

Appendix O

Pre-lodgement Response – Council

- DSDMIP



SARA reference: 2505-46018 SPL

3 June 2025

Second Chance (Aust) Pty Ltd
P O Box 893
EMERALD QLD 4720
eis@activ8.net.au

Attention: Mr Michael O'Sullivan

Dear Mr O'Sullivan,

SARA Pre-lodgement Advice – Pedersens Road, Dangore

I refer to your pre-lodgement request received on 14 May 2025 in which you sought pre-lodgement advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address. This notice provides advice on aspects of the proposal that are of relevance to SARA.

SARA's understanding of the project

SARA understands you are seeking to establish a sand extraction and processing operation on the site located on Lot 6 on BO76. We understand the application would seek approval for extractive industry with a maximum capacity of 100,000 tonnes per annum, which is expected to operate for 20 years.

Based on the Site Plan submitted with the prelodgement material (plan number SEC/TUM/App25004, dated 18/05/2025), SARA understands the operation will involve two sand extraction areas, one of which will include a processing and stockpiling pad.

The following prelodgement advice is provided on the State interests relevant to the site and the proposed development.

Supporting information

The advice in this letter is based on the following documentation that was submitted with the pre-lodgement request.

Drawing/report title	Prepared by	Date
Tumblin Sand Quarry Proposal	-	-
Tumblin Sand Quarry Site Plan	Mike O'Sullivan	18/05/2025

Pre-lodgement advice

The following advice outlines the aspects of the proposal that are of relevance to SARA.

SARA's jurisdiction and fees	
1.	<p>The application may require referral to SARA under the following provisions of the Planning Regulation 2017:</p> <ul style="list-style-type: none"> • Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – State transport infrastructure generally This will require a fee of \$3,636.00 to be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 8 (b)(ii). • Schedule 10, Part 6, Division 4, Subdivision 3, Table 1 – Waterway barrier works This will require a fee of \$7,271.00 to be paid in accordance with Schedule 10, Part 6, Division 4, Subdivision 2, Table 1, Item 5 (b)(ii) • Schedule 10, Part 19, Division 2, Subdivision 3, Table 1, Item 1 – Removing quarry material This will require a fee of \$3,636.00 to be paid in accordance with Schedule 10, Part 19, Division 2, Subdivision 3, Table 1, Item 8 (b).
State Transport Infrastructure	
2.	<p>Based on the material submitted, the proposal may trigger referral under Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 of the Planning Regulation 2017.</p> <p>Should referral be triggered, a complete response to the relevant Performance Outcomes (POs) of State code 6: Protection of state transport networks will be required.</p> <p>To address PO1, PO2, PO3 and PO5 of State code 6, a development application must demonstrate the safety of users of the State-controlled road network; does not adversely impact the structural integrity or physical condition of the State-controlled road; and ensures a no net worsening of the operating performance of the State-controlled road network</p> <p>The Memerambi – Gordonbrook Road/Pedersen Road intersection, and potentially the Chinchilla – Wondai/Memerambi – Gordonbrook Road intersection, may not be suitable for any significant increase in heavy vehicle turning movements generated by the proposed extractive industry use.</p> <p>The increase in slow-moving loaded heavy vehicles within a high-speed rural environment, exiting both Pedersen Road (to travel north) and the Memerambi – Gordonbrook Road (to travel either east or west), may pose unacceptable risks to the safety of users on the State-controlled road.</p> <p>The Memerambi – Gordonbrook Road/Pedersen Road intersection is unsealed and the significant increase of turning traffic at this intersection presents a potential safety issue as well as an accelerated deterioration of the pavement within the intersection. It is likely that works will be required to upgrade and seal the intersection to a minimum standard to ensure the intersection is of a suitable type and standard to cater for the increased heavy vehicle turning movements.</p>
Traffic Impact Assessment	
3.	<p>A development application will need to include a Traffic Impact Assessment, certified by a Registered Professional Engineer of Queensland (RPEQ) that is prepared in accordance with the Department of Transport and Main Roads (DTMR) <i>Guide to Traffic Impacts of Developments December 2018</i> (the GTIA). The Assessment must:</p> <p>(a) Identify the number, types and frequency of traffic that will be generated by the</p>

	<p>proposed extractive industry expansion use on a daily, AM Peak and PM Peak hour basis.</p> <p>(b) Identify the haul vehicle that will be used to haul the excavated material to/from the site. This includes identifying the number and type of axle groups, as well as the maximum load on each individual axle group both when the haul vehicle is loaded and unloaded.</p> <p>(c) Provide the haul route and distribution of the generated traffic from the development to the surrounding local and State-controlled road network and include justifications for any assumptions used. This should include justifications for determining origin/destination for the excavated material to/from the site. The haul route must also consider and ensure compliance with any load limitations on structures within the State-controlled road along the haul route.</p> <p>(d) Identify the impact assessment year (that is, opening year for the proposed development) calculated in accordance with Table 6.5 of the GTIA. If the development is to be staged, provide a staging plan with assumed completion timing of each stage of the extraction use.</p> <p>(e) Consider existing traffic on the State-controlled road network and adopt appropriate traffic growth for sections of road being assessed.</p> <p>(f) Assess the pavement impacts to the State-controlled road network in accordance with Section 13 of the GTIA and address PO1 to PO3 of State code 6. The extent of pavement impacts will be determined where the development standard axle repetitions (SAR's) exceed 5% of the base traffic in either direction on the haul route's SAR in the year of opening in each stage (the method of calculation of SAR's is provided in Section 13.3 of the GTIA).</p> <p>The pavement assessment must also include the configuration of the haul vehicle such as maximum length, the number and configuration of axle groups of the haul vehicle(s) as well as the loaded and unloaded weights for each axle group. The vehicle type must be based on a vehicle type that is permitted for general access roads and not require National Heavy Vehicle Regulator approval.</p> <p>(g) Undertake a road safety assessment prepared in accordance with Section 9 of the GTIA and address Performance Outcomes PO1 to PO3 of State code 6. In particular whether the heavy vehicle traffic generated by the proposed extractive industry use will have an impact on the safe operation of the Memerambi – Gordonbrook Road intersection and the Chinchilla – Wondai Road/Memerambi – Gordonbrook Road intersection, or any other intersections where traffic exceeds 5% on base volumes.</p> <p>(h) Sections of the Memerambi-Gordonbrook Road is unsealed. Provide a management plan on how safety risks associated with dust will be mitigated.</p> <p>(i) Provide a turn warrant assessment for the Memerambi – Gordonbrook Road/Pedersen Road intersection.</p> <p>(j) Where impacts are identified, propose recommendations to mitigate the development's impact on the State-controlled road network. Recommendations involving road work upgrades on the State-controlled road must also include swept path drawings for the largest design vehicle at the intersection, conceptual geometric design drawings to demonstrate that the works' design can comply with the DTMR's <i>Road Planning and Design Manual 2nd Edition</i> and the works can be wholly contained within existing road corridors.</p>
Waterway Barrier Works	
4.	The operation will likely require the establishment of a new haul access road on the site, to connect the two proposed sand extraction areas. From a review of the proposed plans and the Development Assessment Mapping System, the new road will cross a mapped red waterway (high risk of impact waterway).

	<p>Ideally, the waterway crossing should be designed and constructed in a manner that it does not constitute waterway barrier works (i.e. a bridge crossing). Please refer to the waterway barrier works website for further guidance.</p> <p>Any other waterway crossing designs are likely to constitute waterway barrier works and would require authorisation:</p> <ul style="list-style-type: none"> • under Department of Primary Industries (DPI) accepted development requirements (ADR) • as assessable development requiring development approval for operational works that is constructing or raising waterway barrier works. <p>Should the works require a development application, a complete response to the relevant POs of State code 18: Constructing or raising waterway barrier works in fish habitats will be required. The SDAP Guideline for State Code 18 will assist in the preparation of a development application and responding to the relevant POs for assessable development impacting waterways.</p>
Native vegetation	
5.	<p>The site contains mapped Category B vegetation that is a least concern regional ecosystem (RE), and Category X vegetation.</p> <p>Based on the plans submitted with the prelodgement material, the proposed development does not trigger assessment for the clearing of native vegetation under Schedule 10, Part 3 of the Planning Regulation 2017, as it is exempt clearing work under Schedule 21, Part 2, Section 2(d) of the Planning Regulation 2017.</p> <p>The proposed plans demonstrate that Category B areas of vegetation are avoided, with extraction areas located wholly in areas of Category X vegetation. The location of the proposed processing and stockpiling pad is also within a Category X area.</p> <p>The Queensland Herbarium Biocondition Benchmark shows that the tree height of the mapped RE (11.7.6) is 25m, which requires a 37.5m fire break safety buffer setback for any proposed built infrastructure from adjacent Category B. Based on a GIS analysis, the proposed processing and stockpiling pad is within a Category X area and has a sufficient distance of firebreak safety/buffer (approximately 137m) from the closest Category B area. As such, no further assessment is required on this aspect.</p>
Removing Quarry Material	
6.	<p>Based on the plans submitted with the prelodgement material, the proposed operations do not appear to extend within the confines of the bed and banks of Holland Creek. However, should the location of the operation change, resulting in works within Holland Creek, the following advice is provided.</p> <p>Currently, Holland Creek is an unmapped feature that drains water from Lot 6 on BO76. If excavation of material was to occur within these areas, a Watercourse Determination will be required for the feature.</p> <p>A Quarry Material Allocation Notice (QMAN) will be required to be obtained, if the feature was determined to be a watercourse under the <i>Water Act 2000</i>.</p> <p>As part of obtaining a QMAN, compliance with the minimum requirements outlined in the POs of State code 15: Removal of quarry material from a watercourse or lake must be demonstrated. An operations plan prepared by a suitably qualified person may contain:</p> <ul style="list-style-type: none"> • commencement and completion dates of the operation • amount of material to be removed • a map or sketched plan showing the location of the excavation and showing removal

	<p>areas relative to the bed and banks of the watercourse</p> <ul style="list-style-type: none"> • method of extraction • details of the instream volumes of sand and gravel available within the site • method and rate of extraction • depths of extractions below natural surface level • working batters and final batter slopes • existing and proposed access tracks • existing infrastructure (e.g. water pumps, pipes, bridges, fences, telephone or power cables) • condition of the watercourse or lake, including bank slumping and erosion • likely effects on existing in-stream habitats, including waterholes, pools, riffles or nesting sites • likely effects on riparian landowners at the site of proposed extraction • any site-specific management strategies • existing quarry material allocations, if known • existing operators in tidal reach, if known • annual mean sediment transport rate (division between non-tidal and tidal), if known • sediment supply to estuaries and the coast, if known • proposed end use of the site • location, extent and design of earthworks proposed to ensure stability of bed and banks • details of the proposed timeframe for commencement and completion of rehabilitation works including • details of any progressive rehabilitation to be undertaken during the operation. <p>Furthermore, should works occur within Holland Creek, the proposed development will likely trigger referral under Schedule 10, Part 19, Division 2, Subdivision 3, Table 1, Item 1 of the Planning Regulation 2017.</p>
Lodgement material	
7.	<p>It is recommended that the following information is submitted when referring the application to SARA:</p> <ul style="list-style-type: none"> • DA form 1. • Where required, a full response to the relevant sections of: <ul style="list-style-type: none"> o State code 6: Protection of state transport network o State code 15: Removal of quarry material from a watercourse or lake o State code 18: Constructing or raising waterway barrier works in fish habitats. • Relevant plans as per the DA Forms guide, showing: <ul style="list-style-type: none"> o The proposed extraction areas o Any built infrastructure o Site access and internal roads, where applicable. • Traffic Impact Assessment, prepared in accordance with Item 2 of this advice. • Watercourse Determination, if required. • QMAN, in accordance with Item 6, if required.

Further advice

The following advice outlines the aspects of the proposal that are of relevance to SARA.

Requests for traffic information for State-controlled roads

1.	<p>The DTMR has traffic data available for sections of State-controlled roads and may have some intersection count data for intersections on the State-controlled road network.</p> <p>To request any traffic data, please forward your written request to the DTMR's Bundaberg Office via Bundaberg.office@tmr.qld.gov.au</p>
National Heavy Vehicle Regulator	
2.	<p>Information is available at www.tmr.qld.gov.au regarding heavy vehicle route maps and restrictions or via the following link Heavy vehicle route maps and restrictions.</p> <p>Where the haul vehicle cannot use the haul route on an as-of-right basis, separate approval will need to be obtained from the National Heavy Vehicle Regulator (NHVR) under the <i>Heavy Vehicle National Law Act 2012</i>.</p> <p>For the purpose of any development application made under the <i>Planning Act 2016</i>, any vehicle type that is to be used for haulage of extracted material to from the site must be based on a vehicle combination that is suitable for general access only. Vehicle combinations that require separate approval from NHVR will not be accepted or considered.</p> <p>For further information about the route approval process, please contact the NHVR on 1300 696 487 or visit www.nhvr.gov.au.</p>

This advice outlines aspects of the proposed development that are relevant from the jurisdiction of SARA. This advice is provided in good faith and is:

- based on the material and information provided to SARA
- current at the time of issue
- not applicable if the proposal is changed from that which formed the basis of this advice.

This advice does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal when a formal application has been lodged.

If you require further information please contact Faith Duffy, Planning Officer, on (07) 3882 8464 or via email WBBSARA@dasilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Peter Mulcahy
Principal Planning Officer

Development details	
Proposal:	Material change of use

Development details	
Street address:	Pedersens Road, Dangore
Real property description:	Lot 6 on BO76
SARA role:	Referral agency
Assessment Manager:	South Burnett Regional Council
Assessment criteria:	<ul style="list-style-type: none">• State code 6: Protection of state transport network• State code 15: Removal of quarry material from a watercourse or lake• State code 18: Constructing or raising waterway barrier works in fish habitats
Existing use:	Vacant

From: Council Information General Email Account <info@sbrc.qld.gov.au>
Sent: Wednesday, 11 June 2025 11:57 AM
To: eis@activ8.net.au
Subject: REQ2025-009260 - Pre-lodgment Meeting for Sand Quarry
Attachments: pre_lodgement_meeting.pdf

Hi Micheal,

Apologies I'm still new to the team and was not aware that meeting minutes are not supplied following the pre-lodgement meeting. In our pre-lodgement factsheet, applicants are encouraged to take meeting notes, however, I'm happy if you can send in your notes and I'll cross check it then send back to you.

Kind regards,
Vanessa - Planning Team



Council Information General Email Account

P 07 4189 9100
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www.southburnett.qld.gov.au



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