

Development Application

Recommendation: Approved with Conditions

SARA reference: AP2026/001 SDA
SARA role: Referral Agency
SARA regional office: Office of the Coordinator-General
SARA email: [REDACTED]
TMR reference: TMR26-049345
TMR contact name: [REDACTED]
TMR contact details: [REDACTED]

1.0 Application details

Street address: Beaudesert Boonah Road, Bromelton QLD 4285
Real property description: 1RP45234
Local government area: Scenic Rim Regional Council
Applicant name: Cleanaway Operations Pty Ltd c/- Therefor Group
Applicant contact details: [REDACTED]
[REDACTED]
[REDACTED]

2.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Material Change of Use	Development Permit	Material Change of Use for special industry (Bromelton Energy and Resource Centre)

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the provisions of the *Planning Regulation 2017*:

Trigger Mode	Trigger Number	Trigger Description
State-Controlled Roads	10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises - (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are - (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection
Road Access Approvals	s62_DA	Road Access Location application. NOTE: to be used for applications that are made to fulfil conditions of a development approval (not including FastTrack Applications)

Major Development Projects	SDA	State Development Area
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4.0 Assessment of Application

4.1 Evidence or other material

Our agency relied on the following evidence or material in making its assessment:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version/Issue
<i>Initial Application:</i>				
Engineering Infrastructure Report	ARUP	19 December 2025	BERC-ARU-BNE-ENG-RPT-0001	C
BERC Infrastructure – Civil Engineering	ARUP	16 January 2026	293683-00 BERC-ARU-BNE-CICW-DRG-1001	C
Bromelton Energy and Resource Centre	ARUP	19 December 2025	293683-00 BERC-ARUP-BNE-ARAR-DRG-000001	R02
Planning Assessment Report	Therefor Group	February 2026	-	5.0
Pavement Impact Assessment Technical Note	ARUP	4 March 2026	293683-69-ARU-00CIPA-TNE-000001	-
Site Specific Connection Assessment Report	Energex	5 December 2025	8187262	1.0
Noise and Vibration Technical Report	ARUP	19 December 2025	BERC-ARU-BNE-ENNV-RPT-0001	C
Stormwater Management Plan and Flood Risk Assessment	ARUP	4 February 2026	BERC-ARU-BNE-SWMP-RPT-0001	C
Traffic Impact Assessment	ARUP	10 February 2025	BERC-ARU-BNE-TTMM-RPT-0002	C
Resource and Waste Management Report	ARUP	19 December 2025	BERC-ARU-BNE-WEWM-RPT-0001	C
<i>Response to Information Request:</i>				

Proposed Site Plan – Development Footprint	ARUP	27 July 2026	BERC-ARU-BNE-CICW-DRG-1021	E
Planning and Assessment Report	Therefor	29 July 2026	-	6.0
Traffic Impact Assessment	ARUP	27 July 2026	BERC-ARU-BNE-TTTM-RPT-0002	D
General Arrangement Plan	ARUP	30 June 2026	BERC-ARU-BNE-CICW-SKT-2010	C
Stormwater Management Plan and Flood Risk Assessment	ARUP	28 July 2026	BERC-ARU-BNE-SWMP-RPT-0001	D
Pavement Impact Assessment Technical Note	ARUP	26 June 2026	293683-69-ARU-00CIPA-TNE-000001	B
Engineering Infrastructure Report	ARUP	21 July 2026	BERC-ARU-BNE-ENG-RPT-0001	D

4.2 Considerations and assessment

Proposed Development

- A development application was properly made to the Office of the Coordinator General (OCG) on 1 April 2026. The subject site is located on Beaudesert Boonah Road, Bromelton QLD 4285. The subject site is formally described as Lot 1 on RP45234 and falls within the Special Industry Precinct of the Bromelton State Development Area.
- Proposal seeks to establish a Waste-to-Energy conversion facility and associated access intersection on the subject site. The proposed facility will have a design capacity of 760,000 tonnes per annum and the development is currently estimated to generate 380 vehicle trips per day.
- [OCG issued an Information Request on 1 May 2026, regarding access, project, pavement, and rail impacts. The applicant submitted a Response to Information Request on 29 July 2026.](#)
- The application is triggered for the TMR technical assessment as 1RP45234 is located within the Bromelton State Development Area, within 25m of a State-controlled Road (Beaudesert Boonah Road) and within 25m of a Railway Line (Interstate Railway), the application is assessable under the current version of the *Bromelton State Development Scheme 2017*.

Site History

- The site is currently vacant and used for rural purposes.
- Pre-lodgement meetings were held on 26 June 2023 and 12 September 2023 between the applicant, OCG and TMR to discuss potential access arrangements to the state-controlled road.
- This was followed by formal pre-lodgement advice respectively in July and October 2023.
- A further meeting occurred on 28 March 2025 and 1 August 2025 concerning a Traffic Impact Assessment, prepared by Arup, dated 24 July 2025, document reference BERC-ARU-BNE-TTTM-RPT-0002, version Draft 2. Comments on the draft TIA were provided to the applicant via email dated 14 August 2025.

- A pre-lodgement meeting regarding railway impacts occurred on 10 September 2025. Following this meeting, formal railway advice was provided to the applicant on 11 September 2025.
- The applicant submitted Round 1 of draft documents for state review and comment on 8 October 2025. Additional Pre-lodgement Advice was provided by TMR on 30 October 2025.
- The applicant submitted Round 2 of draft documents for state review and comment on 24 November 2025. Additional Pre-lodgement Advice was provided by TMR on 12 December 2025.

Assessment

State Codes 1, 2 and 6 of the *State Development Assessment Provisions* (version 3.6, effective 1 May 2026) provide detailed guidance that supports assessment of the State's interest for the purpose of assessment against the *Bromelton State Development Scheme 2017*.

SDAP State Code 1

Table 1.1 Development in General

Buildings, structures, infrastructure, services and utilities; Landscaping: PO1 to PO7
• The applicant has submitted a Proposed Site Plan – Development Footprint, prepared by ARUP, dated 27 July 2026, reference BERC-ARU-BNE-CICW-DRG-1021, version E. • This plan demonstrates that all proposed buildings, structures, services or utilities are located entirely within the site boundaries (with the exception of required access intersection works). • The development does not include any advertising devices. • The development does not include any bridges. • The development does not include any landscaping within the State-controlled Road corridor. • Subsequently, there is no creation of safety hazards relating to the State-controlled Road. • TMR are satisfied that the application will not compromise PO1 to PO7, therefore no conditions are recommended. • PUP advice can be provided to ensure the applicant is aware of the approval process for connections to public utilities in the State-controlled Road corridor.
Stormwater and overland flow; Flooding; Drainage infrastructure: PO8 to PO14
• The applicant has submitted a Stormwater Management Plan and Flood Risk Assessment, prepared by ARUP, dated 28 July 2026, reference BERC-ARU-BNE-SWMP-RPT-0001, version D. • Contour information indicates that the subject site features a natural downwards slope towards the north, northeast, and northwest (discharging stormwater towards the state-controlled road). • The submitted report recommends on-site detention basins, stormwater tanks, and a modified stormwater table drain and culvert along the state-controlled road frontage (as part of the access intersection works). • TMR engineers have reviewed the submitted material and have found the submitted SMP to be acceptable. • Conditions are recommended to ensure compliance with PO8 to PO14.

Table 1.2 Vehicular Access, Road Layout and Local Roads

Vehicular access to State-controlled Road or within 100m of a State-controlled Road intersection: PO15 to PO20
<u>Information Request:</u> • The applicant has submitted a Traffic Impact Assessment Report, prepared by ARUP, dated 10 February 2025, reference BERC-ARU-BNE-TTMM-RPT-0002, version C. • Primary access is proposed via a new four-way signalised intersection at Beaudesert Boonah Road and Recycling Street. • The signalised intersection incorporates:

- Channelised Right Turn (CHR(s)) lanes
 - Auxiliary Left Turn (AUL(s)) lanes
- The access design accommodates B-double vehicles, with allowance for future A-double access should the heavy vehicle network be reclassified.
- Due to the speed limit reduction to 70km/h resulting from the signalisation of the intersection, it allowed for the adoption of an 80km/h design speed for safe intersection sight distance (SISD) check. The assessment demonstrated compliant SISD to both directions on Beaudesert-Boonah Road at the site access under Normal Design Domain.
- A turn warrant assessment confirms that basic turn treatments would be sufficient based on volumes, however, CHR(s) and AUL(s) are adopted in line with TMR Road Safety Policy at the preliminary design review stage.
- As part of the access impact assessment for the site action, SIDRA modelling indicates the access intersection operates within acceptable limits in both opening year (2032) and design year (2042) scenarios, with:
 - LOS C or better
 - Degree of Saturation well below 90%
 - Queues contained within available storage
- However, intersection upgrade works at Beaudesert-Boonah Road and Mitchell Road are currently underway and approaching completion.
- According to Figure 6.6 and Appendix N of the submitted TIA report, the existing westbound lane on Beaudesert Boonah Road will be shifted to the south with pavement widening and tie back into the existing Beaudesert Boonah Road panel to the west that is under construction.
- It is recommended that further information is provided by the applicant to verify that the proposed access intersection design and the interface can be achieved with the Mitchell Road upgrade under normal design domain to identify any need for design exceptions early that may delay the project at the road works application stage.
 - Design drawings for the intersection works at Mitchell Road had been provided to the applicant previously that can assist with this check.
- An Information Request is recommended to allow TMR to finalise its assessment and ensure compliance with PO15 to PO20.

Technical Agency Response:

- The applicant has submitted a Traffic Impact Assessment report, prepared by ARUP, dated 27 July 2026, reference BERC-ARU-BNE-TTTM-RPT-0002, version D.
- This report includes a General Arrangement Plan (GAP), prepared by ARUP, dated 30 June 2026, reference BERC-ARU-BNE-CICW-SKT-2010, version C.
- The GAP proposes a new access location for the subject site as a southern leg of a new signalised intersection with Beaudesert Boonah Road and Recycling Street.
- Additionally, the GAP proposes an upgraded intersection between the "SCT Logistics" access road and Beaudesert Boonah Road and will tie-in to the intersection works of Mitchell Road (provided by the neighbouring SoilCo development).
- Beaudesert Boonah Road is not a Limited Access Road.
- Access to the subject site cannot be achieved via a local road.
- Principle 2 Strategy 3 of TMR's *Vehicular Access to State-controlled Roads Policy* states: "The number of access points to a SCR will be minimised to ensure the through traffic carrying function of the road is maintained."
- As a result, the proposed intersection works will make the site's existing SCR access obsolete and will need to be removed as part of any development approval.
- Under the current planning framework, a development application under the *Planning Act 2016*, if involving constructing or changing access to a State-controlled Road, will also be

taken to be an application for a decision under Section 62 of the <i>Transport Infrastructure Act 1994</i>. • The <i>Transport Infrastructure Act 1994</i> provides TMR the power to permit, amend, prohibit, or apply conditions to access locations between a State-controlled Road and adjacent land. It is TMR's preference to limit, restrict or consolidate accesses to the State-controlled Road, to ensure that road accesses do not compromise the safety and efficiency of the road. • TMR engineers have reviewed the submitted material and advise the following: ○ <i>The ARUP submission reviewed the interface between the proposed site access and the Mitchell Road upgrade within the Normal Design Domain and confirmed that no design exceptions will be required to accommodate their site access intersection design. Minor amendments will be required along both directions of Beaudesert-Boonah Road to the west of the subject site to align the road geometry of Beaudesert-Boonah Road with the revised lane allocations associated with the proposed site access arrangement.</i> ○ <i>The submitted GAP shows the necessary amendment works along Beaudesert-Boonah Road including line marking changes, minor road widening on both sides and guardrail relocation to accommodate the additional right turn lanes as part of the subject site access. It is acknowledged that this information is only preliminary at this stage and will be subject to further detailed design at a later stage of the development.</i> ○ <i>It is recommended that a condition be imposed requiring road access works and design required for the subject site access to be undertaken in accordance with the general arrangement layout plan in Appendix N and all relevant TMR design standards and guidelines and must be undertaken within the Normal design domain. Any deviations from the NDD standards will require approval from the department's delegate subject to detailed justifications via the design exception report process outlined in RPDM Part 1.</i> • Based on the provided material, it is considered that the proposed development can be effectively implemented without significant impacts to the safety and functional requirements of the State-controlled Road with conditions applied. • To ensure that the subject site has a current and formally approved access to the State-controlled Road, an access decision (under s62 of the <i>Transport Infrastructure Act 1994</i>) has been provided approving access between Beaudesert Boonah Road and the subject site at the proposed access location only. • Additionally, the site's existing access (which is made redundant by the new access intersection) must be permanently close and removed, and any road infrastructure must be reinstated to match the adjacent. • Conditions are recommended to ensure compliance with PO15 to PO20.	Public Passenger transport and active transport: PO21 to PO24 • There is no public passenger transport infrastructure directly fronting the subject site, and the proposal is unlikely to damage or interfere with bus routes, therefore there is no impact to public passenger transport infrastructure. • Additionally, the proposed development will not impact any active transport infrastructure. • TMR are satisfied that the application will not compromise PO21 to PO24, therefore no conditions or advice are recommended.
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Table 1.3 Network Impacts

Network impacts: PO25 to PO28
• The applicant has submitted a Traffic Impact Assessment report, prepared by ARUP, dated 27 July 2026, reference BERC-ARU-BNE-TTTM-RPT-0002, version D. • Refer to assessment under PO15 to PO20.

- This report identifies a 6.36% increase in network delay impacts as a result of the proposed development.
- As a result, the applicant has recommended the following mitigation measures to help negate any new safety / operational impacts:
 - A "Turning Vehicles" sign be installed prior to the crest of the curve on Beaudesert Boonah Road, for westbound vehicles, to warn oncoming drivers of the potential for slowing vehicles ahead.
 - Signage be installed to ensure drivers are aware of the speed reduction to 70km/h
 - Signalisation of the Beaudesert Boonah Road / Recycling Street / Site Access intersection, allowing compliant sight distance for vehicles exiting Recycling Street and reducing potential for crashes between through traffic and turning vehicles at both Recycling Street and SCT Logistics Site Access.
- TMR engineers have reviewed the submitted material and have found the submitted TIA report and proposed mitigation measures to be acceptable.
- Conditions are recommended to ensure compliance with PO25 to PO27
- Additionally, the submitted TIA report states the following: *"Cleanaway to work with TMR, Department of State Development and the Coordinator General of Queensland to develop operational safety upgrades within the impact assessment area in the interim, prior to outcomes from strategic transport network planning for the Bromelton SDA being implemented."*
- As a result, TMR will pursue the establishment of an Infrastructure Agreement with the applicant following any development approval, to support the state transport network and future transport projects and benefit new developments in the area. An advice note is recommended to inform the applicant of this process.
- The applicant has submitted a Pavement Impact Assessment Technical Note, prepared by ARUP, dated 26 June 2026, reference 293683-69-ARU-00CIPA-TNE-000001, version B
- TMR engineers have reviewed the submitted material and advise the following:
 - *The pavement impact assessment has been updated to include the estimated contribution rate per tonne as well as per truck based on the assumed max operation capacity of 760,000 tonne per annum from the year of opening of the development.*
 - *It is noted that this contribution figure was estimated with conservative assumption such as max operational capacity from year of opening of the development. Without more detailed information on the actual operational capacity of the subject development, it is recommended that the development is conditioned to contribute to TMR based on the contribution rate per tonne of waste listed in table 5 of the updated pavement impact assessment.*
 - *The development is also required to provide to TMR evidence of the total tonne of waste processed per year in support of the contribution made.*
- Conditions are recommended to ensure compliance with PO28.

Planned upgrades and corridor improvements: PO29 to PO30

Information Request:

- The land dedication to TMR for potential future road upgrade are shown in the submitted material to include dimensions to demonstrate that an additional lane (min 3.5m wide) and future verge (min 4.5m wide) is achieved.
- Appendix B2 Civil Engineering Drawings BERC-ARU-BNE-CICW-DRG-1612 notates the indicative position of the stormwater crossing under new junction.
- The land dedication for the Beaudesert Boonah Road signals will need to extend into the property to the tangent of the kerb returns. The extent of the proposed culvert (including headwalls) should be considered in the establishment of the land dedication.
- TMR's project planning team request that the applicant provide the electronic drawing files

(.dwg, .12da) to better understand embankment and drainage implications for a future four-lane upgrade of Beaudesert Boonah Road west of the railway.

- Additionally, the proposed culvert (including headwalls) must be relocated outside of the land dedication area to ensure there are no future stormwater impacts on the state-controlled road planned upgrades and that these structures do not impede the delivery of the project.
- An Information Request is recommended to allow TMR to finalise its assessment and ensure compliance with PO29 to PO30.

Technical Agency Response:

- The applicant has submitted General Arrangement Plan, prepared by ARUP, dated 30 June 2026, reference BERC-ARU-BNE-CICW-SKT-2010, version C.
- The applicant has submitted Proposed Site Plan – Development Footprint, prepared by ARUP, dated 27 July 2026, reference BERC-ARU-BNE-CICW-DRG-1021, version E.
- These plans indicate a future land dedication setback surrounding the proposed access intersection, and relocates access stormwater infrastructure outside of the setback area.
- TMR's project planning team have reviewed the submitted material and advise that the proposed setback area and infrastructure locations are sufficient to accommodate a future 4-lane upgrade of Beaudesert Boonah Road, without interfering with the operation of the intersection.
- Conditions are recommended to protect this dedication area and ensure compliance with PO29 and PO30.

Table 1.4 Filling, excavation, building foundations and retaining structures

Filling, excavation, building foundations and retaining structures: PO31 to PO36

- The applicant has submitted a Bulk Earthworks Plan, prepared by ARUP, dated 27 July 2026, reference BERC-ARU-BNE-CICW-DRG-1201, version D.
- This plan indicates 233,730m³ of cut materials and 205,990m³ of fill materials on the subject site (resulting in an excess of 27,740m³).
- TMR engineers have reviewed the submitted material and advise that an earthworks condition be included with any development approval to ensure that any excess excavation activities do not impact the structural integrity of the state-controlled road corridor.
- Conditions (with RPEQ requirements) are recommended to ensure compliance with PO31 to PO36. A performance-based condition is most appropriate as the Technical Note has alluded to different design options being available for batters and retaining structures.

Table 1.5 Environmental Emissions

Noise, vibration and air and light: PO37 to PO51

- No noise report has been submitted as part of the application material.
- The subject site is located within Category 3: 68 dB(A) =< Noise Level < 73 dB(A) of the Gazetted Transport Noise Corridor.
- However, the application does not involve any noise sensitive land uses such as: accommodation activities, childcare centers, educational establishments, or hospitals.
- TMR are satisfied that the application will not compromise PO37 to PO51, therefore no conditions or advice are recommended.

Table 1.6 Development in a future State-controlled Road environment

Development in a future State-controlled Road environment: PO52 to PO56

- The application does not involve any development in a future state-controlled road environment.
- TMR are satisfied that the application will not compromise PO52 to PO56, therefore no

conditions or advice are recommended.

SDAP State Code 2

Table 2.1 Development in General

Buildings, structures, infrastructure, services and utilities: PO1 to PO11

Information Request:

PO1 to PO3

Building and structures

- The Proposed Site Plan, drawing number BERC-ARU-BNE-CICW-DRG-1021, revision D, prepared by Arup shows that the proposed buildings are well removed from the railway corridor. The closest building is separated from the railway corridor by approximately 100m.
- This is largely because the developable area will be on a raised building pad with batter slopes. The minimum separation between the top of the building pad and railway corridor is approximately 50m.
- The proposed development is therefore unlikely to compromise this aspect of PO1 – PO3.

Infrastructure, services and utilities

- The Planning and Assessment Report states that:
 - There is an existing pipeline of potable water which terminates east of the site at Waste Facility Road (this is on the opposite side of Beadesert Boonah Road. There is no municipal water supply available to the site.
 - There is no formal sewerage infrastructure within the Bromelton SDA and no immediate plans to construct a trunk sewer. Urban Utilities' master plan will ultimately service the site but does not anticipate development until post 2031.
 - The site does not contain electricity, gas or telecommunications infrastructure.
 - The proposed development will include all on-site infrastructure required for the development such as site utilities and stormwater infrastructure.
- Despite this, Arup drawing number BERC-ARU-BNE-CICW-DRG-101, revision C, shows that there are existing telecoms conduits on the site parallel to Beadesert Boonah Road. These are intended to be retained but may not be suitable for use.
- There is also an existing culvert crossing of the railway corridor.
- The Engineering Infrastructure Report prepared by Arup states that:
 - Water storage will be used on site and rainwater collected and re-used.
 - There are longer term plans to connect to the water main by extending it along Beadesert Boonah Road to the site boundary.
 - Prior to connection to the longer term urban utility wastewater network, an on-site sewer holding tank system will be used.
 - The BERC operations will generate electricity and therefore requires connection to the electricity network to export power to the grid. Several connection options have been identified and assessed. It is proposed to connect to the Beadesert Bulk Supply substation via a new 7-8km 110 kV feeder from the site. It is surmised that this transmission line will need to extend east to Beadesert and most likely along Beadesert Boonah Road. However, it is unclear how the bridge crossing of the railway corridor will be achieved and therefore it is likely to traverse the railway corridor.
 - The development will also include a 5 MW emergency diesel generator.
 - The development will include a substation along the northern boundary of the site.
 - Satellite NBN connection is proposed.
- Given the above, the required service and utility connections are most likely to impact on the state-controlled road rather than the railway corridor.

- However, achieving a transmission line connection from the site to the Beaudesert substation is likely to traverse the railway corridor as it will not be possible to construct this on the road over rail bridge.
- Given this, an advice statement should be included regarding the approval requirements under section 255 of the *Transport Infrastructure Act 1994*.

Technical Agency Response:

PO1 to PO3

- By email dated 02 April 2026, the Office of the Coordinator-General advised that:
"Importantly, the SDA application does not include the transmission line component. This component will be designed and delivered by Energex."
- Given the above, an advice statement should be provided, regarding the approval requirements under section 255 of the *Transport Infrastructure Act 1994* regarding potential service and utility connections, in order to ensure compliance with PO1 to PO3.

PO4

- Refer to the assessment under PO27 to PO34 of State Code 2.

PO5

- Not applicable – Development is not location within the railway corridor.

PO6

- Refer to assessment of State Code 2 PO's

PO7

- Not applicable – Development is not location within the railway corridor.

PO8 and PO9

- The Proposed Site Plan, drawing number BERC-ARU-BNE-CICW-DRG-1021, revision D, prepared by Arup, shows that the proposed buildings are well removed from the railway corridor.
- The closest building is separated from the railway corridor by approximately 100m.
- TMR are satisfied that the application will not compromise PO8 to PO9.

PO10

- Not applicable – Development is not location within the railway corridor.

PO11

- The Proposed Site Plan, drawing number BERC-ARU-BNE-CICW-DRG-1021, revision D, prepared by Arup shows that proposed buildings are well removed from the railway corridor. The closest portion of the building pad to the railway corridor is separated from it by approximately 50m.
- The proposed development also relates to a waste to energy facility.
- TMR are satisfied that the application will not compromise PO11.

Stormwater and overland flow: PO12 to PO14

- The site is currently vacant and used for grazing/agricultural purposes.
- The development site will occupy the northern 226,180m² of the site, north of the existing farm dams.

- The existing watercourse and farm dams traversing the centre of the site flow towards the railway corridor and through a railway culvert. This area forms an overland flow path.
- The proposed development is likely to increase the impervious area on the site and therefore peak discharge. The earthworks proposed on the site are also likely to alter its drainage characteristics.
- The applicant has submitted the Stormwater Management Plan and Flood Risk Assessment, prepared by Arup, dated 04 February 2026, document reference BERC-ARU-BNE-SWMP-RPT-0001, revision C.
- Pre-development catchment 2 (parts A and B in the centre of the site) with an area of 319.716m² currently discharges to the railway culvert, being a 1.85m wide x 1.85m high arch culvert.
- Section 4.1.2 and 5.1 state that:
"Runoff from the developed portion of the site will be conveyed via the minor and major stormwater network to bioretention and on-site detention basins. The size of the detention component of the basins has been determined to cater for the 10-year Average Recurrence Interval (ARI) event as defined by Table 7.3.1 of QUDM."

With many of the southern parts of the site exceeding 10% gradient, the decision was made to confine the initial development (the subject of the application) to the northern portion of the site. In an effort to maintain existing flow regimes, particularly in undeveloped parts of the existing site, the farms dams are to be retained in their current configuration."

- Section 6.2 describes the main elements of the stormwater strategy as follows:
 - Retention of the farm dams servicing the southern part of catchment 2, thereby allowing undeveloped areas in this catchment to maintain the existing drainage regime.
 - Maintain the existing drainage regime in catchments 3 and 4.
 - Maintain pre-development catchment distribution.
 - Retain current stormwater discharge locations and flow rates via the use of detention basins.
 - The northern stormwater basin servicing catchment 1 will discharge into an existing swale in the western portion of the site. The swale conveys flows under the box culverts in Beaudesert Boonah Road.
 - The eastern basin, serving catchment 2 will discharge into an existing overland flow path downstream of the farm dam and flows will then pass through the railway culvert.
 - Minor gullies and flow paths in the developed area will be filled and drained by the stormwater system.
- TMR's Engineering & Technology Branch (Stormwater) has reviewed the report and advised that: *The afflux maps show no impact over the rail track and slight improvement in the rail corridor due to addition of a detention basin.*
- The applicant has provided a revised Stormwater Management Plan and Flood Risk Assessment, prepared by Arup, dated 28 July, 2026.
- TMR's Engineering and Technology Branch (Stormwater) has reviewed this report and advised that:
"This is a large development with contribution from some regional catchments and therefore the designer has adopted a flood modelling approach to investigate the impact."

I have reviewed the provided details from a stormwater perspective, and note that the development is interacting with the SCR and rail corridor at points A and B shown in figure 18. The designer has proposed a detention tank at each point and a comparison of the peak flows including climate change (SSP2-4.5) shows that peak flows have been reduced in both

locations for a 1% AEP event (Figures 16 and 17). We typically look at the peak flows for a range of events (from 63% to 1% AEP) but given that they have provided the comparison for the most extreme event we can accept it from them."

- The revised report should therefore be conditioned to ensure compliance with PO12 to PO14.

Flooding: PO15

- Section 2.14 of the Engineering Infrastructure Report indicates that the bulk earthworks will result in an excess of cut of 27,740m³.
- The applicant has submitted the Stormwater Management Plan and Flood Risk Assessment, prepared by Arup, dated 04 February 2026, document reference BERC-ARU-BNE-SWMP-RPT-0001, revision C.
- Section 5.4 of the report states that hydraulic modelling has been completed to assess the risk of flooding. It comments that: *Flooding offsite associated with the Logan River is noted as potentially significant to site access and operations.*
- Section 5.4.2 documents the existing flooding characteristics as follows:
 - *Flooding is generally contained within watercourse/stream corridors, with flows following the natural topography of the site, collecting within the cascading farm dams. Some ponding is observed against the rail and road embankments.*
 - *A shallow overland flowpath is observed passing along a depression at the southend of the Development footprint.*
 - *Beaudesert-Boonah Road is shown to be overtopped in the 1% AEP + CC (SSP2-4.5) event at the road culvert crossing northwest of the project site.*
 - *The railway is shown to be flood free in the 1% AEP + CC (SSP2-4.5) event.*
- Section 6.1 of the report states that:

"The development's grading directs water away from buildings; towards the attenuation basins present within the Project area and subsequent, downstream overland flow paths. In the 1% AEP flood event, the highest water level in the overland flow path is RL 81.1m AHD."
- Section 6.3 of the report states the outcomes of the flood impact assessment as follows:

Notably it is observed that there is no worsening in flood depth or hazard to:

 - 1. Beaudesert Boonah Road in 1% AEP + CC (SSP2-4.5) event.*
 - 2. Railway corridor or to railway infrastructure in 1% AEP + CC (SSP2-4.5) event.*

Table 12 shows the peak flows arriving at existing off-site hydraulic structures in events up to and including the 1% AEP + CC (SSP2-4.5) event at the two key locations presented in Figure 18 (i.e. (A) Railway Culvert and (B) Road Culvert). As shown, there is no increase in peak flow off-site as a result of the project.
- TMR's Engineering & Technology Branch (Flooding) has reviewed the report and advised that:

The flood assessment by ARUP is comprehensive and demonstrates no adverse impacts to either railway or state-controlled road. ARUP has quantified afflux and velocity impacts and found both to be negligible for our corridors.
- The applicant has provided a revised Stormwater Management Plan and Flood Risk Assessment, prepared by Arup, dated 28 July, 2026.
- TMR's Engineering and Technology Branch (Stormwater) has reviewed this report and advised that:

"The updated SMP/Flood Risk Assessment from ARUP has confirmed no adverse flood impacts to either road or rail corridors as a result of the development. The ARUP flood assessment is robust and has considered afflux, velocity and hazard impacts - and confirmed negligible impacts to our corridors."
- Given the above, the revised report should be conditioned to ensure compliance with PO15.

Drainage Infrastructure: PO16

- Refer to assessment under PO12 to PO14 of State Code 2.

Construction Impacts: PO17

- Refer to the assessment under PO27 to PO34 of State Code 2.

Access: PO18 to PO20

Information Request:

PO18

- The Proposed Site Plan, drawing number BERC-ARU-BNE-CICW-DRG-1021, revision D, prepared by Arup, shows that there will be a new internal driveway on the top of the earthworks pad adjacent to the railway corridor.
- The internal driveway will be setback from the railway corridor by a minimum of approximately 30m.
- BERC-ARU-BNE-CICW-DRG-1615, revision C, indicates that in proximity to the railway corridor, the top of the pad will be approximately 88.5m AHD and the toe of the batter about 75m AHD. This represents a drop to a depth of about 13.5m. The batters extend all the way from the top of the embankments to the site boundary with the railway corridor. The slope would be likely to accentuate the velocity of a vehicle incident and propel it into the railway corridor.
- Section 6.1.1 of the Traffic Impact Assessment, dated 10 February 2026, document reference BERC-ARU-BNE-TTMM-RPT-0002, states that the design vehicles for the development include:
 - Type 1A: A-double trucks (maximum payload 42 t/truck)
 - Type 1B: B-double trucks (maximum payload 35 t/truck)
 - Type 2: Semi-trailer trucks (maximum payload 21 t/truck)
 - Type 3: Compactor trucks (maximum payload 9 t/truck).
- The TIA does not clarify what vehicles will circulate on the road closest to the railway corridor but nevertheless this is likely to be heavy vehicles.
- The internal roadway at the top of the earthworks embankment should have a vehicle barrier otherwise there is potential an errant vehicle may adversely impact on the railway corridor if misjudging the manoeuvre or losing controls.
- Therefore a condition should be imposed to ensure compliance with this aspect of PO18 including RPEQ certification.
- However, the applicant should be provided with advice about this matter during the information request period for their consideration.

Technical Agency Response:

PO18

- The revised Engineering (Infrastructure) Report and revised Traffic Impact Assessment have not addressed the issue. Table 9 of the Appendix B Hazard and Risk Assessment states that guardrails will be required on the internal roadway to minimise risks to the railway corridor.
- There is existing fencing along the site boundary with the railway corridor. The standard of this is unclear but it seems to be suitable for a rural area.
- The proposed development will increase the intensity of the use of the site. New fencing should be provided for the extent of the development area to prevent unauthorised access for an industrial development.
- ARTC has advised that fencing to standard STD-T0195 should be applied.
- Therefore, a condition should be imposed to ensure compliance with this aspect of PO18, including RPEQ certification because the location, extent and design of the vehicle barrier will need to be adequate for the maximum design vehicle.

PO19

- Not applicable – Street view images show that the site boundary of the area proposed to be

developed is completely enclosed by fencing.

PO20

- Not applicable – Beaudesert Boonah Road includes an existing road over the nearby rail bridge in this location.

Public Passenger Transport and Active Transport: PO21 to PO24

- There is no public passenger transport infrastructure directly fronting the subject site, and the proposal is unlikely to damage or interfere with bus routes, therefore there is no impact to public passenger transport infrastructure.
- Additionally, the proposed development will not impact any active transport infrastructure.
- TMR are satisfied that the application will not compromise PO21 to PO24, therefore no conditions or advice are recommended.

Planned Upgrades: PO25

- The proposed development is not located on land identified for planned upgrades of State-controlled Roads.
- TMR are satisfied that the application will not compromise PO25, therefore no conditions or advice are recommended.

Network Safety: PO26

Information Request:

- The prelodgement advice given to the Coordinator General by TMR raised the issue of dangerous goods.
- The applicant has sought environmental authority for ERA 14 Electricity generation - 14(3)2(a) *Generating electricity by using a fuel, other than gas, at a rated capacity of 10MW electrical to 150MW electrical.*
- The applicant has submitted a Hazard and Risk Assessment, prepared by Arup, document reference BERC-ARU-BNE-ENRI-RPT-0001, revision C.
- Table 2 of this report sets out the expected types and quantities of hazardous chemicals. Table 2 however doesn't adequately classify the dangerous goods as per Table 5.2 of the Model Code and the Australian Code for the Transport of Dangerous Goods. Also the threshold quantities are not in the equivalent units.
- It is likely some of the thresholds are exceeded for the railway corridor, in particular, in relation to diesel.
- The assessment has only addressed Major Hazard Facility and WHS requirements and omitted the railway corridor assessment.
- The relevant information request requirement was already provided previously as part of prelodgement advice.
- Therefore, further information is required in relation to PO26.

Technical Agency Response:

- In response to the information request, the applicant has submitted the Hazard and Risk Assessment, prepared by Arup, dated 02 July 2026. Appendix B provides a rail specific risk assessment in relation to the railway corridor.
- Diesel is a class 3 flammable liquid in packing group III. Storage areas exceeding 10,000 litres or more or elevated temperature/pressure of greater than 1,000 litres meets the threshold quantity in Table 5.2 of the Model Planning Scheme Code.
- Table 2 of the Arup report indicates that 360 kL will be used as start-up fuel. This is equivalent to 360,000 litres.
- Table 5 of the main report indicates that the threshold quantity of activated carbon would also be exceeded.

- Section 4.1.5 of the main report indicates that an Emergency Response Plan is required for the railway corridor.
- The Appendix B risk assessment identifies a long list of hazards in relation to the railway corridor and evaluates these to derive at 12 credible risks. These are all lower in order.
- The report recommends control measures to manage these risks which include diesel storage, fire, smoke and heat amongst other potential hazards.
- The development should be conditioned to be in accordance with the control measures associated with the identified risks.
- Given the above, the development should be conditioned to be in accordance with the mitigate measures in the reporting to ensure compliance with PO26.

Table 2.2 Filling, excavation, building foundations and retaining structures

Filling, excavation, building foundations and retaining structures: PO27 to PO34

Information Request:

- The Bulk Earthworks Plan, prepared by Arup, drawing number BERC-ARU-BNE-CICW-DRG-1201, revision C, indicates that substantial works will be undertaken to create a level building pad raised on batters.
- In proximity to the railway corridor, filling of several metres is proposed. The toe of the nearest earthworks batter will be situated a minimum of approximately 5m -10m from the site boundary with the railway corridor.
- The Bulk Earthworks Site Section Sheets 1 - 3, drawing number BERC-ARU-BNE-CICW-DRG-1241 to 1243, revision C indicates that the batter slopes will have a gradient of 1:3 and in some locations the separation from the railway corridor will increase to around 30m.
- In the location of the detention basin however, there will be a 1:4.3 batter directly adjoining the site boundary with the railway corridor.
- The sections annotate that the batter slopes will be cultivated and landscaped in accordance with MRTS16.
- However, for adequate stability the earthworks will need to be designed in accordance with all the relevant TMR technical specifications and be informed by a RPEQ certified geotechnical investigation. In particular, MRTS04 addresses earthworks embankments and slope stability.
- Section 2.1.4 of the Engineering Infrastructure Report commits to compliance with the TMR specifications and states that:
The batters adjacent to the rail corridor have been designed with a maximum 3H:1V slope and are located a minimum of 5 m from the site boundary. This design ensures safe and stable earthworks in proximity to the corridor. ...
A cut-off drain will be installed at the base of all slopes to capture surface water runoff, ensuring water is collected within the site boundary and routed to the existing points of discharge.
- From the information provided, it is not certain that the earthworks pad will be able to be designed with adequate stability. The earthworks proposal is ambitious and the overall design contingency appears to be limited if the earthwork design needs to alter.
- RPEQ certification would be required both at design and construction from geotechnical and structural engineers. The earthworks would also have to adequately conform with the TMR specifications.

Technical Agency Response:

- The applicant has provided a Technical Note – RFI 8 – Earthworks, prepared by Arup.
- Based on the following:
 - Concept Civil Design Drawings (Arup, 2026)
 - Geotechnical Site Investigation (Douglas Partners, 219361.00.R.001, August 2023)

- The Technical Note states that:
"The proposed 1 in 3 gradient batter slope is less than the maximum 1 in 2 slope specified under TMR standards. Considering the stiff ground conditions of the site and providing the proposed fill is compliant with earth fill (MRTS04 - Section 14.2.2), a 1 in 3 slope gradient would achieve sufficient factor of safety without the need for detailed geotechnical slope stability analysis. It is likely a 1 in 2 gradient would also achieve the required factor of safety if desired, however slope stability analysis would be required to prove this. It should also be considered that steeper slopes are more difficult to maintain by conventional means.
- Due to the sloping existing ground, all fill earthworks should be suitably keyed into the existing slope through benching to prevent preferential failure planes between existing and proposed earthworks. Typical benching should be as defined in TMR earthworks specification - MRTS04 section 14.3.3.*
- The 5 m offset from the railway line is suitable to enable earthworks operations/trafficking at the base of the slope subject to implementation of 'working near rail' risk assessment. 5 m exceeds the typical 3 m allowance from the edge of earthworks for clearing and grubbing.*
- If steeper slopes are desired, options available at the detailed design stage include soil reinforcement by geogrid reinforcement or soil nails, all of which can be accommodated within the existing earthworks footprint."*
- Based on this documentation, the proposed earthworks appear to be achievable.
 - A condition should be imposed, together with RPEQ certification, to ensure compliance with PO27 to PO34. A performance-based condition is most appropriate as the Technical Note has alluded to different design options being available for batters and retaining structures.

Table 2.3 Railway crossings

Railway crossings: PO35 to PO38
• Not applicable – A grade separated crossing of the railway corridor is provided by the road over rail bridge on Beaudesert Boonah Road.

Table 2.4 Environmental Emissions

Noise, air, light and vibration: PO39 to PO53
• Not applicable – No noise sensitive uses are proposed.

Table 2.5 Development in a future railway corridor

Development in a future railway corridor: PO54 to PO56
• The application does not involve any development in a future state-controlled road environment. • TMR are satisfied that the application will not compromise PO54 to PO56, therefore no conditions or advice are recommended.

SDAP State Code 6

Table 6.2 Development in General

Network Impacts: PO1 to PO13
<u>Information Request:</u> <u>PO1 to PO5</u> • The applicant has submitted a Pavement Impact Assessment Technical Note, prepared by ARUP, dated 4 March 2026, reference 293683-69-ARU-00CIPA-TNE-000001.

- The pavement impact assessment assumptions on annual vehicle volumes remain unchanged from the preliminary review stages (maximum operating capacity of 760,000 tonnes per annum).
- Traffic distribution is based on assumed waste capture from different local government areas in Brisbane, Ipswich, Logan, Scenic Rim and Lockyer Valley with majority of the traffic coming from Brisbane, Logan and Scenic Rim areas.
- Routes are constrained to B-double-approved roads, consistent with TMR requirements.
- Road links where development traffic exceeds $\geq 5\%$ of background loading in the opening year (2032) are correctly identified. The following state-controlled roads exceed the 5% threshold:
 - Beaudesert Boonah Road
 - Mount Lindesay Highway (Brisbane–Beaudesert)
- Pavement contributions are calculated for 20 years post-opening (2032–2051), consistent with GTIA requirements.
- Contributions are summarised in 5-year blocks, reflecting changes in background traffic growth and marginal cost impacts.
 - The calculated total contribution is: \$5,119,124.46.
 - Average contribution $\approx$ \$6.08 per heavy vehicle movement
- Assumptions such as 100% operational capacity from Day 1 and exclusive use of B-doubles likely overstate pavement demand.
- The pavement impact assessment methodology aligns with the TMR Pavement Impact Assessment Guide. The assessment adopts the prescribed marginal cost methodology, correctly applies Standard Axle Repetitions (SARs), uses TMR-provided road asset data, applies the 5% traffic loading threshold, and calculates pavement contributions over the required 20-year post-opening period.
- The assessment is considered conservative as it assumes 100% operating capacity from the start of the development operation. Furthermore, it assumes the largest vehicles to be B-double as the roads are currently approved for B-doubles. Should PBS vehicles (A double) be utilised in the operational stage, the number of vehicles may reduce. As a result, the proposed contribution rate per heavy vehicle may not reflect the flexibility the applicant is seeking for relating to contributions as indicated in the report. As such, contribution rate per tonne may potentially be more appropriate as the contribution required from the development because it relies on the actual operation capacity from the development on an annual basis regardless of the type and number of vehicles used.
- It is recommended that further information regarding potential contribution rate per tonne is provided by the applicant based on the assumed max operational capacity utilised in the PIA. All relevant details associated with the determination of the contribution rate per tonne must be provided to TMR to assist with the review.
- Whilst it is understood that there are assumptions made in the pavement impact assessment and there are factors that may materially influence the final pavement contribution value as the project progresses and more realistic operational capacity is known, it is important for the applicant to note that any conditions relating to pavement contribution at this stage can only be determined based on the information available to TMR. Should further information on waste contracts, vehicle fleet composition becomes available as the project progresses that will materially change the pavement impact expected, the applicant can lodge a change application to have the conditions relating to pavement contribution reviewed and revised to better reflect the actual operational capacity of the development.
- An Information Request is recommended to allow TMR to finalise its assessment and ensure compliance with PO1 to PO5.

Technical Agency Response:

PO1 to PO5

- Refer to assessment of State Code 1 POs
- The applicant has submitted a Pavement Impact Assessment Technical Note, prepared by ARUP, dated 26 June 2026, reference 293683-69-ARU-00CIPA-TNE-000001, version B
- TMR engineers have reviewed the submitted material and advise the following:
 - *The pavement impact assessment has been updated to include the estimated contribution rate per tonne as well as per truck based on the assumed max operation capacity of 760,000 tonne per annum from the year of opening of the development.*
 - *It is noted that this contribution figure was estimated with conservative assumption such as max operational capacity from year of opening of the development. Without more detailed information on the actual operational capacity of the subject development, it is recommended that the development is conditioned to contribute to TMR based on the contribution rate per tonne of waste listed in table 5 of the updated pavement impact assessment.*
 - *The development is also required to provide to TMR evidence of the total tonne of waste processed per year in support of the contribution made.*
- Conditions are recommended to ensure compliance with PO5.

PO6 to PO13

- Refer to assessment of State Code 2 PO's.

Stormwater and Drainage: PO14 to PO20

- Refer to assessment of PO8 to PO14 of State Code 1 and PO12 to PO16 of State Code 2.

Planned Upgrades: PO21

- Refer to assessment of PO29 to PO30 of State Code 1 and PO25 of State Code 2.

Table 6.3 Public passenger transport infrastructure and active transport

Public Passenger Transport Infrastructure: PO22 to PO35

- There is no public passenger transport infrastructure directly fronting the subject site, and the proposal is unlikely to damage or interfere with bus routes, therefore there is no impact to public passenger transport infrastructure.
- Additionally, the proposed development will not impact any active transport infrastructure.
- TMR are satisfied that the application will not compromise PO22 to PO35, therefore no conditions or advice are recommended.

5.0 Recommendations

5.1 Technical agency advice for SARA as referral agency

Our agency:

- (a) recommends the following issues be addressed by applying conditions that should attach to any development approval (*Planning Act 2016* section 56(1)(b)(i)):

SARA model conditions version: 3.13

No.	Conditions of Development Approval	Condition Timing
Development Permit – Material Change of Use for Special Industry		
Railway Interface		

No.	Conditions of Development Approval	Condition Timing
1	The minimum setback of buildings and structures from the railway corridor must be generally in accordance with the Proposed Site Plan – Development Footprint, prepared by Arup, dated 27/07/2026, drawing number BERC-ARU-BNE-CICW-DRG-1021, revision E, as amended in red.	Prior to the commencement of use and to be maintained at all times
Earthworks and Retaining Structures		
2	(a) Any excavation, filling/backfilling/compaction, retaining structures, batters, stormwater management measures and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor or state-controlled road corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts. (b) Earthworks, batter slopes, stormwater treatment/detention basins and retaining structures must be setback a minimum of 5m from the site boundary with the railway corridor for earthworks operations/trafficking generally in accordance with Proposed Site Plan – Development Footprint, prepared by Arup, dated 27/07/2026, drawing number BERC-ARU-BNE-CICW-DRG-1021, revision E, as amended in red. (c) Earthwork batters facing the railway corridor must be in accordance with the following Department of Transport and Main Roads specifications: • Transport and Main Roads Specifications MRTS03 Drainage Structures, Retaining Structures and Embankment Slope Protections; • Transport and Main Roads Specifications MRTS04 General Earthworks; • Transport and Main Roads Specifications MRTS52 Erosion and Sediment Control; and • Transport and Main Roads Specifications MRTS16 Landscape and Revegetation Works. (d) Submit RPEQ certification, with supporting documentation, to the Department of Transport and Main Roads' South Coast Region [REDACTED], confirming that the development has been constructed in accordance with part (a) of this condition.	(a) – (c) At all times (d) Prior to the commencement of use
Stormwater & Flooding Management		
3	(a) Carry out the stormwater and flooding management of the development generally in accordance with Stormwater Management Plan and Flood Risk Assessment, prepared by Arup, dated 28/07/2026, document reference BERC-ARU-BNE-SWMP-RPT-0001, revision D. (b) Submit RPEQ certification, with supporting documentation, to the Department of Transport and Main Roads' South Coast Region [REDACTED], confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to the commencement of use
Fencing		

No.	Conditions of Development Approval	Condition Timing
4	Provide fencing along the site boundary with the railway corridor in accordance with ARTC standard STD-T0195 – Standard Chain Link Boundary & High Security Fence.	Prior to the commencement of use and to be maintained at all times
Vehicle Barrier		
5	(a) Provide a vehicle barrier at the location shown on Proposed Site Plan – Development Footprint, prepared by Arup, dated 27/07/2026, drawing number BERC-ARU-BNE-CICW-DRG-1021, revision E, as amended in red. (b) The design and extent of the vehicle barrier must be adequate to prevent unauthorised vehicle access to the railway corridor for the maximum design vehicle using the internal roadway along the top of the earthworks batter. (c) Submit RPEQ certification, with supporting documentation, to the Department of Transport and Main Roads' South Coast Region [REDACTED] confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	(a) & (b) Prior to the commencement of use and to be maintained at all times
Dangerous Goods		
6	(a) Carry out the development generally in accordance with the Hazards and Risk Assessment, prepared by Arup, dated 02/07/2026, document reference BERC-ARU-BNE-ENRI-RPT-0001, revision D, in particular: • Section 4.1.5 – Emergency Response Plan • Appendix A (Safeguards and Potential Additional Controls) • Table 9 (BERC Proposed Controls) in Appendix B, dated 22/06/2026, BERC-ARU-BNE-RRA-RPT-0001, revision B • Appendix C. (b) Submit RPEQ certification, with supporting documentation, to the Department of Transport and Main Roads' South Coast Region [REDACTED] confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	(a) Prior to the commencement of use and to be maintained at all times (b) Prior to the commencement of use
Vehicular access to a state-controlled road		
7	(a) Road access(es) is located generally in accordance with General Arrangement Plan, prepared by ARUP, dated 30 June 2026, reference BERC-ARU-BNE-CICW-SKT-2010, version C (Permitted Road Access Location Plan – amended in red by TMR). (b) Provide road access intersections with Beaudesert Boonah Road, Recycling Street, and the "SCT Logistics" access road (and all ancillary infrastructure / line marking) generally in accordance with General Arrangement Plan, prepared by ARUP, dated 30 June 2026, reference BERC-ARU-BNE-CICW-SKT-2010, version C (Permitted Road Access Location Plan – amended in red by TMR). (c) Design and construct the road access intersections, referred to in part (b) of this condition, in accordance with: Austroads Guide to Road Design	(a) At all times. (b) and (c): Prior to the commencement of use.

No.	Conditions of Development Approval	Condition Timing
	ii. the Normal Design Domain (NDD) of the Department of Transport and Main Roads' <i>Road Planning and Design Manual, 2nd Edition</i>; iii. the Department of Transport and Main Roads' Policies and Technical Specifications; iv. the Department of Transport and Main Roads' Standard Drawings Roads; and v. relevant local government requirements.	
8	(a) Close and remove the existing vehicular property access located between Lot 1 on RP45234 and Beaudesert Boonah Road (state-controlled road). (b) The road works to close and remove access, referred to in part (a) of this condition, must be in accordance with the Department of Transport and Main Roads' <i>Road Planning and Design Manual, 2nd Edition</i>. The road works must (where applicable): i. Remove the driveway crossover and any drainage structure/s beneath the driveway; ii. Reinstate road pavement after closure and removal; iii. Reinstate the table drain and/or grass footpath between the pavement edge and the property boundary.	Prior to the commencement of use.
9	Direct access prohibited between Beaudesert Boonah Road (state-controlled road) and Lot 1 on RP45234 at any other location other than the Permitted Road Access Location described in Condition 7.	At all times.
Construction Management Plan		
10	(a) Prepare a Construction Management Plan (CMP) by a suitably qualified person who has professional qualifications, training, skills and / or experience relevant to area of expertise (construction and environmental management). The CMP must: • Demonstrate that there will be no disruption to the state-controlled road during the course of construction. • Demonstrate the staging of the construction works (including all associated traffic management). • Document all necessary controls required to mitigate any safety and operational impacts to the state-controlled road. (b) Submit the CMP required in part (a) of this condition to the Department of Transport and Main Roads' South Coast Region [REDACTED]. (c) Carry out the construction of the development in accordance with the CMP.	(a) and (b) Prior to obtaining development approval for building work or operational work, whichever occurs first. (c) At all times during the construction of the development.
Pavement Impact Assessment Contributions		
11	(a) Pay a monetary contribution to the Department of Transport and Main Roads' South Coast region [REDACTED] <u>which is calculated in accordance with Table 5 of the Pavement Impact Assessment Technical Note, prepared by ARUP, dated 26 June 2026, reference 293683-69-ARU-00CIPA-TNE-000001, version B.</u>	(a) and (b) Upon commencement of use and on an annual basis.

No.	Conditions of Development Approval	Condition Timing
	<u>(b) The monetary contribution shall be indexed based on the Road and Bridge Construction Index, Queensland – Class 3101, published quarterly by the Australian Bureau of Statistics (ABS Cat No. 6427, Series ID A2333727L) to the date of payment.</u> -towards protecting and maintaining the safety and efficiency of the state-controlled road network. The contribution is required for the maintenance and rehabilitation of state-controlled road network that has been identified as impacted by the development <u>and will be used towards protecting and maintaining the safety and efficiency of the state-controlled road network.</u> This monetary contribution is calculated in accordance with Table 5 of the Pavement Impact Assessment Technical Note, prepared by ARUP, dated 26 June 2026, reference 293683-69-ARU-00CIPA-TNE-000001, version B. Shall be indexed based on the Road and Bridge Construction Index, Queensland – Class 3101, published quarterly by the Australian Bureau of Statistics (ABS Cat No. 6427, Series ID A2333727L) to the date of payment.	
Record Keeping		
12	(a) The applicant must nominate an annual date when they will provide TMR with a payment relating to the Pavement Impact Assessment contributions to the development. First payments must be made within twelve (12) months of the commencement of use and paid on the nominated date every 12 months thereafter. (b) Records which document the quantity of throughput material transported by road must be kept by the applicant for no less than five (5) years, and produced upon request.	(a) <u>and (b)</u> At all times.
Land RequirementsDedication		
13	<u>Dedicate to road:</u> <u>(a) The area of land which contains road intersection infrastructure</u> To the extent land is required for road and road upgrade works, and any necessary road intersection infrastructure (including but not limited to traffic signals, detector loop/s, table drains, culvert, raised traffic islands, kerb and channel, and any other ancillary structures) and the area of land must be dedicated as road; and. (a) The minimum setback as shown on (b) – (c) Land dedicated as road must include minimum setback as shown on: <u>(b) :</u> a. – Proposed Site Plan – Development Footprint, prepared by ARUP, dated 27 July 2026, reference BERC-ARU-BNE-CICW-DRG-1021, version E; and •	(a) <u>and (b)</u> Prior to the commencement of use or upon completion of intersection works (whichever occurs first).

No.	Conditions of Development Approval	Condition Timing
	General Arrangement Plan, prepared by ARUP, dated 30 June 2026, reference BERC-ARU-BNE-CICW-SKT-2010, version C.	

- (b) recommends the following advice be provided to the assessment manager (*Planning Act 2016* section 56(3)):

General advice	
Ref.	State-controlled Road
1.	Bromelton State Development Area Infrastructure Contributions Framework (Infrastructure Agreement) The proposed development is located within the Bromelton State Development Area (BSDA), where a framework has historically been established to facilitate developer contributions towards planned state transport infrastructure required to support growth and development within the area. The framework has been associated with transport projects including the Beaudesert Town Centre Bypass, Mount Lindesay Highway Deviation and the Beaudesert–Boonah Road Upgrade. It is requested that the applicant enter into discussions with the Department of Transport and Main Roads regarding the planned transport infrastructure network serving the BSDA [REDACTED]. The contribution mechanism may be secured through an Infrastructure Agreement or other suitable arrangement to recognise the transport demands generated by the development and its reliance on the planned transport network.
2.	Driveways and Road Works Approval Written approval is required from the Department of Transport and Main Roads to undertake road works or road access (driveway) works on a state-controlled road under section 33 of the <i>Transport Infrastructure Act 1994</i>. Please contact the Department of Transport and Main Roads (South Coast Region) at [REDACTED] with a completed application form and supporting information to make an application for road works (including road access works) approval. The application form and supporting guidance can be accessed from: https://www.tmr.qld.gov.au/community-and-environment/planning-and-development/other-matters-requiring-approval#roadworksther matters requiring approval (Department of Transport and Main Roads) The approval process takes time. Please contact the Department of Transport and Main Roads as soon as possible to ensure that your works are not delayed.
3.	Road Corridor Permit

	A Road Corridor Permit is required for any activity, structure or thing undertaken or located within the boundaries of a state-controlled road under section 50(2) and Schedule 6 of the <i>Transport Infrastructure Act 1994</i> and Part 5 and Schedule 1 of the <i>Transport Infrastructure (State-Controlled Roads) Regulation 2006</i>. The development application materials indicate that the proposal may include activities, structures or things, referred to as ancillary works and encroachments (AWEs), within Beaudesert Boonah Road. AWEs may include, but are not limited to advertising signs or devices, paths, vegetation clearing, landscaping and planting, awnings, footpath dining, pipes, cables, fences, earthworks and demolition. Please use the Department of Transport and Main Roads' Permit for Access to Road and Corridor portal [REDACTED] to apply for a Road Corridor Permit. Further information about Road Corridor Permits and AWEs can be accessed from: https://www.tmr.qld.gov.au/community-and-environment/planning-and-development/other-matters-requiring-approval/road-corridor-permit The approval process takes time. Please lodge your application and supporting information as soon as possible to ensure that your works are not delayed.
4.	Public Utility and Plant (PUP) / Third Party Infrastructure Written approval is required from the Department of Transport and Main Roads for the installation of third party infrastructure and/or works or connections to public utility and plant (PUP) within a state-controlled road. Please contact the Department of Transport and Main Roads (South Coast Region) at [REDACTED] for guidance regarding the application and approval process as there are various legislative requirements which may apply depending on the service and scenario. Further information about the installation, technical standards and approvals for third party infrastructure and PUP can be accessed from: • https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Roadsides-road-corridors-and-utilities • https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Other-matters-requiring-approval/Road-Corridor-Permit.aspx • https://www.tmr.qld.gov.au/business-industry/technical-standards-publications/non-transport-utility-management-and-design-manual The approval process takes time. Please seek advice and lodge your application and supporting information as soon as possible to ensure that your works are not delayed. This approval from the Department of Transport and Main Roads is required in addition to any development permit issued under the <i>Planning Act 2016</i>.
5.	Review of the Pavement Impact Assessment (PIA) The applicant is encouraged to revisit the PIA at 10 years of its operation to ensure it accurately reflects the assumptions made about the traffic distribution, the state-controlled road network as well as the operational practices of the development.
Ref.	Railway Corridor

6.	Department of Transport and Main Roads Technical Publications The Department of Transport and Main Roads technical specifications are available at: https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Specifications/3-Roadworks-Drainage-Culverts-and-Geotechnical
7.	Railway Risk Assessment Guide Please refer to Appendix 1 – Development Risk Assessment Guide of the <i>Guide to Development in a Transport Environment: Rail</i> when designing the required vehicle barrier. This is available at: http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Guide-to-development-in-a-transport-environment-rail.aspx
8.	Works within a Railway Corridor Pursuant to section 255 of the <i>Transport Infrastructure Act 1994</i>, the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations. The applicant should consult with the railway manager prior to removing any existing fencing and installing new fencing along the site boundary with the railway corridor. Any new fencing, including foundation structures such as footings, must be located on the site and not in the railway corridor. An as-constructed survey, prepared by a registered surveyor, should be provided to demonstrate that all fencing works have been constructed on the site. Any works in the railway corridor such as but not limited to service and utility connections will require relevant approvals to be obtained from the railway manager such as a licence to enter and construct and a wayleave agreement. The use of construction cranes will require an air space licence to be obtained from the railway manager. Please be advised that this Development Approval under the Office of the Coordinator General does not constitute an approval under section 255 of the <i>Transport Infrastructure Act 1994</i> and that such approvals need to be separately obtained from the railway manager. The applicant should contact ARTC at [REDACTED] in relation to obtaining any necessary approvals.

6.0 Endorsement

Officer

[REDACTED]

Senior Town Planner

[REDACTED]

Approver

[REDACTED]

[REDACTED]

Principal Advisor

[REDACTED]

[REDACTED]
3 September 2026