



DEVELOPMENT APPLICATION

Development Permit – Material Change of Use

Development Permit - Reconfiguring a Lot

Development Permit – Environmentally Relevant Activity

Workforce Accommodation

Warren Truss Drive, Taabinga

PLANNING REPORT

December 2025

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EXECUTIVE SUMMARY

SITE DETAILS

Address of Site	Warren Truss Drive, Taabinga
Real Property Description	Lot 3 on SP249643
Area of Site	257.9 hectares
Road Frontage(s)	Warren Truss Drive, Kingaroy Cooyar Road, Petersen Drive, Edenvale South Road and Geoff Raph Drive
Easements	N/A
Registered Owners	South Burnett Regional Council

PLANNING INSTRUMENTS

Regional Plan	Wide Bay Burnett Regional Plan
Regional Plan Designation	Kingaroy Priority Living Area
Planning Scheme	<i>South Burnett Regional Council Planning Scheme 2017</i>
Zone	Community Facilities Zone and Rural Zone
Overlays	<ul style="list-style-type: none"> • Airport Environs Overlay • Biodiversity Overlay • Bushfire Hazard Overlay • Agricultural Land Overlay
Vegetation	<ul style="list-style-type: none"> • Regulated Vegetation (Category R - endangered reef regrowth watercourse vegetation)
Existing Use	Kingaroy Airport and various community facilities

APPLICATION OVERVIEW

Application	Development Application
Approval Sought	Development Permits
Development Type	<ul style="list-style-type: none"> • Material Change of Use; • Reconfiguring a Lot; and • Environmentally Relevant Activity

Land Use Definition	Workforce Accommodation
Level of Assessment	Impact Assessable
Relevant Referral/Technical Agencies	State Assessment and Referral Agency (SARA) <ul style="list-style-type: none"> • Department of Transport & Main Roads • Department of Environment, Tourism, Science & Innovation

PROPOSED DEVELOPMENT

Material Change of Use	
Development Summary	Temporary workers' accommodation facility to accommodate 504 people over four (4) stages.
Gross Floor Area	8,054m ²
Total Use Area (if relevant)	128,775m ²
Impervious Area	12,138m ²
Building Site Cover	6.25% of development site area
Building Setbacks	North: 8.972m East: 325.299m South: 2.794m West: 41.159m
Building Height	Metres: 7.87m (outdoor covered area) Storeys: 1
Vehicular Access	Warren Truss Drive
Carparking	<ul style="list-style-type: none"> • 223 sealed carparking spaces • 285 gravel overflow parking spaces • 16 sealed bus bays
Operational Parameters	Accommodation for 504 temporary workers
Reconfiguring a Lot	
Lease Area	Lease A: 128,775m ²
Vehicular Access	Warren Truss Drive
Environmentally Relevant Activity	
ERA Number and Name	ERA 63 – Sewage Treatment
Threshold	(1)(b)(i) - between 100 EP and 1,500EP where treated effluent is discharged to an infiltration trench or irrigation scheme. (2) – operating a sewage pump station.

APPLICANT DETAILS

Applicant	Tarong West Project Co Pty Ltd c/- Precinct Urban Planning PO Box 3038 TOOWOOMBA QLD 4350
Contact Person	Paul Kelly Phone: 07 4632 2535 Mobile: [REDACTED] Email: [REDACTED]
Our Reference	2025-697

1.0 INTRODUCTION

This report has been prepared in support of a combined Development Application for Development Permits for (i) Material Change of Use for “Workforce Accommodation”, (ii) Reconfiguring a Lot for a lease with a term including renewal options exceeding 10 years and (iii) Environmentally Relevant Activity (ERA No 63(1)(b)(i) & (2) – Sewage Treatment, on land at Warren Truss Drive, Taabinga, described as Lot 3 on SP249643 (**the site**).

The proposed development involves the start of a new use of the premises and seeks approval for an environmentally relevant activity and accordingly, comprises a Material Change of Use under Schedule 2 of the *Planning Act 2016* (**the Act**). The proposed development also involves dividing lands into parts by agreement for a lease with a term, including renewal options exceeding 10 years and accordingly, comprises Reconfiguring a Lot under Schedule 2 of the Act.

This town planning report addresses the merits of the development having regard to the provisions of the *Planning Act 2016* and the *South Burnett Regional Council Planning Scheme 2017*. This planning report has been prepared on behalf of the applicant, Tarong West Project Co Pty Ltd.

This Development Application for a Development Permit for Material Change of Use and Reconfiguring a Lot is Impact Assessable development under the *South Burnett Regional Council Planning Scheme 2017*. The following report demonstrates the suitability of the proposal within the locality and its compliance with the relevant provisions of the *South Burnett Regional Council Planning Scheme 2017*.

2.0 SITE AND LOCALITY

2.1 SITE

The site is located at Warren Truss Drive, Taabinga, described as Lot 3 on SP249643 (**the site**). The site contains the Kingaroy Airport and is located within the locality of Taabinga, approximately 1.5 kilometres south of the town of Kingaroy. The location of the site in respect of the surrounding locality is illustrated in **Figure 1**.

The site is of irregular configuration comprising a single title (dissected by Warren Truss Drive) with a total site area of 257.9 hectares; refer to the Titles and Registered Plan at **Appendix I**. The development site area has primary frontage to Warren Truss Drive and the subject land also has frontages to Kingaroy Cooyar Road, Petersen Drive, Edenvale South Road and Geoff Raph Drive. The configuration of the site is illustrated in **Figure 2**.

FIGURE 1 - LOCALITY PLAN

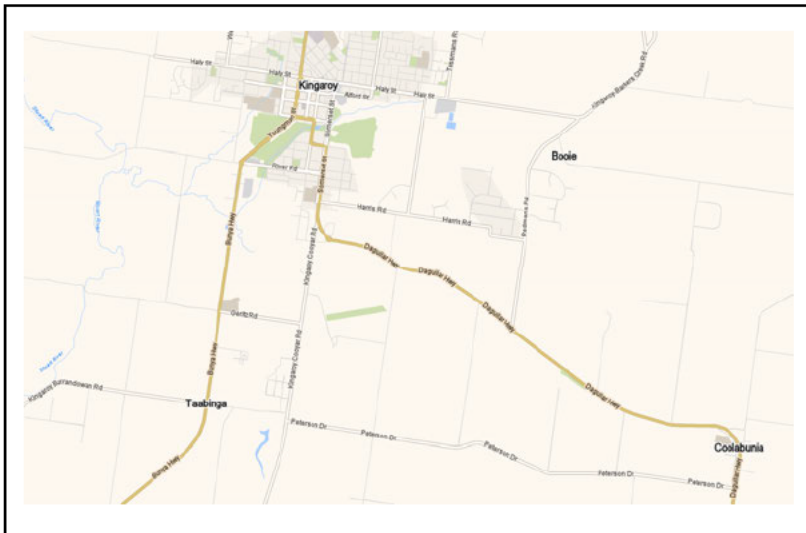
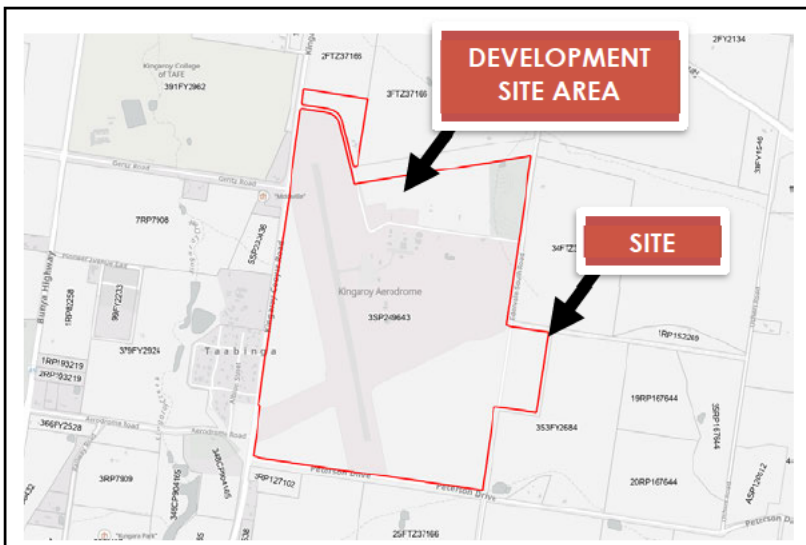
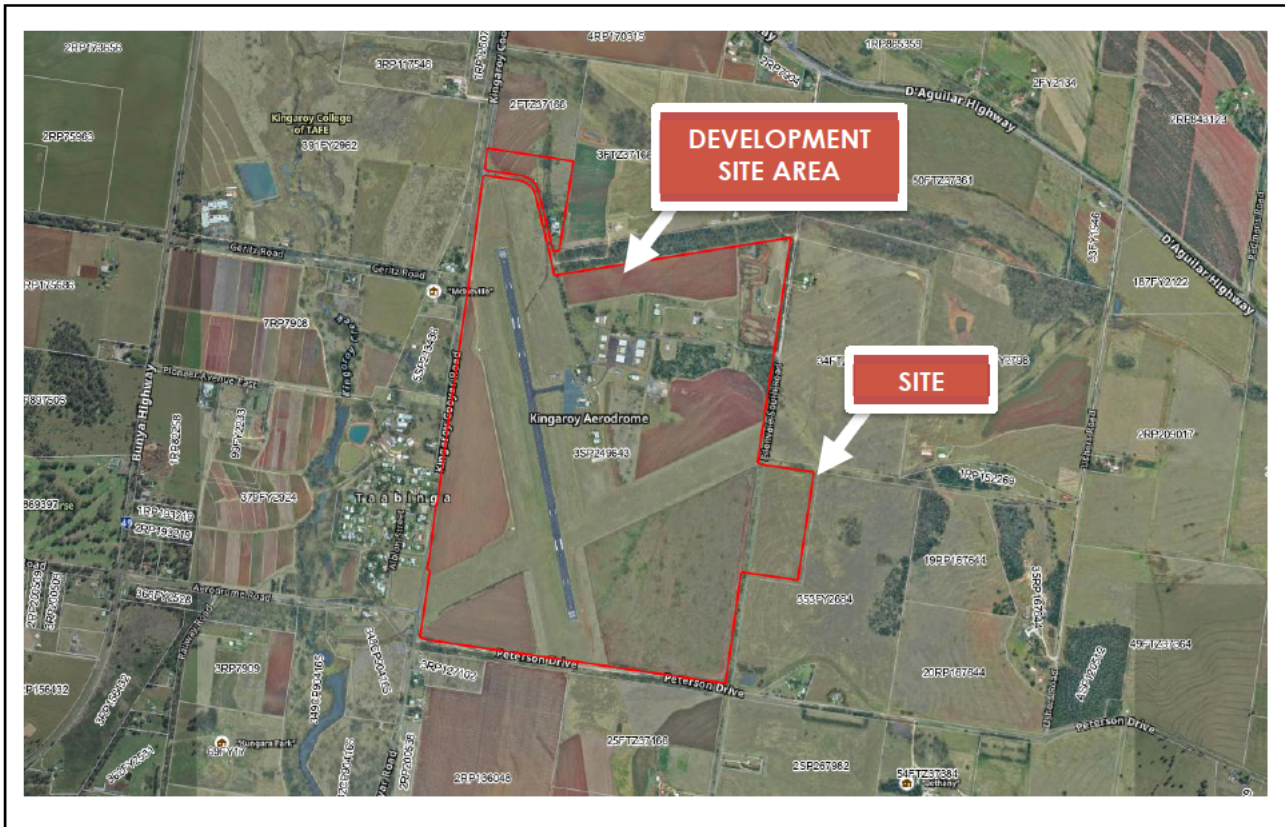


FIGURE 2 - CADASTRAL PLAN



Improvements on the site include the Kingaroy Airport and various community facilities. The features of the site including the development site area and surrounding land uses are illustrated in **Figure 3**.

FIGURE 3 - AERIAL IMAGERY



2.2 SITE CHARACTERISTICS

The site is characterised by the following features:

- The development site area has primary frontage to Warren truss Drive and the subject land also has frontages to Kingaroy Cooyar Road, Petersen Drive, Edenvale South Road and Geoff Raph Drive:
 - Warren Truss Drive is a two-lane, bitumen-sealed carriageway with earthen drains. A stock grid is provided at the entry to the airport and street trees are provided along the frontage to the development site area.
 - Kingaroy Cooyar Road is a State-controlled road and comprises a two-lane, bitumen-sealed carriageway with earthen drains. Turning lanes are provided at the intersection with Warren Truss Drive.
 - Petersen Drive is a two-lane, bitumen-sealed carriageway with earthen drains.
 - Edenvale South Road is a two-lane, bitumen-sealed carriageway with earthen drains south of the intersection with Geoff Raph Drive and a gravel-surfaced road with earthen drains north of this intersection.
 - Geoff Raph Drive is a two-lane, bitumen-sealed carriageway with earthen drains.
- Lands in the locality drain in a westerly direction towards the Stuart River which is located approximately 2.9km west of the site and comprises the area's primary drainage feature.

- The development site area experiences a gradual decline in land elevation between the south-eastern corner and the north-western corners of the site; refer to **Figure 4**. The highest point of the development site area is located in the south-eastern corner at approximately 441m AHD, with the lowest point of the site located in north-western corner at approximately 434m AHD. This translates to a fall in natural ground level of approximately 7 metres across the site.
- The development site area is former cultivation land that is clear of mature vegetation. An area of Category R Native Vegetation (endangered reef regrowth watercourse vegetation) is located on the subject land to the east of the development site area and is not impacted by this development.
- The site is not burdened by easements but does benefit from easements refer to the Titles and Registered Plan at **Appendix I**.
- The subject land is serviced by Council's reticulated water supply; refer to **Figure 5**. The site is also serviced by on-site effluent disposal infrastructure and reticulated electricity and telecommunications supply networks.

FIGURE 4 - CONTOUR MAPPING

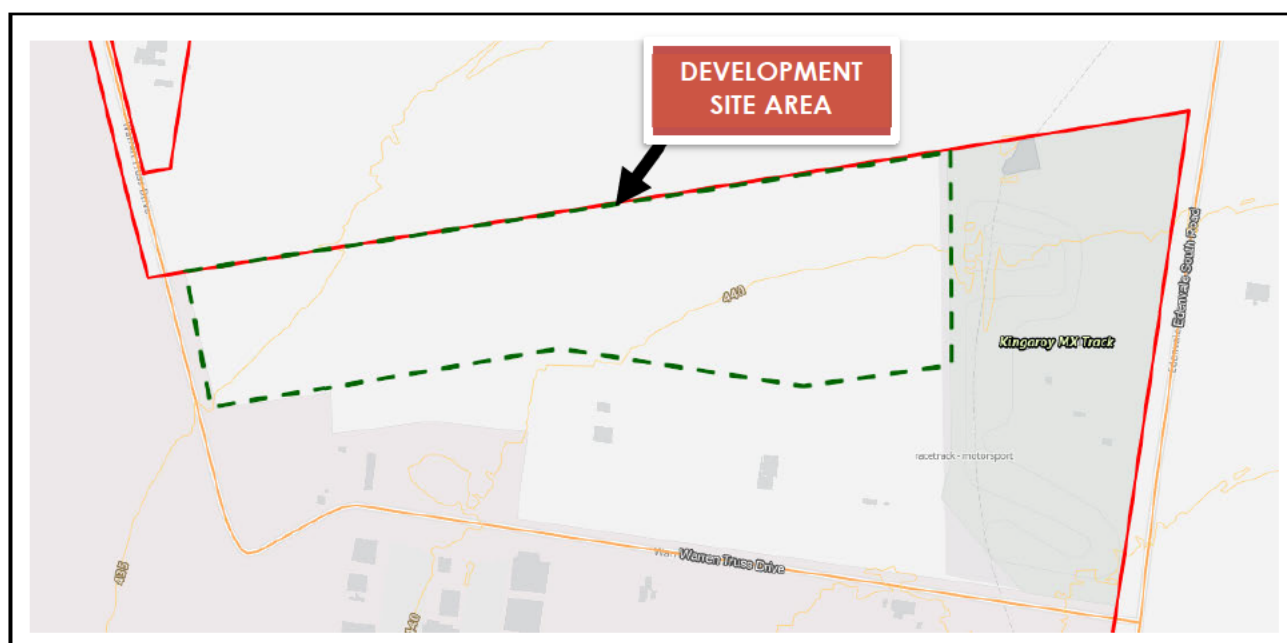
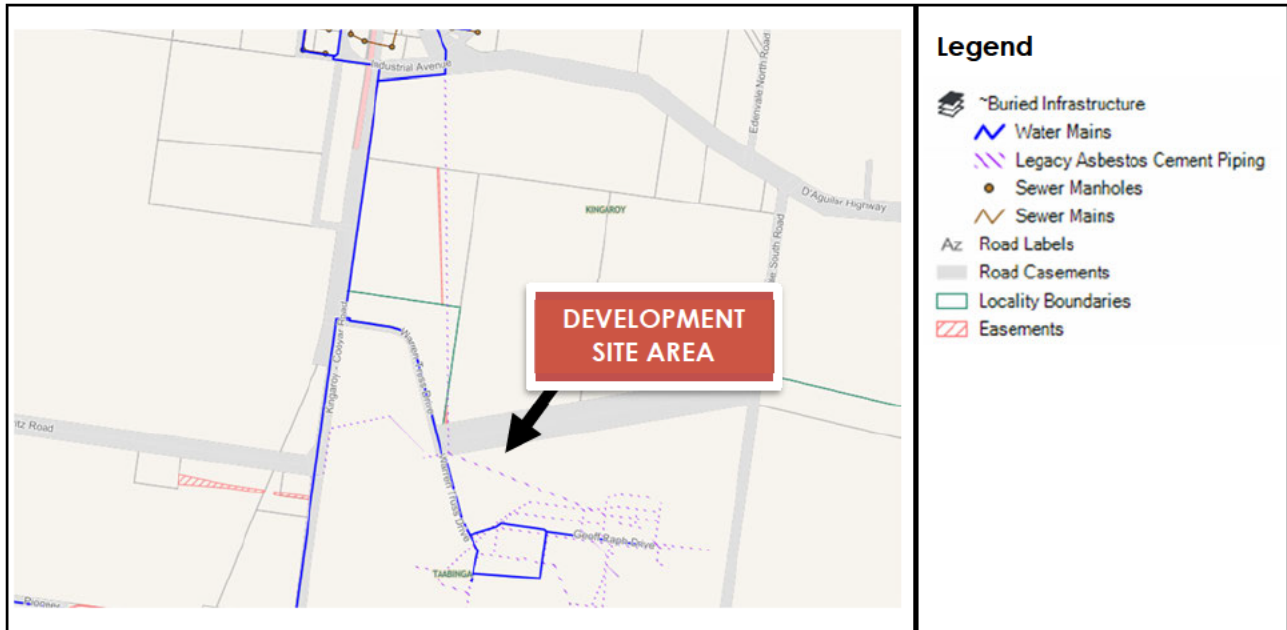


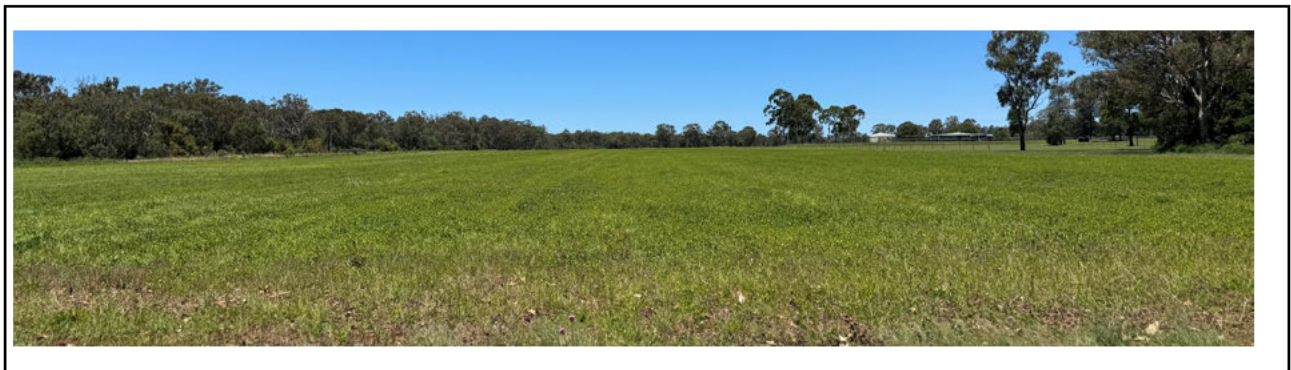
Figure 4 confirms the site experiences a gradual decline in land elevation between the south-eastern corner and the north-western corners of the site. The highest point of the development site area is located in the south-eastern corner at approximately 441m AHD, with the lowest point of the site located in north-western corner at approximately 434m AHD. This translates to a fall in natural ground level of approximately 7 metres across the site.

Figure 5 below confirms the subject land is connected to Council's reticulated water supply which is located within the Warren Truss Drive and Geoff Raph Drive road reserves and services the Kingaroy Airport and various community uses. **Figure 5** also shows the nearest Council sewer main is located in Industrial Avenue approximately 1.3 kilometres north of the development site area.

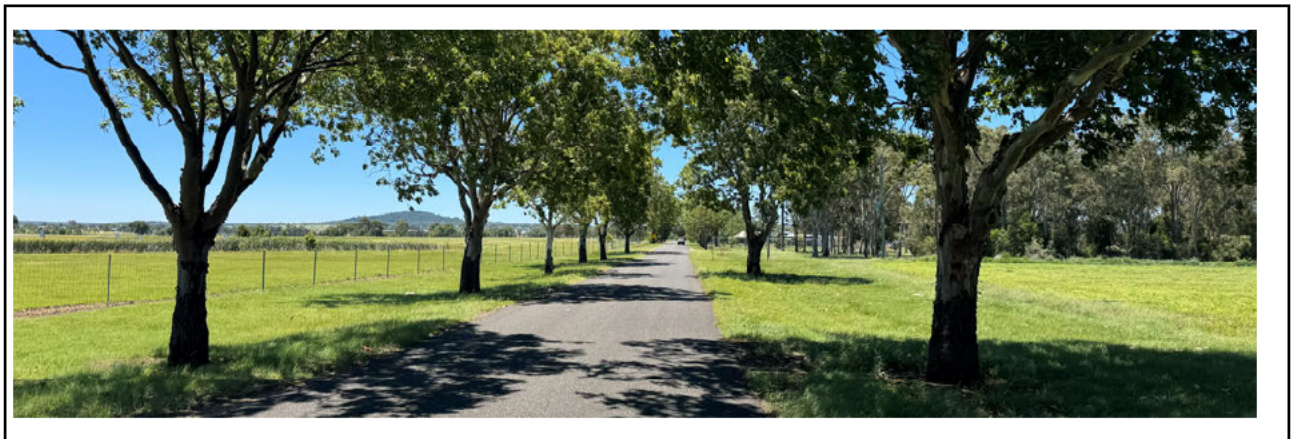
FIGURE 5 - COUNCIL INFRASTRUCTURE MAPPING



The features of the development site area are illustrated in **Photographs 1-2**.



PHOTOGRAPH 1 - Frontage view of the development site area from Warren Truss Drive.



PHOTOGRAPH 2 - View of Warren Truss Drive adjacent the development site area (right of photograph).

2.3 SURROUNDING LAND USE

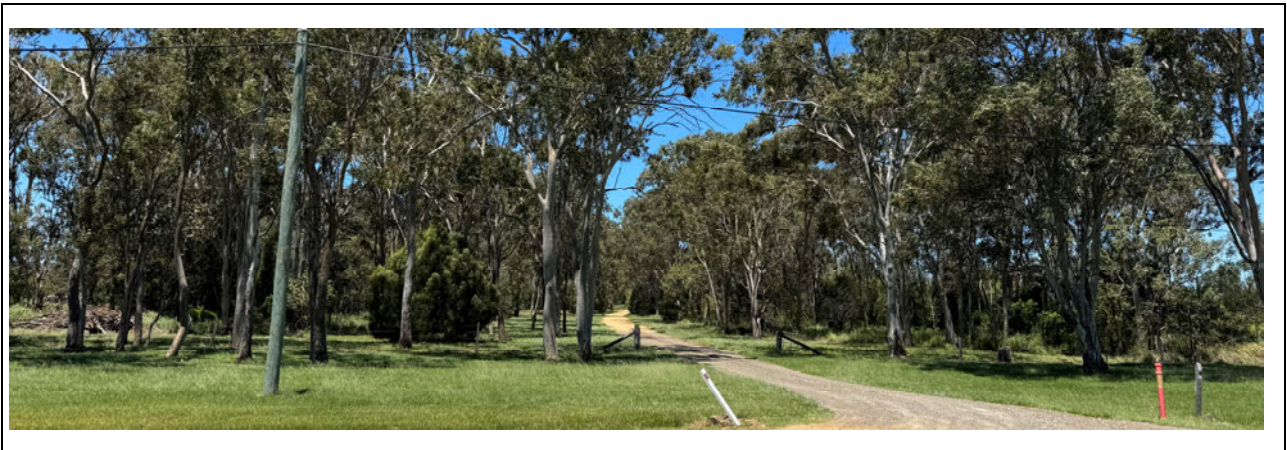
2.3.1 SURROUNDING LOCALITY

The site is situated in a locality that is characterised by a mix of community and residential land uses. The scale and character of the built form in the locality is predominately small-scale industrial buildings.

2.3.2 ADJOINING PROPERTIES

The nature and character of land use on surrounding properties may be summarised as follows:

- Land to the **north** of the development site area includes road reserve land that is heavily vegetated. Lands further to the north of the site include the South Burnett Animal Management Centre and a dwelling.



PHOTOGRAPH 3 - View of the road reserve adjoining the northern boundary of the development site area.

- Land to the **east** of the development site area on the corner of Geoff Raph Drive and Edenvale South Road, is occupied by the South Burnett Junior Motorcycle Club.



PHOTOGRAPH 4 - View of the South Burnett Junior Motorcycle Club to the east of the development site area.

- Land to the **south** of the development site area along Warren Truss Drive and Geoff Raph Drive, comprises various community facilities including the Kingaroy Men's Shed and the Kingaroy & District Vintage Machinery Club.



PHOTOGRAPH 5 - View of the Kingaroy Men's Shed to the south of the development site area.

- Land to the **west** of the development site area across Warren Truss Drive, includes the airstrip for the Kingaroy Airport.



PHOTOGRAPH 6 - View of the airstrip of the Kingaroy Airport to the west of the development site area.

3.0 PROPOSAL

This combined Development Application has been lodged on behalf of Tarong West Project Co Pty Ltd and seeks Development Permits for (i) Material Change of Use for "Workforce Accommodation", (ii) Reconfiguring a Lot for a lease with a term including renewal options that may exceed 10 years and (iii) Environmentally Relevant Activity (ERA No 63(1)(b)(ii) – Sewage Treatment). The development will be located on the site of the Kingaroy Airport with frontage at Warren Truss Drive, Taabinga, being that land described as Lot 3 on SP249643. The proposed temporary workers' accommodation facility will provide accommodation for up to 504 people and will service renewable energy projects throughout the South Burnett Region.

Details regarding the proposed design and operation of the development are provided below in sections 3.1 – 3.3.

3.1 MATERIAL CHANGE OF USE

3.1.1 SITE COMPOSITION AND LAYOUT

The development site area is over Part of Lot 3 on SP249643 with an area of approximately 128,775m². The development site area is located adjacent the northern boundary of the subject land adjoining a vegetated road reserve and on the eastern frontage of Warren Truss Drive.

The development will be constructed in four (4) stages as summarised in **Table 1** below.

TABLE 1 - DEVELOPMENT STAGES

Stage Number	Buildings	Number	Gross Floor Area
Stage 1	2 bedroom accommodation building (accessible)	2	93.60m ²
Legacy Stage (104 rooms)	4 bedroom (Type 2) accommodation building	25	1,170.0 m ²
	Laundry building	2	93.60m ²
	Office/Admin	1	75.60m ²
	Wet Mess	1	189.00m ²
Stage 2 (152 rooms)	4 bedroom (Type 1) accommodation building	38	1,778.40m ²
	Crib Room	1	113.40m ²
	First Aid Room	1	37.80m ²
	Gymnasium	1	189.00m ²
	Kitchen and Dry Mess	1	691.20m ²
	Laundry building	4	187.20m ²
	Locker Room	1	75.60m ²
	Maintenance Shed	1	54.00m ²
	Recreation Room	1	151.20m ²
	Reefer (refrigerated container)	2	29.60m ²
	Toilets and Amenities	1	36.00m ²
Stage 3 (200 rooms)	4 bedroom (Type 1) accommodation building	50	2,340.00m ²
	Laundry building	4	187.20m ²
Stage 4 (48 rooms)	4 bedroom (Type 1) accommodation building	12	561.60m ²
Total 504 rooms	Total Gross Floor Area	8,054m²	

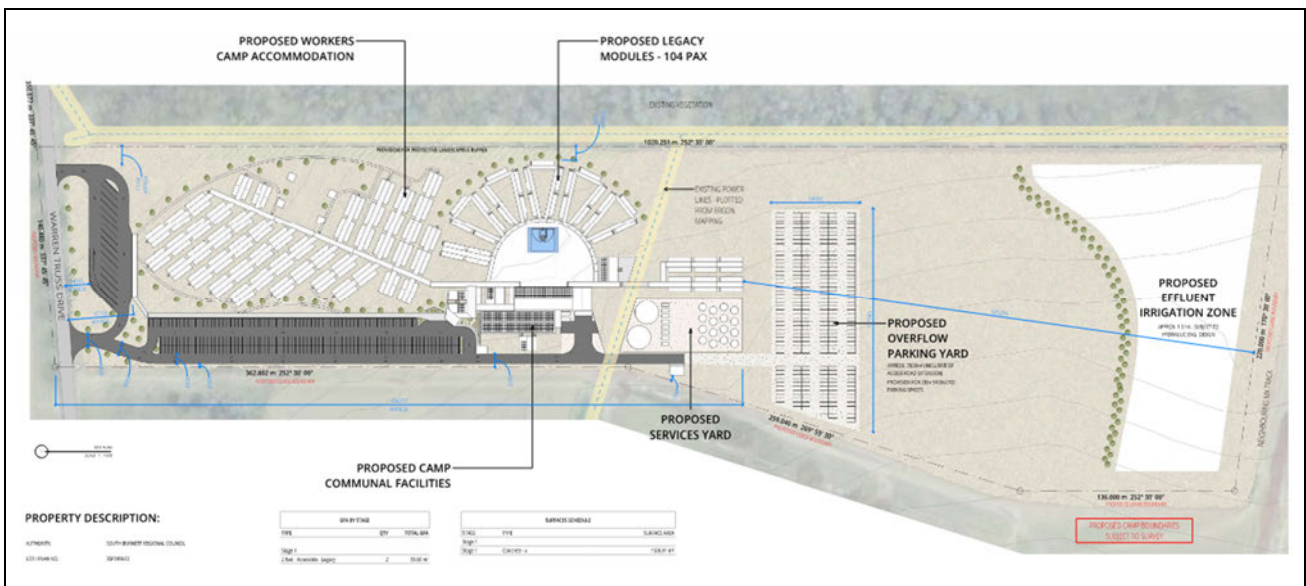
Buildings associated with the development will be setback for the following from the development site area (Proposed Lease A) boundary:

- West: 41.159 metres from the site's frontage to Warren Truss Drive, noting the closest building to the frontage will be a bus shelter at the drop-off/pick-up zone.
- North: 8.972 metres to the side boundary for Stage 1 accommodation buildings.
- East: 325.299 metres to the rear boundary for Stage 4 accommodation buildings.
- South: 2.794 metres to the side boundary for the Maintenance Shed.

The Stage 1 buildings will be a legacy component for the development to be retained by Council at the end of the proposed lease term and will be centrally located within the development site area. The Stage 2 buildings will be located to the west of Stage 1 and the Stage 3 buildings will be located at the front of the site to the west of Stage 2. The Stage 4 buildings will be located towards the rear of the development to the east of Stage 1. The sealed carparking area and bus setdown will be provided at Stage 2 of the development. The development also includes a gravel surfaced overflow parking area at the rear of the facility. The proposed development will have a total impervious area of 12,188.38m² comprising vehicle parking and manoeuvring areas.

The proposed site layout and juxtaposition of internal use components will be generally in accordance with Dwg No A1.211: Site Plan, Rev J, prepared by Synergy Building Design, dated 16/12/2025 attached at **Appendix D**, with an excerpt of the plan reproduced in **Figure 6**.

FIGURE 6 - PROPOSED SITE PLAN



Access to the site will be via Warren Truss Drive and the development makes provision for a sealed bus setdown with shelter and bus parking area at the front of the site with a sealed carparking area along the southern boundary of the development site area. The development also makes provision for a gravel-surfaced area at the rear of the facility.

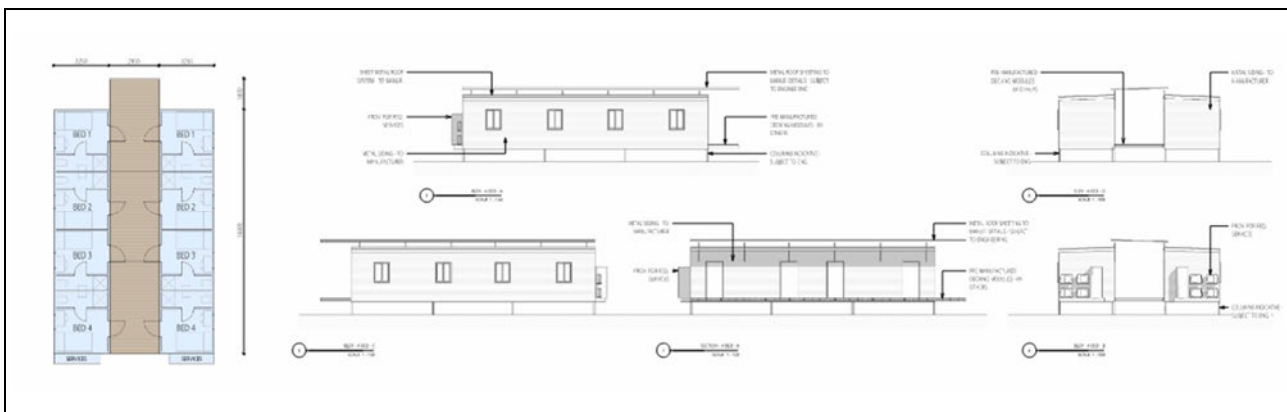
The proposed effluent irrigation zone is located at the rear of the development site area adjacent the eastern boundary.

3.1.2 BUILT FORM AND CHARACTER

The built-form of the development will be characterised by a consistent architectural theme to ensure visual compatibility and continuity is achieved. The proposed buildings will be demountable structures set on steel supports with sheet metal walls and roofs and sliding aluminium framed windows. Covered walkways are provided throughout the complex to ensure weather protection and provide visual interest. All buildings on-site will be single storey with the covered outdoor area being the tallest structure with a building height of 7.87 metres. Otherwise, all other buildings will vary between 3.8 metres and 5.0 metres in height depending on natural ground level.

The floor plans and elevations of all buildings are provided at Appendix D. An excerpt of Dwg No A1.501: Details Plans, Rev H, prepared by Synergy Building Design, dated 15/12/2025 showing the floor plan and elevations of 2 x 4 bedroom accommodation units is reproduced in **Figure 7**.

FIGURE 7 - ELEVATION PLANS



3.1.3 ACCESS AND CARPARKING

As stated above, access to the site will be via Warren Truss Drive which is a bitumen-sealed local road that intersects with the State-controlled road network i.e. Kingaroy Cooyar Road. The development makes provision for a sealed bus setdown with shelter and 16 sealed bus bays adjacent the site's frontage and 223 sealed carparks along the southern boundary of the development site area. The development also makes provision for a gravel-surfaced area at the rear of the facility that provides overflow parking for 285 vehicles.

In terms of service vehicles, the development makes provision for on-site manoeuvring for 15m long buses, 12.5m long delivery vehicles/buses and refuse collection vehicles. Appropriate provision for the access and manoeuvring of service vehicles has been made to ensure vehicle ingress and egress can occur in a forward gear. Noting the refuse storage and collection area is located within the Facilities Loading Area adjacent the southern boundary; refer to Dwg No A1.302: Central Hub Plan at **Appendix D**.

The suitability of the access to the site and the surrounding road network to accommodate traffic generated by the development, has been assessed by ATC Engineers and Project Managers in their Preliminary Traffic Impact Assessment attached at **Appendix E**.

3.1.4 LANDSCAPING

Landscaping is proposed along the site frontage and around the periphery of accommodation and non-residential buildings as well as the western side of the effluent irrigation zone at the rear of the development site area; refer to the Development Plans attached at **Appendix D**. Proposed landscaping will complement and soften the built-form, enhance aesthetic amenity and provide shade for future occupants of the facility. Species selection for landscaping will be appropriate for the area and suit the intended purpose for landscaping and will utilise non-invasive plant species.

Formal landscape plans will be submitted in response to conditions of development approval.

3.1.5 INFRASTRUCTURE AND SERVICING

Stormwater management for the development will be designed to be captured and discharged to a lawful point of discharge avoiding adverse downstream drainage impacts. Reference is made to the Stormwater Management Advice prepared by ATC Engineers and Project Managers attached at **Appendix F**.

The development will initially rely on on-site wastewater disposal facilities located at the rear of the site but ultimately it is intended to connect to Council's reticulated sewerage scheme. The initial on-site effluent disposal arrangements trigger the requirement to seek a concurrence Environmentally Relevant Activity (ERA) No 63 – sewage treatment. Reference is made in this regard to the Site Based Management Plan prepared by Taylor Environmental Australia attached at **Appendix G**. Future options for connection to Council's reticulated sewerage scheme are described in the Water and Sewerage Strategy Advice prepared by Morris Water attached at **Appendix H**.

In terms of water supply, preliminary investigations and discussions with Council have identified the water connection point to Council's reticulated water supply, as being the DN150 water main in the Warren Truss Drive road reserve adjacent the site frontage. This supply experiences peak hour pressure and fire flow constraints and as such a full service connection for a development of this scale cannot be provided. As an alternate, it is proposed to construct on-site water storage devices capable of providing multiple days of operational storage and a dedicated fire fighting supply. These water storage devices will be filled during off-peak periods and trickle-fed throughout the facility. Reference is made to the Water and Sewerage Strategy Advice prepared by Morris Water attached at **Appendix H**.

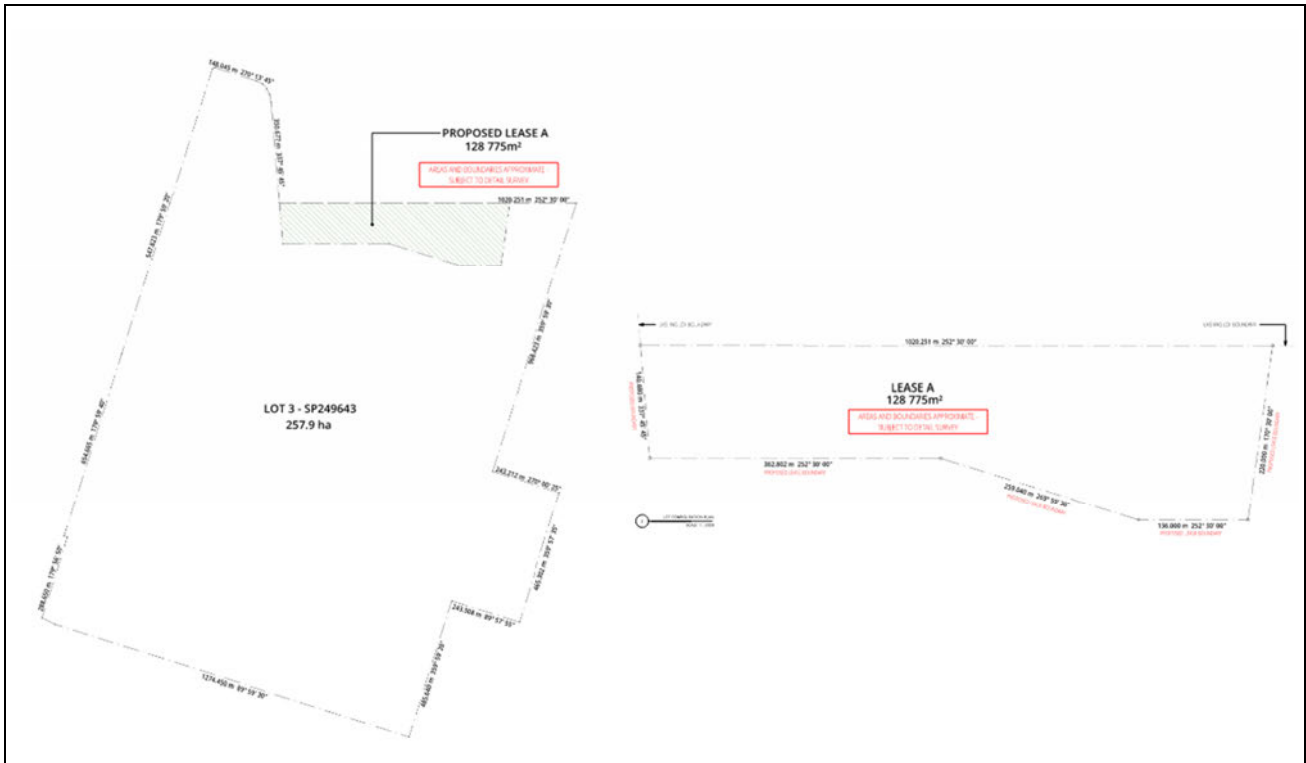
The development will be connected to the electricity and telecommunication networks servicing the area.

3.2 RECONFIGURING A LOT

The development site area will be contained with a lease area for a term, including renewal options exceeding ten years. Accordingly, the proposed lease triggers the need to seek Reconfiguring a Lot approval under the *Planning Act 2016*. The extent of the term of the lease has yet to be determined.

The proposed lease area is described as Lease A and has a site area of 128,775m² (12.8 hectares) and will be generally in accordance with Dwg No A1.210: Lot Configuration, Rev H, prepared by Synergy Building Design, dated 15/12/2025 attached at **Appendix D**, with an excerpt of the plan reproduced in **Figure 8**.

FIGURE 8 - PROPOSED LEASE PLAN



3.3 ENVIRONMENTALLY RELEVANT ACTIVITY

As stated under section 3.1.5, the development will initially rely on on-site wastewater disposal facilities located at the rear of the site but ultimately it is intended to connect to Council's reticulated sewerage scheme. The initial on-site effluent disposal arrangements trigger the requirement to seek a concurrence Environmentally Relevant Activity (ERA) No 63 – sewage treatment. In particular, threshold 63(1)(b)(i) for between 100 and 1,500 equivalent persons (EP) that involves treated effluent discharged to an infiltration trench or irrigation scheme and 63(2) – operating a sewage pump station. This is a concurrent ERA under the *Environmental Protection Regulation 2019*, that will be referred to the Department of Environment, Tourism, Science and Innovation (DETSI) for assessment.

Reference is made to the Site Based Management Plan prepared by Taylor Environmental Australia attached at **Appendix G** that provides details on the design of the treatment system and management of potential off-site environmental impacts. The location of effluent disposal areas will be at the rear of the site as shown on the Development Plans at **Appendix D**. Future options for connection to Council's reticulated sewerage scheme are described in the Water and Sewerage Strategy Advice prepared by Morris Water attached at **Appendix H**.

4.0 PLANNING FRAMEWORK

4.1 THE 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 (planning), development assessment and related matters that facilitates the achievement of ecological sustainability.

The proposed development involves the start of a new use of the premises and seeks approval for an environmentally relevant activity and accordingly, comprises a Material Change of Use under Schedule 2 of the *Planning Act 2016 (the Act)*. The proposed development also involves dividing lands into parts by agreement for a lease with a term, including renewal options exceeding 10 years and accordingly, comprises Reconfiguring a Lot under Schedule 2 of the Act.

Development Permits for Material Change of Use and Reconfiguring a Lot must be obtained prior to the commencement of the use of premises and the endorsement and registration of the lease. Assessment against the *South Burnett Regional Council Planning Scheme 2017* indicates that this combined application is Impact Assessable in accordance with Section 45(5) of the Act.

4.2 STATE PLANNING POLICY

Pursuant to the provisions of section 45(5) of the *Planning Act 2016*, the Assessment Manager, in considering an Impact Assessable Development Application, must assess the application in respect of the State Planning Policy. The *State Planning Policy July 2017 (SPP)* commenced on 3 July 2017 and replaces *State Planning Policy April 2016*. The SPP expresses the state's interests in land use planning and development and promotes these interests through plan making and development decisions of state and local government. The SPP applies, to the extent relevant, when:

- making or amending a local planning instrument;
- designating premises for infrastructure;
- making or amending a regional plan;
- development assessment by local government, if its planning scheme has not yet appropriately integrated the relevant SPP state interests policies; and
- an assessment manager or referral agency other than local government is assessing a development application.

The SPP addresses seventeen (17) state interests categorised under the following themes:

- (i) Liveable communities and housing.
- (ii) Economic growth.
- (iii) Environment and heritage.
- (iv) Safety and Resilience to Hazards.
- (v) Infrastructure.

A state interest is defined under Schedule 2 of the *Planning Act 2016 (the Act)*:

- (a) an interest that the Minister considers affects an economic or environmental interest of the State or a part of the State; or
- (b) an interest that the Minister considers affects the interest of ensuring this Act's purpose is achieved.

The proposed development has been assessed against the state interests included under *Part E: State Interest Policies and Assessment Benchmarks* of the SPP as follows:

4.2.1 STATE INTEREST POLICIES AND ASSESSMENT BENCHMARKS

Part E of the SPP contains state interest policies and where relevant, the assessment benchmarks for each state interest. The assessment benchmarks for each relevant state interest are listed below. For each of these state interests, Part E of the SPP advises when the assessment benchmarks apply and if so, what matters the application must be assessed against, to the extent the SPP has not been identified in a local planning instrument as being appropriately integrated.

Part 2 of the *South Burnett Regional Council Planning Scheme 2017* identifies the State interests under the State Planning Policy that have been integrated into the Planning Scheme. In this instance, the *South Burnett Regional Council Planning Scheme 2017* confirms that all of the State interests relevant to the South Burnett Regional Council region have been appropriately incorporated into the Planning Scheme.

Accordingly, where the proposed development achieves compliance with the assessment benchmarks of the Planning Scheme, the development is considered to comply with the provisions of the State Planning Policy.

1. Liveable Communities

These provisions apply to a development application in an urban area involving premises that is, or will be, accessed by common private title, for a material change of use or reconfiguring a lot where the application involves buildings (attached or detached) that are not covered by other legislation or planning provisions mandating fire hydrants. Where these circumstances apply, the development:

- (i) ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently;
- (ii) road widths, and construction within the development, are adequate for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied; and
- (iii) fire hydrants are suitably identified so that fire services can locate them at all hours.

In this instance the development application does not involve any of the above circumstances and accordingly, the provisions are not relevant to the assessment of the application.

2. Mining and Extractive Resources

The proposed development does not trigger assessment against the mining and extractive resources state interest provisions as it does not involve: (i) reconfiguring a lot within a key resource area (KRA), or (ii) a material change of use within a resource/processing area of a KRA or the separation area for the resource/processing area of a KRA, or (iii) a material change of use within a transport route separation area of a KRA that will result in an increase in the number of people working or residing in the transport route separation area.

3. Water Quality

These provisions relate to the following matters of state interest:

- (1) Receiving waters - including development applications for:
 - (a) a material change of use for urban purposes that involves a land area of 2,500m² or greater that will result in:
 - (i) an impervious area greater than 25% of the net developable area; or
 - (ii) six or more dwellings; or
 - (b) reconfiguring a lot for urban purposes that involves a land area 2,500m² or greater and will result in six or more lots; or
 - (c) operational works for urban purposes that disturb 2,500m² or greater of land area.

- (2) For water supply buffer areas – a development application located wholly outside an urban area and relating to premises that is within, or partly within, a water supply buffer area, that involves: (i) material change of use activities listed in Part E of the SPP, or (ii) reconfiguring a lot to create five or more additional lots where one or more lots are less than 16ha and any of the created lots rely on on-site wastewater treatment.

In this instance the subject development application includes a material change of use for urban purposes that involves a land area 2,500m² or greater. Reference is made to the Stormwater Management Advice prepared by ATC Consulting Engineers attached at **Appendix F** that confirms proposed stormwater quality measures have been designed in accordance with relevant standards and will not compromise matters associated with this State interest.

4. Natural Hazards, Risk and Resilience

These provisions relate to development applications for a material change of use, reconfiguring a lot or operational work on land within: (i) a flood hazard area; (ii) a bushfire hazard area; (iii) a landslide hazard area, (iv) storm tide inundation areas; and (v) erosion prone area. Under the SPP Assessment Benchmark Mapping, the subject site contains: Flood Hazard Area – Local Government Flood Mapping Area. Section 2 of the *South Burnett Regional Council Planning Scheme 2017* confirms that matters associated with State interests are appropriately reflected in the Planning Scheme. In this instance, the subject site is not located within the locally refined Flood Hazard Overlay and accordingly, is not considered to be subject to flood risk. The subject site does contain: Bushfire Prone Areas (potential impact buffer and medium potential bushfire intensity). The site is also located in the Bushfire Hazard Overlay of the Planning Scheme. This triggers assessment against the Bushfire Hazard Overlay Code which is provided at **Appendix B**. This assessment confirms the development will not compromise matters associate with this State interest.

5. Strategic Airports and Aviation Facilities

These provisions relate to development applications that involve land located within a local government area that contains/impacted by a strategic airport identified in the SPP Part E, Table 2, or an aviation facility identified in Appendix 2 of the *strategic airports and aviation facilities guidance material* and involve:

- (i) a material change of use of premises that will result in work encroaching into the operational airspace of a strategic airport, or on land within the light restriction zone, lighting area buffer or the wildlife hazard buffer zone of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility; or
- (ii) a material change of use or reconfiguring a lot where any part of the land is within the 20ANEF contour or greater, or the public safety area of a strategic airport; or
- (iii) building work not associated with a material change of use that will result in work intruding into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility; or
- (iv) operational work not associated with a material change of use where any work or associated activity will intrude into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility.

Where these circumstances apply, the development application is assessed against the strategic airports and aviation facilities assessment benchmarks listed under the SPP. In this instance the subject land is not affected by a Strategic Airport or Aviation Facility and accordingly, the provisions are not relevant to the assessment of the application.

The proposal has been assessed to comply with all applicable matters of state interest included in the State Planning Policy.

4.3 STATE REFERRAL AGENCIES

Section 54 of the *Planning Act 2016* and Section 22 and Schedule 10 of the *Planning Regulation 2017 (the Regulation)* are of relevance for the purposes of determining applicable referral agencies and their jurisdiction in terms of being advice or concurrence agencies as well as the relevant assessment benchmarks that are to be addressed.

The State Assessment and Referral Agency (**SARA**), established under the auspices of the Department of State Development, Infrastructure and Planning (**DSDIP**) is the assessment manager or referral agency for development applications where the State has a jurisdiction pursuant to Schedule 8 or 10 of the Regulation. Schedule 10 regulates when applications are referable. In accordance with Schedule 8, DSDIP will not be the assessment manager for this development application. The SDAP components of the overall development will be addressed by DSDIP as part of the application referral process.

TABLE 2 - REFERRAL TRIGGER ASSESSMENT

Part	Application Involving	Applicable	Comment
Part 1	Airport land	No	The proposed development is not located on airport land.
Part 2A	Caboolture West Interim Structure Plan	No	The site is not located within the Caboolture West investigation or growth areas.
Part 3	Clearing native vegetation	No	The proposed development does not involve clearing native vegetation or give rise to accepted clearing.
Part 4	Contaminated land	No	The site is not identified as contaminated land.
Part 5	Environmentally relevant activities	Yes	An approval for an ERA No 63 – Sewage Treatment is sought.
Part 6	Fisheries	No	The proposed development is not associated with: <ul style="list-style-type: none"> • aquaculture; or • the removal, destruction or damage of marine plants; or • the constructing or raising of waterway barrier works; and • is not within a declared fish habitat area.
Part 7	Hazardous chemical facilities	No	The proposed development is not for a hazardous chemical facility.
Part 8	Heritage places	No	The proposed development is not associated with a locally listed place. In addition, the site is not associated with, nor does it adjoin a property on the Queensland heritage register.
Part 9	Infrastructure-related	Yes	The following relates to infrastructure-related referrals: <ul style="list-style-type: none"> • The proposed development does not exceed the thresholds identified at Schedule 20. • The site is not associated with a designated premises. • The site is located within 25m of a State transport corridor (i.e. Kingaroy Cooyar Road) but does not

Part	Application Involving	Applicable	Comment
			<p>involve new or changed access to the State transport corridor.</p> <ul style="list-style-type: none"> The site is not located adjacent to a local road that intersects with a State controlled road and is/is not within 100m of a State-controlled intersection. The site is not identified as a future State-controlled road. The site is not located within 100m of an electricity substation. The site is not subject to an easement for the benefit of an electricity distribution entity, or transmission entity and for a transmission grid or supply network. The site is not associated with an easement for oil, gas or electricity infrastructure. The site is not in proximity to a State controlled transport tunnel (both existing and/or future).
Part 10	Koala habitat area	No	The site is not mapped as containing koala habitat areas.
Part 11	Noise attenuation land	No	The site is not identified as being noise attenuation land and the site is not within proximity of an off-road motorcycle facility. The proposed development is not associated with prohibited development.
Part 12	Operational works for reconfiguring a lot	No	The proposed development does not involve Operational Works.
Part 13	Ports	No	The site is not associated with port land.
Part 14	Reconfiguring a lot under Land Title Act	No	The proposed development does not involve Reconfiguring a Lot under the Land Title Act.
Part 15	SEQ Development area	No	The site is not located within an SEQ development area.
Part 16	SEQ regional landscape and rural production area and SEQ rural living area	No	The site is not located within the SEQ regional landscape and rural production area or the SEQ rural living area.
Part 16AA	Solar Farms	No	The proposed development does not involve a solar farm.
Part 16A	Southport Spit	No	The site is not located in the Southport Spit.
Part 16B	SEQ Northern Inter-Urban Break	No	The site is not located within the identified SEQ Northern Inter-Urban Break area.
Part 17	Tidal works or work in a coastal management district	No	The proposed development does not involve tidal works or works within a coastal management district.
Part 18	Urban design	No	The proposed development does not involve an increase in GFA that is greater than 25,000m ² .
Part 19	Water-related	No	The proposed development does not involve:

Part	Application Involving	Applicable	Comment
	development		<ul style="list-style-type: none"> the taking or interfering of water; or removing quarry material from a watercourse or lake; or relates to a dam; or the construction of a levee.
Part 20	Wetland protection area	No	The site is not identified as being within a wetland protection area.
Part 21	Wind farms	No	The proposed development does not involve a wind farm

The above assessment of the referral triggers under the *Planning Regulation 2017* confirms that the proposed development will trigger referral in this instance. Accordingly, the following referral triggers apply to this application.

Referral Trigger	Planning Regulation 2017	Agency Type	Technical Agency
Development application for material change where the environmentally relevant activity the subject of the application has not been devolved to a local government under the <i>Environmental Protection Regulation</i> and the chief executive is not the prescribed assessment manager for the application.	Schedule 10, Part 5, Division 4, Table 2, Item 1	Concurrence Agency	Department of Environment, Tourism, Science and Innovation
Development application for an aspect of development that exceeds the thresholds at Schedule 20 of the <i>Planning Regulation 2017</i> .	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1	Concurrence Agency	Department of Transport and Main Roads
Development application for a reconfiguring a lot that is assessable development where all or part of the premises is within 25m of a State transport corridor and the number of lots is increased.	Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1	Concurrence Agency	Department of Transport and Main Roads
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 and all or part of the premises is within 25m of a State transport corridor.	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1	Concurrence Agency	Department of Transport and Main Roads.

4.4 STATE DEVELOPMENT ASSESSMENT PROVISIONS

The State Development Assessment Provisions (**SDAP**) provide assessment benchmarks for the assessment of development applications where the chief executive administering the *Planning Act 2016 (the Act)* is the assessment manager or a referral agency.

The chief executive through the State Assessment and Referral Agency (**SARA**) uses the SDAP to deliver a coordinated, whole-of-government approach to the state's assessment of development applications. The SDAP applies throughout the State and contains the matters of State interest the chief executive may have regard to when assessing/deciding a development application as either the assessment manager or referral agency. The SDAP contains criteria for assessment within State Codes to clarify when the State is to be involved in the assessment of an application and the specific matters of State interest that apply. The SDAP is a specific assessment benchmark that a development must be assessed against as prescribed under the Regulation. In this instance, the proposed development triggers assessment against the following State Codes:

- **State Code 1** – Development in a State-Controlled Road Environment;
- **State Code 6** – Protection of State transport networks; and
- **State Code 22** – Environmentally Relevant Activities.

An assessment of the proposed development against State Codes 1, 6 and 22 is provided at **Appendix C**. The assessment confirms the proposed development generally complies with the intent and outcomes sought under these State Codes.

4.5 WIDE BAY BURNETT REGIONAL PLAN

The *Wide Bay Burnett Regional Plan 2023* was adopted on 15 December 2023 and covers the local authority areas of Bundaberg Regional Council, Cherbourg Aboriginal Shire Council, Fraser Coast Regional Council, Gympie Regional Council, North Burnett Regional Council and South Burnett Regional Council. The regional plan provides a strategic framework for growth of the Wide Bay Burnett Region until 2046.

The purpose of the Wide Bay Burnett Regional Plan is to provide clear direction for the region's future by addressing and prioritising the region's drivers to create ongoing and meaningful development into the future.

The Regional Plan outlines three (3) strategic policies for achieving the vision sought for the region:

- Growing the region's people and places;
- Taking charge of the region's economic future; and
- Sustaining the region's environment and lifestyle.

The regional plan includes several land use categories that identify predominant characteristics of land throughout the region and outlines the scale and type of land development preferred within each category. The regional plan allocates all land areas into three (3) primary land use categories, Priority Agricultural Area, Priority Living Area and Strategic Cropping Area.

More specific land use intent is conveyed in some parts of the region to help deliver the outcomes sought under the strategic policies. This includes Strategic Environmental Areas, which, in specific parts of the region, are refined into Regional Biodiversity Corridors and Dark Sky Areas. Regional Biodiversity Corridors are identified areas which contribute to landscape connectivity or have the capacity to do so through rehabilitation. These areas seek to enhance the connection between habitats and promote the conservation of biodiversity throughout the region. Dark Sky Areas seek to ensure that development does not adversely impact sea turtle and shorebird activity by ensuring development:

- avoids artificial lighting that is visible from the beach or the ocean; and
- avoids artificial lighting that contributes to sky glow within the Dark Sky Area.

Under the regional land use categories identified in the Wide Bay Burnett Regional Plan, the development site area has been included in the Kingaroy Priority Living Area and is not located within a Strategic Environmental Area.

The Priority Living Area identifies land that is intended to be used for residential development and designated for urban development under the local Planning Scheme. The proposed development is for Workforce Accommodation in an area suitable for such purposes and accordingly complies with the intent of the Wide Bay Burnett Regional Plan.

4.6 SOUTH BURNETT REGIONAL COUNCIL PLANNING SCHEME 2017

4.6.1 INTRODUCTION

Pursuant to the provisions of section 45(5) of the *Planning Act 2016*, an Impact Assessable Development Application must be assessed against the applicable assessment benchmarks of the applicable categorising instrument. The applicable categorising instrument in this instance is the *South Burnett Regional Council Planning Scheme 2017*.

A summary of the assessment of the proposal against the provisions of this instrument is outlined below.

4.6.2 DEFINITIONS

Under the provisions of the *South Burnett Regional Council Planning Scheme 2017*, the proposed use is defined as Workforce Accommodation. The relevant use definition is as follows:

Workforce Accommodation

(a) Use of premises for:

- (i) accommodation that is provided for persons who perform work as
 - (A) a resource extraction project; or
 - (B) a project identified in a planning scheme as a major industry or infrastructure project; or
 - (C) a rural use; or
- (ii) recreation and entertainment facilities for persons residing at the premises and their visitors, if the use is ancillary to the use in subparagraph (i); but

(b) does not include rural workers' accommodation.

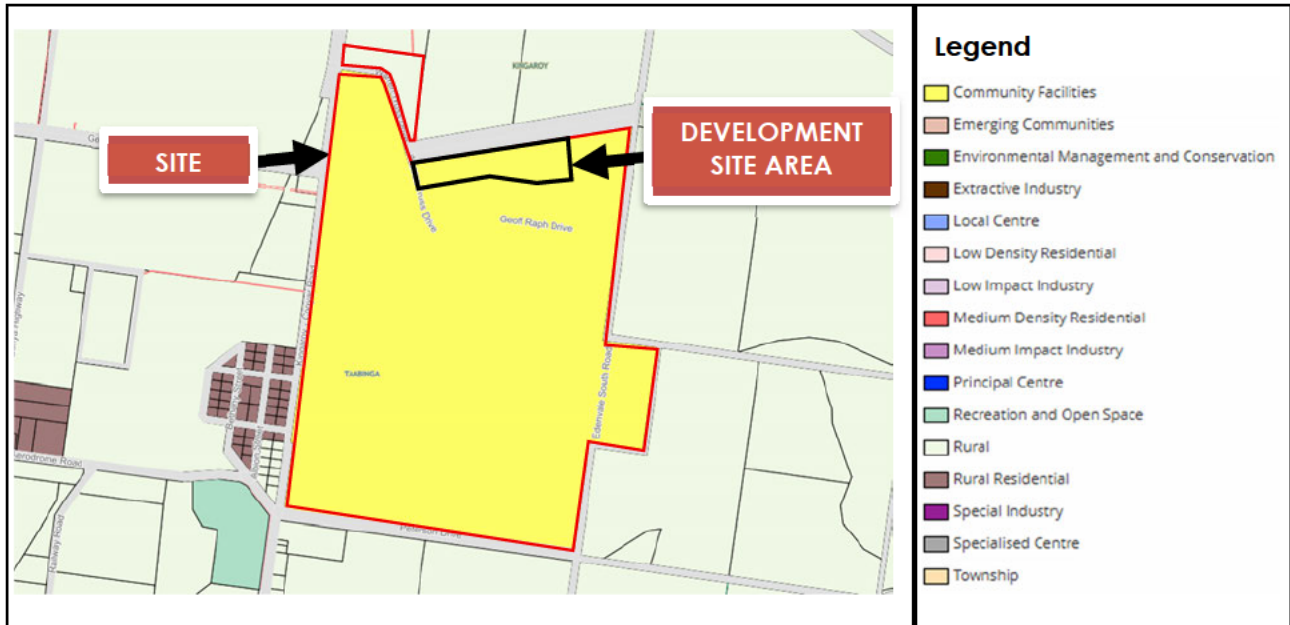
This land use definition was confirmed by Council during the pre-lodgement meeting held on 2 December 2025.

4.6.3 ZONING

Under the *South Burnett Regional Council Planning Scheme 2017*, the region is divided into sixteen (16) land use zones. Certain zones are further divided into precincts for the purposes of conveying preferred land use intent or in order to assign assessment status to individual uses.

The subject land including the development site area is predominately located within the Community Facilities Zone. The northern portion of the site which does not include the development site area, is located in the Rural Zone. For this reason, the extent of assessment for this development application has been limited to the **Community Facilities Zone** only. The zoning of the site and surrounding locality is illustrated in **Figure 11**.

FIGURE 9 - ZONING MAPPING



Under the assessment tables applicable to the Community Facilities Zone at section 5.5 of the Planning Scheme, a Material Change of Use for Workforce Accommodation is identified as Impact Assessable development. Additionally, under the assessment table for Reconfiguring a Lot at section 5.6 of the Planning Scheme, dividing land into parts by agreement (i.e. lease) where complying with the minimum lot size is Code Assessable development. Under planning legislation, where a development triggers more than one assessment level, the highest assessment level prevails. Accordingly, this combined development application is subject to **Impact Assessment**.

This assessment level was confirmed by Council during the pre-lodgement meeting held on 2 December 2025.

4.6.4 OVERLAY MAPPING

The Planning Scheme includes overlay maps that identify land characterised by particular features or subject to physical constraints that are likely to influence the use and development potential of affected areas. Overlay maps also identify those lands subject to assessment against specific area codes.

In this instance, the subject land is impacted the following four (4) overlays:

- (i) Airport Environs Overlay;
- (ii) Biodiversity Overlay;
- (iii) Bushfire Hazard Overlay; and
- (iv) Agricultural Land Overlay.

The applicability of these overlays is illustrated in **Figures 12-15**.

FIGURE 10 - AIRPORT ENVIRONS OVERLAY MAP

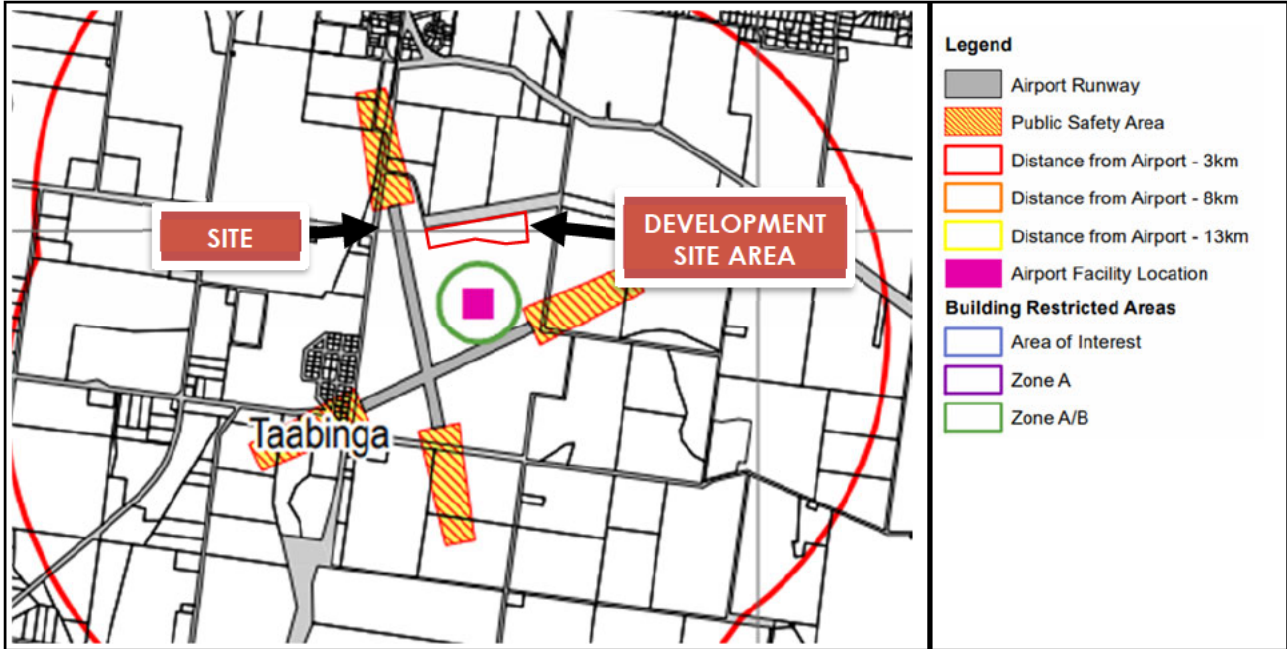


Figure 12 confirms the site is impacted by the Airport Environs Overlay. In particular, the development site area is located within the Distance from Airport – 3km but is outside the Airport Runway, Public Safety Area, Airport Facility Location and Building Restriction Areas. Under the overlay assessment tables at section 5.9 of the Planning Scheme, the level of assessment for a Material Change of Use for Workforce Accommodation does not change the level of assessment and triggers assessment against section 3 of the Community Facilities Zone Code. An assessment of the proposed development against this code is provided at **Appendix B**.

FIGURE 11 - BIODIVERSITY OVERLAY MAP

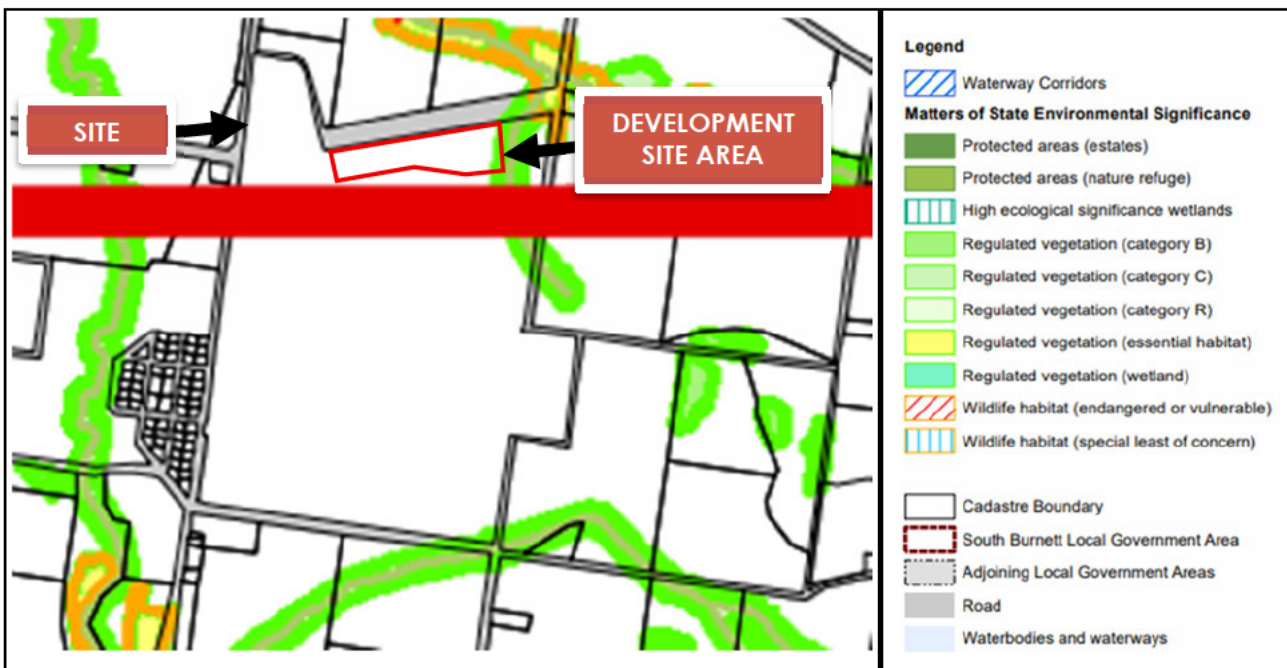


Figure 13 confirms the site is impacted by the Biodiversity Overlay. In particular, the eastern extremity of the development site area is mapped as Regulated Vegetation (Category R), noting that this land has been historically cleared and used for agricultural production. Under the overlay assessment tables at section 5.9 of the Planning Scheme, the level of assessment for a Material Change of Use for Workforce Accommodation does not change the level of assessment and triggers assessment against section 3 of the Community Facilities Zone Code. An assessment of the proposed development against this code is provided at **Appendix B**.

FIGURE 12 - BUSHFIRE HAZARD OVERLAY MAP

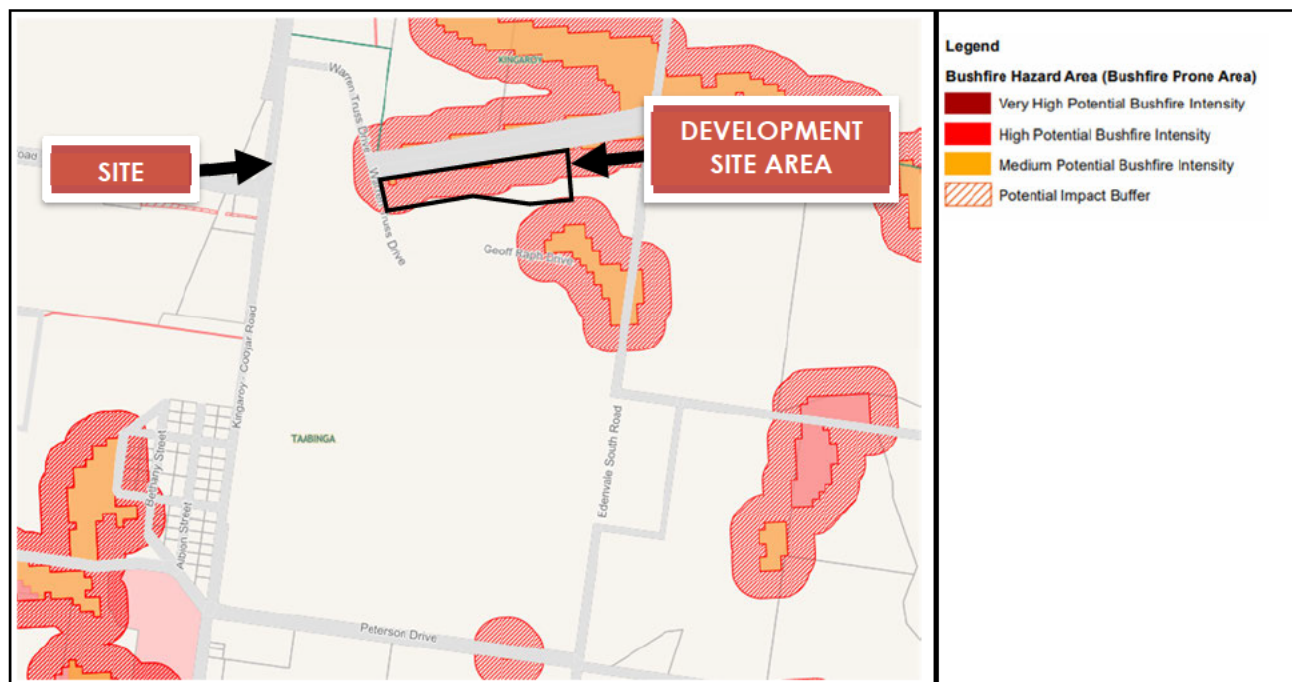
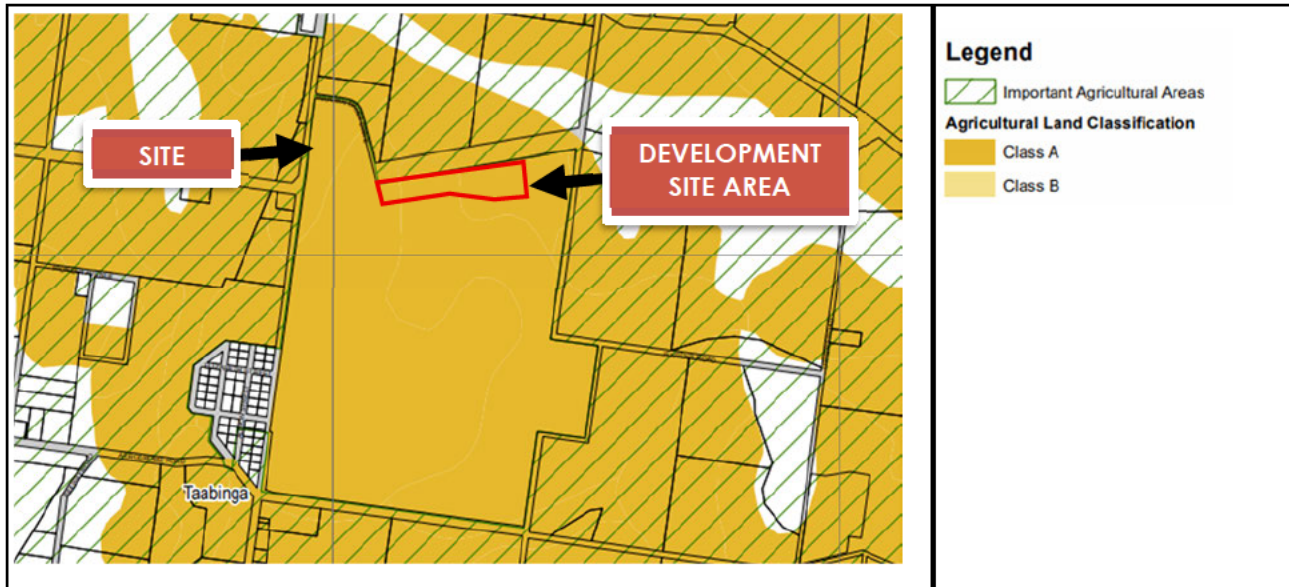


Figure 14 confirms the site is impacted by the Bushfire Hazard Overlay. In particular, the development site area is mapped as Potential Impact Buffer. Other parts of the site are also mapped as Medium Potential Bushfire Intensity. Under the overlay assessment tables at section 5.9 of the Planning Scheme, the level of assessment for a Material Change of Use for Workforce Accommodation does not change the level of assessment and triggers assessment against the Bushfire Hazard Overlay Code. An assessment of the proposed development against this code is provided at **Appendix B**. It is noted the applicant has commissioned the preparation of a Bushfire Management Plan; however, this document had not been finalised at the time of lodgement of the development application and will be submitted upon completion.

Figure 15 below confirms the site is impacted by the Agricultural Land Overlay. In particular, the land is mapped as Agricultural Land Classification Class A but is not identified as Important Agricultural Areas. Under the overlay assessment tables at section 5.9 of the Planning Scheme, the level of assessment for a Material Change of Use for Workforce Accommodation does not change the level of assessment and triggers assessment against section 3 of the Community Facilities Zone Code. An assessment of the proposed development against this code is provided at **Appendix B**.

FIGURE 13 - AGRICULTURAL LAND OVERLAY MAPPING



4.7 ASSESSMENT BENCHMARKS

As identified in section 4.7, this Development Application is subject to Impact Assessable, and therefore requires assessment against the following provisions of the *South Burnett Regional Council Planning Scheme 2017*.

- Strategic Framework; refer to section 4.7.1
- Overall Outcomes – Community Facilities Zone; refer to section 4.7.2
- Applicable Codes; refer to section 4.7.3

4.7.1 STRATEGIC FRAMEWORK

Part 3 of the *South Burnett Regional Council Planning Scheme 2017* provides the Strategic Framework that sets the policy direction for the planning scheme and forms the basis for ensuring development occurs at appropriate locations within the planning scheme area. The structure of the Strategic Framework comprises:

- Six (6) themes supported by strategic outcomes;
- elements that further refine the strategic outcomes sought; and
- specific outcomes and land use strategies for each of the elements.

The development has been assessed against the applicable provisions of the Strategic Framework and a summary of this assessment is provided in the table attached at **Appendix A**. An assessment of the proposal against the provisions of the Strategic Framework indicates the proposal generally complies with the integrated policy direction sought for the planning scheme area and is not likely to compromise the relevant strategic outcomes/elements sought for the individual themes. Notwithstanding any perceived conflict the development may have with relevant planning provisions including the Strategic Framework, assessment of the application has revealed there are other relevant matters that demonstrate planning merit for the development and warrant its approval subject to reasonable and relevant conditions; refer to section 5.2.

4.7.2 OVERALL OUTCOMES – COMMUNITY FACILITIES ZONE

Section 6.2.10 of the *South Burnett Regional Council Planning Scheme 2017* outlines the general intent for development within the Community Facilities Zone through the collective identification of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the Community Facilities Zone as detailed in **Table 2**.

TABLE 3 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
(a) Retain and reserve appropriate land throughout the Council area to accommodate activities which have a specific public function that are essential for the wellbeing of the community.	Performance Solution: The proposed temporary workers' accommodation facility makes provision for a legacy component to ensure South Burnett Regional Council retains a high-quality accommodation facility for temporary workers, including FIFO workers, on a site in proximity to the town of Kingaroy that has access to air services and the State-controlled road network.
(b) Provide for the location of those public infrastructure services and facilities which have significant amenity impacts on adjoining land and the protection of such uses from intrusion by incompatible uses.	Complies: The development does not include public infrastructure services but has been specifically designed and located to avoid the intrusion of incompatible land uses.
(c) Ensure that the built form and operation of community facilities are compatible with their neighbourhoods.	Complies: The development seeks to provide single storey accommodation and communal buildings with a height that varies between 3.8m to 5.0m. The exception is the covered outdoor area which has a height of 7.9m and is centrally located within the development. The location of the development site area within the subject land seeks to limit its visual impact on surrounding land uses.
(d) Where possible, encourage the co-location of community facilities.	N/A: The development does not propose a community use.
(e) The location of development is appropriate for the intended use and is consistent with the nature of surrounding development.	Complies: Refer to the responses to overall outcomes (a) and (c). The development includes a legacy component to ensure Council retains a high-quality temporary workers accommodation facility (including for FIFO workers) in proximity to the airport and State-controlled road network. In addition, the location of the development site area within the subject land seeks to limit its visual impact on surrounding land uses.
(f) The Kingaroy and Nanango airports are preserved for the exclusive use of air service and industries or businesses with a direct association with the provision of air service.	Performance Solution: The proposed temporary workers' accommodation facility makes provision for a legacy component to ensure South Burnett Regional Council retains a high-quality accommodation facility for temporary workers, including FIFO workers, on a site in proximity to the town of Kingaroy that has access to air services and the State-controlled road network. The location of the development site area avoids the operational airspace of the Airport.

Overall Outcome	Response
(g) Existing community uses are intended to continue and intensify if necessary having regard to road and other infrastructure capacity and the amenity of surrounding areas.	Complies: The development seeks to utilise an area on the subject land historically used for agricultural purposes and does not impact on expansion areas for existing community facilities.
(h) The form of the development is specific to the facility in recognition of particular operational, functional and locational benchmarks of government functions.	Complies: The development has been designed to provide a high-quality single storey temporary workers' accommodation facility in a highly accessible location with access to air services and the State-controlled road network.
(i) Physical infrastructure that has an overbearing nature that cannot be mitigated through design or screening is not located in visually prominent locations.	Complies: The development seeks to provide single storey accommodation and communal buildings with a height that varies between 3.8m to 5.0m. The exception is the covered outdoor area which has a height of 7.9m and is centrally located within the development. The location of the development site area within the subject land seeks to limit its visual impact on surrounding land uses and is setback approximately 380m from the State-controlled road.
(j) The viability of essential community infrastructure is protected by requiring on-site buffering and separation of new development on adjoining sites that could limit the on-going operation of existing special uses or prejudice appropriate new activities.	Complies: The development does not impact on essential community infrastructure.
(k) Social facilities and service establishments are supported by the necessary infrastructure and located in highly accessible locations that promote safe and efficient public transport use, walking and cycling.	N/A: The development does not seek approval for social facilities or service establishments.
(l) Development will be provided with a level of infrastructure that is appropriate to the use.	Complies: The development is supported by engineering/environmental assessments that confirm the proposal will adequately serviced by urban infrastructure and on-site wastewater disposal facilities.
(m) Community uses and works are located, designed and managed to maintain safety to people and minimise impacts on adjacent land.	N/A: The development does not seek approval for community uses.
(n) Adverse impacts on natural features and processes, both on-site and from adjoining areas, are avoided and any unavoidable impacts are minimised through location, design, operation and management of development.	Complies: The development has been designed to ensure it avoids areas of environmental significance and adverse impacts on groundwater supplies.

Overall Outcome	Response
(o) Should land in this zone cease to be used for community purposes at some future time, redevelopment of the site to a use compatible with the intent of the surrounding zones is encouraged.	Complies: The development can comply or can be conditioned to comply with site remediation requirements.
(p) Development is designed to avoid and mitigate risks from natural risks and hazards to demonstratable acceptable or tolerable level of risk for both existing and new development, people and property and not result in unacceptable or unavoidable impacts.	Complies: The development avoids mapped areas of natural hazard in terms of flood and steep land. The site is within a mapped bushfire hazard area and the applicant has commissioned the preparation of a Bushfire Management Plan that had not been finalised at the time of lodgement and will be submitted upon completion.
(q) Sites that are contaminated or pose a health risk from prior activities are remediated prior to being developed for sensitive land use (as defined in the Regulation).	Complies: The development site area does not contain known areas of potential contamination.
(r) Residential or other sensitive uses are not intensified in the identified separation area around the Swickers Kingaroy Bacon Factory on Overlay Map 11.	Complies: The development site area is not in proximity to the Swickers Kingaroy Bacon Factory.

The above assessment demonstrates that the proposed development generally satisfies the intent and outcomes sought for land included in the Community Facilities Zone. Notwithstanding any perceived conflict the development may have with relevant planning provisions including the intent of the Community Facilities Zone, assessment of the application has revealed there are other relevant matters that demonstrate planning merit for the development and warrant its approval subject to reasonable and relevant conditions; refer to section 5.2.

4.7.3 APPLICABLE CODES

The codes applicable to the assessment of the proposed development are identified in **Table 3** followed by a summary of the assessment outcomes.

TABLE 4 - APPLICABLE CODES

Zone Code(s)
<ul style="list-style-type: none"> Community Facilities Zone Code An assessment of the proposed development against the Zone Code is provided at Appendix B and confirms that the development complies with the outcomes sought within this code.
Overlay Codes
<ul style="list-style-type: none"> Bushfire Hazard Overlay Code
Development Codes
<ul style="list-style-type: none"> Services and Works Code Reconfiguring a Lot Code

5.0 ASSESSMENT OF PLANNING MERITS

5.1 LEGISLATIVE CONTEXT

Section 45 of the *Planning Act 2016* states as follows:

- (5) *An impact assessment is an assessment that—*
- (a) *must be carried out—*
 - (i) *against the assessment benchmarks in a categorising instrument for the development; and*
 - (ii) *having regard to any matters prescribed by regulation for this subparagraph; and*
 - (b) *may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

Examples of another relevant matter—

- *a planning need*
- *the current relevance of the assessment benchmarks in the light of changed circumstances*
- *whether assessment benchmarks or other prescribed matters were based on material errors*

In addition to the preceding assessment of the proposed Material Change of Use for a Workforce Accommodation use in the Community Facilities Zone, we contend that, to the extent the proposal may be considered to be inconsistent with the Planning Scheme, there are "other relevant matters" that justify the planning merits of the proposed development and accordingly warrant its approval subject to the imposition of reasonable and relevant conditions. These matters are detailed in section 5.2.

5.2 PLANNING MERITS

The proponent contends there are number of "other relevant matters" which confirm and/or reaffirm the planning merits of the proposal.

These are as follows:

1. THE DEVELOPMENT INCLUDES A LEGACY COMPONENT TO ENSURE COUNCIL RETAINS A HIGH-QUALITY ACCOMMODATION FACILITY FOR TEMPORARY WORKERS IN PROXIMITY OF AN AIRPORT

The temporary workers' accommodation facility makes provision for a legacy component to ensure South Burnett Regional Council retains a high-quality accommodation facility for temporary workers, including FIFO workers, on a site in proximity to the town of Kingaroy that has access to air services and the State-controlled road network.

2. THE TEMPORARY WORKERS' ACCOMMODATION FACILITY SUPPORTS REGIONALLY SIGNIFICANT INFRASTRUCTURE PROJECTS ON A HIGHLY ACCESSIBLE SITE IN PROXIMITY OF A REGIONAL CENTRE

The temporary workers' accommodation facility supports regionally significant renewable energy projects and is situated at a highly accessible location in proximity to a regional centre, i.e. Kingaroy, that provides a wide range of services and facilities.

3. THE DEVELOPMENT IS IN PROXIMITY OF AN URBAN AREA AND AVOIDS LAND DESIGNATED FOR RESIDENTIAL OR INDUSTRIAL GROWTH OR AGRICULTURAL PRODUCTION

The development site area is in proximity of an urban area i.e. Kingaroy and is within the Community Facilities Zone. This ensures the development avoids utilising land that is otherwise designated for future residential or industrial growth or agricultural production.

4. THE DEVELOPMENT IS NOT LOCATED ON MAJOR ENTRANCES AND IS ADEQUATELY BUFFERED FROM NEARBY SENSITIVE USES

The development site area is setback from major road entrances to the town of Kingaroy and its location adjacent a dense vegetation buffer together with proposed separation distances, ensures the development is adequately buffered from nearby sensitive uses. The development will be supported by a noise impact assessment to determine if additional acoustic measures are needed to maintain residential amenity.

5. THE DEVELOPMENT HAS A HIGH DEGREE OF ACCESSIBILITY, MAKES ADEQUATE PROVISION FOR ON-SITE PARKING AND MAINTAINS TRAFFIC SAFETY

The development is located on a sealed local road that takes access from the State-controlled road network ensuring a high degree of accessibility for temporary workers. The development makes adequate provision for on-site parking requirements and maintains traffic safety.

6. THE DEVELOPMENT IS ADEQUATELY SERVICED BY URBAN INFRASTRUCTURE AND ON-SITE EFFLUENT DISPOSAL SYSTEMS; THE DEVELOPMENT PROTECTS GROUNDWATER SUPPLIES AND AVOIDS ADVERSE DOWNSTREAM DRAINAGE IMPACTS

The development will be adequately serviced by urban infrastructure and appropriately designed on-site effluent disposal systems. Stormwater management for the development satisfies relevant policies and standards to ensure protection of groundwater supplies and avoidance of adverse downstream drainage impacts.

7. THE DEVELOPMENT GENERALLY AVOIDS ENVIRONMENTALLY SIGNIFICANT AREAS AND INCLUDES MEASURES TO PROTECT PEOPLE AND PROPERTY FROM NATURAL HAZARD

The development site area generally avoids environmentally significant areas, noting the mapped area at the eastern end of the site has been used historically for agricultural purposes. The development site area also avoids mapped natural hazard areas for flood and steep land. The development will be supported by a bushfire management plan to ensure future occupants are protected from potential bushfire risk.

6.0 TECHNICAL ASSESSMENTS

The following technical assessments and documentation have been completed to respond to and/or demonstrate the compliance of the proposal with the applicable standards:

- Preliminary Traffic Impact Assessment, prepared by ATC Engineers and Project Managers; refer to **Appendix E**.
- Stormwater Management Advice, prepared by ATC Engineers and Project Managers; refer to **Appendix F**.
- Site Based Management Plan (ERA No 63 – Sewage Treatment), prepared by Taylor Environmental Australia; refer to **Appendix G**.
- Water and Sewerage Strategy Advice, prepared by Morris Water; refer to **Appendix H**.

The above assessments confirm that the proposed development can achieve compliance with the applicable standards and benchmarks.

The applicant has also commissioned the preparation of a Noise Impact Assessment and Bushfire Management Plan. These documents had not been finalised at the time of lodgement of the development application and will be submitted upon completion.

7.0 CONSULTATION

7.1 STATUTORY NOTIFICATION

This Development Application is Impact Assessable and accordingly is required to be publicly notified under the provisions of the *Planning Act 2016* and its associated regulations. Public notification will be undertaken at the appropriate stage of the assessment process, as set out in the Development Assessment Rules prescribed under the *Planning Regulation 2017*.

7.2 PRE-LODGEMENT MEETINGS

Pre-lodgement advice for this development has been sourced from the following agencies:

South Burnett Regional Council:

An initial informal pre-lodgement meeting was held with South Burnett Regional Council on 3 September 2025 to discuss an alternate site for this development or the possibility of locating the proposed temporary workers' accommodation facility on Kingaroy Airport land.

Once the development site area for this application had been determined on Kingaroy Airport land, a formal pre-lodgement was held with South Burnett Regional Council on 2 December 2025. At this meeting, Council confirmed land use definitions, assessment levels and supporting studies required to accompany a future development application. Council also confirmed the extent of State referrals for the application. A follow up meeting that day with Council's engineers confirmed infrastructure servicing requirements for the proposed temporary workers' accommodation facility.

These matters have been taken into consideration as part of the preparation of this application.

8.0 CONCLUSION

This combined Development Application seeks approval for (i) Material Change of Use (Workers Accommodation), (ii) Reconfiguring a Lot (lease with a term, including renewal options, exceeding 10 years) and (iii) Environmentally Relevant Activity (ERA) No 63 – Sewage Treatment, on land at Warren Truss Drive, Taabinga.

The application development site area is located in the Community Facilities Zone of the *South Burnett Regional Council Planning Scheme 2017* (Planning Scheme) where the use of Workforce Accommodation is subject to impact assessment. Accordingly, the combined application has been assessed against the whole of the Planning Scheme including the Strategic Framework and relevant Assessment Benchmarks.

It is acknowledged the development does not propose a community-related use in the Community Facilities Zone. Notwithstanding any perceived conflict the development may have with relevant planning provisions including the intent of the Community Facilities Zone, assessment of the application has revealed there are other relevant matters that demonstrate planning merit for the development and warrant its approval subject to reasonable and relevant conditions.

These include:

1. The development includes a legacy component to ensure Council retains a high-quality accommodation facility for temporary workers in proximity of an airport.
2. The temporary workers' accommodation facility supports regionally significant infrastructure projects on a highly accessible site in proximity of a regional centre.
3. The development is in proximity of an urban area and avoids land designated for residential or industrial growth or agricultural production.
4. The development is not located on major entrances and is adequately buffered from nearby sensitive uses.
5. The development has a high degree of accessibility, makes adequate provision for on-site parking and maintains traffic safety.
6. The development is adequately serviced by urban infrastructure and on-site effluent disposal systems; the development protects groundwater supplies and avoids adverse downstream drainage impacts.
7. The development generally avoids environmentally significant areas and includes measures to protect people and property from natural hazard.

The design and layout of the premises allows potential sources of nuisance and impact to be appropriately managed to ensure the development will not adversely affect surrounding amenity or cause environmental harm. In addition, the development will not contribute to access, safety or circulation problems in the locality.

Having regard to the matters and issues raised in this report, it is recommended that Council support the application for Development Permits for a Material Change of Use and Reconfiguring a Lot. The proposal warrants approval subject to the imposition of reasonable and relevant conditions.

APPENDIX A - STRATEGIC FRAMEWORK

South Burnett Regional Council Planning Scheme 2017

APPENDIX B - ASSESSMENT BENCHMARKS

South Burnett Regional Council Planning Scheme 2017

APPENDIX C - STATE CODES ASSESSMENT

APPENDIX D - DEVELOPMENT PLANS

Synergy Building Design

APPENDIX E - PRELIMINARY TRAFFIC IMPACT ASSESSMENT
ATC Engineers and Project Managers

APPENDIX F - STORMWATER MANAGEMENT ADVICE

ATC Engineers and Project Managers

APPENDIX G - SITE BASED MANAGEMENT PLAN
Taylor Environmental Australia

APPENDIX H - WATER AND SEWERAGE STRATEGY ADVICE

Morris Water

APPENDIX I - TITLES AND REGISTERED PLAN