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Planning Report

Material Change of Use – Transport Depot and Temporary Caretaker's Accommodation

Lot 3 on RP40309

149 Sandy Creek Road, Bromelton Qld 4285

Prepared for: Beaudesert and Boonah Cranes

Reference: 4821 (v1.0)

3 July 2024



Report details

Project ref: 4821 (v1.0)

Project Manager: Mark Toombs

Report title: Planning Report
Development Application – Material Change of Use (Transport Depot & Temporary
Caretaker’s Accommodation)
Lot 3 on RP40309

Author: Mark Toombs

Client: Beaudesert and Boonah Cranes (Ms Verena Joyce)

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Distributed to:

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T J Kelly Surveys Pty Ltd



Mark Toombs
Principal Planner

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Application Particulars

TABLE 1 – OVERVIEW

SITE AND PROPOSAL DETAILS	
Address of Site	149 Sandy Creek Road, Bromelton Qld 4285
Real Property Description	Lot 3 on RP40309
Total Area of Site	4.017 ha
Local Government	Scenic Rim Regional Council
Development Scheme	Bromelton State Development Area Development Scheme 2017
Zone/Precinct	Transition Precinct
Land Owner/s	Todd Joyce Pty Ltd A.C.N. 097 268 052 Trustee Under Instrument 722500835
Development Component/s	Material Change of Use – Transport Depot & Temporary Caretaker’s Accommodation

TABLE 2 – APPLICANT DETAILS

APPLICANT	CONTACT DETAILS	OUR REF NUMBER
Beaudesert and Boonah Cranes Ms Verena Joyce	c/- TJ Kelly Surveys Pty Ltd Ph: (07) 5541 4722 PO Box 221 Beaudesert Qld 4285 Email: admin@kellynet.com.au	4821 (v1.0)

Executive Summary

TJ Kelly Surveys Pty Ltd has been commissioned by Beaudesert and Boonah Cranes to prepare this report in support of the application for a Material Change of Use of the subject premises for the purpose of establishing a Transport Depot and a temporary Caretaker's Accommodation.

The subject land contains a modest single storey, three bedroom dwelling house. The house will be retained on site initially and will be used for the purposes of a Caretakers Residence. It will be demolished upon completion of the development.

As part of the land use approval, there will be a total of four (4) industrial sheds constructed. Including an unenclosed awning, each shed will be 900m² (40m x 20.1m) including a mezzanine level of 96m², and will be independently occupied and leased. A new Type C access will be constructed to the east of the existing access. A seven (7) metre wide private road servicing the four sheds will be constructed in accordance with the engineering drawings prepared by ACS Engineers.

The subject land is situated approximately 5 kilometres west of the commercial centre of Beaudesert. It consists of a single freehold allotment with an area of 4.017 hectares. The real property description of the land is as follows:

- Lot 3 on RP40309

The site is situated within the Bromelton State Development Area. It is within the Transition Precinct. The proposed Transport Depot accords with the vision, planning intent, and overall objectives of the Precinct.

This Planning Report is the culmination of detailed investigations of the site and its' suitability for the development proposed. It should be read in conjunction with the following specialist reports submitted as part of the application material:

Table of Reports
Engineering Drawings ACS-230068 Rev 3 by ACS Engineers dated 22 April 2024;
Stormwater Management Plan by ACS Engineers dated 9 November 2023;
Traffic Impact Assessment Report by TTM Consulting dated 10 May 2024;
Site and Soil Evaluation Report Rev A (Wastewater) by Stav's Hydraulic Services, dated 13 October 2023;

Landscape Plan (Operational Works) by Studio 8 dated 2 May 2024.

As part of the assessment of the development proposal against the Bromelton State Development Area Development Scheme, other relevant planning instruments have been reviewed. This report demonstrates the proposal's alignment with both the State Planning Policy and the Scenic Rim Planning Scheme 2020.

The potential impacts associated with the development have been considered and addressed. Measures have been identified and articulated to mitigate the risks in regards to the local environment. Given the context of the site, and the low impact nature of the use, the Transport Depot is not anticipated to detrimentally affect the locality in regards to adverse environmental impacts, clearing of protected vegetation, wastewater, stormwater, or traffic impacts as demonstrated by the findings of the accompanying reports.

In summary, the proposed development is an appropriate use of the land and accords with the strategic vision and planning intent of the Transition Precinct as articulated through the Development Scheme. The potential impacts associated with the land use can be appropriately mitigated and managed to ensure there is no environmental harm or nuisance caused to the Bromelton locality. The proposed development warrants approval subject to reasonable and relevant conditions.

1 Introduction

TJ Kelly Surveys Pty Ltd has been commissioned by Beaudesert and Boonah Cranes to prepare this report in support of the application for a Material Change of Use of the subject premises situated at 149 Sandy Creek Road, Bromelton for the purpose of establishing a Transport Depot and a temporary Caretaker's Accommodation.

The subject land contains a modest single storey, three bedroom dwelling house. The house will be retained on site initially and will be used for the purposes of a Caretaker's Accommodation. It will be demolished upon completion of the development.

As part of the land use approval, there will be a total of four (4) industrial sheds constructed. Including the unenclosed awning, each shed will have an internal area of 900m² (40m x 20.1m) including a mezzanine level of 96m², and will be independently occupied and leased. A new Type C access will be constructed to the east of the existing access. A seven (7) metre wide private road servicing the four sheds will be constructed in accordance with the engineering drawings prepared by ACS Engineers.

This report addresses the merits of the proposed development with regard to the provisions of the *Bromelton State Development Area Development Scheme 2017*, and the *State Development and Public Works Organisation Act 1971*. Provisions of the *Planning Act 2016* and the *South East Queensland Regional Plan 2023* have also been incorporated in the assessment along with the relevant provisions of the *Scenic Rim Planning Scheme 2020*. For the purpose of this report, the *Bromelton State Development Area Development Scheme 2017* will be referred to as the Development Scheme, the *State Development and Public Works Organisation 1971* will be referred to as the Act and the *South East Queensland Regional Plan 2009-2031* will be referred to as the Regional Plan.

The site is situated within the Bromelton State Development Area. It is within the Transition Precinct. The proposed Transport Depot accords with the vision, planning intent, and overall objectives of the Precinct.

This Planning Report is the culmination of detailed investigations of the site and its' suitability for the development proposed. It should be read in conjunction with the following specialist reports submitted as part of the application material:

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Landscape Plan (Operational Works) by Studio 8 dated 2 May 2024.

The proposed development is an appropriate use of the land and accords with the strategic vision and planning intent of the Transition Precinct as articulated through the Development Scheme. The potential impacts associated with the land use can be appropriately mitigated and managed to ensure there is no environmental harm or nuisance caused to the Bromelton locality. The proposed development warrants approval subject to reasonable and relevant conditions.

2 Site Details

2.1 Site Characteristics

The subject land is situated at 149 Sandy Creek Road, Bromelton approximately 5 kilometres west of the commercial centre of Beaudesert. It consists of a single freehold allotment with an area of 4.017 hectares. The real property description of the land is as follows:

- Lot 3 on RP40309

The subject land is of a triangular configuration with an area of 4.017 hectares. A cadastral plan of the site and surrounding lots is included in *Appendix 2*.

The Table below provides an overview of the key characteristics of the land:

Site Characteristics	Description
Existing Land Use	The land is an acreage style rural property used for the keeping of horses.
Existing Structures	The land is improved by a single storey brick dwelling, sheds and stables. Other improvements include fenced paddocks and yards for horses. The house is approximately 30 years old and pre-dates the Development Scheme. The floor area is approximately 230m ² .
Easements	The land is not burdened by any easements or statutory covenants.

Building Envelopes	There is no building envelope over the land.
Infrastructure Networks	Reticulated water supply and sewerage are not available in the locality. The site is connected to the State electricity grid and telecommunications networks.
Frontage and Access	The site is a corner allotment with dual frontages. It has a frontage of approximately 383 metres to Sandy Creek Road and approximately 219 metres to Corcoran Street. Access to the site is via an established crossover at the western end of the Sandy Creek Road frontage. There is no access from Corcoran Street.
Topography and Views	The site is comprised of gentle slopes with the higher areas around the frontage. The land falls generally towards a small watercourse traversing the rear part of the lot. Elevations range from around 530m AHD near the south-west corner to around 515m AHD along the watercourse in the eastern part of the site.
Existing Vegetation	The site has large open areas with trees dispersed sporadically throughout the site. The vegetation is concentrated along the road frontages. There is no protected remnant vegetation or Core Koala Habitat on the site. It is noted however the State mapping identified a small pocket of land along the southern boundary as containing Core Koala Habitat and Category B remnant vegetation. The site photographs included in section 2.3 of this report confirm there is no vegetation along the subject boundary. The trees are in fact on the neighbouring lot to the rear.
Existing Waterways	There are no waterways traversing the site. The nearest watercourse is an ephemeral watercourse (Swan Creek) immediately north and east of the subject land.

The land is not included on the Contaminated Land Register or the Environmental Management Register.

The aerial image on the following page illustrates the rural character of the subject land and the surrounding properties which is common throughout the Transition Precinct at the present time.

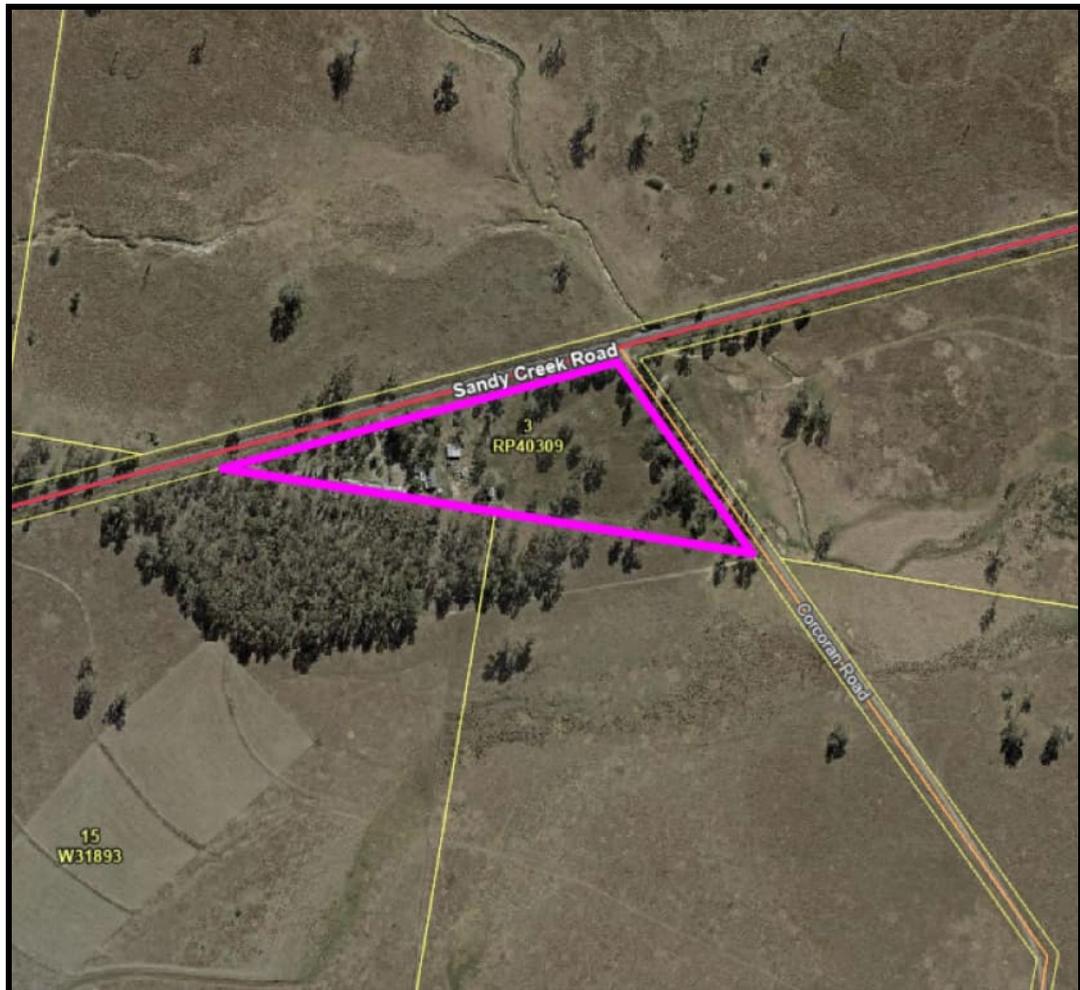


Figure 1 – Aerial Image (Source Queensland Globe 2024)

2.2 Site Context

As previously reported, the subject land is included in the Transition Precinct. Sandy Creek Road is at the interface between the Industry Precincts and the Transition Precinct. Land on the southern side of Sandy Creek is within the Transition Precinct whilst the land on the northern side is included in the Medium-High Industry Precinct or the Rail Dependent Industry Precinct. On the following page is an extract from the Development Scheme illustrating the Precinct Areas.

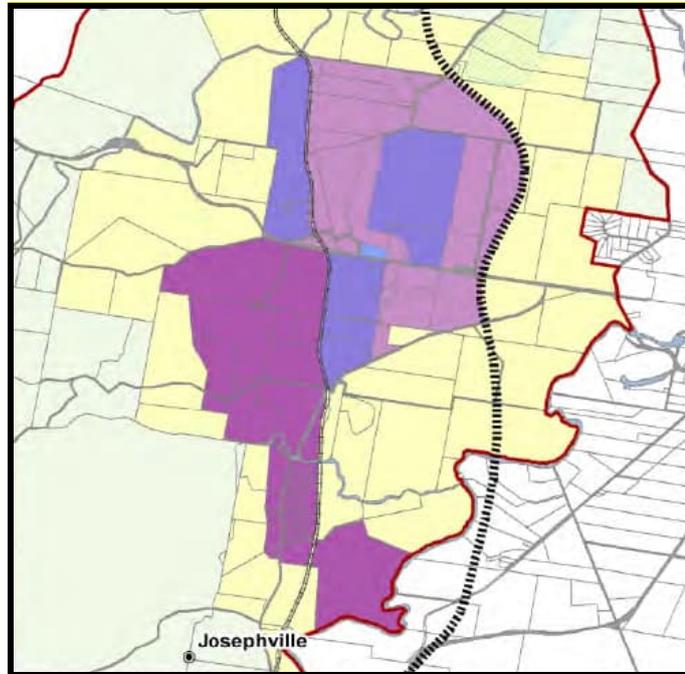
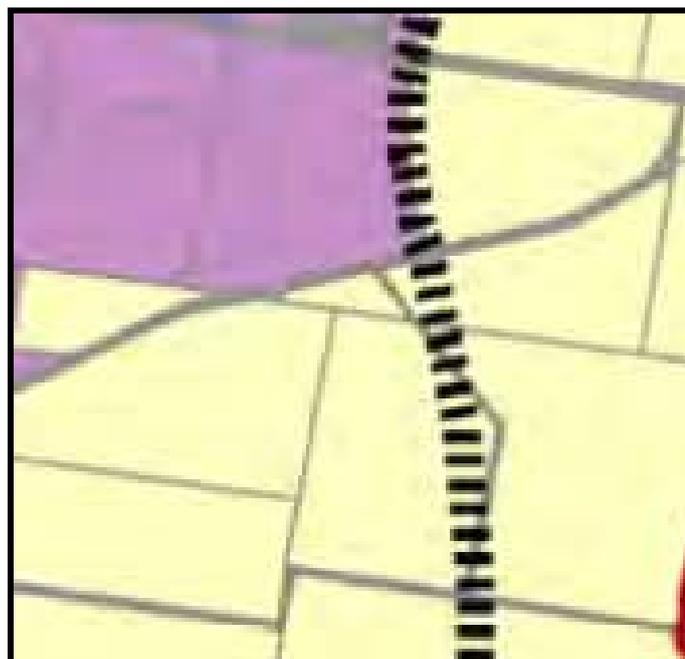


Figure 2 – BSDA Precincts Map.

Figure 3 – Sandy Creek Road Transition Precinct (Yellow Shaded Areas).



The Table below summarises the land uses immediately adjacent to the site:

Orientation	Adjacent Development
North	Immediately north of the subject land on the opposite side of Sandy Creek Road is a large allotment included in the Medium-High Impact Industry Precinct. The land is vacant and unimproved.
East	Immediately east of the subject land on the opposite side of Corcoran Road is an allotment included in the Transition Precinct. The land is vacant and unimproved. It appears to be used for low intensity rural purposes.
South	The two large lots abutting the southern boundary of the site are included in the Transition Precinct. The land is vacant and unimproved. It appears the lots are part of a larger property used for low intensity rural purposes.
North-West	To the north-west of the subject land on the opposite side of Sandy Creek Road are lots included in the Medium-High Impact Industry Precinct. The lots are vacant and unimproved.
South-West	To the south-west of the subject land are lots included in the Transition Precinct. There is a large quarry operating to the south of the adjoining lots. Further to the south-west is AJ Bush & Sons rendering facility.

On the following page are photographs of the subject land.

2.3 Site photographs



Photo 1 View from the entrance to the site facing Sandy Creek Road. The existing access will be closed and relocated to the east. Directly opposite the site is undeveloped land included in the Medium Industry Precinct.

Photo 2 View from the current access facing west along Sandy Creek Road..





Photo 3 View from the current entrance facing east along Sandy Creek Road, which is a Council controlled road.

Photo 4 The site is bound by Corcoran Street at the eastern end of the site. The subject land is on the right.





Photo 5 The property is currently used for rural purposes. The sheds and stables seen above are situated along the rear boundary at the western end of the site.

Photo 6 The small three bedroom dwelling is situated at the western end of the property. It will be retained until the development has been completed and will then be demolished. It will be used temporarily as a Caretaker's Accommodation.





Photo 7 Rural sheds at the western end of the property along the rear boundary. The trees in the background are located on the neighbouring land.

Photo 8 View along the rear boundary. State mapping identifies the area seen above as containing protected vegetation . As demonstrated by the photograph, there are no trees on the subject land along the rear boundary.





Photo 9 View from the western end of the site facing south. The fence is on the rear boundary.

Photo 10 Land at the eastern end of the site. The view is from Corcoran Street facing west towards the house in distant background.



3 Proposal

In accordance with the requirements of the BSDA Development Scheme, a **Development Permit** is sought for the following:

- **Material Change of Use – Transport Depot and Temporary Caretaker’s Accommodation**

The purpose of the application is to obtain a development approval to establish a Transport Depot and a temporary Caretaker’s Accommodation on the subject land. There will ultimately be four tenancies operating from the premises. Each will have its own industrial shed and hard stand area.

Beaudesert and Boonah Cranes is a local business that has been serving the community for over 25 years. It will be relocating to the premises and will occupy the shed and associated storage yard at the western end of the site. The established three bedroom dwelling will be used temporarily as a Caretaker’s Accommodation until the development is completed with the construction of the final shed. The Caretaker’s Accommodation will be used by Beaudesert and Boonah Cranes.

The transport depot development proposed requires very little by the way of infrastructure. Each business operating from the premises will have an industrial shed for secure parking of vehicles and/or storage of equipment. The sheds will have an internal floor area of 900m² plus an awning of 160.8m². The total footprint per shed will be 965m², with a total of 3860m² for the ultimate development.

Surrounding the sheds will be a large depot yard comprised of compacted gravel hardstand area. Each shed will also be serviced with a wastewater system and water tanks for water supply.

The established crossover and access will be closed. A new access will be constructed at the eastern end of the Sandy Creek Road frontage as shown on the Proposal Plan by ACS Engineers. A 7 metre wide internal road will be constructed to service the individual businesses.

Beaudesert and Boonah Cranes will keep 6-8 cranes/trucks/vehicles at the premises. They currently operate from 6am to 3pm. They expect to maintain these hours at the new premises. There will be approximately 6 to 8 staff attend the site on a daily basis.

The intent for the other three sheds is to lease them to similar businesses to Beaudesert and Boonah Cranes. Tenants have not been secured at this point.

The key details of the proposal are summarised in the following Table:

Material Change of Use	
Proposed Land Use	Transport Depot (4 Independent Businesses)

Building height	Single storey – 7.5 metres approximately.
Gross floor area (GFA)	3600m ² approx. (4 x 900m ² sheds – incl mezzanine)
Non GFA area	643m ² approx. (160.8m ² x 4 Unenclosed Awnings – 1 per shed)
Site coverage	9.6% approximately (calculated on total roofed area, excluding Temporary Caretaker's Accommodation)
Total Footprint	3860m ² (Total Roofed Area)
Car parking	Each shed will have a gravel hardstand area that will accommodate 1 car parking space per heavy vehicle space; and 1 space per 2 employees.
Site access	A new Type C property access will be constructed at the eastern end of the Sandy Creek Road frontage. The existing access will be closed.
Setback from Road (Northern Boundary)	15.0 metres minimum
Setback from Southern Boundary	7.0 metres minimum
Setback from Eastern Boundary	70.0 metres minimum
Staging	One Shed to be constructed per Stage. It is expected the sheds will be constructed in 12 month intervals, depending on market demand.

Landscaping

Extensive landscaping is proposed along the Sandy Creek frontage and along the eastern end of the rear boundary. In total, approximately 62 trees and 321 shrubs will be planted. Refer to the Landscape Plan prepared by Studio 8 included in *Appendix 4*.

Staging

The shed in the western corner will be constructed first as it will be occupied immediately by Beaudesert and Boonah Cranes. The internal road and hardstand area for this first shed will be constructed as Stage 1.

The remaining sheds will be constructed in three stages (one shed per stage). It is expected that they will be constructed approximately 6-12 months apart, depending on demand.

Refer to the site plan and engineering drawings by ACS Engineers included in *Appendix 3*.

4 Planning Framework

4.1 State Development and Public Works Organisation Act 1971

The *State Development and Public Works Organisation Act 1971* (SDPWOA) seeks, amongst other things, to facilitate timely, coordinated and environmentally responsible infrastructure planning and development to support Queensland's economic and social progress. One of the ways of achieving this is through the implementation and management of State Development Areas.

The Development Scheme for the Bromelton State Development Area has been prepared pursuant to section 79 of the Act. The Development Scheme provides the assessment framework for development of the subject site. The assessment criteria are addressed in section 5 of this report.

An SDA application will be assessed against the following, to the extent they are considered relevant by the Coordinator-General:

- (a) the strategic vision for the Bromelton SDA;
- (b) the overall objectives for development in the Bromelton SDA;
- (c) the preferred development intent for each development precinct; and
- (d) SDA wide assessment criteria.

The above matters are examined in the following sections.

4.1.1 Public Notification

Pursuant to Schedule 2, section 2.1(7) of the Development Scheme, public notification ordinarily applies to all development proposals unless the Coordinator General gives notice during the application stage that the public consultation stage does not apply.

The application will be subject to a fifteen (15) business day public notification period if deemed necessary by the Coordinator General.

4.2 Planning Act 2016

The purpose of the *Planning Act 2016* is to establish an efficient, effective, transparent, integrated, coordinated and accountable system of land use planning and development assessment to facilitate the achievement of ecological sustainability.

The referral triggers prescribed under the Planning Regulation 2016 for a Material Change of Use development are examined in the following section.

4.3 State Government Referrals

Matters of State interests have been considered through an assessment against the referral triggers prescribed under the *Planning Act 2016*. It is concluded that the State interests in regards to the referral triggers prescribed under the *Planning Act 2016*.

An overview of the triggers relevant to a material change of use as prescribed in Schedule 10 of the *Planning Regulation 2017* is provided below.

Referral Triggers (<i>Planning Act 20216</i>)	Response
Airport Land	Not applicable. The site is not in proximity to airport land. There are no State interests relevant to Schedule 10, Part 1, Division 3 of the <i>Planning Regulation 2017</i> .
Brothels	Not applicable.
Caboolture West Interim Structure Plan	Not applicable.
Clearing Native Vegetation	Not applicable. The site is mapped as containing Category B remnant vegetation along the rear boundary. However, referral is not triggered under Schedule 10, Part 3, Division 4 of the <i>Planning Regulation 2017</i> as the site is less than 5 hectares. It is further noted that the mapping does not reflect the on ground situation. The area mapped contains sheds and no significant vegetation. This is addressed further in section 6 of this report.
Contaminated Land (Unexploded Ordnance)	Not applicable. The site is not identified as containing Unexploded Ordnances. There are no State interests relevant to Schedule 10, Part 4, Division 2 of the <i>Planning Regulation 2017</i> . Refer to the Contaminated Land Search included in <i>Appendix 8</i> .
Environmentally Relevant Activities	Not applicable. The proposal does not seek approval for an Environmentally Relevant Activity. There are no State interests relevant to Schedule 10, Part 5, Division 4 of the <i>Planning Regulation 2017</i> .
Fisheries - Aquaculture	Not applicable. The proposal has no connection with aquaculture. There are no State interests relevant to Schedule 10, Part 6, Division 1, Subdivision 3 of the <i>Planning Regulation 2017</i> .

Fisheries – Declared Fish Habitat	Not applicable. The site is not in proximity to a declared fish habitat area. There are no State interests relevant to Schedule 10, Part 6, Division 2, Subdivision 3 of the <i>Planning Regulation 2017</i> .
Fisheries – Marine Plants	Not applicable. The proposal has no connection with operational work that is the removal, destruction or damage of a marine plant. There are no State interests relevant to Schedule 10, Part 6, Division 3, Subdivision 2 of the <i>Planning Regulation 2017</i> .
Fisheries – Waterway Barrier Works	Not applicable. The proposal does not include operational work that is constructing or raising waterway barrier works. There are no State interests relevant to Schedule 10, Part 6, Division 4, Subdivision 3 of the <i>Planning Regulation 2017</i> .
Hazardous Chemical Facilities	Not applicable. The proposal has no connection with a hazardous chemical facility. There are no State interests relevant to Schedule 10, Part 7, Division 3 of the <i>Planning Regulation 2017</i> .
Heritage Places – Local Heritage Places	Not applicable. The site is not part of a local heritage place. There are no State interests relevant to Schedule 10, Part 8, Division 1, Subdivision 2 of the <i>Planning Regulation 2017</i> .
Heritage Places – Queensland Heritage Place	Not applicable. The site is not part of, or in proximity to a Queensland heritage place. There are no State interests relevant to Schedule 10, Part 8, Division 2, Subdivision 2 of the <i>Planning Regulation 2017</i> .
Infrastructure – Designated Premises	Not applicable. The site is not the subject of a designation made by the Minister. There are no State interests relevant to Schedule 10, Part 9, Division 1 of the <i>Planning Regulation 2017</i> .
Infrastructure – Electricity Infrastructure	Not applicable. The site is not in proximity to a substation nor does it contain an easement for the transmission of electricity. There are no third party interests relevant to Schedule 10, Part 9, Division 2 of the <i>Planning Regulation 2017</i> .
Infrastructure – Oil and Gas Infrastructure	Not applicable. The site is not the subject of an easement for oil or gas infrastructure. There are no State interests relevant to Schedule 10, Part 9, Division 3 of the <i>Planning Regulation 2017</i> .
Infrastructure – State Transport Infrastructure	Not applicable. The proposal does not exceed the threshold for development included in Schedule 20. There are no State interests relevant to Schedule 10, Part 9, Division 4, Subdivision 1 of the <i>Planning Regulation 2017</i> .

Infrastructure – State Transport Corridors & Future State Transport Corridors	Not applicable. Sandy Creek Road is not a State controlled road, nor is the site within proximity of a State Transport Corridor. There are no State interests relevant to Schedule 10, Part 9, Division 4, Subdivision 2 of the <i>Planning Regulation 2017</i> .
Infrastructure – State-controlled Transport Tunnels	Not applicable. The site is not within 50 metres of a State-controlled transport tunnel or future State-controlled tunnel. There are no State interests relevant to Schedule 10, Part 9, Division 4, Subdivision 3 of the <i>Planning Regulation 2017</i> .
Koala Habitat – SEQ Region	Not applicable. Whilst the State mapping identifies the rear boundary as containing Core Koala Habitat, the on ground situation is vastly different. There is no significant vegetation along the boundary within the mapped area. The area in question contains large sheds and infrastructure as seen in the photographs included in section 2.3. The application consequently does not trigger a referral on the basis that any potential clearing does not exceed the clearing exemption threshold of 500m ² . There are no State interests relevant to Schedule 10, Part 10 of the <i>Planning Regulation 2017</i> .
Noise Sensitive Place on Noise Attenuation Land	Not applicable. The proposed development does not involve noise attenuation land. There are no State interests relevant to Schedule 10, Part 11 of the <i>Planning Regulation 2017</i> .
Ports	Not applicable.
SEQ Development Areas and SEQ Major Enterprise and Industrial Areas	Not applicable. The proposed development does not involve an accommodation facility prohibited in the MEIA area. There are no State interests relevant to Schedule 10, Part 14 of the <i>Planning Regulation 2017</i> .
SEQ Regional Landscape and Rural Production Area and SEQ Rural Living Area	Not applicable. The site is included in the Urban Footprint for the purposes of the SEQ Regional Plan. There are no State interests relevant to Schedule 10, Part 16 of the <i>Planning Regulation 2017</i> .
Southport Spit	Not applicable.
SEQ Northern Inter-Urban Break	Not applicable.
Tidal works or Works in a Coastal Management District	Not applicable.
Urban Design	Not applicable. A transport depot development is excluded from assessment by the State under the Urban Design trigger. There are no State interests relevant to Schedule 10, Part 18 of the <i>Planning Regulation 2017</i> .
Water Related Development – Taking or Interfering With Water	Not applicable. The proposal does not include operational work that involves the taking or interfering with water. There are no State interests relevant to Schedule 10, Part 19, Division 1, Subdivision 3 of the <i>Planning Regulation 2017</i> .

Water Related Development – Removing Quarry Material	Not applicable. The proposal does not involve removing quarry material from a watercourse. There are no State interests relevant to Schedule 10, Part 19, Division 2, Subdivision 3 of the <i>Planning Regulation 2017</i> .
Water Related Development – Referable Dams	Not applicable. The proposal does not involve removing quarry material from a watercourse. There are no State interests relevant to Schedule 10, Part 19, Division 3, Subdivision 3 of the <i>Planning Regulation 2017</i> .
Water Related Development – Construction of Levees	Not applicable. The proposal does not include operational work that is the construction of a Category 2 or 3 levee. There are no State interests relevant to Schedule 10, Part 19, Division 4, Subdivision 3 of the <i>Planning Regulation 2017</i> .
Wetland Protection Area	Not applicable. The site is not in a wetland protection area and there are no high impact earthworks associated with the development. There are no State interests relevant to Schedule 10, Part 20, Division 4 of the <i>Planning Regulation 2017</i> .
Windfarms	Not applicable. There are no State interests relevant to Schedule 10, Part 21 Division 2 of the <i>Planning Regulation 2017</i> .

On the basis of the above, and pursuant to Schedule 10 of the *Planning Regulation 2017*, it is concluded that the proposed transport depot and temporary caretaker’s accommodation does not trigger assessment by any referral agencies.

In addition to the State interests reviewed above, the proposal does not involve any prohibited development identified in Schedule 10 of the *Planning Regulation 2017*.

4.4 State Planning Policy 2017

The State Planning Policy (SPP) is a key component of the land use system, which enables development, protects our natural environment and allows communities to grow. It identifies the state’s interests in planning and development and how they must be dealt with in the development assessment process. The SPP identifies the following as being matters of State interest and have been appropriately integrated in the Scenic Rim Planning Scheme 2020:

Liveable Communities & Housing

- Liveable Communities
- Housing Supply & Diversity

Economic Growth

- Agriculture
- Development and Construction

- Mining and Extractive Resources
- Tourism

Environment & Heritage

- Biodiversity
- Cultural Heritage
- Water Quality

Safety & Resilience to Hazards

- Emissions and Hazardous Activities
- Natural Hazards, Risk and Resilience

Infrastructure

- Energy and Water Supply
- Infrastructure Integration
- Transport Infrastructure
- Strategic Airports and Aviation Facilities
- Strategic Ports

The proposed transport depot is a relatively small scale, low impact use given the context of the site. The built form occupies less than 8% of the site. It accords with the principles of the State Planning Policy. In particular, the Stormwater Management Plan and Effluent Disposal Report demonstrate the development will be undertaken in a sustainable manner without detriment to the local environment. To this end, the proposal is not expected to have any adverse impact on water quality given that the level of site disturbance as a result of the development is minimal, and the proposed infrastructure is well separated from local waterways.

In regards to natural hazards, the design and layout of the development is cognisant of the natural constraints and opportunities of the site. The proposal poses no risk to people or property in regards to flood and bushfire hazards.

The proposed development is aligned with the principles and provisions of the State Planning Policy.

4.5 South East Queensland Regional Plan 2023 (ShapingSEQ)

The subject site is located within the Urban Footprint Area for the purposes of the *South East Queensland Regional Plan 2023*.

The proposed development is consistent with an urban activity and is appropriately located in regard to the Regional Plan. It accords with the principles and policies of the South East Queensland Regional Plan.

5 Bromelton Development Scheme 2017

5.1 Strategic Framework

The vision for the BSDA articulated in section 2.2 of the Development Scheme is to:

- (a) establish Bromelton as a major industrial area for industrial development of regional, State and national significance;*
- (b) encourage industrial development and support services to take advantage of the access to key rail and road networks;*
- (c) maximise opportunities for the clustering and co-location of synergistic developments, including supporting infrastructure;*
- (d) maximise the utilisation of the rail network by establishing multi modal freight and logistics operations, manufacturing and warehousing facilities, and industries that are reliant on rail access;*
- (e) encourage activities that require large lots, separation distances or other specialist needs;*
- (f) protect the continued operation and future development of existing industrial activities, appropriately located rural activities and the regionally significant extractive resources within the Bromelton SDA from incompatible development and encroachment; and*
- (g) leverage the opportunities created by the proximity of the Bromelton SDA to the Beaudesert centre, by fostering synergies between industry and business activity clusters.*

A Transport depot (including a temporary Caretaker's Accommodation) is an appropriate use of the land, which is conveniently located on the fringe of the Bromelton industry precincts. Its' location will create an opportunity for synergistic development both on the site with opportunities for three other similar businesses, as well as new businesses on the surrounding land. A depot development of this nature will allow for businesses such as Beaudesert and Boonah Cranes to service the Bromelton SDA area as well as Beaudesert and the wider South East Queensland Region.

In short, the proposed development is aligned with the strategic vision for the Bromelton State Development Area. This is further demonstrated through the assessment of the Overall Objectives in section 5.2 below and the Land Use Precinct Intent in section 5.3.

5.2 Overall Objectives

The strategic vision is supported by the overall objectives for development and preferred development intents of development precincts within the Bromelton SDA. The Overall Objectives are prescribed in section 2.3 of the Development Scheme. It states that development within the Bromelton SDA will:

- (a) *be consistent with the strategic vision for the Bromelton SDA and the development precinct;*
- (b) *ensure the integrity and long-term functionality of the Bromelton SDA is maintained and protected from land uses and activities that may be incompatible with, or adversely affect, the continued use of the Bromelton SDA for industrial development of regional, State and national significance;*
- (c) *avoid new sensitive land uses and other incompatible land uses which could restrict the ability to establish and operate industrial development within the Bromelton SDA;*
- (d) *maximise the efficient use of land, and existing and planned infrastructure;*
- (e) *minimise adverse impacts on infrastructure and infrastructure corridors;*
- (f) *support the safe and efficient function and operation of existing and planned transport infrastructure;*
- (g) *include site specific stormwater and waste water controls to avoid potential adverse impacts on the water quality of receiving waters and water assets;*
- (h) *protect, and where possible, enhance the values of water supply catchments and key water supply infrastructure to ensure a safe and secure water supply;*
- (i) *manage the risks associated with natural hazards, to protect people and property;*
- (j) *avoid adverse impacts on environmental, cultural heritage and community values, or minimise and mitigate impacts where they can't be reasonably avoided;*
- (k) *be located, designed and constructed in accordance with best practice principles; and*
- (l) *be located and designed to avoid impacts on the ongoing operation of quarries within key resource areas and their haulage routes.*

In response to the above objectives the following points are made:

- The proposed transport depot development accords with the strategic vision for the BSDA as stated in section 5.1 above;
- The proposed development accords with the intent of the Transition Precinct. It will not compromise future industry and other development in the Bromelton State Development Area;
- The proposed development is compatible with those intended for the Transition Precinct. It is also consistent with the intent of the surrounding Rural Zone under the Scenic Rim Planning Scheme, which identifies the use as Consistent Development;
- The proposed development is a low impact, self sufficient use. It will not unduly burden any established infrastructure or infrastructure corridors. Water supply to the sheds will be via appropriately sized water tanks, and wastewater will be provided by a series of small systems. The site is connected to electricity and telecommunications infrastructure; and
- The layout of the development has been designed in accordance with the constraints and opportunities of the site. There are no natural hazards that pose an unacceptable risk to people or property; and
- The proposed use will have a negligible adverse impact on the local environment. All potential impacts can be appropriately managed or mitigated. There are no environmental impacts anticipated as a consequence of the transport depot.

In light of the above, it is held that the proposed land use complies with the Overall Objectives of the Development Scheme.

5.3 Transition Precinct

Pursuant to section 2.4.5 of the Scheme, the preferred development intent for the Transition Precinct is described below.

- (a) This precinct will provide appropriate separation between sensitive and industrial uses to protect the industrial function and operation of the Bromelton SDA.
- (b) The precinct will generally accommodate low impact development which:
 - (i) is compatible with, and able to safely operate near, higher impact industrial development which is anticipated to occur elsewhere in the Bromelton SDA
 - (ii) does not cause adverse amenity impacts on sensitive land uses outside of the Bromelton SDA.
- (c) Development, including for sensitive land uses, that limits the ability to establish and operate industry in surrounding precincts is unlikely to be supported.
- (d) Development recognises and protects the future development of the Indicative Bromelton North South Arterial Road.
- (e) Defined uses which are generally considered to meet the precinct intent include animal husbandry, animal keeping, aquaculture, cropping, extractive industry, intensive animal industry, intensive horticulture and rural industry.
- (f) Development for high impact and special industry is unlikely to be supported.

The proposed development is captured by the Development Scheme's definition of Transport Depot and a Caretaker's Accommodation, which are as follows:

transport depot means the use of premises for:

- (a) storing vehicles, or machinery, that are used for a commercial or public purpose or
- (b) cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).

Note: examples of a transport depot include using premises to store buses, taxis, trucks, heavy vehicles or heavy machinery.

caretaker's accommodation means the use premises for a dwelling for a caretaker of a non-residential use on the same premises.

It is held that the proposed transport depot and temporary caretaker's accommodation accord with the planning intent of the Transition Precinct. The potential impacts associated with the use are considered minor given the context of the site and can be appropriately managed. Furthermore, the use is compatible with the range of land uses supported in the nearby industry precincts. It will not conflict with future industry uses within the BSDA area or rural uses currently conducted in the wider locality regulated under the Scenic Rim Planning Scheme 2020.

In short, the proposal is considered an appropriate land use for the fringe area of the Bromelton State Development Area.

5.4 SDA Wide Assessment Criteria

5.4.1 Services

The Scheme seeks to ensure the following in regards to the provision of services:

- (1) *Development maximises the use and minimises the costs for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy.*
- (2) *Development plans for and addresses the impacts of the development on existing and future planned telecommunications, transport, water, wastewater, recycled water and energy networks.*
- (3) *Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.*
- (4) *Development is to avoid or minimise adverse impacts on existing or proposed state or local government services.*
- (5) *Development is located, designed and constructed to avoid or mitigate potential flood damage, ensure no net worsening, avoid risks to public safety, and not adversely impact on transport and service infrastructure.*

Response: There are no servicing implications for the proposed development. The proposed transport depot will be self sufficient in regards to water supply and sewage treatment. In addition, there will be no undue load on the road network or electricity grid as a consequence of this development. In regard to the dwelling house to be used temporarily as a caretaker's accommodation, it requires no additional or new infrastructure. The development achieves the above criteria.

5.4.2 Transport

In regards to transport infrastructure, the Scheme seeks to ensure the following:

- (1) *Increased traffic arising from development is either able to be accommodated within existing road networks, or works are undertaken to minimise adverse impacts on existing and future infrastructure networks.*
- (2) *Development is established to take advantage of proximity to appropriate transport routes and does not adversely impact on the safe and efficient functioning of the Sydney-Brisbane Rail corridor as well as integrated rail and road transport routes.*
- (3) *Local road networks within the Bromelton SDA are to be designed to accommodate the proposed vehicle type and predicted traffic volumes associated with the development and the precinct/s.*
- (4) *The establishment and operation of existing and planned transport infrastructure is not compromised.*

- (5) *Sufficient car parking, vehicular manoeuvring and off-street loading/unloading facilities, which are adaptable to a variety of uses, are provided within the development site.*
- (6) *Development is designed to facilitate safe and efficient vehicular ingress and egress and does not unduly impact on the safe and efficient operation of external roads, rail, transport infrastructure or services.*
- (7) *Rail spurs and sidings are designed in accordance with appropriate design standards.*

Response: The proposed development is not expected to have any adverse impact on the safety and efficiency of the road network. It will not compromise the existing or planned transport infrastructure. This is addressed further in section 6 of this report. The proposal complies with the above criteria.

5.4.3 Character and Amenity

In regards to character and amenity, the Scheme seeks to ensure the following:

- (1) *Visual impacts of development are minimised through building design, materials and landscaping when viewed from a significant publicly accessible viewpoint such as major roads.*

Response: The character and amenity of the locality will not be compromised by the proposed development. The scale and bulk of the development is not considered significant for a key industrial node such as Bromelton. The site coverage of the ultimate development is less than 8%. The open, low intensity pattern of development will be maintained. Extensive landscaping will be established along the frontage and side and rear boundaries which will reduce significantly the potential visual impacts. This is addressed further in section 6 of the report. Compliance with this criterion is achieved.

5.4.4 Emissions

In regards to emissions, the Scheme seeks to ensure the following:

- (1) *Development is designed to avoid or minimise:*
 - (a) *adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals and*
 - (b) *conflicts arising from (but not limited to), spray drift, odour, noise, dust, light spill, smoke or ash emissions with sensitive and/or incompatible land uses.*
- (2) *Development supports the achievement of the relevant acoustic and air quality objectives of the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.*
- (3) *Development with high levels of emissions is to, in accordance with current best practice, avoid adverse impacts on the cumulative air quality of the Bromelton air shed.*

Response: There are minimal emissions associated with the proposed uses. Being a depot development, the land is essentially used for parking and storage purposes. The proposal complies with the above criteria.

5.4.5 Natural Hazards – Flooding

In regards to flood hazards, the Scheme seeks to ensure the following:

- (1) *Development, in accordance with current best practice, is to:*
 - (a) *achieve an appropriate level of flood immunity and*
 - (b) *not adversely affect existing flow rates, flood heights or cause or contribute to other flooding impacts on upstream, downstream or adjacent properties. This includes potential impacts from changes to stormwater flows and local flooding.*
- (2) *The risk of, and the adverse impacts from, flooding are avoided, minimised or mitigated to protect people and property, and enhance the community's resilience to flooding.*
- (3) *Development maintains the safety of noxious and hazardous materials and chemicals manufactured or stored in bulk during flood events.*

Response: The subject land on the whole is not impacted by flooding. There is a small area in the south-east corner that is identified as being within the flood hazard overlay map included in the Scenic Rim Planning Scheme 2020. Refer to the extract map below.



Figure 4 – SRRC Flood Hazard Overlay Map

The layout of the development has been designed to avoid the hazard area. The proposal does not pose a risk to people or property/infrastructure in regard to flood hazards. The proposal complies with the above criteria. Compliance with the Scenic Rim Planning Scheme 2020 Flood Hazard Overlay Code is also achieved. An assessment against this Code is included in *Appendix 1*.

5.4.6 Natural Hazards – Other

In regards to natural hazards, the Scheme seeks to ensure the following:

- (1) *Development, in accordance with current best practice:*
 - (a) *identifies relevant natural hazards that may impact upon the development*
 - (b) *appropriately manages risk associated with the identified hazards and*
 - (c) *avoids increasing the severity of the natural hazard.*
- (2) *Development within the sunny day failure extent of the Bromelton Offstream Storage is designed and sited to be compatible with the risk to public safety and property associated with a failure of the facility. Note: Further details on the Bromelton Offstream Storage facility, including mapping and information on the level of risk are available in the Bromelton Dam Emergency Action Plan.*

Response: The site is not unduly constrained by natural hazards. Whilst the land is identified as being within a Potential Impact Buffer Area on the Bushfire Hazard Overlay Map in the Scenic Rim Planning Scheme 2020, the level of risk is considered acceptable. A copy of the overlay map is included below:



Figure 5 – SRRC Bushfire Hazard Overlay Map

It is held that the development will in fact reduce the potential hazard by establishing significant defensible space (compacted gravel hardstand areas) around each of the sheds. Furthermore, a bushfire management plan will be prepared as part of the subsequent building works approval process. This can be conditioned accordingly. The provisions of the Scheme's Code are addressed in *Appendix 1*.

The proposal does not elevate the level of risk to people or property but rather reduces the potential hazards. The proposal complies with the above criteria. Compliance with the Planning Scheme's Bushfire Hazard Code is also achieved. An assessment against the provisions of this Code is included in *Appendix 1*.

5.4.7 Contaminated Land

In regards to contaminated land, the Scheme seeks to ensure the following:

- (1) *Development on land likely to be contaminated or recorded on the Environmental Management Register or Contaminated Land Register does not adversely impact on human health or the environment by exposure, management, or movement of contaminants.*
- (2) *Where required, develop a strategy to manage any existing contamination and the potential for additional contamination such that human health and the environment are not adversely affected.*

Response: The site does not contain contaminated land. Refer to the Contaminated Land Search included in *Appendix 9*. The proposal complies with the above criteria.

5.4.8 Water Quality

In regards to water quality, the Scheme seeks to ensure the following:

- (1) *Development, consistent with the Environmental Protection (Water) Policy 2009, avoids potential adverse impacts on the environmental values and water quality objectives of receiving waters, arising from:*
 - (a) *altered stormwater quality or flow*
 - (b) *wastewater (other than contaminated stormwater and sewage) and*
 - (c) *the creation or expansion of non-tidal artificial waterways.*
- (2) *Development protects the ecological and hydraulic function of water assets within and adjacent to the Bromelton SDA.*
- (3) *Development incorporates current best practice integrated water cycle management strategies and integrates water sensitive urban design principles.*

Response: The development will be undertaken in accordance with best practice. The use is of a low impact nature and will be conducted on a site well separated from nearby waterways. It will not have any adverse impact on water quality. Refer to the accompanying Stormwater Report and Wastewater Report. The proposal complies with the above criteria.

5.4.9 Energy and Water Efficiency

In regards to water and energy efficiency, the Scheme seeks to ensure the following:

- (1) *Where practicable, building, site design and layout maximises energy efficiency, having regard to:*
 - (a) *building orientation and passive solar design*
 - (b) *natural lighting opportunities*

- (c) maximising cross ventilation*
- (d) provision of sun shading devices at north, west and east facing windows and doors and*
- (e) landscaping treatments to the western side of the building.*
- (2) The use of reticulated water supply is minimised through the use of alternative water supply sources, including:*
 - (a) rain water harvesting and*
 - (b) recycled water sources.*

Response: The energy implications associated with a transport depot development are considered minimal. Notwithstanding, the open nature of the sheds will be as energy efficient as practicable. Rain water will be harvested to service the development. The proposal complies with the above criteria.

5.4.10 Climate Change

In regards to the issue of climate change, the Scheme seeks to ensure the following:

- (1) Development minimises its emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.*

Response: The emission of greenhouse gases is negligible. Additionally, avoiding the flood hazard area in the south-east corner provides a level of immunity to any change in natural hazard impacts caused by climate change. The proposal complies with the above criterion.

5.4.11 Environment, Cultural Heritage and Community

In regards to the management of environmental, cultural heritage and community values, the Scheme seeks to ensure the following:

- (1) Environmental values, cultural heritage values and community values of the site on which the development is undertaken and immediate surrounds are identified and protected, consistent with current best practice. Note: Duty of Care Guidelines under Section 28 of the Aboriginal Cultural Heritage Act 2003 should be considered a minimum requirement of all development.*
- (2) Development is designed to avoid the clearing of regulated vegetation. Where avoidance is not possible, minimise clearing to:*
 - (a) avoid land degradation*
 - (b) avoid the loss of biodiversity and*
 - (c) maintain ecological processes.*
- (3) Development is designed and sited to:*
 - (a) minimise impacts on matters of local and state environmental significance*
 - (b) maintain ecological connectivity and avoid fragmentation of matters of local and State environmental significance*
 - (c) avoid or minimise impacts to the movement of fish (fish passage) along waterways.*

- (4) *Where the development requires a buffer to mitigate the environmental impacts of the development, that buffer must be accommodated within the development site. Note: Examples of buffers for (4) above, may be a vegetated screen to mitigate the visual impacts of a large industrial facility from a public road; or retaining additional vegetation around a protected flora species; or buffer to the curtilage of a listed cultural heritage site.*
- (5) *Development avoids significant adverse environmental impacts on matters of national or State significance, or where significant impacts cannot be reasonably avoided they are minimised. Any residual significant adverse impacts are offset in accordance with the relevant commonwealth or Queensland environmental offset framework.*
- (6) *The ecological values associated with the Logan River, Allan Creek and Sandy Creek shall be protected and enhanced.*

Response: As reported earlier, the site is mapped as containing Category B remnant vegetation and Core Koala Habitat. The area identified of ecological significance is limited to a small pocket of land along the western end of the rear boundary. Refer to the aerial images on the following page.

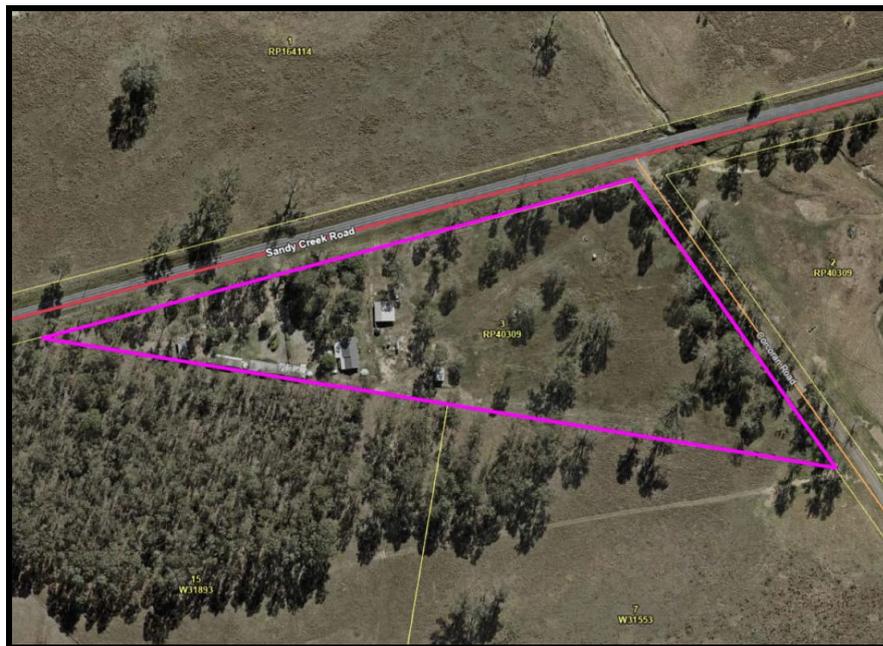


Figure 6 The vegetation is sporadic across the site. The largest concentration of significant trees is found on the neighbouring land to the south.

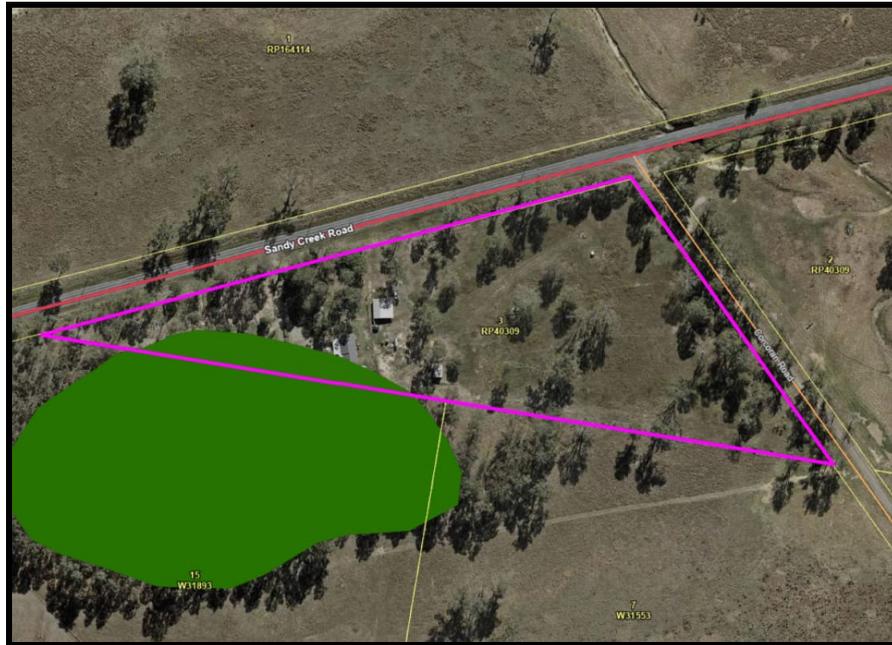


Figure 7 Core Koala Habitat is mapped along the southern boundary as seen above.

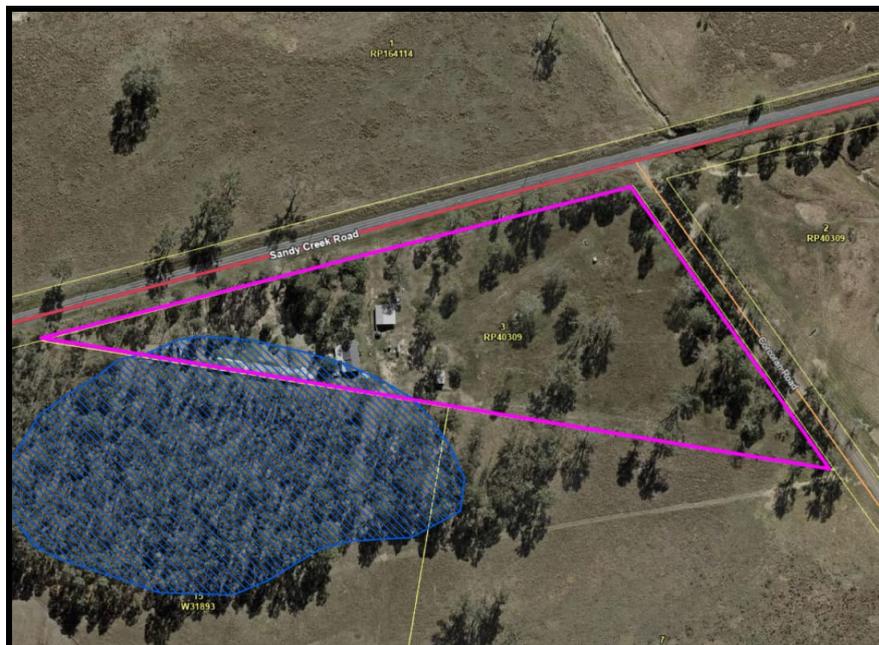


Figure 8 The mapped Remnant Vegetation seen below correlates with the Core Koala Habitat map above.

In comparing Figures 7 and 8 with Figure 6 above, it is evident the small area mapped as containing significant vegetation does not match the reality of the site. The photographs included

in section 2.3 further confirm this. The area mapped as containing protected vegetation is a disturbed part of the site and contains large rural sheds and other infrastructure.

The Environmental Significance Overlay Map in the Scenic Rim Planning Scheme reflects the State Significant Vegetation Maps in Figures 6 and 7 above. Refer to the Overlay Map below.



Figure 9 SRRRC Environmental Significance Overlay OM04-A.

The proposed development does not seek to clear any protected vegetation within the mapped area. Across the site as a whole, only limited clearing is anticipated. The clearing will be minimised and any trees removed will be compensated with the extensive landscaping proposed. As illustrated on the accompanying Landscape Plan by Studio 8, a total of 62 trees will be planted around the perimeter of the site.

The proposed development complies with the SDA Wide Assessment Criteria. It also complies with the Planning Scheme's Environmental Significance Overlay Code. An assessment against this Code is included in *Appendix 1*.

The site does not exhibit any cultural or heritage value. It is not of community significance.

The proposed development will not injuriously affect the local environment. There are no environmental, cultural or community values impacted by the proposed transport depot and temporary caretaker's accommodation. The proposal complies with the Environment, Cultural Heritage and Community criteria.

5.4.12 Built Form

In regards to the built form of development, the Scheme seeks to ensure the following:

- (1) *The scale and character of built form is consistent with surrounding areas and the preferred land use intent of the precinct.*
- (2) *Development incorporates high quality urban design treatments to help integrate the building into the surrounding environment.*
- (3) *Development contributes to a high standard of amenity.*
- (4) *Development must be designed and built in accordance with current best practice.*

Response: The built form of the development comprises four industrial sheds. Having them dispersed throughout the site, combined with the relatively small site coverage (7.7%), ensures the transitional character of the locality is maintained. Being on the fringe of the Bromelton industrial area the locality currently exhibits a rural character. The sheds proposed are consistent with those established widely throughout the Scenic Rim. They are of a scale and form compatible with the rural landscape. The proposed landscaping around the perimeter of the site will further reduce the visual impact of the structures.

Given the context of the site and taking into consideration the dispersed location of the sheds, the setbacks from the road frontages, and the modest scale and bulk of the buildings combined with the extensive landscaping proposed, it is held that the development will not have a detrimental impact on the character and visual amenity of the Bromelton locality. The proposal complies with the above criteria.

5.4.13 Other Government Matters

In regards to State interests, the Scheme seeks to ensure the following:

- (1) *Development is to demonstrate consistency with other relevant legislative requirements that may be required for the development to proceed and operate and to the extent practicable, be consistent with regional plans, the State Planning Policy and the State Development Assessment Provisions where the State interests articulated by these instruments are likely to be affected by the development.*
- (2) *Development is to avoid or minimise adverse impacts on existing or proposed state or local infrastructure.*

Response: This criteria is addressed in sections 4.3 to 4.5. To reiterate, upon review of Schedule 10 of the *Planning Regulation 2017*, it is concluded that there are no State interests applicable to the proposed development of this particular site. As such, there are no State Development Assessment Provisions to be considered. Compliance is also achieved with the State Planning Policy as addressed in section 4.4. In regard to the SEQ Regional Plan, the development accords with the intent and provisions of the Urban Footprint. The proposal achieves the above criteria.

5.4.14 Landscaping

In regards to landscaping, the Scheme seeks to ensure the following:

- (1) *Development provides landscaping that:*
- (a) *minimises the visual impacts of the development*
 - (b) *incorporates at least 50% local species and*
 - (c) *is low maintenance.*

Response: The site will be extensively landscaped in accordance with the Landscape Plan prepared by Studio 8. The landscaping will be focussed around the perimeter of the site and has been designed in consideration of the natural features of the land and the proposed stormwater management plan. The design proposes a total of 62 trees to be established, along with 321 shrubs. The proposed works will enhance significantly the aesthetics of the development. It will achieve the above criteria.

In addition to the above, the proposed landscaping will also achieve compliance with the Planning Scheme’s Landscaping Code. An assessment against the provisions of the Code is included in *Appendix 1*.

5.4.15 Engineering Standards

In regards to engineering issues and standards, the Scheme seeks to ensure the following:

- (1) *Development is to be designed and constructed in accordance with the relevant engineering standards (and any subsequent revisions to the relevant standards) stated in Table 7 below. Alternative, innovative solutions that demonstrate compliance with the relevant standards are encouraged.*

Table 7 Relevant engineering standards

Sewer and water	<ul style="list-style-type: none"> ▪ <i>Standards of the relevant water and sewerage service provider (e.g. Queensland Urban Utilities)</i> ▪ <i>SEQ Water Supply and Sewerage Design and Construction Code</i>
Water quality	<ul style="list-style-type: none"> ▪ <i>Development Guidelines for Water Quality Management in Drinking Water Catchments 2012</i>
Stormwater quality	<ul style="list-style-type: none"> ▪ <i>Water sensitive urban design: Design objectives for urban stormwater management</i> ▪ <i>Environmental Protection Policy (Water)</i> ▪ <i>Water Sensitive Urban Design Technical Design Guidelines for South East Queensland</i> ▪ <i>Construction and Establishment Guidelines, Swales, Bioretention Systems and Wetlands</i> ▪ <i>Healthy Waterways - Water Sensitive Urban Design Technical Design Guidelines for South East Queensland</i> ▪ <i>Concept Design Guidelines for Water Sensitive Urban Design</i> ▪ <i>Standard Drawings for Water Sensitive Urban Design</i>
Stormwater quantity	<ul style="list-style-type: none"> ▪ <i>Queensland Urban Drainage Manual (QUDM)</i> ▪ <i>Australian Rainfall and Runoff - where referenced by QUDM</i>

Roads (major)	<ul style="list-style-type: none"> ▪ DTMR's Road Planning and Design Manual ▪ DTMR's Pavement Design Manual ▪ DTMR's Bridge Design Manual ▪ QUDM - Chapter 7 ▪ DTMR's Drainage Design Manual ▪ Manual of Uniform Traffic Control Devices ▪ DTMR's Guide to Pavement Markings ▪ Australian Standard AS1158 (Street Lighting) ▪ Complete Streets Manual 2010 (Section 17: Industrial Streets)
Roads (minor)	<ul style="list-style-type: none"> ▪ Relevant local government construction standards
Rail	<ul style="list-style-type: none"> ▪ DTMR's Guide to Development in a Transport Environment – Rail
Site access	<ul style="list-style-type: none"> ▪ Relevant local government design and construction standards
Footpaths and cycle paths	<ul style="list-style-type: none"> ▪ Local government standards for construction ▪ Austroads - Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
Filling	<ul style="list-style-type: none"> ▪ AS3798 - Guidelines on Earthworks for Commercial and Residential Developments

Response: The site access has been designed to the required standards of TMR (Department of Transport and Main Roads) and Scenic Rim Council. The works associated with the development will be subject to an approval from Council. In regards to stormwater management, best practice standards will be achieved as demonstrated in the Stormwater Management Report by ACS Engineers. The proposal complies with the above criteria.

In addition to the above, the proposed development will achieve compliance with the following Planning Scheme Codes:

- Earthworks, Construction and Water Quality Code; and
- Infrastructure Design Code.

An assessment against the provisions of these Codes is included in *Appendix 1*.

6 Supporting Information

The following provides a concise overview of the key issues and findings of the various specialist reports/plans prepared in support of the proposed development.

6.1 Traffic Impact Assessment Report

TTM Consulting (TTM) was engaged to undertake a traffic engineering assessment of the proposed development.

The development access arrangements have been reviewed against the requirements of the AS2890.2 as required by the Council planning scheme. An alternative design solution is submitted as part of the proposal. AS2890.2 requires a 14.5m wide crossover, which consists of two 6.5m wide lanes separated by a 1.5m island. However, TTM prepared a set of swept paths to demonstrate that an 11m wide crossover with extended flares will better fit the proposed access to the development, as demonstrated in the development plans.

The report concludes that "With the proposed crossover, vehicles up to the size of 26m B-double will access the site without any constraints, as demonstrated in the swept paths prepared by TTM. Refer to TTM Drawing 23BRT0560-01, 02 & 03. Furthermore, cars can queue clear of the carriageway when trucks are accessing the site, as shown in TTM Drawing 23BRT0560-01. Therefore, the proposed driveway width/type is deemed fit for the purpose. Overall, the access arrangements provisions for the proposed development are considered acceptable".

In regards to the estimated traffic generation, the report states that Taking into consideration that each Transport Depot will have the same GFA (800m²). The estimated traffic generation for this development will be 32 vph – Peak Time and 160 vpd.

This results in approximately 20 vehicles on average during the peak hour on any approach or departure movement. This will then be distributed at Boonah-Beaudesert Road, primarily left-in/right-out. This will result in negligible additional right turns to Sandy Creek Rd.

Furthermore, the traffic generation for the proposed development is expected to be relatively low, given the nature of the development. Based on the information given to TTM by Beaudesert & Boonah Cranes, each shed is expected to generate 30 vehicle movements per day (10 light vehicles and 20 heavy vehicles) based on a similar shed owned by the same company. Therefore, for the development that proposes 4 sheds, the traffic generation is expected to be 160 vpd. Overall, TTM considers that the proposed development will not significantly impact the adjacent road network.

Refer to Traffic Impact Assessment Report by TTM Consulting dated 10 May 2024 included in *Appendix 6*.

6.2 Stormwater Management Report

ACS Engineers was commissioned to develop a site-based stormwater management plan to identify the potential stormwater related impacts from the proposed development.

The report details the stormwater management requirements for the development in order to achieve compliance with the Bromelton State Development Area Development Scheme, Scenic Rim

Regional Council Planning Scheme, Seqwater Development Guidelines for Water Quality Management in Drinking Water Catchments, QUDM and the Environmental Protection (Water and Wetland Biodiversity) Policy 2019, specifically the necessary mitigation measures to ensure that there is:

- no worsening of the stormwater discharges from the site into downstream properties,
- no worsening of flood plain extents, and
- no increased risk of contamination of downstream surface waters.

The following stormwater controls are proposed to appropriately manage stormwater through the site and maintain pre developed regimes.

- Overland flow directed to perimeter bio-swale drains;
- Roof water directed to rainwater tanks with overflows directed to perimeter swale drains; and
- Perimeter swale drains directed to detention basin (including bioretention cell).

The stormwater detention is proposed to be constructed within the southeast corner of the lot to ensure pre-developed peak discharges are maintained. It has been determined that the detention basin (encompassing permanent storage) must have a base area of 600m² and depth to lowest outlet of 0.65m. The detention outlet structure (weir and low flow pipes) has been sized to convey pre developed flow rates and return flows to pre-developed regimes.

The report also states that it is expected that the existing lawful point of discharge will be maintained should the controls identified by ACS Engineers be implemented as part of the development works.

In regard to stormwater quality, the potential impacts of on site operations for the subject site prompt the requirement of a stormwater quality treatment train. The treatment train consists of the following:

1. Stormwater runoff from roof to be directed into rainwater tanks;
2. Tank overflows and hardstand areas directed to vegetated swale drains;
3. Swale drains to be directed to detention basin with bioretention cell; and
4. Captured water in rainwater tanks and detention basin to be reused on site for potable and irrigation uses.

The stormwater quality treatment train is shown on drawing ACS-230068-GEN-08.

That report concludes that if best practice management is followed, along with the proposed stormwater quality management controls, the quality of the stormwater discharging from the site is expected to remain at or below pre-development quality. Runoff from all disturbed areas of the site will be directed to the detention basin for sediment capture and nutrient removal.

It is further confirmed that the proposed development will also achieve the requirements of the Seqwater Development Guidelines for Water Quality Management in Drinking Water Catchments.

In summary, the Stormwater Management Plan Report has demonstrated that the potential stormwater impacts associated with the proposed development are within acceptable and manageable limits. The proposed development is unlikely to have any adverse impacts on neighbouring properties and the surrounding environment, with respect to stormwater quantity and quality.

Refer to the Stormwater Management Plan by ACS Engineers dated 9 November 2023 included in *Appendix 5*.

6.3 Wastewater Report

Stav's Hydraulic Services was commissioned to undertake a Site and Soil Evaluation for the on-site waste water treatment and effluent disposal.

The proposed wastewater system utilises an Advanced Secondary all-waste sewage treatment plant (Envirocycle 10EP advanced Secondary Wastewater treatment system) for each of the four sheds. The proposed systems will discharge to separate sprinklers. A total land application area of 418m² spread across all systems is required.

The existing residence currently discharges to separate greywater pump out and black water septic system.

The proposed wastewater systems and effluent disposal will achieve all required standards. The systems will be installed progressively and will be subject to subsequent plumbing and drainage works applications.

Refer Site and Soil Evaluation Report Rev A (Wastewater) by Stav's Hydraulic Services, dated 13 October 2023 included in *Appendix 7*.

6.4 Landscape Plan

The Landscape Plan prepared by Studio 8 proposed significant landscape work that will enhance the aesthetics of the development. It will also compensate for the loss of any trees that may need to be removed in proximity of the sheds. As previously reported, a total of 62 trees and 321 shrubs will be planted, as well as turf and ground cover where shown.

Refer to Landscape Plan (Operational Works) by Studio 8 dated 2 May 2024. As reported earlier, the proposed landscape work will achieve the SDA criteria. It will also achieve compliance with the Planning Scheme's Landscaping Code as addressed in *Appendix 1*.

7 Conclusion

The preceding assessment has demonstrated the merits of the proposal in respect to the relevant requirements of the Bromelton State Development Area Development Scheme and other relevant planning instruments including the State Planning Policy, the South East Queensland Regional Plan 2023, and the Scenic Rim Planning Scheme 2020.

The purpose of application is to obtain a development approval for a transport depot development and a temporary caretaker's accommodation. The transport depot has been designed to allow four similar businesses to operate from the premises. Beaudesert and Boonah Cranes will be the first to establish its business on this site and will occupy the western end of the property.

As part of the land use approval, there will be a total of four (4) industrial sheds constructed. The sheds will have an internal floor area of 900m² plus an awning of 160.8m². The total footprint per shed will be 965m², with a total of 3860m² for the ultimate development. A new Type C access will be constructed to the east of the existing access, which will be closed. A seven (7) metre wide private road servicing the four sheds will be constructed off Sandy Creek Road in accordance with the submitted engineering design.

The low impact nature and scale of the proposed development is considered appropriate for the site given its context. A Transport depot (including a temporary Caretaker's Accommodation) is an appropriate use of the land, which is conveniently located on the fringe of the Bromelton industry precincts. Its' location within the Transition Precinct will create an opportunity for synergistic development both on the site with opportunities for three other similar businesses, as well as new businesses on the surrounding land.

The development is not expected to have any adverse impact on the locality. The intent of the Transition Precinct is achieved and ensures the character and amenity of the surrounding locality is protected. This will ensure the purpose and industrial function of the BSDA is not compromised.

The proposed uses will not compromise the conduct of any future industrial uses within the Bromelton State Development Area. The proposal has been assessed against all relevant benchmarks. In summary, the following points are made;

- The proposal accords with the purpose of the BSDA Development Scheme and satisfies the intent of the Transition Precinct;
- The proposed development accords with the strategic vision for the BSDA;
- The proposed development complies with the relevant Overall Objectives for land uses in the Bromelton SDA;
- The proposed development complies with the SDA wide assessment criteria; and
- The potential impacts are considered to be of an acceptable level and can be appropriately managed and mitigated.

Having regard to the facts and circumstances outlined in this report, an SDA approval for a Transport Depot and Caretaker's Accommodation (Temporary) is considered warranted subject to reasonable and relevant conditions.

TJ Kelly Surveys Pty Ltd
Ref 4821 Version 1.0
3 July 2024