Brisbane, its airports, high-speed digital technology and the strategic road, freight and passenger transport systems.	Complies with Element and Strategy The proposed development is strategically located to benefit from the Cunningham Highway which acts as a major national gateway for SEQ. The proposed development has taken this into consideration and ensures that the networks are properly protected.
	(4) Identify and leverage universities, major health facilities and migrant communities to develop the region's skilled workforce to enhance and accelerate global trade relationships.	Not Applicable The proposed development does not result in activities or land uses such as universities or major health facilities.
	(5) Plan for and support continued growth in population-serving employment and traditional economic industries.	Complies with Element and Strategy The proposed development provides additional employment opportunities that act to service envisaged population grown throughout the surrounding Urban Footprint. Furthermore, as outlined above, the SRAIP incorporates sites intended for agribusiness uses, which will act to further support the continued growth of traditional economic industries within the region.

	(6) Support and facilitate progression towards more technologically and digitally-based work practices, including the rising influence of disruptive technologies to streamline transactions and improve business efficiency.	Complies with Element and Strategy The proposed development does not restrict the progression towards technologically and digitally-based work practices.
	(7) Plan for and deliver sufficient land and local infrastructure to accommodate, as a minimum, the employment planning baselines (Table 3 and Appendix A), including an adequate supply in the interim (Figure 10).	Complies with Element and Strategy The proposed development aims to greatly enhance employment opportunities throughout SEQ and aims to assist in achieving the employment baselines for the Scenic Rim Local Government Area of 21,780 by 2040-2041.
Element 2: Regional Economic Clusters **High-value and outward-facing economic opportunities and synergies within SEQ's RECs are accelerated.**	(1) Plan for the intensification and/or expansion of RECs to enhance regional economic growth and activity (Maps 3, 3a, 3b & Table 4).	Not Applicable The subject site is not within a REC identified within Maps 3, 3a &/or 3b.
	(2) Identify and protect core components within RECs (Table 4) and their enabling infrastructure from encroachment by incompatible land uses.	Not Applicable The subject site is not within a REC identified within Maps 3, 3a &/or 3b.
	(3) Facilitate synergies between core components within RECs.	Not Applicable The subject site is not within a REC identified within Maps 3, 3a &/or 3b.
	(4) Invest in economic enabling infrastructure that support RECs, including the port and airports, intermodal terminals, public transport, freight linkages, and data and energy.	Not Applicable The subject site is not within a REC identified within Maps 3, 3a &/or 3b.
	(5) Ensure that planning frameworks provide sufficient flexibility to respond to the dynamic and evolving nature of RECs, and support growth and investment in their core components.	Not Applicable The subject site is not within a REC identified within Maps 3, 3a &/or 3b.
Element 3: Regional activity centres network **The regional activity centres network adapts to the demands of a transitioning economy, serves the current and future economic and social needs of the community and business, and drives productivity, collaboration and economic growth.**	(1) Accommodate major employment-generating activities in regional activity centres to support their role and function in the broader centres network and leverage existing economic assets and infrastructure (Maps 3, 3a, 3b and Tables 7 and 8).	Complies with Element and Strategy The proposed SRAIP development is strategically located in proximity to the recognized Major Rural Activity Centre of Boonah and larger Principal Rural Activity Centre of Beaudesert. The SRAIP is intended to support the role and function of these respective centres.
	(2) Plan for an increased range and mix of complementary activity, including higher residential densities, in and adjoining those centres with direct access to high frequency public transport.	Complies with Element and Strategy The proposed SRAIP development is strategically located in proximity to the recognized Major Rural Activity Centre of Boonah and larger Principal Rural Activity Centre of Beaudesert. The SRAIP is intended to support the role and function of these respective centres through the provision of a range of complementary activities.
	(3) Ensure development in individual centres is consistent with the regional centres network (Table 8).	Not Applicable The subject site is not within an individual centre.

	(4) Encourage synergies between regional activity centres and other economic uses, including knowledge and technology precincts, and major enterprise and industrial areas	Complies with Element and Strategy While the subject site is not within an existing regional activity centre, proposed SRAIP development is strategically located in proximity to the recognized Major Rural Activity Centre of Boonah and larger Principal Rural Activity Centre of Beaudesert. The proposed development provides complementary land uses that act to create synergies between the nearby centres and the subject site. This is achieved through the provision of agribusiness opportunities and is supported by a proposed (ancillary) agri-tourism facility where identified by the SRAIP. Several synergistic benefits are forecast as a result of the proposed development due to the specific mix of uses proposed at the subject site, resulting in numerous benefits to the local Scenic Rim and wider Queensland economies. For further detail refer to the economic advice prepared to date for the RDIAR in support of the SRAIP project .
	(5) Achieve a high-quality urban form that promotes a walkable urban environment within regional activity centres, to encourage interaction and collaboration.	Not Applicable The subject site is not within a regional activity centre.
Element 4: Knowledge and technology precincts Knowledge and technology precincts are globally and nationally connected vibrant, collaborative places that drive innovation and creativity in the market, attract investment and enhance human capital.	(1) Consolidate the growth of knowledge and technology precincts, and allow them to intensify and specialise over time (Maps 3, 3a, 3b, and Tables 4 and 5	Not Applicable The proposed development is not for a knowledge or technology precinct. Nor does the proposed development impact upon existing surrounding knowledge and technology precincts such as Gatton, Ipswich and/or Springfield.
	(2) Support the co-location of mutually supportive and value- adding activities that do not compromise the primary function of the precinct.	Not Applicable The proposed development is not for a knowledge or technology precinct. Nor does the proposed development impact upon existing surrounding knowledge and technology precincts such as Gatton, Ipswich and/or Springfield.
	(3) Ensure that knowledge and technology precincts maximise the advantage of their location, including direct access to the strategic transport system, to attract value-adding uses and skilled workers.	Not Applicable The proposed development is not for a knowledge or technology precinct. Nor does the proposed development impact upon existing surrounding knowledge and technology precincts such as Gatton, Ipswich and/or Springfield.
	(4) Encourage synergies between knowledge and technology precincts and other economic uses, including regional activity centres and major enterprise and industrial areas.	Not Applicable The proposed development is not for a knowledge or technology precinct. Nor does the proposed development impact upon existing surrounding knowledge and technology precincts such as Gatton, Ipswich and/or Springfield.

	(5) Achieve a high-quality, mixed-use urban form that promotes a walkable urban environment within knowledge and technology precincts, to encourage interaction and collaboration.	Not Applicable The proposed development is not for a knowledge or technology precinct. Nor does the proposed development impact upon existing surrounding knowledge and technology precincts such as Gatton, Ipswich and/or Springfield.
Element 5: Major enterprise and industrial areas **Major enterprise and industrial areas, including their supply chain networks, grow and enhance national and global trade.**	(1) Protect major enterprise and industrial areas, including associated connections to freight, intermodal, and supply chain networks that form part of the strategic transport system, from encroachment by incompatible land uses (Maps 3, 3a, 3b, and Tables 4 and 6)	Complies with Element and Strategy The proposed development is strategically located (as outlined previously) however in doing so, whilst being in relative proximity to the Bromelton State Development Area, the proposed development does not adversely impact upon the recognized enterprise and industrial area's access to freight, intermodal, and supply chain networks.
	(2) Enable the intensification and expansion of major enterprise and industrial areas, where appropriate, to improve their capacity and functionality	Complies with Element and Strategy The proposed development does not restrict the future intensification or expansion of nearby major enterprise and industrial areas.
	(3) Encourage synergies between major enterprise and industrial areas and other economic uses, including regional activity centres and knowledge and technology precincts.	Complies with Element and Strategy While the subject site is not within an existing major enterprise and industrial area, it provides complementary land uses that act to create synergies between the nearby centres and the subject site. This is achieved by the provision of economic uses and an agribusiness where identified by the SRAIP.
	(4) Plan for new major enterprise and industrial areas that are appropriately located near existing or planned freight and supply chain networks, including intermodal terminals, where they can accommodate regionally or state significant agglomerations of industry and business activity.	Not Applicable The proposed development is not for a new major enterprise and industrial area. However, the proposed development does not restrict the provision of future major enterprise and industrial areas.
	(5) Accommodate a mix of commercial uses in major enterprise and industrial areas to give workers and enterprises an appropriate level of access to shops, amenities and facilities to reduce trips out of the area without compromising their role and function.	Not Applicable The subject site is not within a major enterprise and industrial area.
Element 6: Tourism **SEQ is a world-class tourism destination providing domestic and international visitors with diverse and sophisticated tourism experiences.**	(1) Build upon the region's international brand to promote tourism opportunities that will enhance economic, environmental, social and cultural benefits.	Not Applicable Most non-ag-industry related uses have been removed from permitted uses under the Development Code and will no longer be included in the SRAIP. This includes the removal of a food and tourism hub and other previously proposed non-ag-industry uses.

	(2) Plan for socially and environmentally sustainable tourism and recreational activities in rural areas.	Not Applicable Most non-ag-industry related uses have been removed from permitted uses under the Development Code and will no longer be included in the SRAIP. This includes the removal of a food and tourism hub and other previously proposed non-ag-industry uses.
	(3) Facilitate tourism opportunities by enhancing enabling infrastructure and services, particularly airports, major roads and rail, and digital technology.	Not Applicable Most non-ag-industry related uses have been removed from permitted uses under the Development Code and will no longer be included in the SRAIP. This includes the removal of a food and tourism hub and other previously proposed non-ag-industry uses.
Element 7: Special uses SEQ accommodates a range of special uses, including	(1) Protect existing special uses from encroachment by incompatible development.	Not Applicable The subject site and proposed development are not located within close proximity to an existing or proposed special use.
activities that are difficult to locate, and that support regional needs and economic growth	(2) Plan for and support the establishment or relocation of special uses that emerge over time in locations identified as suitable for these purposes.	Complies with Element and Strategy Whilst the subject site and proposed SRAIP development are not located within close proximity to an existing or proposed special use, the nature of development being put forward by the SRAIP could in itself be potentially recognised as a special use given that the development is considered difficult to locate (i.e. locational specific) and has been demonstrated to be of a nature and scale such that it will provide direct benefit to the Scenic Rim along with wider SEQ region.

Element 8: Rural prosperity Rural areas leverage traditional primary industry strengths to expand, diversify and introduce value-adding activities that enhance productivity, resilience and competitiveness in domestic and global markets.	(1) Support rural communities to adapt and build on their strategic advantages to continue the profitability and sustainability of existing rural industry and activities.	Complies with Element and Strategy The proposal provides additional employment opportunities that are capable of servicing nearby rural communities. As previously mentioned within section 4 of this report the SRAIP provides valuable amenities within its precinct which will allow the surrounding farms to package their produce and prepare it for market that demands locally, freshly produced food. The creation of the SRAIP will support farming communities and businesses to adapt and build on their strategic advantages. The SRAIP will enhance the productivity of the existing Kalfresh operation, also introducing new agricultural and industrial operators into the local economy to strengthen and continue to build resilience and competitiveness within the SEQ region, and wider State and national markets. The co-location of agri-focus industrial activities located within close proximity to rural agricultural uses will provide Kalfresh and surrounding farms in their profitability and sustainability by reducing their travel footprint and allowing whole market food processing to be completed locally. The SRAIP being located along the Cunningham Highway and within close proximity to producers in the Fassifern, Lockyer Valley, Southern Downs and Darling Downs farming regions, will enable food and beverage businesses to process and deliver to customers faster and more efficiently (paddock to plate). SRAIP is a formal agricultural industrial hub that will consist of value-adding activities by allowing the provision of future agribusiness where identified by the SRAIP. It will provide facilities to store and process locally grown produce and deliver fresh products to the market, while providing employment opportunities to the Scenic Rim Region. The Digestate facility will allow improved sustainability of Kalfresh and surrounding farming operations by converting organic waste to biogas and nutrient-rich digestate, to produce power and fertiliser. The digester provides for a closed loop approach and encourages sustainable farming operations by utilising organic waste that previously would have gone to landfill.
	(2) Encourage the intensification or diversification of on-farm agricultural activities and the introduction of new rural value- adding activities such as biotechnology.	Complies with Element and Strategy The proposed development facilities the introduction of new rural value-adding activities by allowing the provision of future agribusiness where identified by the SRAIP. A key component, and significant benefit, of the SRAIP is the co-location of food processing businesses with a proposed $19 million 1.6MW (scalable to 10MW) bio-energy facility, which will convert food and urban waste into renewable energy through anaerobic digestion (AD).

		This process produced a biogas which will be used directly as power, and a nutrient-rich digestate to be used as fertiliser for the SRAIP associated crops within the local area. The plant infrastructure for the AD is to be located on proposed Lot 11 of the SRAIP with solid and liquid digestate being treated in the composting areas within the Rural Precinct of the site. It is proposed that the power produced by the AD will be captured and fed into the electricity infrastructure to service the SRAIP allotments and future uses. SRAIP is a formal agricultural industrial hub that will consist of value-adding activities by allowing the provision of future agribusiness which will support the local economy and sustainability and innovation and resilience in agriculture. It will provide facilities for production of raw materials and co-location of like and complementary manufacturing businesses to realise circular economy and enhanced processing efficiencies. The SRAIP will strongly support the strategies relating to diversification, innovation and value-adding due to the primary focus being on the production of food (human or animal), fibre and beverages, and advancing agriculture-related research, innovation and technologies to support the farming and agriculture industry.
	(3) Encourage local government-led rural precinct planning to support rural sustainability and economic growth.	Complies with Element and Strategy Whilst the proposed SRAIP development does not require specific rural precinct planning in this instance, the nature of development being put forward by the SRAIP could in turn lead to further local government-led investigations (and associated rural precinct planning) for the surrounding Scenic Rim along with wider SEQ region.

Goal 3: Connect

The purpose of Goal 3: Context is to create an integrated SEQ via efficient land use planning supported by the delivery of prioritised infrastructure such as active and public transport systems, key freight networks, and integral services including energy, water, and sewer systems. This is to be achieved via six (6) elements and twenty-five (25) strategies that are addressed in Table 3 below.

Table 3: Goal 3: Connect – Elements and Strategies

Element	Strategy	Response
Element 1: An efficient movement system **People and freight move efficiently around the region, maximising community and economic benefits.**	(1) Maximise the safe and efficient use of existing transport infrastructure to support the desired regional settlement pattern and major economic areas.	Complies with Element and Strategy The proposed development maximises the efficient use of the existing transport infrastructure, including the safe and efficient use of the Cunningham Highway.
	(2) Improve the capacity of the region's public transport system by delivering reliable high-frequency services and connecting these with active transport connections (Map 4 and 4a).	Not Applicable The proposed development has not been recognized as impacting upon Strategic Public Transport Systems (as recognized by Map 4 &/or 4a).
	(3) Prioritise efficient and reliable freight movement on key corridors to minimise conflicts with other transport and land uses (Map 4b).	Complies with Element and Strategy With the subject site being situated directly fronting the Cunningham Highway, the proposed SRAIP development seeks to maintain freight movements through this corridor.
	(4) Increase and enhance opportunities to interchange between transport modes across the network to maximise integration of transport infrastructure and allow for easy travel.	Not Applicable The SRAIP proposal does not envisage the specific provision of any direct transport infrastructure associated with interchanging between transport modes and/or connections across the network. The proposed development maximises integration of transport infrastructure options where possible.
Element 2: Active transport Active transport is a favoured, practical option for a range of trips.	(1) Prioritise active transport as the primary mode in regional activity centres.	Not Applicable The site is not within a regional activity centre.
	(2) Provide an extensive, convenient and safe active transport network throughout the region's urban areas.	Not Applicable The site is not within an urban area.
	(3) Provide active transport connections to existing and planned high-frequency public transport stops and stations, centres, schools and tertiary education institutions.	Not Applicable The site is not connected to existing and/or planned high-frequency public transport stops and stations, centres, schools and tertiary education institutions.

	(4) Design new urban communities to ensure active and public transport are the most convenient and easiest way to move around, to reduce private vehicle dependence.	Not Applicable The proposed development is not for a new urban community.
Element 3: Integrated planning Infrastructure and land use planning and delivery are integrated.	(1) Investigate, plan and deliver a strategic transport system that connects people, places and employment efficiently with high-frequency passenger transport services (Map 4 and 4a).	Complies with Element and Strategy The proposed development maximises the efficient use of the existing transport infrastructure, including the safe and efficient use of the Cunningham Highway.
	(2) Investigate, plan and deliver transport solutions to enable the growth of RECs by connecting regional activity centres, knowledge and technology precincts, and major enterprise and industrial areas.	Complies with Element and Strategy The proposed development retains and enhances transport options that provide for connections between RECs and regional activity centres, knowledge and technology precincts, and major enterprise and industrial areas.
	(3) Coordinate and integrate the planning and delivery of infrastructure and services at regional, sub-regional and local levels using a consistent set of regional plan growth assumptions, including the 2041 dwelling supply benchmarks and employment planning baselines (Figure 7, Table 3 and Appendix A) and supporting assumptions (see Chapter 5).	Complies with Element and Strategy The proposed development incorporates integrated transport infrastructure to support regional, sub-regional and local connections and services (refer to traffic advice prepared by Cardno)
	(4) Integrate infrastructure and local land use planning to maximise access to, use of and benefits from infrastructure and service upgrades (including, where feasible and following further investigation, capturing a proportion of associated land value uplift to help fund the project).	Complies with Element and Strategy The proposed development utilises comprehensive local land use planning to identify distinct precincts, allowing for co-location of uses, benefitting from integrated infrastructure.
	(5) Investigate and plan to maximise shared use of vehicles, including through planning for the introduction of autonomous vehicles.	Complies with Element and Strategy Given the nature of the proposed development, it is expected that the majority of tourists and/or visitors will utilise shared use of vehicles to access the subject site.
	(6) Investigate, plan and deliver wildlife movement, and threat reduction solutions, where roads and infrastructure intersect with the regional biodiversity network (including corridors) to protect and provide for the safe movement of wildlife.	Complies with Element and Strategy As outlined throughout the ecological report prepared by 28South, the proposal does not involve the provision of new roads through the regional biodiversity network. Remanent vegetation and key corridors have been retained and protected.
Element 4: Prioritised infrastructure investment **Investment in the regional infrastructure network is prioritised to service social and economic needs in a way that integrates with the desired**	(1) Advance region-shaping infrastructure (Table 9) via the State Infrastructure Plan's planning, prioritisation and delivery framework.	Complies with Element and Strategy The proposed development does not impact upon the provision of the Melbourne to Brisbane Inland Rail or the Bromelton North-South Arterial Road Projects.
	(2) Support infrastructure solutions as required to enable planned growth areas (i.e. those zoned for urban development) to provide an adequate, accessible, and affordable urban land supply.	Complies with Element and Strategy The proposed development provides upgrades to the surrounding road network which in turn will benefit nearby planned growth areas to provide adequate, accessible and affordable urban land supply.

growth pattern.	(3) Prioritise planning, demand management, technological or other innovative solutions which do not require building of new or upgraded infrastructure to service needs, reducing costly infrastructure investments.	Complies with Element and Strategy Where possible, the proposed development reuses existing infrastructure to reduce costly infrastructure investments
	(4) Identify opportunities to partner with other levels of government and industry to service needs.	Complies with Element and Strategy Where possible, partnerships will be formed with other industries and levels of government to service needs.
	(5) Investigate ways of capturing a proportion of any associated land value uplift generated from future inclusions of land in the Urban Footprint (including land in locations currently identified as Potential Future Growth Areas) to help service new growth areas.	Not Applicable The subject site is not within a potential future growth area.
Element 5: Regional infrastructure networks **Regional infrastructure networks are maintained and enhanced to support the region's growth and needs sustainably, cost-effectively and in a timely manner.**	(1) Ensure land use and built form support the efficient use of existing regional infrastructure networks, and cost- effective augmentation of infrastructure for energy, water and sewerage to meet needs.	Complies with Element and Strategy Where possible, the proposed development reuses existing infrastructure, including the surrounding road network. The proposed development has been nominated for staged construction and segregated into precincts with synergistic uses and built form that make efficient use of the existing regional infrastructure network.
	(2) Embrace innovative funding mechanisms to support better infrastructure delivery.	Not Applicable Given the level of infrastructure required, infrastructure delivery is to be privately funded.
	(3) Deliver Infrastructure Coordination Plans and Regional Transport Plans for SEQ to progress the planning and delivery of the strategic transport system (Maps 4, 4aand 4b), and other infrastructure to support the region's growth.	Not Applicable Upgrades and changes to the strategic transport system are not required to the extent that infrastructure coordination plans or regional transport plans would be required.
Element 6: Digital infrastructure **SEQ has a robust digital infrastructure network to service business and social interaction.**	(1) Support improved digital connections to knowledge and technology precincts, regional activity centres, and major enterprise and industrial areas.	Complies with Element and Strategy Suitable communications and digital infrastructure services can be provided to the proposed development to facilitate the integration of the subject site to nearby centres, and major enterprise and industrial areas.
	(2) Work with communications providers and the Australian Government to improve digital infrastructure.	Complies with Element and Strategy Where possible and practical, work will be undertaken in collaboration with communications providers and the Australian Government to improve digital infrastructure.
	(3) Maximise the use of digital communications infrastructure to support more flexible working arrangements.	Complies with Element and Strategy Where possible and practical, digital communications infrastructure will be incorporated into the proposed development.

Goal 4: Sustain

The purpose of Goal 4: Sustain is to protect SEQ's natural assets, biodiversity, and regional landscapes to ensure that they can support the region's communities. This will be achieved through eleven (11) elements and forty-five (45) strategies as outlined throughout Table 4.

Table 4: Goal 4: Sustain – Elements and Strategies

Element	Strategy	Response
Element 1: Aboriginal and Torres Strait Islander peoples Aboriginal and Torres Strait Islander peoples are engaged and their culture is respected and reflected in planning for the region.	(1) Recognise and reflect the economic and social needs of Aboriginal and Torres Strait Islander communities in land use planning through consultation and engagement with those communities.	Not Applicable The subject site is not identified within *ShapingSEQ* as supporting Indigenous landscape values.
	(2) Recognise and reflect the procedural rights of Traditional Owners to be consulted at the outset and involved in land use planning for matters that may affect their rights.	Not Applicable The subject site is not identified within *ShapingSEQ* as supporting Indigenous landscape values.
	(3) Engage Traditional Owners to enable their cultural knowledge and connection to land and seascapes to be included in planning for communities and the sustainable management of cultural and natural resources (Map 5a and Table 11a).	Not Applicable The subject site is not identified within *ShapingSEQ* as supporting Indigenous landscape values.
Element 2: Biodiversity **The regional biodiversity network is protected and enhanced to support the natural environment and contribute to a sustainable region.**	(1) Protect regional biodiversity values, and the ecological processes that support them, from inappropriate development (Map 5b and Table 11b).	Complies with Element and Strategy As demonstrated within the ecological report prepared by 28South, the proposed development protects all regionally significant biodiversity values and the ecological processes that support them. This has been reflected throughout the SRAIP and ensure that the biodiversity values within the subject site are protected throughout future development.
	(2) Maintain and enhance the value and connectivity of regional biodiversity corridors to optimise biodiversity conservation outcomes (Map 5b and Table 11b).	Complies with Element and Strategy As demonstrated within the ecological report prepared by 28South, the proposed development protects all regionally significant biodiversity corridors throughout the site. This has been reflected throughout the SRAIP and ensure that the biodiversity values and corridors within the subject site are protected throughout future development.
	(3) Avoid fragmentation of regional biodiversity corridors and rehabilitate degraded areas to maintain habitat and support fauna movement.	Complies with Element and Strategy The proposed development incorporates a number of precincts that have all been designed to preserve the biodiversity features and/or recognized corridors throughout the site. The SRAIP reflects these precincts and the environmental areas, thereby ensuring that biodiversity corridors are not fragmented by future development.

	(4) Focus coordinated planning, management and investment, including offset delivery, in the regional biodiversity network.	Complies with Element and Strategy The SRAIP development footprint is sited directly adjacent to the Cunningham Highway on strategic cropping land where 20 non-juvenile habitat koala trees are located (albeit in a fragmented nature). Minor significant residual impacts in this instance are proposed to be offset by way of a one-off financial contribution in accordance with the Queensland Environmental Offsets Policy. Compensatory plantings of Queensland blue gums will also be voluntarily accommodated within the proposed overland flow path.
Element 3: Koala conservation **A network of interconnected koala habitat is maintained to sustain SEQ's koala population over the long-term.**	(1) Identify and protect areas to support viable koala populations that are distributed widely across SEQ in rural, rural residential and urban landscapes.	Complies with Element and Strategy As outlined in the ecological report prepared by 28South (**Appendix E.1** of the RDIAR), there is the possibility that koalas may be encountered throughout the site. Areas within the broader site contains areas of mapped Koala Habitat Area within the far northern and north western extent of the Site. The proposed development including infrastructure and proposed disturbance areas are well removed from this mapped koala habitat (more than ~400 m) and will not result in any direct or indirect impacts to koala habitat areas. The SRAIP development footprint is sited directly adjacent to the Cunningham Highway on strategic cropping land where 20 non-juvenile habitat koala trees are located (albeit in a fragmented nature). Minor significant residual impacts in this instance are proposed to be offset by way of a one-ff financial contribution in accordance with the Queensland Environmental Offsets Policy. Compensatory plantings of Queensland blue gums will also be voluntarily accommodated within the proposed overland flow path
	(2) Focus coordinated planning, with management and investment programs, to maintain and enhance the extent and quality of koala habitat and the viability and abundance of koalas across the region.	Complies with Element and Strategy As outlined in the ecological report prepared by 28South, there is the possibility that koalas may be encountered throughout the site. The site is mapped to contain Koala Habitat Area within the far northern and north western extent of the Site. The proposed development including infrastructure and proposed disturbance areas are well removed from this mapped koala habitat (more than ~400 m) and will not result in any direct or indirect impacts to koala habitat areas. The SRAIP development footprint is"site' directly adjacent to the Cunningham Highway on strategic cropping land where 20 non-juvenile habitat koala trees are located (albeit in a fragmented nature). Minor significant residual impacts in this instance are proposed to be offset by way of a one off financial contribution in accordance with the Queensland Environmental

		Offsets Policy. Compensatory plantings of Queensland blue gums will also be voluntarily accommodated within the proposed overland flow path
Element 4: Regional landscapes Regional landscape values and functions are sustainably managed and provide social, environmental, cultural and economic benefits to the region.	(1) Protect the values of inter-urban breaks, while providing for a range of activities compatible with their predominantly rural or natural character (Map 5c and Table 11b).	Not Applicable The subject site is not within close proximity to any inter-urban breaks.
	(2) Protect and rehabilitate culturally significant places in the regional landscape (Table 11b).	Not Applicable The subject site does not contain any culturally significant places.
	(3) Protect regional scenic amenity areas from development that would compromise their value (Map 5c and Table 11b).	Complies with Element and Strategy The proposed development supports and protects the regional scenic amenity areas surrounding the site as demonstrated through the Landscape Character and Visual Impact Assessment (LVIA) completed for this project
	(4) Protect and enhance the regional greenspace network, including through innovative approaches, to meet the recreational and outdoor needs of the community (Map 5c and Table 11b).	Not Applicable The subject site is not within close proximity to Regionally significant greenspace areas.
Element 5: Water sensitive communities **Water management in SEQ will use innovative approaches in urban, rural and natural areas to enhance and protect the health of waterways, wetlands, coast and bays.**	(1) Protect and sustainably manage the region's catchments to ensure the quality and quantity of water in our waterways, aquifers, wetlands, estuaries, Moreton Bay and oceans meets the needs of the environment, industry and community.	Not Applicable The subject site is not within a key catchment area.
	(2) Plan for a water sensitive region by supporting innovation in water cycle management that increases the efficient use of water, security of supply, addresses climate change and manages impacts on waterways and Moreton Bay	Complies with Element and Strategy Innovative water cycle management will be implemented where possible and practical. Water retention in the region is a key benefit of the project being located in close proximity to productive agricultural lands. Waste water from processing facilities will be used by the digester and irrigated back to agricultural land by way of liquid digestate and soil conditioners.

Element 6: Natural economic resources **The region's natural economic resources are managed sustainably and efficiently to meet the needs of existing and future communities.**	(1) Conserve agricultural areas, including those which provide communities with an affordable supply of fresh food, food security and export earning potential (Map 5d and Table 11b).	Complies with Element and Strategy The subject site is located on Agricultural land identified by *ShapingSEQ*, however it is noted that whilst utilized for food processing/production activities, part of the site is not currently occupied by cropping activities. The proposed development protects agricultural areas and land by identifying potential areas for agribusiness within the SRAIP.
	(2) Protect and manage the region's limited extractive resources, such as sand and quarry rock, to ensure the ready availability of construction materials to support cost-effective development into the future (Map 5d and Table 11b).	Not Applicable The SRAIP Project site boundary has been altered to exclude land within the KRA processing area. Further provisions regarding managing impacts of KRA uses are included in the Development Code.
	(3) Protect and enhance the region's native and plantation forests in the Regional Landscape and Rural Production Area.	Not Applicable The subject site is not within close proximity to a native and / or plantation forest area.
	(4) Protect, enhance and sustainably manage estuarine and freshwater habitats to sustain fish stock levels and maximise fisheries production for the ongoing benefit of the environment and community.	Not Applicable The subject site does not support estuarine and freshwater habitats.
	(5) Protect the region's drinking water catchments and aquifer recharge areas from inappropriate development to avoid compromising the delivery of a safe, secure and cost-effective drinking water supply (Map 5d and Table 11b).	Not Applicable The site is not within a drinking water catchment or within close proximity to a key resource as identified within *ShapingSEQ*. The site has obtained sufficient water allocation from Seqwater and with existing groundwater allocation has secured 371 ML of high reliable water supply to service the Project.
Element 7: Health and wellbeing **Communities are designed and supported by social infrastructure and natural assets to provide healthy, liveable places that promote mental and physical wellbeing.**	(1) Design communities to be walkable, attractive and comfortable, and have high-amenity environments consistent with the elements and strategies of the 'Live' theme	Complies with Element and Strategy The proposed development incorporates additional active transport routes as outlined within the traffic advice prepared by Carndo. This creates a walkable, attractive, and comfortable development.
	(2) Ensure that all communities have adequate and appropriate social infrastructure.	Complies with Element and Strategy Whilst not being considered an urban community, the proposed development provides social infrastructure for surrounding residential communities (where applicable).
	(3) Protect areas that supply high levels of ecosystem services from inappropriate development and other irreversible impacts.	Complies with Element and Strategy The proposed development utilises the precincts to restrict future development from occurring within areas that support high levels of ecosystems, thereby avoiding adverse or irreversible impacts.

	(4) Ensure the community has adequate access to sport and recreation opportunities that use the region's natural assets sustainably and do not compromise the region's biodiversity values.	Not Applicable Proposed development is not for a residential community that would require access to sport and recreation opportunities.
	(5) Enhance community connections through investment in arts, recreation, education, health, public safety and social housing facilities.	Not Applicable Proposed development is not for a residential community.
Element 8: Fairness Communities are places where people can access transport, education, jobs, services, green space, and family and friends in a way that is fair and equitable to all.	(1) Ensure communities have suitable access to frequent and reliable public transport, as well as walking and biking options, to allow access to employment, education and services locally and more broadly.	Complies with Element and Strategy The proposed development does not contain any existing bus stops or have any existing services currently provided. Further investigations may be required with respect to whether suitable public transport connections may be available to service development within the SRAIP.
	(2) Identify social needs through the land use and infrastructure planning process to address socio- economic disadvantage.	Complies with Element and Strategy The proposed development has facilitated community expectations and social needs by utilising community consultation during the conception stages. Accordingly, the proposal has been understood to suitably address social needs for the local community in this instance.
	(3) Provide various affordable living options, accounting for the cost of housing and transport, and also consider household energy and the real costs to the broader community.	Not Applicable The proposed development is not for a residential community.
	(4) Engage communities in land use planning processes.	Complies with Element and Strategy The proposed development has facilitated community expectations and social needs by utilising community consultation during the conception stages. Accordingly, the proposal has been understood to suitably addresses social needs for the local community in this instance.
Element 9: Climate change The effects of climate change are managed to optimise safety and resilience for communities and the natural environment.	(1) Reduce greenhouse gas emissions by adopting patterns of urban development that reduce the need and distance to travel and that encourages the use of active and public transport.	Complies with Element and Strategy The proposed development does not contain any existing bus stops or have any existing links to the public transport network. Further investigations may be required with respect to whether suitable active transport connections may be available to service development within the SRAIP. Walkability will be promoted within the precinct itself with the provision of footpaths suitably separated from the roadway. The key benefit of the project is close proximity to productive agricultural land reducing transport related emissions. The project seeks to attract works from within the Scenic Rim region who may otherwise travel to work to other centres in the SEQ such as Ipswich, Logan, Gold Coast or Brisbane.

	(2) Incorporate affordable renewable energy, low emissions technology and energy efficiency measures into the planning and development of communities, buildings and transport systems.	Complies with Element and Strategy The proposed SRAIP incorporates provisions to encourage the use of renewable energy and low emissions technology into the design of future uses within the precincts. The incorporation of the AD facility and electric charging provisions in the development also further reiterates the priority towards sustainable renewable energy options.
	(3) Support local strategies that contribute to the region's transition to a low carbon future and that implement effective climate change adaptation measures.	Complies with Element and Strategy The proposed SRAIP incorporates provisions to encourage the use of renewable energy and low emissions technology into the design of future uses within the precincts. The incorporation of the digester and electric charge provisions throughout the development also further reiterates the priority towards sustainable renewable energy options.
	(4) Enhance the resilience and capacity of natural assets to adapt to climate change and buffer people, infrastructure and biodiversity from the impact of extreme events.	Complies with Element and Strategy The proposed development and the associated SRAIP incorporates provisions to ensure that future development addresses potential impacts from extreme events. The application of digestate and soil conditioners will improve soil health and replace the current reliance on inorganic fertilisers to build resilience into nearby farmlands.
	(5) Use disaster risk management planning, adaptation strategies and avoidance of exposure to high-risk areas to minimise SEQ's vulnerability to climate change impacts.	Complies with Element and Strategy The proposed development and the associated SRAIP incorporates provisions to ensure that future development addresses potential impacts from extreme events.
Element 10: Safety **Communities are designed and equipped to be safe, hazard- resilient places.**	(1) Design communities that acknowledge and appreciate diversity and provide interactive public and open spaces to cultivate a sense of place and community belonging consistent with the elements and strategies of the 'Live' goal.	Complies with Element and Strategy The proposed development provides a high-quality interactive space that creates a sense of place and community.
	(2) Integrate community safety considerations into development design and delivery, including Crime Prevention Through Environmental Design principles.	Complies with Element and Strategy The proposed development suitably incorporates CPTED principles to ensure that community safety is provided throughout the future development.
	(3) Maintain and improve natural assets that can mitigate risks associated with natural processes, and hazards such as flooding, salinity, landslide and bushfire.	Complies with Element and Strategy The SRAIP incorporates provisions that ensure future development addresses any natural hazards relevant to the subject site.
	(4) Use disaster risk management planning and adaptation strategies (such as the Queensland Strategy for Disaster Resilience), and avoidance of exposure to high-risk areas to minimise SEQ's vulnerability to development constraints and natural hazards.	Complies with Element and Strategy The SRAIP incorporates provisions that ensure future development addresses any natural hazards relevant to the subject site.

Element 11: Affordable living **Communities have access to affordable living options which take into account the cost of housing, transport and associated infrastructure costs.**	(1) Plan for a greater number and broader range of dwellings closer to jobs and services to support affordable living options	Not Applicable The proposed development is not for residential uses.
	(2) Use the planning system to increase housing choice and diversity, and remove unnecessary regulatory costs.	Not Applicable The proposed development is not for residential uses.
	(3) Provide greater mobility and employment choices that support affordable living.	Not Applicable The proposed development is not for residential uses.
	(4) Promote an adequate and diverse supply of affordable housing in well-serviced locations.	Not Applicable The proposed development is not for residential uses.
	(5) Ensure that new development creates communities where residents can remain throughout their life and age in place.	Not Applicable The proposed development is not for residential uses.
	(6) Investigate opportunities to use state- and council-owned land in underutilised or inner-urban areas to provide affordable or social housing.	Not Applicable The proposed development is not for residential uses.
	(7) Explore innovative approaches to minimise resource use in new development	Not Applicable The proposed development is not for residential uses.

Goal 5: Live

The purpose of Goal 5: Live is to create high quality liveable areas through better design and place-making that takes into consideration SEQ's subtropical climate. This is to be achieved through the implementation of seven (7) elements and twenty-five (25) strategies as outlined throughout Table 5.

Table 5: Goal 5: Live – Elements and Strategies

Element	Strategy	Response
Element 1: Valuing good design **Great subtropical and temperate design underpins SEQ urban places.**	(1) Ensure high-quality design for all development, particularly higher densities.	Complies with Element and Strategy The proposed development of the SRAIP will offer a high quality design outcome that utilises new technologies and introduces a closed loop agricultural production system
	(2) Deliver well-designed development in accordance with QDesign and QCompanion (see Chapter 4 for further information).	Complies with Element and Strategy The proposed development and SRAIP incorporate provisions to ensure that future development addresses the subtropical requirements of the region in their design.
	(3) Ensure good quality design is embedded in the planning system.	Complies with Element and Strategy The proposed development and SRAIP has undergone extensive design and planning to ensure the development results in good quality design outcomes regarding local biodiversity, transport, renewable energy, and overall site design.
Element 2: Working with the weather **SEQ's climate-derived character** **delivers new models of subtropical, energy-efficient living.**	(1) Orient urban form to optimise user comfort naturally and provide low-energy, low-cost living.	Complies with Element and Strategy The proposed development and SRAIP incorporates provisions such as the anaerobic digester which ensure a low energy design. The proposed development and SRAIP incorporate provisions to ensure that future development utilises designs and orientations that respond to sustainable design criteria.
	(2) Create indoor and outdoor spaces that provide easy access to comfortable outdoor living throughout the year.	Complies with Element and Strategy The proposed development and SRAIP incorporate provisions to ensure that future development utilises designs and orientations that respond to sustainable design criteria.
	(3) Create urban places that contribute to activity and life on the street through building layout design and architectural features.	Complies with Element and Strategy The proposed development and SRAIP incorporate provisions to ensure that future development utilises designs and orientations that respond to sustainable design criteria.
	(4) Promote adaptable living spaces for climatic comfort by providing movable elements, such as windows that open and bi-fold doors.	Complies with Element and Strategy The proposed development and SRAIP incorporate provisions to ensure that future development utilises designs and orientations that promote an adaptable working space that utilises movable elements particularly in proposed office spaces.

Element 3: Inspiration from local character **The communities of SEQ demonstrate a strong respect for their heritage, distinct context and local character.**	(1) Identify and conserve local landscape, heritage and cultural assets, including Indigenous landscape values, and where appropriate, integrate or adaptively re-use them in building, streets and spaces.	Complies with Element and Strategy The proposed development has addressed the local landscape, state and indigenous heritage features, and surrounding scenic amenity and ensures that each of these features are protected by future development as demonstrated through the Landscape Character and Visual Impact Assessment (LVIA) (Appendix A.3) completed for this project.
	(2) Work respectfully with natural topography to create development that contributes positively to the environmental and visual experience of a place.	Complies with Element and Strategy The proposed development has addressed the local landscape, to ensure that all notable features of the natural topography are considered and that the SRAIP contributes positively to the surrounding environment and contribute positively to the region. The Landscape Character and Visual Impact Assessment (LVIA) completed for this project further emphasise the utilisation and consideration for the natural topography of the site.
	(3) Explore the appropriate use of building materials to create contemporary design that adds to a local area's character and diversity.	Complies with Element and Strategy The SRAIP has been designed and explored the use of appropriate building materials to create a contemporary design further information on this can be found within the submitted RDIAR and also in the. Landscape Character and Visual Impact Assessment (LVIA) (Appendix A.3) completed for this project.
	(4) Work with the characteristics, traditions and values of the local community to create a distinctive local character and contributory community value.	Complies with Element and Strategy The proposed development was opened to community feedback and discussion throughout the planning stages and from this the SRAIP now contributes towards the community values and addresses any initial concerns from the community.
Element 4: Working with natural systems **The liveability and sustainability of SEQ's urban environments are enhanced by incorporating urban greening networks.**	(1) Respect and add to local landscape character and ecological diversity to create places that demonstrate a strong respect for nature (for example, koala-friendly design protects, manages and helps integrate this threatened species).	Complies with Element and Strategy The proposed development ensures that the natural assets within the subject site and throughout the surrounding locality are protected and enhanced. This SRAIP assists in achieving this by introducing provisions for the protection of natural assets within the subject site along with limiting the extent of development to avoid encroachment into sensitive areas. Encroachment onto koala habitat will be offset by a one-off payment in accordance with the Queensland Environmental Offsets Policy. This allows the proposed development to add to the local landscape character and ecological diversity of the

		locality.
	(2) Conserve and protect significant trees, plants of scale and significant species, as valuable community assets and use these features to enhance local character.	Complies with Element and Strategy As demonstrated throughout the ecological report prepared by 28South (Appendix E.1), the proposal protects the key natural assets throughout the subject site, including any recognized significant trees and plants. Any encroachment onto koala habitat will be offset by a one-off payment in accordance with the Queensland Environmental Offsets Policy.
	(3) Use extensive native vegetation and large shade trees in public spaces and along streets to encourage walking and cycling, and comfortable use of the outdoors.	Complies with Element and Strategy The proposed SRAIP incorporates provisions and assessment benchmarks that ensure future development provides landscaping and vegetation throughout public areas and where possible, can encourage active modes of transport.
	(4) Work with the region's landscapes and waterways to deal with water management and urban heat island effects sustainably, provide urban-scale recreational resources and support small-scale urban food production by residents.	Complies with Element and Strategy As demonstrated throughout the SRAIP and associated Master plan, the proposal maintains and protects existing ecological values, and ensures that the proposed development minimises urban heat island effects where possible.
Element 5: Creating legible and connected streets and spaces	(1) Use existing streets and spaces to create places that are part of a well-connected network with simple and direct links.	Complies with Element and Strategy The proposed development proposes an integrated road network with adjoining development to ensure a well- connected network is provided.
An integrated network of streets and spaces creates connectivity and supports economically vibrant communities.	(2) Deliver a range of street and space scales that easily and comfortably accommodate the needs of all users.	Complies with Element and Strategy As demonstrated throughout the SRAIP, the proposed development provides a road network that is logical and accommodates the needs of the intended users and any emergency vehicles that may be required on site Further information on the transport network on site is located in Appendix B.7 – Transport Memo.
	(3) Design streets and spaces to be fit for purpose, reflecting their role within the wider urban context.	Complies with Element and Strategy As demonstrated throughout the SRAIP, the proposed development ensures that the internal road network is designed to suit road and the future land uses within the precincts. The internal road network also efficiently and safely integrates into the surrounding external road network and the wider urban context.

	(4) Use appropriate vegetation, large trees and awnings in public spaces and along streets to provide shade and shelter for the community as places to spend time, whether for walking, socialising or riding a bike.	Complies with Element and Strategy The proposed SRAIP incorporates provisions and assessment benchmarks that ensure future development provides landscaping and vegetation throughout public areas that encourage active modes of transport. Compensatory plantings of Queensland blue gums will also be voluntarily accommodated within the proposed overland flow path which will ensure appropriate vegetation throughout the site.
Element 6: Embedding opportunities for adaptation and change **Buildings, streets and spaces have inbuilt flexibility and adaptability to accommodate new uses and users in the long-term.**	(1) Provide facilities to enable communities to be more resilient and self-sufficient by embedding opportunities for food to be homegrown and water and energy to be locally sourced.	Not Applicable The proposed development is not for a residential community.
	(2) Create flexible buildings, streets and spaces that are capable of adapting to new uses and user needs over time.	Complies with Element and Strategy The proposed SRAIP outlines the intended land uses for each of the precincts. Each of the precincts allow for a range of land uses that are suitable for the precinct, with the proposed internal road network and spaces being capable of accommodating any reasonable changes to the uses throughout the future.
	(3) Create places capable of accommodating individual needs throughout their whole life, adopting design principles to specifically address the needs of children, older people and people with disabilities.	Not Applicable The proposed development is not for residential uses that would be required to accommodate people throughout their entire life. Regardless, the SRAIP incorporates provisions that trigger assessment against the relevant codes of the SRPS 2020 that address accessibility.
	(4) Design places to be resource efficient, durable and low maintenance to reduce energy demand and therefore costs in construction and maintenance in the long-term.	Not Applicable The proposed development does specify building materials that must be used. This will be addressed throughout applications for the future land uses in each precinct.
Element 7: The power of place- making **Great place-making in SEQ creates and improves urban places and rural**	(1) Support local government and community place-making efforts in urban areas and rural towns, to enhance SEQ's reputation for liveability, subtropical and temperate design, economic vitality, and our commitment to great design and community involvement in place-making (Map 6 and Table 12).	Complies with Element and Strategy The proposed development is strategically located to support nearby 'great places' as identified within *ShapingSEQ*. The proposed development will result in a high-quality agribusiness facility that will greatly promote the locality's liveability, economic vitality and commitment to great design and community involvement.

towns that successfully reinforce local and regional identity and create social and economic dividends for our communities.	(2) Promote an ethos of place-making that unlocks the creativity and potential of local communities to become part of making these places great. This may involve initiatives such as: a) quick, inexpensive and temporary experimentation in the nature and use of streets and public spaces b) (referred to as 'tactical urbanism') c) shared spaces that encourage collaboration d) new models of inclusive decision-making for local community focus areas e) new ways to involve young people in projects f) fostering a culture of entrepreneurship.	Complies with Element and Strategy Throughout the conception of the proposed development public consultation has been undertaken with key stakeholders, ensuring that the local community has been part of decision process and making places great.

APPENDIX D RESPONSE TO TABLE 11B OF THE SEQ REGIONAL PLAN (SHAPING SEQ)

Table 11B: Landscape areas and natural assets (Regional biodiversity values)		
Landscape area or natural assets	**Definition**	**Response**
Regional biodiversity network (Map 5b) ***Natural assets that contribute to the maintenance of ecological processes and biodiversity at a regional scale that are critical for the environment, society and economy. The relationship between these assets forms an important ecological network that contains matters of state environmental significance as well as regional biodiversity values, reflecting SEQ's status as a highly biodiverse metropolitan region. The natural assets that make up this network consist of the following components.***		
Matters of state environmental significance	Matters of state environmental significance (MSES) as defined by the SPP. ***Note:*** *Where possible, MSES is indicatively shown on the SPP Interactive Mapping System.*	Complies MSES provisions have been addressed in the ecological assessment (Appendix E.1) provided with the RDIAR submission. The latest SRAIP layout has been amended to avoid interference with any recognised mapping.
Regional biodiversity values	Regional biodiversity values have been mapped in SEQ and identify: – large tracts of vegetation – aquatic connectivity – areas of species richness and diversity – areas of ecosystem representation and uniqueness – climate adaptation zones and refugia. These values (further defined on page 90) are critical at a regional level to enable the protection of interacting ecosystem functions and their associated species and diversity. These values are to be investigated and refined by local government for protection as matters of local environmental significance (MLES). This is in addition to protecting those areas identified as having MSES. These areas are important as they contribute to an ecologically sound and resilient regional network of habitats and corridors.	Complies Regional biodiversity value provisions have been addressed in the ecological assessment (Appendix E.1) provided with the RDIAR submission. In doing so, the latest SRAIP layout has been amended to avoid interference with any recognised MSES mapping and thereby avoiding any adverse impacts in this regard. The SRAIP will participate in planting on site to increase connectivity with the MSES mapped locations.
Regional biodiversity corridors	Regional biodiversity corridors connect or improve connectivity through targeted rehabilitation of natural assets, including between existing areas of MSES or regional biodiversity values; they are important for the resilience of the region. These corridors are to be investigated and refined by local government for consideration as MLES where MSES does not already exist. ***Note:*** *Corridors mapped within the Urban Footprint follow existing natural landforms such as waterways e.g. Pine River to Hays Inlet.*	Not Applicable The proposed SRAIP development is not recognised as being situated on, within, or connecting to any significant regional biodiversity corridors.

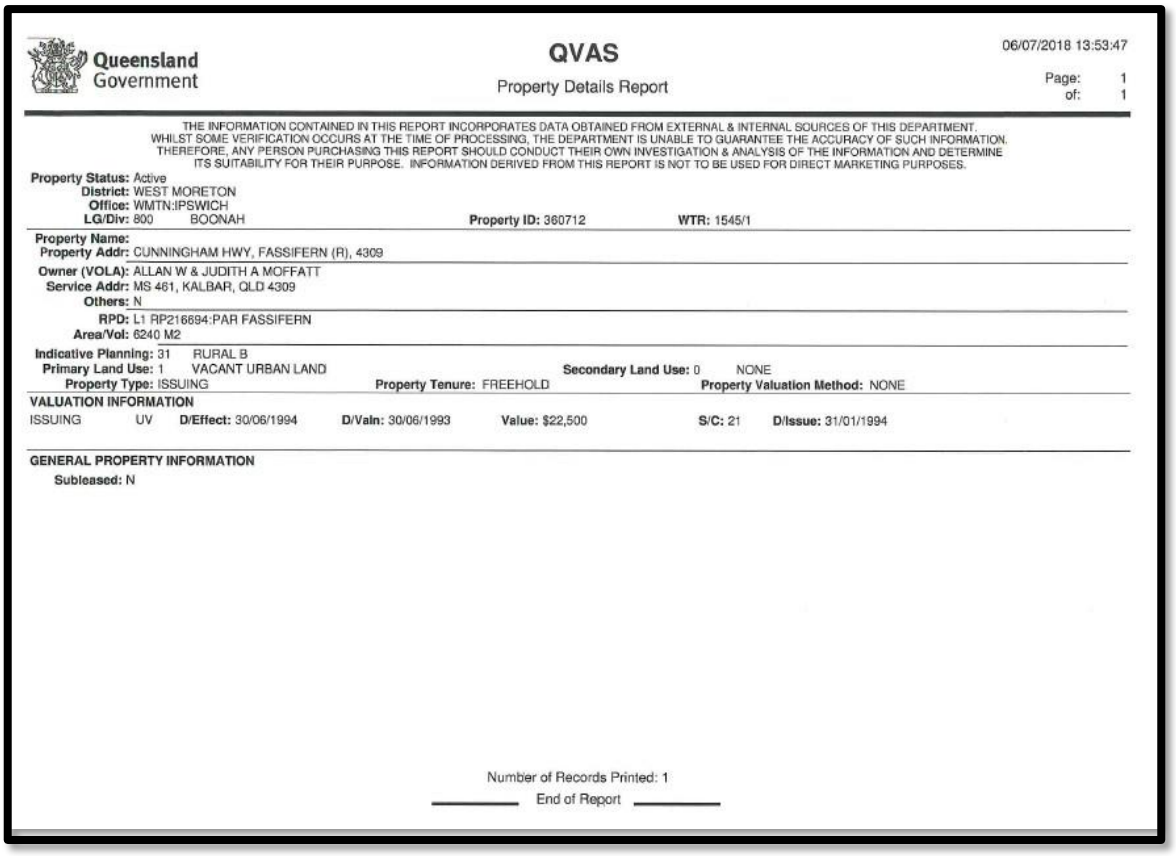
Koala habitat	Areas of remnant vegetation and regrowth supporting regional ecosystems known to contain koala habitat values. The range of koala habitat values, based on the latest information, will be identified through improved koala habitat mapping, which is intended to be prepared as part of the SEQ Koala Conservation Strategy. Refer to Chapter 4.	Complies Koala habitat value provisions have been addressed in the ecological assessment provided with the RDIAR. A monetary offset proposal has been nominated in the case of interference with recognised koala habitat.
Large tracts of vegetation	Large intact areas of high ecological integrity which contain many ecosystem functions contributing to the region's ongoing biodiversity. ***Benefits:*** Large viable areas of vegetation sustain viable populations of native flora and fauna, and buffer the region from extreme events and the impacts of climate change.	Not Applicable The proposed SRAIP development is not recognised as impacting upon any large intact areas of high ecological integrity which contain many ecosystem functions contributing to the region's ongoing biodiversity.
Terrestrial connectivity	Vegetation that allows for the interaction between large intact areas. ***Benefits:*** *Allows for movement, breeding opportunities and genetic diversity of the fauna and flora within the large intact areas. Includes proximity and stepping stone vegetation.*	Not Applicable The proposed SRAIP development is not recognised as being situated on, within, or connecting to any large significant intact vegetation areas.
Areas of high species richness and diversity	Areas that support a broad range and large populations of the region's species. ***Benefits:*** *Maintenance of unique ecological and often highly biodiverse environments.*	Not Applicable The proposed SRAIP development is not recognised as being situated on, within, or connecting to any areas supporting a broad range and/or large populations of the region's species.
Areas of ecosystem representation and uniqueness	Areas that support a broad representation of the region's ecosystems, all with their own different set of functions that contribute to overall regional biodiversity. ***Benefits:*** *Resilience and economic opportunities for tourism and pharmaceutical and other industries.*	Not Applicable The proposed SRAIP is not recognised as being situated on or within an area supporting a broad representation of the region's ecosystems.
Climate adaptation zones and refugia	Large tracts and corridors that contain refugia, i.e. areas in the landscape buffered from extreme weather by features	Not Applicable

	such as dense leaf cover, hills and gullies, and permanent water bodies. ***Benefits:*** *Enhanced resilience and capacity to adapt to climate change impacts.*	The proposed SRAIP development does not impact upon any recognised large tracts and/or corridors.
Aquatic connectivity	Aquatic areas that have appropriate connectivity between other wetlands. ***Benefits:*** *Habitat, refugia, water purification and groundwater recharge for the environment and other uses such as agriculture.*	Complies Aquatic connectivity has been addressed in Appendix B.8 (Waterway Barrier Works Technical Report). This assessment acknowledges that the SRAIP will aim to improve fish passage and aquatic habitat within the site.
Regional landscape values (Map 5c) ***Areas with the highest confluence of multiple regional landscape values and ecosystem services.*** ***Benefits include concentration of multiple landscape values, functions, ecosystem services and community benefits.***		
Scenic amenity areas	Landscape areas identified by the SEQ regional amenity methodology as having scenic amenity value. ***Benefits:*** *Physical and mental health and wellbeing, tourism, sense of place and community cohesion.*	Complies As demonstrated through the Landscape Character and Visual Impact Assessment (LVIA) completed for this project (Appendix A.3), the SRAIP development has taken scenic amenity areas into consideration with respect to envisaged built form impacts.
Inter-urban breaks	Non-urban areas that differentiate major urban development areas. ***Benefits:*** *Enhanced community and sub-regional identity and sense of place, definition of landscape corridors, agriculture and forestry; potential provision of land for public recreation and other ecosystem services close to population centres.* ***Note:*** *Refer to sub-regional directions for identification of inter-urban breaks.*	Not Applicable The proposed SRAIP development is not recognised as impacting upon any large intact areas of high ecological integrity which contain many ecosystem functions contributing to the region's ongoing biodiversity.
Culturally significant places	Places which are important for preserving non-Indigenous sociocultural and historic connections. These include those places listed on the Queensland Heritage Register and considered under the SPP. For more information on heritage sites listed on the Register visit www.qld.gov.au/environment/land/heritage/register	Complies Cultural heritage investigations undertaken to date outline the possibility of Indigenous heritage present on the SRAIP site. These have been addressed in the RDIAR and Appendix B.10.

Regional greenspace network	Publicly owned or managed land that the community generally has a legal right to access. Regional recreation trails also form part of the regional greenspace network. Trails can offer excellent recreation opportunities to families, bicycle tourists, mountain bike riders, historical enthusiasts, horse riders and walkers. ***Benefits:*** *Improved community health and wellbeing through physical activity, direct experience of landscapes and nature, social interaction, increased employment and liveability.* ***Note:*** *Refer to sub-regional directions for identification of regional greenspace networks.*	Not Applicable The proposed SRAIP development is not recognised as impacting upon any regional greenspace network area(s).
Natural economic resource areas (Map 5d) ***Landscape areas that support agriculture, rural industries, forestry, fisheries, extractive resources, minerals & water supply***		
Agricultural land	Important agricultural resources, including Agricultural Land Classification (classes A and B), and Important Agricultural Areas. This mapping supports and strengthens the state interest for agriculture, particularly the guidelines to avoid or mitigate irreversible impacts.	Complies The SRAIP development incorporates existing / approved (agricultural related) operations and proposed an overall expansion which will not result in adverse impacts to existing agricultural land. As demonstrated to date, the SRAIP has been envisaged to result in a significant benefit to surrounding agricultural operations for the surrounding Scenic Rim region.
Key resource areas	Extractive resources such as sand, gravel, rock, clay and soil. This supports the state interest in mining and extractive resources. For the most up to date information on key resource areas, refer to the SPP and associated mapping.	Complies The SRAIP layout has been amended to avoid interference with any recognised KRA mapping and thereby avoiding any adverse impacts in this regard. As outlined in the RDIAR, the SRAIP is proposed to link with the approved KRA (quarry) development to the rear of the subject site.
Fish habitat areas	Selected inshore and estuarine fish habitats to be protected to sustain local and regional fisheries. All habitat types (e.g. vegetation, sand bars and rocky	Not Applicable

	headlands) within a declared Fish Habitat Area are protected equally from direct physical disturbance and coastal development. This supports and strengthens the *Fisheries Act 1994*.	The proposed SRAIP development is not recognised as impacting upon any declared fish habitat areas in this instance. However, as outlined in Appendix B.8 (waterway barrier works) the SRAIP will aim to improve estuarine areas on the site through various techniques including increasing fish passage.
Forestry	Includes state forest and timber reserve areas, and other state land available for the supply of timber and other forest products.	Not Applicable The proposed SRAIP development is not recognised as being situated on, within, or connecting to any significant forestry area(s)
Water resource catchments	Catchments (including aquifer recharge areas) that supply water for human consumption, intended primarily for drinking, whether or not the water is used for other purposes.	Complies The SRAIP has outlined a long-term water resource plan that ensures that relevant water supply catchments are addressed along with any associated impacts. This can be found within Appendix B.5 Water Availability for SRAIP.

APPENDIX E HISTORICAL QVAS PROPERTY DETAILS REPORTS



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Property Details Report

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Property Status: Active
District: WEST MORETON
Office: WMTN:IPSWICH
LG/Div: 800 BOONAH **Property ID:** 360712 **WTR:** 1545/1

Property Name:
Property Addr: CUNNINGHAM HWY, FASSIFERN (R), 4309

Owner (VOLA): ALLAN W & JUDITH A MOFFATT
Service Addr: MS 461, KALBAR, QLD 4309
Others: N

RPD: L1 RP216694:PAR FASSIFERN
Area/Vol: 6240 M2

Indicative Planning: 31 RURAL B
Primary Land Use: 1 VACANT URBAN LAND **Secondary Land Use:** 0 NONE
Property Type: ISSUING **Property Tenure:** FREEHOLD **Property Valuation Method:** NONE

VALUATION INFORMATION

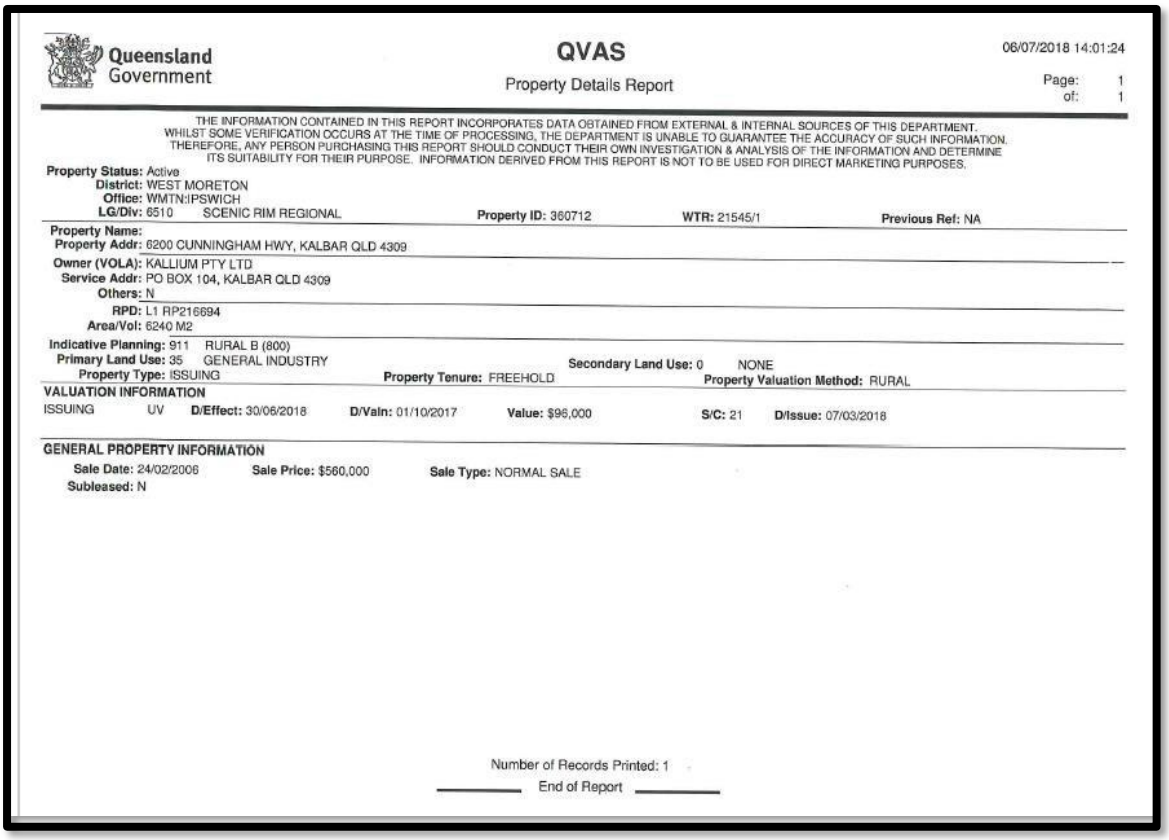
ISSUING UV **D/Effect:** 30/06/1994 **D/Valn:** 30/06/1993 **Value:** $22,500 **S/C:** 21 **D/Issue:** 31/01/1994

GENERAL PROPERTY INFORMATION

Subleased: N

Number of Records Printed: 1

End of Report



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Property Status: Active
District: WEST MORETON
Office: WMTN:IPSWICH
LG/Div: 6510 SCENIC RIM REGIONAL **Property ID:** 360712 **WTR:** 21545/1 **Previous Ref:** NA

Property Name:
Property Addr: 6200 CUNNINGHAM HWY, KALBAR QLD 4309
Owner (VOLA): KALLIUM PTY LTD
Service Addr: PO BOX 104, KALBAR QLD 4309
Others: N
RPD: L1 RP216694
Area/Vol: 6240 M2
Indicative Planning: 911 RURAL B (800)
Primary Land Use: 35 GENERAL INDUSTRY **Secondary Land Use:** 0 NONE
Property Type: ISSUING **Property Tenure:** FREEHOLD **Property Valuation Method:** RURAL

VALUATION INFORMATION

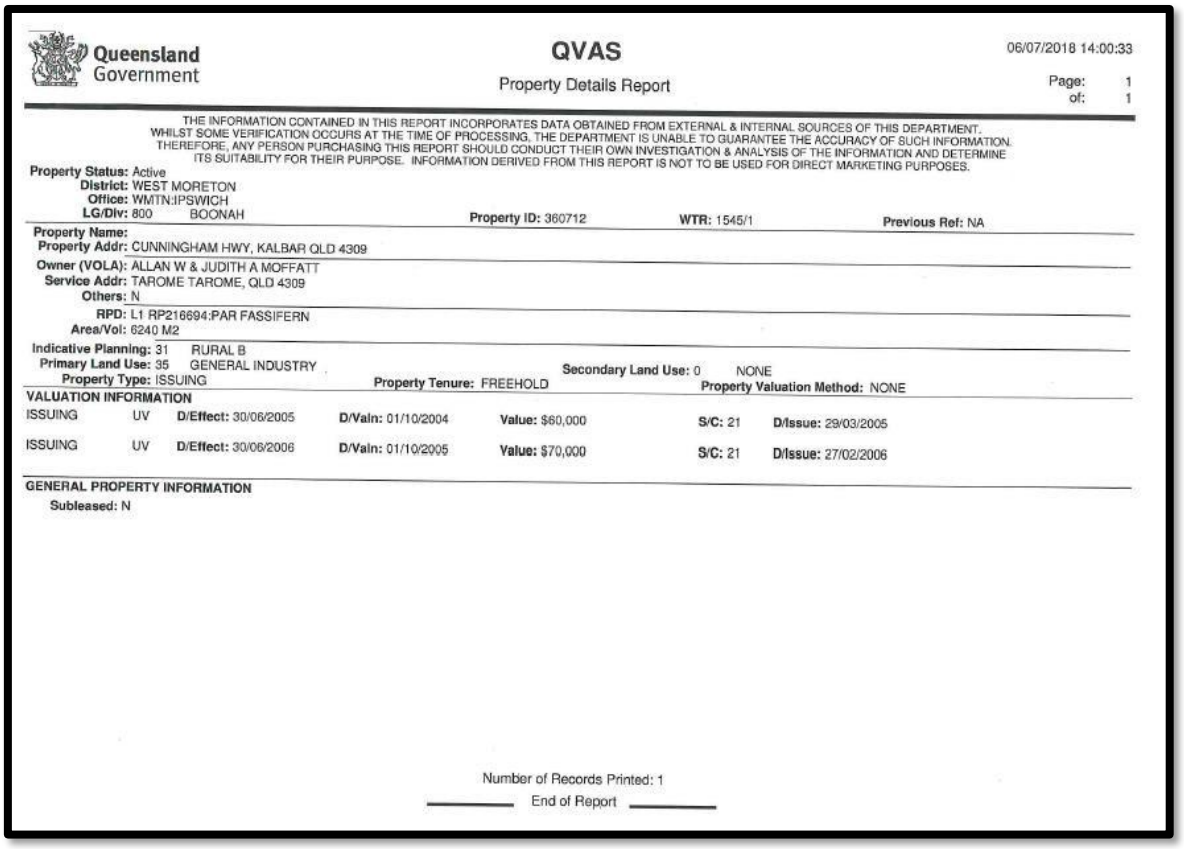
ISSUING UV **D/Effect:** 30/06/2018 **D/Valn:** 01/10/2017 **Value:** $96,000 **S/C:** 21 **D/Issue:** 07/03/2018

GENERAL PROPERTY INFORMATION

Sale Date: 24/02/2006 **Sale Price:** $560,000 **Sale Type:** NORMAL SALE
Subleased: N

Number of Records Printed: 1

End of Report



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Property Status: Active
District: WEST MORETON
Office: WMTN:IPSWICH
LG/Div: 800 BOONAH
Property ID: 360712 **WTR:** 1545/1 **Previous Ref:** NA
Property Name:
Property Addr: CUNNINGHAM HWY, KALBAR QLD 4309
Owner (VOLA): ALLAN W & JUDITH A MOFFATT
Service Addr: TAROME TAROME, QLD 4309
Others: N
RPD: L1 RP216694;PAR FASSIFERN
Area/Vol: 6240 M2
Indicative Planning: 31 RURAL B
Primary Land Use: 35 GENERAL INDUSTRY
Secondary Land Use: 0 NONE
Property Type: ISSUING **Property Tenure:** FREEHOLD **Property Valuation Method:** NONE

VALUATION INFORMATION

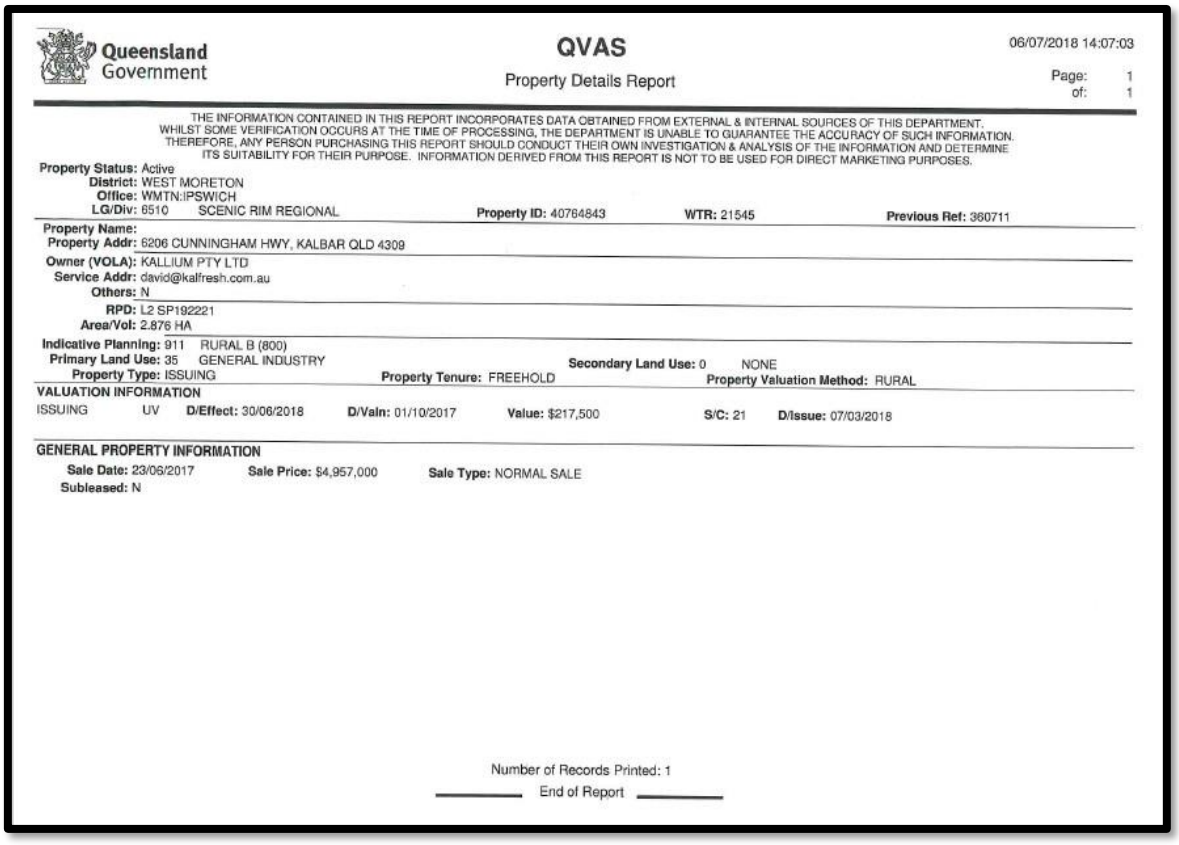
ISSUING	UV	**D/Effect:** 30/06/2005	**D/Valn:** 01/10/2004	**Value:** $60,000	**S/C:** 21	**D/Issue:** 29/03/2005
ISSUING	UV	**D/Effect:** 30/06/2006	**D/Valn:** 01/10/2005	**Value:** $70,000	**S/C:** 21	**D/Issue:** 27/02/2006

GENERAL PROPERTY INFORMATION

Subleased: N

Number of Records Printed: 1

End of Report



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Property Details Report

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Property Status: Active
District: WEST MORETON
Office: WMTN::IPSWICH
LG/Div: 6510 SCENIC RIM REGIONAL **Property ID:** 40764843 **WTR:** 21545 **Previous Ref:** 360711

Property Name:
Property Addr: 6206 CUNNINGHAM HWY, KALBAR QLD 4309
Owner (VOLA): KALLIUM PTY LTD
Service Addr: david@kalfresh.com.au
Others: N
RPD: L2 SP192221
Area/Vol: 2.876 HA
Indicative Planning: 911 RURAL B (800)
Primary Land Use: 35 GENERAL INDUSTRY **Secondary Land Use:** 0 NONE
Property Type: ISSUING **Property Tenure:** FREEHOLD **Property Valuation Method:** RURAL

VALUATION INFORMATION

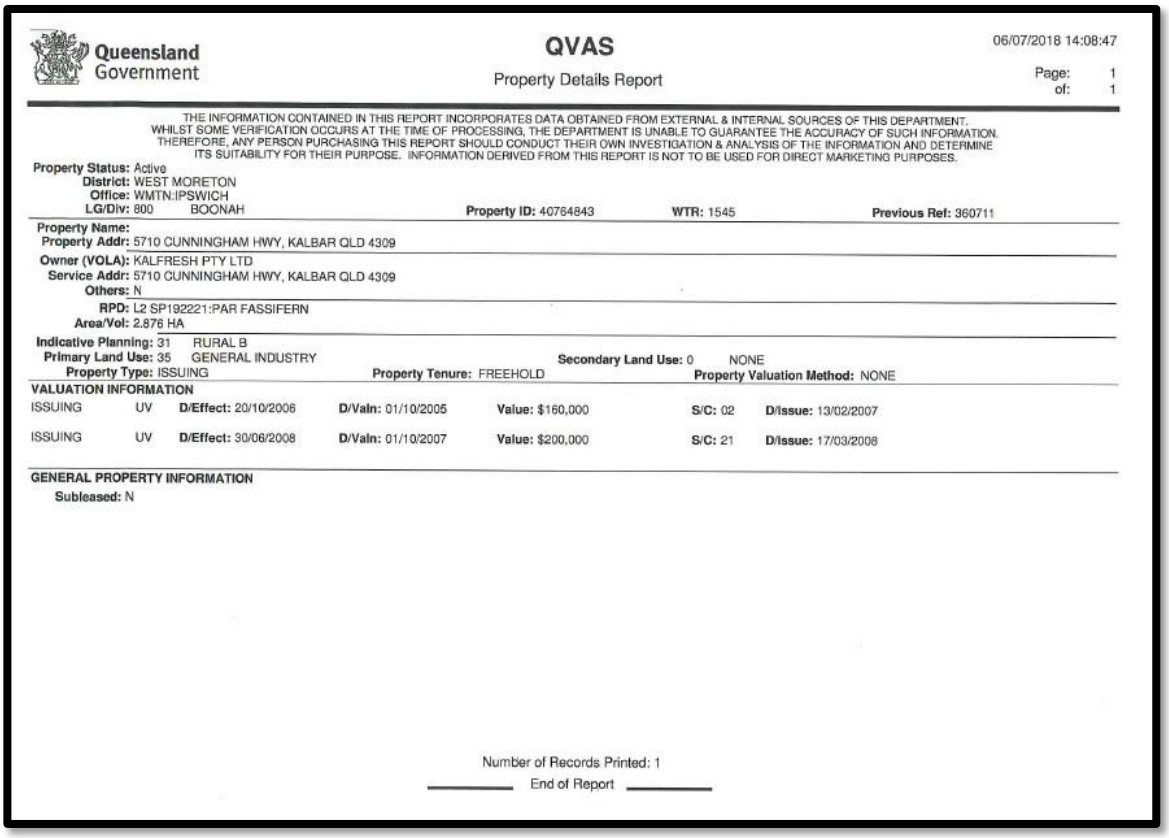
ISSUING UV **D/Effect:** 30/06/2018 **D/Valn:** 01/10/2017 **Value:** $217,500 **S/C:** 21 **D/Issue:** 07/03/2018

GENERAL PROPERTY INFORMATION

Sale Date: 23/06/2017 **Sale Price:** $4,957,000 **Sale Type:** NORMAL SALE
Subleased: N

Number of Records Printed: 1

End of Report



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Property Details Report

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Property Status: Active
District: WEST MORETON
Office: WMTN:IPSWICH
LG/Div: 800 BOONAH **Property ID:** 40764843 **WTR:** 1545 **Previous Ref:** 360711

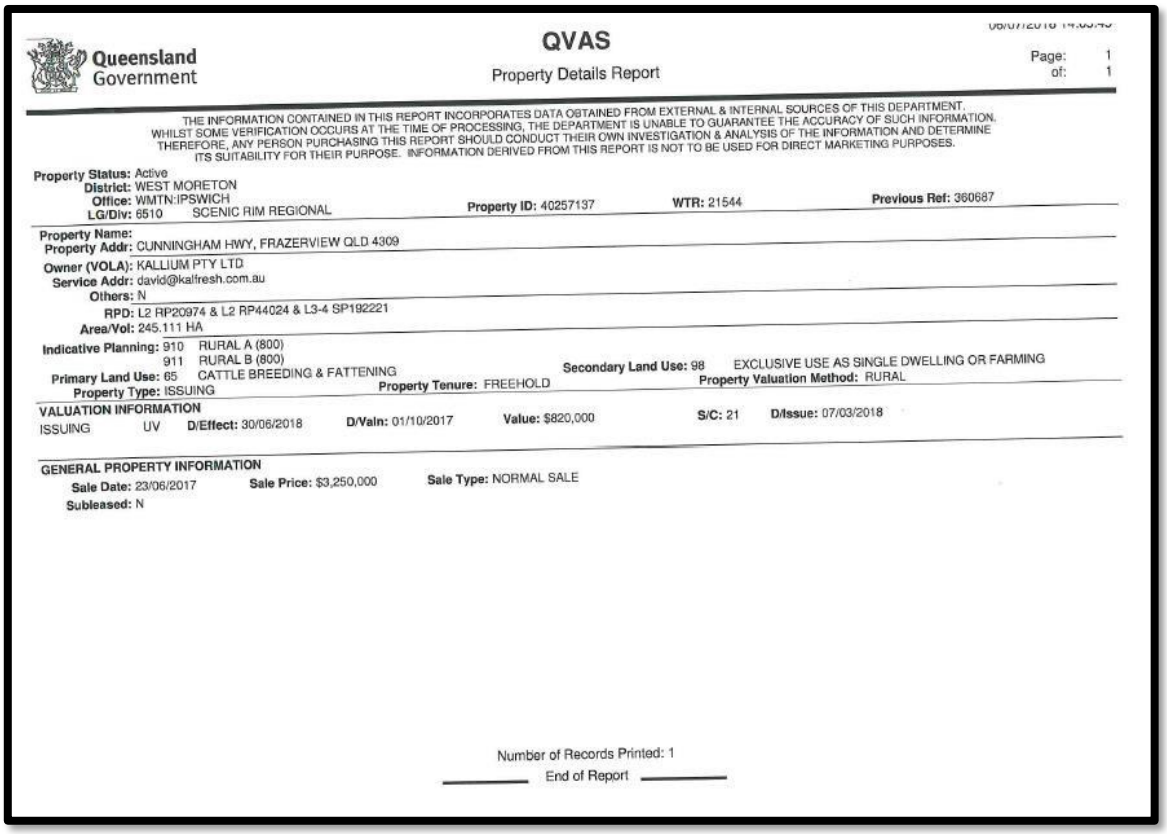
Property Name:
Property Addr: 5710 CUNNINGHAM HWY, KALBAR QLD 4309
Owner (VOLA): KALFRESH PTY LTD
Service Addr: 5710 CUNNINGHAM HWY, KALBAR QLD 4309
Others: N
RPD: L2 SP192221:PAR FASSIFERN
Area/Vol: 2.876 HA
Indicative Planning: 31 RURAL B
Primary Land Use: 35 GENERAL INDUSTRY **Secondary Land Use:** 0 NONE
Property Type: ISSUING **Property Tenure:** FREEHOLD **Property Valuation Method:** NONE

VALUATION INFORMATION

ISSUING	UV	**D/Effect:** 20/10/2006	**D/Valn:** 01/10/2005	**Value:** $160,000	**S/C:** 02	**D/Issue:** 13/02/2007
ISSUING	UV	**D/Effect:** 30/06/2008	**D/Valn:** 01/10/2007	**Value:** $200,000	**S/C:** 21	**D/Issue:** 17/03/2008

GENERAL PROPERTY INFORMATION
Subleased: N

Number of Records Printed: 1
End of Report



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Property Details Report

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Property Status: Active
District: WEST MORETON
Office: WMTN:IPSWICH
LG/Div: 6510 SCENIC RIM REGIONAL **Property ID:** 40257137 **WTR:** 21544 **Previous Ref:** 360687

Property Name:
Property Addr: CUNNINGHAM HWY, FRAZERVIEW QLD 4309

Owner (VOLA): KALLIUM PTY LTD
Service Addr: david@kalfresh.com.au
Others: N
RPD: L2 RP20974 & L2 RP44024 & L3-4 SP192221
Area/Vol: 245.111 HA

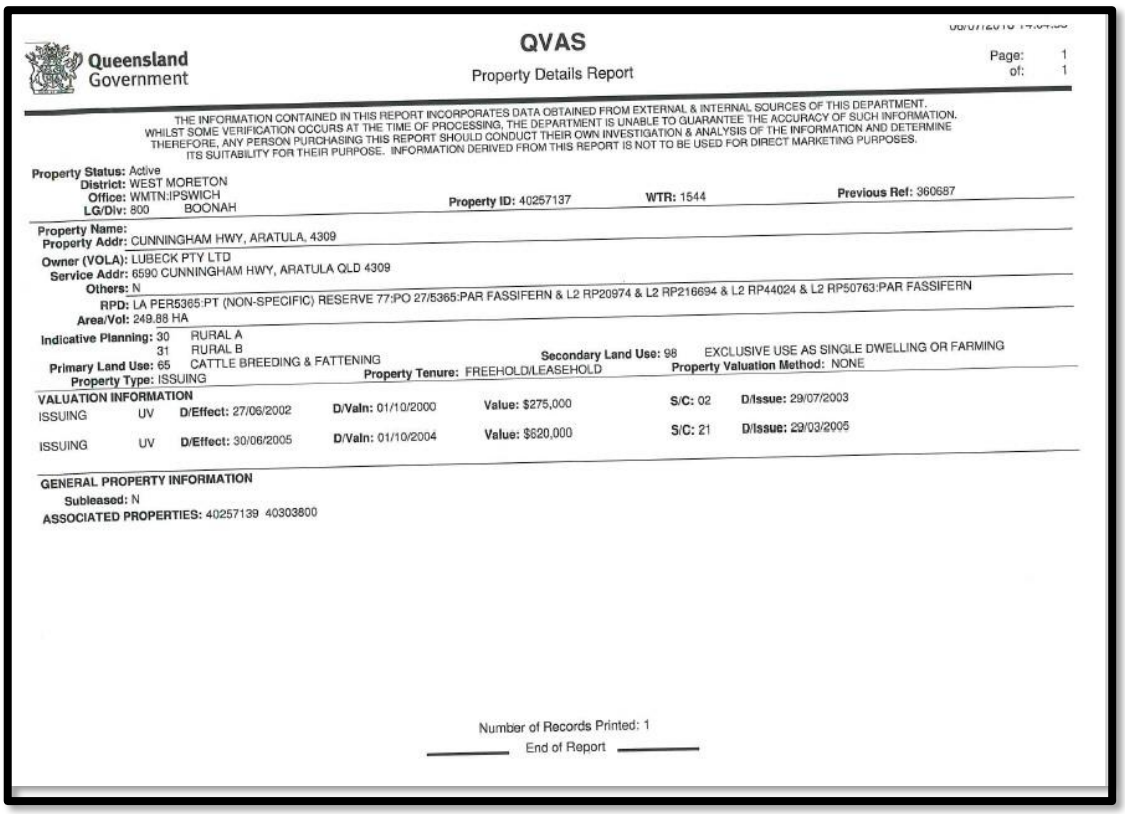
Indicative Planning: 910 RURAL A (800)
911 RURAL B (800)
Primary Land Use: 65 CATTLE BREEDING & FATTENING **Secondary Land Use:** 98 EXCLUSIVE USE AS SINGLE DWELLING OR FARMING
Property Type: ISSUING **Property Tenure:** FREEHOLD **Property Valuation Method:** RURAL

VALUATION INFORMATION

ISSUING	UV	**D/Effect:** 30/06/2018	**D/Valn:** 01/10/2017	**Value:** $820,000	**S/C:** 21	**D/Issue:** 07/03/2018

GENERAL PROPERTY INFORMATION
Sale Date: 23/06/2017 **Sale Price:** $3,250,000 **Sale Type:** NORMAL SALE
Subleased: N

Number of Records Printed: 1
End of Report



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Property Details Report

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Property Status: Active
District: WEST MORETON
Office: WMTN:IPSWICH
LG/Div: 800 BOONAH **Property ID:** 40257137 **WTR:** 1544 **Previous Ref:** 360687

Property Name:
Property Addr: CUNNINGHAM HWY, ARATULA, 4309

Owner (VOLA): LUBECK PTY LTD
Service Addr: 6590 CUNNINGHAM HWY, ARATULA QLD 4309
Others: N
RPD: LA PER5365:PT (NON-SPECIFIC) RESERVE 77:PO 27/5365:PAR FASSIFERN & L2 RP20974 & L2 RP216694 & L2 RP44024 & L2 RP50763:PAR FASSIFERN
Area/Vol: 249.88 HA

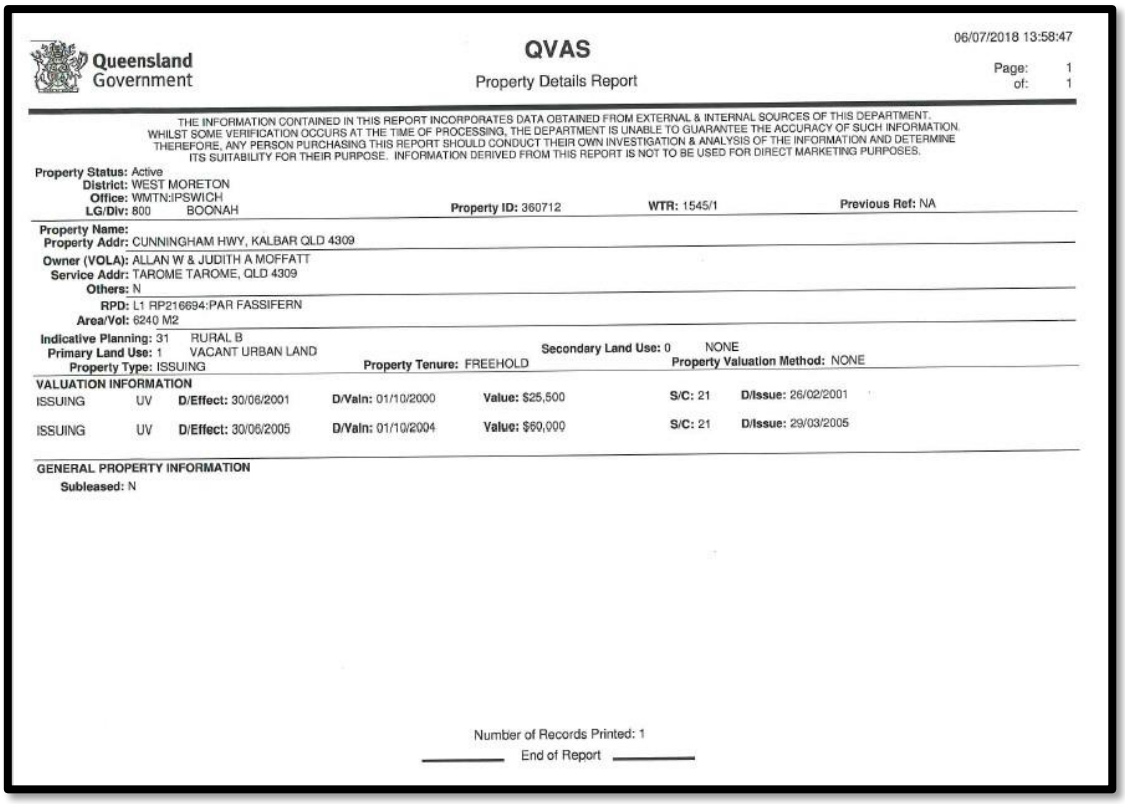
Indicative Planning: 30 RURAL A
31 RURAL B
Primary Land Use: 65 CATTLE BREEDING & FATTENING **Secondary Land Use:** 98 EXCLUSIVE USE AS SINGLE DWELLING OR FARMING
Property Type: ISSUING **Property Tenure:** FREEHOLD/LEASEHOLD **Property Valuation Method:** NONE

VALUATION INFORMATION

ISSUING	UV	**D/Effect:** 27/06/2002	**D/Valn:** 01/10/2000	**Value:** $275,000	**S/C:** 02	**D/Issue:** 29/07/2003
ISSUING	UV	**D/Effect:** 30/06/2005	**D/Valn:** 01/10/2004	**Value:** $620,000	**S/C:** 21	**D/Issue:** 29/03/2005

GENERAL PROPERTY INFORMATION
Subleased: N
ASSOCIATED PROPERTIES: 40257139 40303800

Number of Records Printed: 1
End of Report



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Property Status: Active
District: WEST MORETON
Office: WMTN:IPSWICH
LG/Div: 800 BOONAH
Property ID: 360712 **WTR:** 1545/1 **Previous Ref:** NA

Property Name:
Property Addr: CUNNINGHAM HWY, KALBAR QLD 4309
Owner (VOLA): ALLAN W & JUDITH A MOFFATT
Service Addr: TAROME TAROME, QLD 4309
Others: N
RPD: L1 RP216694:PAR FASSIFERN
Area/Vol: 6240 M2
Indicative Planning: 31 RURAL B
Primary Land Use: 1 VACANT URBAN LAND
Secondary Land Use: 0 NONE
Property Type: ISSUING **Property Tenure:** FREEHOLD **Property Valuation Method:** NONE

VALUATION INFORMATION

ISSUING	UV	**D/Effect:** 30/06/2001	**D/Valn:** 01/10/2000	**Value:** $25,500	**S/C:** 21	**D/Issue:** 26/02/2001
ISSUING	UV	**D/Effect:** 30/06/2005	**D/Valn:** 01/10/2004	**Value:** $60,000	**S/C:** 21	**D/Issue:** 29/03/2005

GENERAL PROPERTY INFORMATION

Subleased: N

Number of Records Printed: 1

End of Report

CONTACT US

www.epicenvironmental.com.au
https://www.linkedin.com/company/epic-environmental-pty-ltd/
1800 779 363
enquiries@epicenvironmental.com.au