



Planning Assessment Report

Concrete Batching Plant



1304 Wattlegrove Road, Wattle Grove QLD 4610

Prepared by:

SLR Consulting Australia Pty Ltd

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Making Sustainability Happen

Revision Record

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Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Quarry Assets Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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1.0 Introduction

1.1 Application Overview

SLR Consulting Australia Pty Ltd have been engaged by Quarry Assets Pty Ltd ('Quarry Assets') to prepare and submit a development application to the South Burnett Regional Council ('Council') for a Material Change of Use – High Impact Industry (Concrete Batching Plant) on River Road, Kingaroy QLD 4610, properly described as Lot 102 on SP349662 (herein referred to as the 'site').

This Planning Assessment Report ('report') examines the relevant provisions of the *South Burnett Regional Council Planning Scheme 2017* ('Planning Scheme') and the *State Development Assessment Provisions*. This report has been prepared to accompany the application and describe the proposed development, identify potential impacts, nominate environmental management measures to be implemented to manage any of these impacts and to assess the proposed development against applicable legislative requirements.

This report is intended to ensure that sufficient information is provided to Council, the State Assessment and Referral Agency ('SARA') and other interested parties, so as to reach an informed decision regarding the proposed development application.

1.2 Applicant's Details

Quarry Assets is a locally owned company that has operated for more than 25 years, supplying quarry materials throughout the South Burnett and South East Queensland regions. Quarry Assets is a subsidiary of the parent Kingaroy Quarry Supplies Pty Ltd ('KQS') company which operates from its primary Wattlegrove Quarry near Kingaroy and the Bell Quarry, providing consistent and reliable supply of sand, gravel, roadbase, aggregates, and soil for civil, construction, roadworks, and landscaping projects of varying scale.

Also forming part of the broader business structure is L & J Industries Pty Ltd ('L & J Industries'), which provides civil construction, site preparation and quarry material supply services in Queensland. The company operates with a team experienced in delivering works across regional locations and undertakes projects involving flood recovery, local infrastructure and renewable energy developments. Operations are carried out in accordance with relevant safety, environmental and compliance requirements.

L & J Industries and KQS operate together to provide civil construction services and locally sourced quarry materials. The combined operations include planning, managing and delivering construction works, with activities undertaken in accordance with relevant safety, environmental and regulatory requirements.

1.3 Site Background

The current cadastral lot in which the proposed CBP is applied over (Lot 102 on SP349662) is one of the resulting land parcels of two-staged reconfiguring of a lot ('RAL') approved by Council (Council ref: RAL17/0006). The two staged of this subdivision included:

- Stage 1 – one (1) into two (2) lots
- Stage 2 – one (1) into three (3) lots

It is understood that Stage 1 of this RAL created Lot 200 SP303240 and Lot 7 SP303240.

Stage 2 of the of the RAL involved the further subdividing of Lot 200 on SP303240 into three (3) lots, including Lots 100, 101 and 102 on SP349662. It is noted that the current site and the former Lot 200 on SP303240 are zoned as 'Rural' land, however the annotations on the



approved plan for the subdivision of Lot 200 SP303240 suggests that the southern two land parcels are intended to be used for 'future industrial' (refer **Figure 1 – Approved Staged 2 Subdivision Plan of RAL17-0006**).

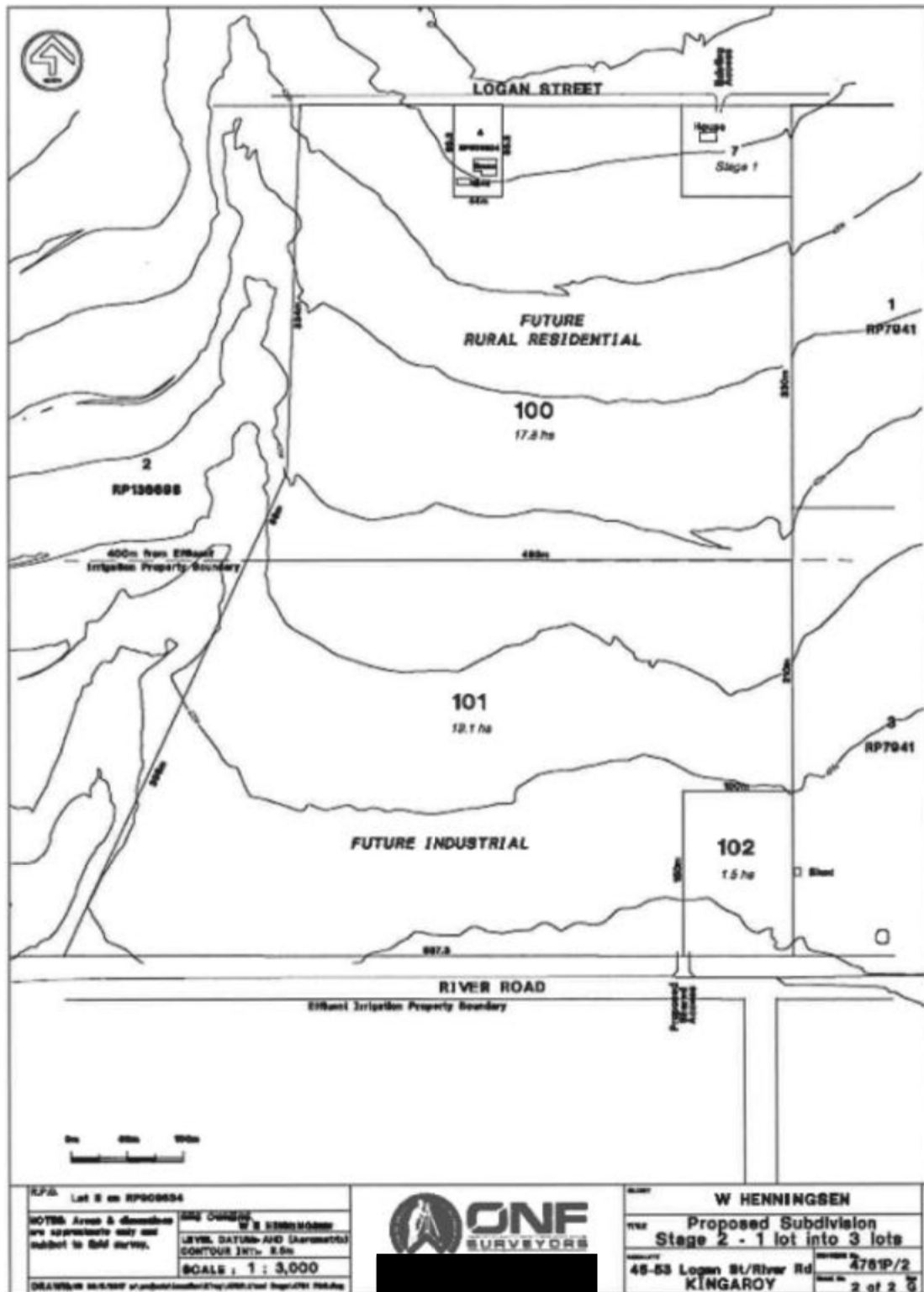


Figure 1 – Approved Staged 2 Subdivision Plan of RAL17-0006



Being a High Impact Industry use, the proposed Concrete Batching Plant ('CBP') aligns with the intent of the intended use of the subdivided land as approved by Council.

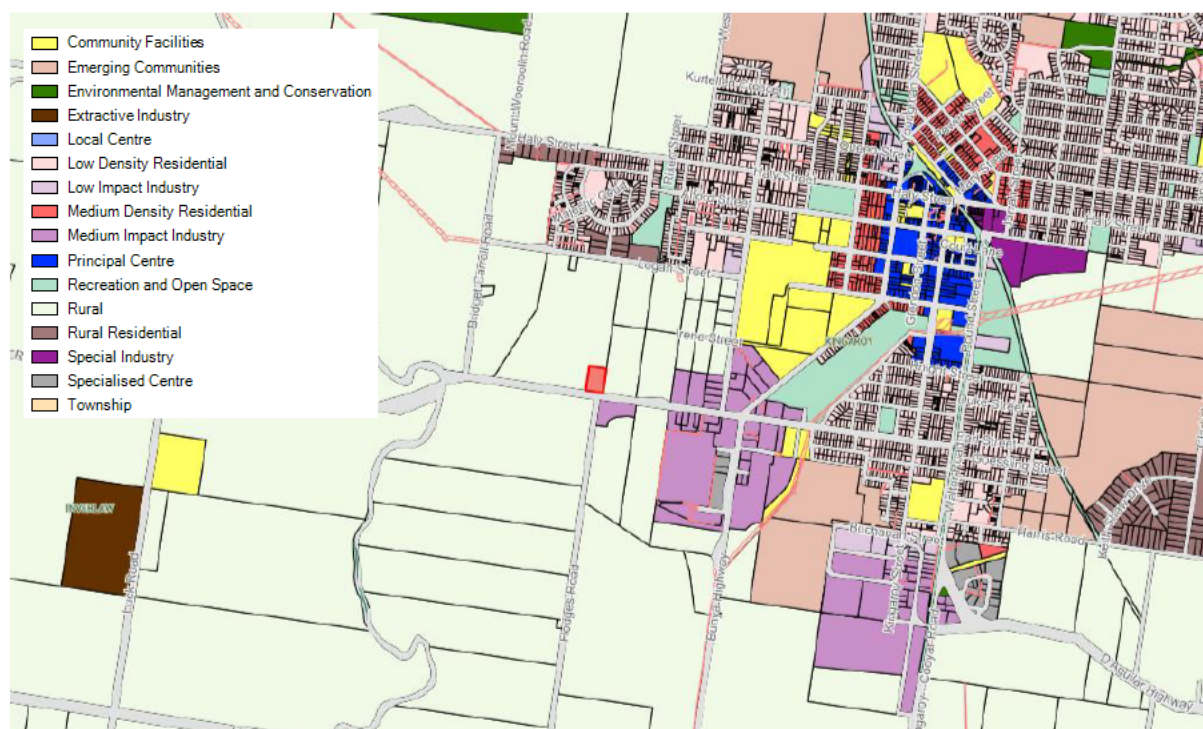


Figure 2 – Site and Surrounds and Council Zoning Map

Figure 2 – Site and Surrounds and Council Zoning Map shows the site (as shown in red) in context with the surrounding areas and the zoning categorisation as defined by Council. As shown below, there are no land parcels within the Kingaroy township that are zoned as 'High Impact Industry', although the proposed CBP is situated in the 'Rural' zone, the site is situated in close proximity to land that is zoned as 'Medium Impact Industry', with industrial / commercial uses currently being operated in this area. A description of the industrial uses in this area, as well as their distance from the site, is provided in **Table 1 – Surrounding Industrial / Utility Use Description**.

Table 1 – Surrounding Industrial / Utility Use Description

Industrial / Utility Operation	Description
Kingaroy Wastewater Treatment Plant	Water Treatment Plant located at 7-33 Hodges Road, Kingaroy. The premises are situated approximately 150m from the proposed CBP.
E. E. Muir and Sons	Agrochemical supply business located at 107 River Road, Kingaroy. The premises are situated approximately 500m from the proposed CBP.
OZ Value AG Machinery	Farm equipment supply business located at 103 River Road, Kingaroy. The premises are situated approximately 550m from the proposed CBP.
Hydraulink Kingaroy	Hose supply business located at 101 River Road, Kingaroy. The premises are situated approximately 600m from the proposed CBP.
Burnett Mechanical Services	Mechanic / auto service business located at 99 River Road, Kingaroy. The premises are situated approximately 650m from the proposed CBP.



Industrial / Utility Operation	Description
Gardengrove Landscape Supplies	Landscape material storage and supply business located at 104 River Road, Kingaroy. The premises are situated approximately 550m from the proposed CBP.
Mal's Motors	Mechanic / auto service business located at 100 River Road, Kingaroy. The premises are situated approximately 650m from the proposed CBP.
South Burnett Hire & Sales	Equipment rental agency business located at 5 First Avenue, Kingaroy. The premises are situated approximately 650m from the proposed CBP.
Hy-tec Concrete Batching Plant	A CBP located at 9 First Avenue, Kingaroy. The premises are situated approximately 650m from the proposed CBP. The Hy-tec CBP is situated approximately 175m from a sensitive receptor located at 21 Irene Street, Kingaroy.

Table 1 identifies several existing industrial / commercial land uses located in proximity to the proposed CBP, which affirms the suitability of the site's location for the undertaking of an industrial use.

Positioned on the outskirts of the Kingaroy township, these uses are appropriately located in an area that avoids encroachment on the sensitive land use areas within the township, while remaining within a suitable distance of the local market.

The proximity of the site to the market will ensure the efficient and cost-effective supply of concrete. The location of concrete batching plants in proximity to urban areas is necessary to ensure that the integrity of concrete products are not compromised (i.e. the concrete does not begin to set in agitator trucks, during transport and delivery – Australian Standard AS 1379 - Specification and Supply of Concrete, clause 4.2.5 allows 90 minutes from the initial mixing of the concrete, until discharge under normal circumstances) and to ensure that the resultant cost of infrastructure and building products are maintained at an affordable level.

The location of concrete batching plants in proximity to end users results in competitive pricing, a reduction in travel distance and congestion, and consequently an overall reduction in fuel consumption and greenhouse gas emissions.

There are two (2) known CBP operations located within the Kingaroy township area, including the Hy-tec operation located at 9 First Avenue, Kingaroy, and the Western Echos operation located at Alford Street. The addition of a third concrete batching site within the Kingaroy township is expected to strengthen both price stability and supply reliability for local operators and consumers. The presence of multiple suppliers within the same region helps maintain competitive material pricing and reduces the risk of unexpected cost escalation. Increased supplier diversity also improves the resilience of the local supply chain by providing alternative sources during periods of high demand, transport delays, or operational disruptions. Together, these factors contribute to a more robust, efficient, and dependable concrete supply environment for the township.

1.4 Pre-lodgement Discussions

Pre-lodgement discussions were held with Council regarding the proposed CBP. These discussions considered the suitability of the CBP, which is classified as a High Impact Industry use, as well as the previously proposed Workforce Accommodation use on land zoned Rural. The Workforce Accommodation component, originally proposed by Quarry Assets to support the Tarong West Wind Farm project, is no longer being pursued.



During the discussions, the CBP was assessed against the purpose and outcomes of the Rural Zone code. Although the CBP is not directly consistent with the intended rural character of the zone, Council acknowledged that the use may be supported where it can be demonstrated that it will not compromise the long-term potential of the land for rural production or rural industry. No objections to the proposed CBP were raised during these discussions.



2.0 Site Details

The site details are summarised in **Table 2 – Site Details** below.

Table 2 – Site Details

Location:	River Road, Kingaroy QLD 4610
Real Property Description:	Lot 102 on SP349662 ('Lot 102')
Tenure:	Freehold
Landowner:	██████████ (refer Appendix A – Title Search)
Site Area:	1.5 hectares ('ha')
Access:	River Road via the Bunya Highway and the D'Aguilar Highway
Existing Land Use:	Vacant Land
Proposed Land Use:	High Impact Industry (Concrete Batching Plant)
Local Authority:	South Burnett Regional Council
Planning Scheme:	<i>South Burnett Regional Council Planning Scheme 2017</i>
Zoning:	Rural (refer Figure 5 – Rural Zone Mapping)
Level of Assessment:	Impact Assessable
Site Overlays:	OM3 – Flood Hazard Overlay Map OM4 – Regional Infrastructure Overlay Map OM8 – Agricultural Overlay Map
Applicable Codes:	Rural Zone Code Services and Works Code
State Interests	Protection of State transport networks



3.0 Description of Proposal

This development application seeks to establish a CBP on the site with an estimated annual production rate of 100,000 tonnes ('t').

The CBP will have a single load point with a maximum production rate of 200m³ per day.

A conceptual site layout, design and elevations have been provided as **Appendix B – Proposal Plans**, which identifies the following components of the proposed CBP:

- Location and height of plant (approximately 6m high);
- Concrete sealed area under plant;
- Ramp to hoppers;
- Wedge pits located in the western corner of the site;
- Vehicle washdown area in the western corner of the site;
- Amenities block;
- Light vehicle parking; and
- Heavy vehicle parking.
- Shed / workshop

3.1 Concrete Batching Operation

Concrete batching is a manufacturing process in which cement, cementitious materials, sand (fine aggregate), coarse aggregate, admixtures, and water are proportioned and mixed to produce concrete. The mix proportions vary according to specific requirements and strength classifications.

Raw aggregate materials, such as sand and gravel, will primarily be sourced from nearby quarries operated by Quarry Assets. Additional materials may occasionally be imported to meet specific mix specifications or customer requirements, such as exposed aggregate. Aggregates will be stored in three-sided above-ground bins and transferred by front-end loader into elevated hoppers for processing. Cementitious materials will be delivered in steel tankers and pneumatically transferred to storage silos. Materials will then be discharged to a weigh hopper, aggregates via gravity or belt conveyor and cementitious materials via enclosed screw conveyor, where they are combined in the correct proportions. From the weigh hopper, materials will be gravity-fed into agitator trucks for mixing during transport to the delivery location.

Additional water may be added at the slump stand area to achieve the required consistency. After delivery, any residual concrete will be washed out from the agitator bowl at a designated washout bay. Washout water will drain to settling bays, with solid waste collected in drying pits or bins for disposal at an approved landfill. Wastewater will either be recycled for use in production or removed by a licensed contractor.

The site will be graded to separate a defined 'work area', which includes truck loading, slump points, washout bays, and cementitious material unloading, from the 'general area,' which will accommodate aggregate storage and handling. The concrete batching process is shown conceptually in **Figure 3 – Conceptual on-site Concrete Batching Plant Operations**.



3.3 Hours of Operation

The proposed hours of operation for the CBP are as follows:

- Monday to Saturday – 5.00am – 6.00pm
- No operations on Sundays or Public Holidays

3.4 Employees

The proposed CBP will employ ten (10) full time staff members.

3.5 Light Vehicle and Truck Parking

The site will consist of:

- twelve (12) light vehicle parking spaces; and
- six (6) heavy vehicle parking spaces.

3.6 Access and Traffic

Access will be enabled to the site via internal haulage roads on Lot 102, through River Road which connects to the Bunya Highway and the D'Aguilar Highway.

3.7 Shed / Workshop

The proposed CBP operations will be supported by a purpose-built enclosed shed and workshop facility (refer **Appendix A – Proposal Plans**). This structure is intended to support the ongoing servicing, repair and general maintenance of all plant, equipment and vehicles associated with site activities. This includes, but is not limited to, the front-end loader, agitator trucks and other heavy machinery.

An amenities block and a workshop lock-up will also be integrated into the shed structure, ensuring that staff have access to appropriate facilities on the site and that tools, equipment and materials can be safely stored on-site.

The shed will also provide secure, weather-protected parking for the heavy vehicles when not in use to ensure increased protection and security. The shed will also assist in mitigating visual impacts by screening large vehicles and equipment from surrounding viewpoints, thereby supporting the overall visual amenity objectives for the site.



4.0 Potential Amenity / Environmental Impacts

This section provides a review of the potential amenity and environmental impacts associated with the proposed CBP on the environment and surrounding sensitive receivers. To assist Councils in the assessment of concrete batching operations, Cement Concrete and Aggregates Australia and the Queensland Government have collaborated in the production of the *Concrete batching industry code of practice*¹ ('Code of Practice') (refer **Appendix C – Code of Practice for the Concrete Batching Industry**).

The Code of Practice describes the concrete batching industry, its potential impacts on the environment, and how those impacts can be mitigated against in the interests of achieving environmental compatibility and complying with the *Environmental Protection Act 1994* ('EP Act'). This environmental code of practice has been prepared to provide guidance to operators to help them comply with the EP Act by meeting their general environmental duty. The code also outlines the environmental best management practices of leaders in the industry. The objectives of this code are as follows:

- describe environmental issues and challenges confronting the concrete batching industry in Queensland;
- assist operators to better consider the environment with which they interact;
- guide concrete batching planning to ensure design and operations meet requirements of decision-making authorities;
- provide advice to decision-making authorities to enable them to make consistent decisions in respect to concrete batching plants;
- suggest practical measures to minimise environmental and social impacts;
- allow industry to establish a benchmark environmental performance; and
- demonstrate to the community the environmental compatibility of the concrete batching industry.

The Code of Practice has been considered as part of the assessment in the sections below.

4.1 Traffic

A Traffic and Pavement Impact Assessment ('TPIA') has been prepared for the proposed CBP operation (refer **Appendix D – Traffic and Pavement Impact Assessment**). The TPIA has been carried out in accordance with both Council's planning scheme and DTMR's Guide to Traffic Impact Assessment ('GTIA').

The assessment undertaken as part of the TPIA has determined that development's proposed car parking and servicing provisions are considered adequate to accommodate the anticipated demand, thereby satisfying the relevant assessment benchmarks of the Service and Works Code. The design of the site access, car parking areas and servicing arrangements complies with both the Service and Works Code and the requirements of AS2890.

The TPIA has also determined that the maximum traffic generated as part of the development was found to be approximately 98 vehicles per day (two-way), with a conservative peak of 38 vehicles per hour during network peak periods. The assessment concluded that this level of traffic will not materially affect the safety or performance of the surrounding road network.

¹CCAA and the Queensland Government, Concrete Batching Industry Code of Practice (expires 19 February 2030), retrieved from:

<https://www.detsi.qld.gov.au/global/policy-register/policy-register-pdf?getdoc=1715&name=pr-cp-concrete-batching.pdf>



4.1.1 Pavement Impacts

The pavement impact assessment has identified that the only notable effect on the state-controlled road network occurs along the Bunya Highway (southbound to Dalby). The annual pavement maintenance contribution required to offset the impacts relating to the proposed development, including the haulage of the concrete, in addition to the import of the materials, is calculated at \$15,120 per annum. This equates to a contribution rate of \$0.25/m³ of concrete exported.

4.2 Air (Dust)

CBP operations involve the use of machinery and activities that have the potential to generate dust. Activities that have the potential to generate dust include:

- On-site maintenance works;
- Truck movement on-site for transferring raw material;
- Loading, unloading and handling of raw material;
- Movement of raw material on conveyors;
- Concrete mix preparation and out-loading; and
- Exhaust emissions from mobile equipment.

An Air Quality Impact Assessment ('AQIA') has been prepared for the proposed CBP operation (refer **Appendix E – Air Quality Assessment**). The AQIA demonstrates that emissions of all relevant pollutants (including PM2.5, PM10, TSP and deposited dust) generated as part of the proposed CBP are unlikely to result in ground level exceedances of the relevant ambient air quality criteria at surrounding sensitive receptors.

Based on the operational scenarios modelled as part of the AQIA, the following dust mitigation measures are recommended:

- Provide site induction training to all new employees and relevant site personnel, as well as regular follow up training, to highlight the importance of dust control.
- Check forecast weather conditions prior to shift and communicate any high risks of dust.
- Minimise/reduce drop heights for loading and unloading as much as possible.
- Do not overload trucks, ensure loads are covered as far as practicable.
- Ensure material loads are sufficiently wetted where possible (visual assessment) to reduce dust, with sprinklers deployed as required (at loading and unloading areas in summer and/or windy and dry conditions).
- Manage hoppers and bunker areas to prevent buildup of spilled material in loading and unloading areas.
- Ensure speeds are safe and are minimised to reduce dust emissions at all times, and enforce the speed limit of 20 km/hr on site.
- Maintain haul roads and work areas to reduce silt build up.
- Deploy handheld or permanent sprinklers more frequently in dry and windy conditions and unloading of raw material from incoming trucks.
- Ensure all loads entering/exiting the site are covered.
- Perform regular assessments of paved road surfaces to ensure they are in good working order.
- Ensure the cement silo dust collection system is installed and maintained correctly, including replacement of filters and maintenance of any seals following manufacturer's requirements.

The relevant control measures for dust identified in the Code of Practice for the Concrete Batching Industry and specific control measures that can be adopted on site (with some



aspects exceeding the levels of compliance to those identified in the Code of Practice) has been provided in **Table 3 – Code of Practice for the Concrete Batching Industry (Dust)**.



Table 3 – Code of Practice for the Concrete Batching Industry (Dust)

Performance Outcome	Response/Potential Control measures
<i>Dust</i>	
Performance Outcome 1: Dust and particulate emissions from all activities associated with the concrete batching process must be controlled in order to prevent or minimise environmental nuisance at surrounding premises.	Specific control measures that may be implemented include, but are not necessarily limited to the following: • Ensure that incoming and outgoing truckloads of sand, aggregate and concrete wash out are covered during transport. • Ensure that trucks leaving the premises are clean, focusing on draw bar and tail gate, to prevent material causing dust nuisance and being tracked onto external roads. • Maintain surface moisture of on ground aggregate stockpiles to keep down dust emissions. • Enclose stockpiles on three sides and keep storage levels at least 0.5 metres below the tops of the walls and at least 0.5 metres inside the open ends of the enclosures; or use other measures such as screening or roofing to minimise dust emissions. • Ensure that cement and secondary cementitious material silos are fitted with overfill protection and dust filtration systems, and properly maintain the systems and filters. • Use a burst bag detector system that has ducting within 1 m of ground level adjacent to the silo-filling pipe. • All elevated hoppers, conveyors and dusty transfer points shall be sheltered from the wind. • Prevent and immediately clean up any spillages or dust accumulation on driveways or sealed roads. • Limit vehicle speeds on unsealed roads to reduce airborne dust. • Regularly water, sweep or otherwise maintain unsealed roads to minimise dust emissions to prevent nuisance from truck movements. • Roof and enclose truck loading bays. • Use water sprays or filtered dust extraction systems around mixer



Performance Outcome	Response/Potential Control measures
	loading hoppers and across open sides of enclosures. Ensure any emission control equipment is installed, operated and maintained in accordance with manufacturer's instructions.

4.3 Stormwater, Erosion Control Groundwater

A Stormwater Management Plan ('SMP') has been prepared for the proposed CBP operation (refer **Appendix F – Stormwater Management Plan**). The assessment identifies suitable management measures (quantity and quality) for the proposed development with respect to site release, water quality objectives and monitoring locations.

The SMP demonstrates that with the implementation of the appropriate treatment measures and operational procedures on the site, the relevant provisions applicable to the management of surface water on the site can be met. These measures and the operations procedures are provided in section 3.0 and 4.0 of the SMP (refer **Appendix F – Stormwater Management Plan**).

The relevant control measures for water identified in the Code of Practice for the Concrete Batching Industry and specific control measures that can be adopted on site (with some aspects exceeding the levels of compliance to those identified in the Code of Practice) has been provided in **Table 4 – Code of Practice for the Concrete Batching Industry (Water)** below.

Table 4 – Code of Practice for the Concrete Batching Industry (Water)

Performance Outcome	Response/Potential Control measures
<i>Water</i>	
Performance Outcome 2.1: Storm and process water must be appropriately managed to prevent or minimise the release of contaminants offsite and including any releases to ground water.	Specific control measures that may be implemented include, but are not necessarily limited to the following: - Ensure that the first flush of contaminated water from areas such as cement and fly ash storage, concrete loading, agitator bowl washing and slumping, concrete wash out storage and truck washing areas is collected in in-ground pits or tanks. - Maintain sufficient freeboard for rain events to ensure that contaminated water is not permitted to leave the site. The required first flush capture capacity is equivalent to 0.02 metres (20 mm) multiplied by the area of the 'contaminated area' – that is 0.02 metres x length x breadth) i.e. a first flush capacity able to hold 20 mm of



Performance Outcome	Response/Potential Control measures
	rainfall within the contaminated areas during a rain event over 24 hours. • Ensure dirty water from the sand, aggregates and front-end loader areas is captured in in-ground pits. • Re-use captured water for batching of concrete in order to maintain sufficient freeboard for rain events. • If contaminated water must be discharged, ensure that water is pH neutral prior to release. • If dirty water must be discharged, ensure that pits and tanks have adequate capacity for settling out sediment. • Alternately other means of treatment, such as filtration, may be employed to ensure that suspended solids discharge limits are met. • Regularly inspect and clean out in-ground wedge pits to maintain adequate sediment holding capacity.



4.4 Storage of Chemicals and Potentials Contaminants

All admixtures used in the concrete batching process will be stored in a bunded area, so as to minimise the potential for release of contaminants. The relevant control measures for chemical and contaminant storage identified in the Code of Practice for the Concrete Batching Industry and specific control measures that can be adopted on site (with some aspects exceeding the levels of compliance to those identified in the Code of Practice) has been provided in **Table 5 – Code of Practice for the Concrete Batching Industry (Chemical Storage)** below.

Table 5 – Code of Practice for the Concrete Batching Industry (Chemical Storage)

Performance Outcome	Response/Potential Control measures
<i>Storage of Chemicals and Potential Contaminants</i>	
Performance Outcome 2.2: Storage of fuel, lubricants and other chemicals must be managed to minimise releases of contaminants.	Specific control measures that may be implemented include, but are not necessarily limited to the following: • Store all fuels, oils and chemicals in impervious bunded areas or compounds capable of holding at least 110% of the volume of the largest tank and/or 25% of total maximum drum inventory, whichever is the larger. • Clean up all chemical spills promptly. • Keep Safety Data Sheets for all hazardous substances used or stored on site. • Maintain a fully serviced spill response kit on site.

4.5 Noise

A Noise Impact Assessment ('NIA') has been prepared for the proposed CBP operation (refer **Appendix G – Noise Impact Assessment**). The NIA demonstrates that noise emissions can be managed at the surrounding noise sensitive receptors, provided that appropriate mitigation measures, and a noise management plan, are adopted on the site. Based on the operational scenarios modelled as part of the NIA, the following noise mitigation measures are recommended:

- Between 5am and 7am, an electric loader or Manitou shall be used in lieu of the Komatsu WA270 (or equivalent).
- No aggregate trucks entering the site prior to 7am.
- Noise barriers and/or earth berms constructed to the height and extents shown in Appendix B. The barriers must achieve a minimum surface density of 12.5kg/m².
- Acoustic enclosures or shrouds around the cement screw conveyor drive and weigh bin hopper to achieve a minimum 5 dBA reduction to the overall sound power levels (refer Table 10 of the NIA).
- Ensure that the height of fixed plant does not exceed the heights modelled (refer Table 10 of the NIA).
- Where possible, configure the site so that vehicles drive through rather than reverse for loading/unloading.



- Develop a Noise Management Plan for the CBP.

Further noise management advice is provided in Section 6.2 of the NIA (refer **Appendix G – Noise Impact Assessment**).

The relevant control measures for noise identified in the Code of Practice for the Concrete Batching Industry and specific control measures that can be adopted on site (with some aspects exceeding the levels of compliance to those identified in the Code of Practice) has been provided in **Table 6 – Code of Practice for the Concrete Batching Industry (Noise)**.

Table 6 – Code of Practice for the Concrete Batching Industry (Noise)

Performance Outcome	Response/Potential Control measures
<i>Noise</i>	
Performance Outcome 3: Noise nuisance must be prevented or minimised at noise sensitive places.	Specific control measures that may be implemented include, but are not necessarily limited to the following: • Maintain a system for recording complaints and addressing them. • Ensure that noise emissions from plant and equipment are minimised and managed through noise attenuation and correct operation/use. • Ensure that reversing alarms are of the squawker type rather than beepers. • Only operate within approved operating hours. • When operating outside of normal operating hours, consider consulting with your neighbours to avoid complaints. • Limit where practicable the operation of trucks and other heavy machinery to appropriate hours.

4.6 Waste

Waste collection and disposal shall continue to be undertaken in accordance with the Code of Practice for the Concrete Batching Industry. The relevant control measures for waste identified in the Code of Practice for the Concrete Batching Industry and specific control measures that can be adopted on site (with some aspects exceeding the levels of compliance to those identified in the Code of Practice) has been provided in **Table 7 – Code of Practice for the Concrete Batching Industry (Waste)** below.



Table 7 – Code of Practice for the Concrete Batching Industry (Waste)

Performance Outcome	Response/Potential Control measures
Waste	
Performance Outcome 4: Waste production and disposal must be minimised and waste must be managed to prevent environmental harm.	Specific control measures that may be implemented include, but are not necessarily limited to the following: • Ensure that regulated wastes (<i>Environmental Protection Regulation 2019</i> Schedule 9) are disposed of in accordance with legislation. Regulated wastes include, but are not limited to: alkaline water, concrete washout, waste oil, coolant, contaminated diesel fuel and other vehicle fluids. • Ensure that waste tracking arrangement are in accordance with relevant legislation. • Segregate wastes and recycle those that may be recycled. • Clearly label waste containers to encourage use. • Examples of recyclable wastes include metals, paper and cardboard, plastics and concrete wash out. • Only put inert, solid waste into industrial bins and general rubbish.



5.0 Planning Framework

5.1 Statutory Planning Process

5.1.1 Statutory Planning Process

Under the *Planning Act 2016* ('Planning Act'), 'development' is defined as any of the following:

- *carrying out:*
 - *building work;*
 - *plumbing or drainage work; or*
 - *operational work; or*
 - *reconfiguring a lot; or*
 - ***making a material change of use of premises.***

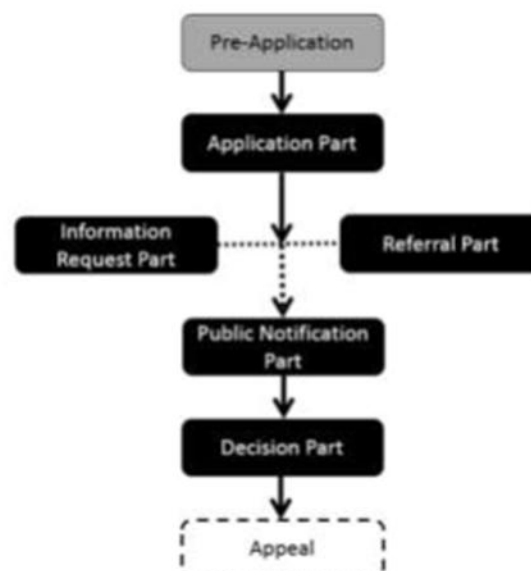
Material change of use, or premises, means:

- *any of the following that a regulation made under section 284(2)(a) does not prescribe to be minor change of use:*
 - ***the start of a new use of the premises;***
 - *the re-establishment on the premises of a use that has been abandoned;*
 - *a material increase in the intensity or scale of the use of the premises.*

The proposal falls within the definition of 'development' as defined under the Planning Act, and therefore constitutes a material change to the existing use of the land.

Under the Planning Act, the Development Assessment Rules ('DA Rules') sets out the development assessment process for applications. The process is illustrated by **Figure 4 – Development Assessment Process** below.

Figure 4 – Development Assessment Process



5.1.2 Planning Regulation 2017

If there is a requirement under the *Planning Regulation 2017* ('Planning Regulation') for an entity other than the assessment manager to have input in the assessment of a development application, the application is referred to a referral agency. Schedule 10 of the Planning Regulation sets out the referral agencies and their jurisdictions.

This development application will trigger referral to SARA within the Department of State Development, Infrastructure and Planning. **Table 8 – Referral Triggers and State Development Assessment Provisions** identifies the matters of State interest which are triggered by the operation, and the related State Development Assessment Provisions ('SDAP') for assessment.

Table 8 – Referral Triggers and State Development Assessment Provisions

Matters of State Interest	Development Type	Planning Regulation Provision	Relevant SDAP Code
State Transport Infrastructure	Various aspects of the development	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1	State Code 6: Protection of State Transport Networks

5.1.2.1 State Transport Infrastructure

Schedule 20 of the Planning Regulation outlines development which impacts on State transport infrastructure and their thresholds. Number 18 of Schedule 20 identifies that a High impact industry (other than abattoir) with an annual throughput of product of at least 10,000 t triggers referral under Schedule 10, Part 9, Division 2, Subdivision 1. The proposed operation exceeds 10,000t material per year and as such, assessment against State Code 6 has been provided in Appendix F of **Appendix D – Traffic and Pavement Impact Assessment**.

As stated in Section 3.7 above, a TPIA has been prepared to support the proposal and to confirm the impact of the proposed development on State Transport Infrastructure (refer **Appendix D – Traffic and Pavement Impact Assessment**).

5.2 State Planning Instruments

5.2.1 State Planning Policy 2017

The *State Planning Policy 2017* ('SPP') sets out State planning interests for responsible land-use planning and development across Queensland. Local Governments are required to consider the State interests that apply to their particular areas when preparing and implementing their Planning Schemes. Although the *South Burnett Regional Council Planning Scheme 2012* reflect all aspects of the State Planning Policy April 2016, the current version of the SPP was release after the commencement of the Planning Scheme. As such, the Planning Scheme does not reflect any aspect of the SPP.

Table 9 – SPP Benchmark Assessment includes an assessment of the proposed CBP against the SPP benchmarks.



Table 9 – SPP Benchmark Assessment

State Interest	Applicable	Discussion
Liveable Communities	No	The site is not located within an urban area.
Mining and Extractive Resources	No	The site is not located within a Key Resource Area.
Water Quality	No	The proposed CBP will not result in six (6) or more dwellings or an impervious area on the site that is greater than 25 percent of the of the net developable area. The site is not located within a water supply buffer area.
Natural Hazards, Risk and Resilience	Yes	Portions of the site are identified as being subject to the Flood hazard area – Local government flood mapping area on the SPP Mapping. Where an area is identified in a Local Government flood plan area, the SPP requirement for managing flood hazards are triggered by the flood mapping contained in the Local Government's Planning Scheme. The Local Government flood mapping shows that there is a small portion of site affected by potential flood hazard. The proposed CBP operation is positioned so that it is not intersecting areas potentially affected by flood hazards.
Strategic Airports and Aviation Facilities	No	The proposed CBP will not result in a building, structure or associated activity intruding into the operational airspace of a strategic airport.

5.3 Local Planning Instruments

5.3.1 South Burnett Regional Council Planning Scheme 2012

The site is located within the Toowoomba Regional Local Government Area and is regulated by the *Toowoomba Regional Planning Scheme 2012*.

Where there is inconsistency between the provisions within a Planning Scheme, the Strategic Framework prevails over all other components, to the extent of the inconsistency, but is only applicable to impact assessable development. Overlays prevail over all other components to the extent of any inconsistency.

5.3.1.1 Use Definition

The proposed CBP is defined as a 'High Impact Industry' within Schedule 1 of the Planning Scheme. A High Impact Industry use is defined as follows:

“high impact industry means the use of premises for an industrial activity-



- (a) that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and
- (b) that a local planning instrument applying to the premises states is a high impact industry; and
- (c) that complies with any thresholds for the activity stated in the local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.

Schedule 1 of the planning scheme also includes the industry thresholds for uses defined as High Impact Industry. Item 18 of the thresholds applicable to High Impact Industry includes *Concrete batching and producing concrete products*.

5.3.1.2 Zoning

The site is located within the Rural Zone (refer **Figure 5 – Rural Zone Mapping**).

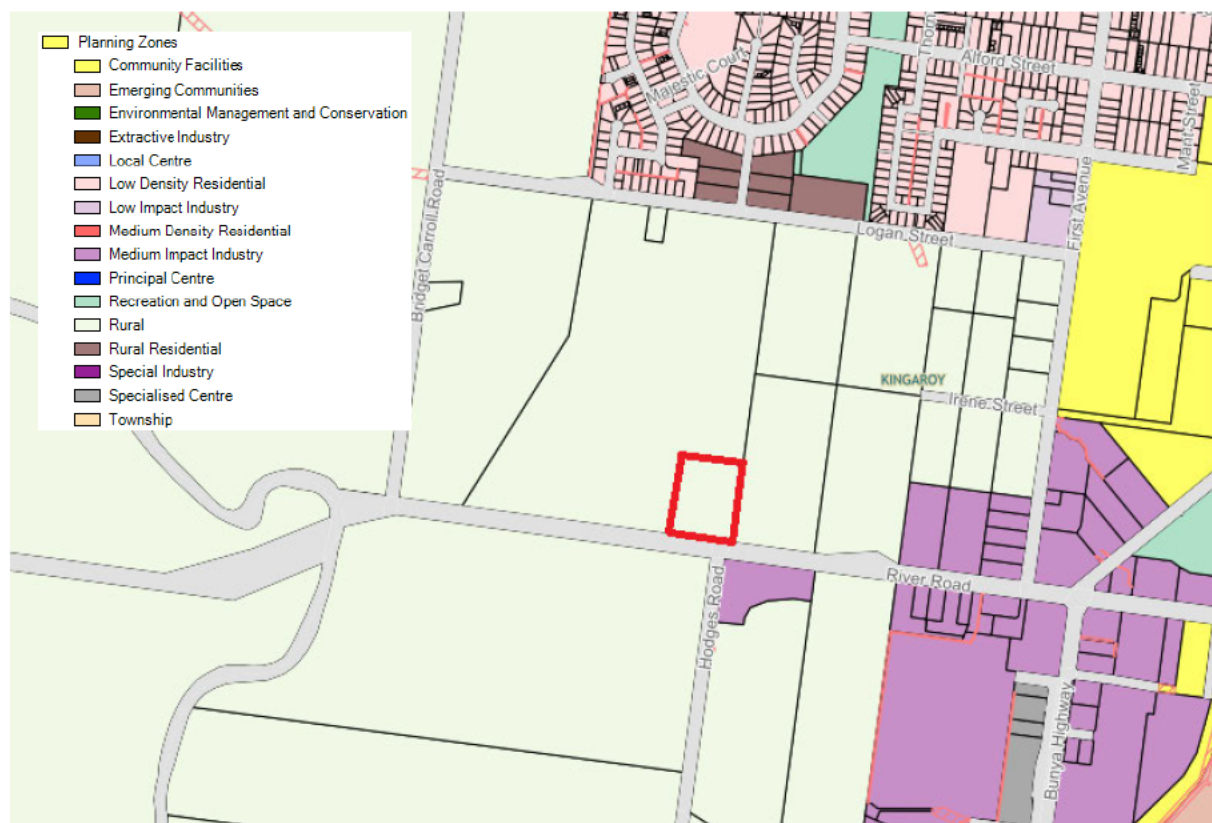


Figure 5 – Rural Zone Mapping

(source: South Burnett Regional Council, 2026)

The purpose of the Rural Zone is to:

- (a) provide for rural uses and activities;
- (b) provide for other uses and activities that are compatible with—
 - (i) existing and future rural uses and activities; and
 - (ii) the character and environmental features of the zone; and



(c) maintain the capacity of land for rural uses and activities by protecting and managing significant natural resources and processes.

Assessment against the relevant Overall Outcomes of the Rural Zone have been provided in **Table 10 – Rural Zone Overall Outcome Assessment**.

Table 10 – Rural Zone Overall Outcome Assessment

Overall Outcomes	Response
Land that is essential to the economic viability of productive Agricultural Land Classification Class A or Class B and rural land uses within the region is conserved.	The land within Lot 102, which was recently formed as part of a staged one (1) into four (4) lot subdivision, is not considered to be essential to the economic viability of the productive Agricultural Land Classification or rural land uses within the region. As stated previously in this report, it is noted that the current site and the former Lot 200 on SP303240 are zoned as 'Rural' land, however the annotations on the approved plan for the subdivision of Lot 200 SP303240 suggests that the southern two land parcels are intended to be used for 'future industrial'. Lot 102 is 1.5ha in size which in isolation, does not provide enough area for it to be essential agricultural land. Lot 101 on SP349662, while being designated as 'future industrial', retains the capacity for the use of primary production.
Development comprises a wide range of existing and new rural pursuits, including cropping, intensive horticulture and animal industries, animal husbandry and keeping and other compatible primary production uses.	As stated above, the approved plan for the subdivision of Lot 200 SP303240 suggests that the southern two land parcels are intended to be used for 'future industrial'. As such, the proposed CBP is considered to be a suitable development on the site. Given that Council approved a subdivision of the parent lot to create Lot 102 at a size that is better suited to alternative land use pursuits, it is considered that the proposal for an industrial use is a suitable outcome.
On farm value adding in the form of small scale agri-tourism is supported where associated with the rural use of the site.	The proposed use does not involve agri-tourism.
Infrastructure is provided at a standard normally expected in rural locations.	No connection Council infrastructure is required to support the proposed CBP. All services required to support the proposed CBP will be provided.



Overall Outcomes	Response
Areas of land used for primary production are conserved and not unnecessarily fragmented.	As detailed above, the configuration of the land within Lot 102, was recently formed as part of a staged one (1) into four (4) lot subdivision. The land use proposed over Lot 102 does not involve primary production related pursuits. The remaining Lot 101 on SP349662 retains the capacity for the use of primary production. Council approved the lot to be subdivided from the parent lot to a size that is better suited for alternative land uses. it is therefore considered that the proposed will not further fragment the rural land.
The viability of existing and future rural uses and activities are protected from the intrusion of incompatible uses.	Technical assessments have been provided as part of this development application to demonstrate that the proposal can be effectively managed to ensure it does not cause any unreasonable impact to surrounding land uses. Given that there are numerous industrial land uses in close proximity to the site, it is considered that the proposal is not an incompatible land use.
Uses that require isolation from urban areas as a consequence of their impacts such as noise or odour may be appropriate where land use conflicts are minimised.	The site is located on the outskirts of the Kingaroy township near other industrial / commercial uses. As detailed in Section 4.5 and Appendix G – Noise Impact Assessment , appropriate mitigation measures will be implemented to ensure that noise related impacts to surrounding receptors will be minimised.
Development embraces sustainable land management practices and contributes to the rural amenity and landscape of the area.	The site is proposed to be developed as a CBP. Sustainable water usage will be implemented, and management measures will be in place to ensure that the operation does not release any contaminants to the land. The proposed CBP will be operated in accordance with the Code of Practice for the Concrete Batching Industry, with site-specific control measures being adopted on the site where necessary.
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	The proposed use will be operated in accordance with the appropriate measures as identified in Section 4.0 to ensure that risks are either avoided or suitably mitigated.



Overall Outcomes	Response
result in unacceptable or unavoidable impacts.	
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).	The proposed CBP is not a sensitive land use. There is no known existing site contamination.
Residential or other sensitive land use (as defined in the Regulation) are not intensified in the identified separation area around the Swickers Kingaroy Bacon Factory on Overlay Map 11.	The proposed CBP is not a residential or sensitive land use.
New residential development of historic or remote residential subdivisions is inconsistent with the purpose of this zone code.	The proposed CBP is not a sensitive land use.
Non-rural development is appropriate only where directly associated with the rural use of the zone and does not compromise the rural use of the land.	As above, the approved plan for the subdivision of Lot 200 SP303240 suggests that the southern two land parcels are intended to be used for 'future industrial'. As such, the proposed CBP, is not considered to be an incompatible use.
Areas of identified extractive resources, including the resource/processing area, separation area, transport route and transport route separation area, are protected from incompatible development and land uses that may inhibit the extraction, processing and transportation of the resource.	The site is not located within a Key Resource Area or areas of identified extractive resources.
Intensive animal industry uses are consistent with the rural character and amenity of the area and do not adversely affect productive agricultural land.	The proposal does not involve an animal industry use.
Small scale short term accommodation or Tourist park (RV camping) may be provided where the use is consistent with the rural character and amenity of the area and does not compromise rural production or rural industry.	The proposal does not involve a small scale short term accommodation or Tourist park use.
Renewable energy facility uses do not compromise productive rural land and are	The proposal does not involve a renewable energy facility use.



Overall Outcomes	Response
consistent with rural character and amenity of the area.	
Viticulture, boutique foods and supporting tourism uses are encouraged on smaller lots in the RU1 – Winery Precinct around Moffatdale.	The proposal is not situated with the RU1 – Winery Precinct around Moffatdale.
Natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and buffered from adjacent development.	Natural features such as those listed are not present on Lot 102.
Water supply catchments are protected from activities that may endanger water quality.	The proposed development will be operated in accordance with the provided Stormwater Management Plan to ensure the appropriate management of surface interacting with the site (refer Appendix F – Stormwater Management Plan).

Alternative Solution to PO26 of Rural Zone Code

Performance Outcome ('PO') 26 of the Rural zone code is directly related to the 'Agricultural land' overlay mapping (OM8) over the site. PO26 is as follows:

PO26

The productive capacity and utility of agricultural land for rural activities is maintained.

The following response addresses PO26 and provides an alternative solution that satisfies the intent of this outcome.

Alternative Solution to PO26

The site is located within the OM8 Agricultural Overlay.

As outlined in Section 1.3 of this report, the subject site (Lot 102 on SP349662) forms part of a two-stage reconfiguring of a lot approved by Council under RAL17/0006. Stage 1 created Lots 200 and 7 on SP303240, and Stage 2 further subdivided Lot 200 into Lots 100, 101 and 102 on SP349662.

Although the land is zoned Rural, the approved Stage 2 subdivision plan identifies the two southern lots as intended for future industrial purposes. This demonstrates a clear planning intent for industrial activities to occur on the site. As a High Impact Industry use, the proposed CBP is consistent with this intended outcome and aligns with the development pattern previously endorsed by Council.

The CBP is proposed over Lot 102 which forms a relatively small area of the original land parcel. Lots 100, 101 on SP349662, retain the productive capacity to be utilised for rural activities.

Given that Council approved a subdivision of the parent lot to create Lot 102 at a size that is better suited to alternative land use pursuits, it is considered that the proposal for an industrial use is a suitable outcome.



The response to PO26 and all other outcomes of the Rural zone code are provided in **Appendix H – Council Code Assessment**.

Level of Assessment

The Planning Scheme comprises assessment tables which identify the level of assessment for development in each zone. Assessment tables distinguish between exempt, self-assessable, code assessment and impact assessable development. Table 5.5.13 identifies that a Material Change of Use for a High Impact Industry use in the Rural Zone is listed as Impact Assessable. As such, the development application will be subject to public notification.

Applicable Council Overlays

As identified in Table 2 – Site Details, the site is mapped as containing the following overlays:

- OM3 – Flood Hazard Overlay Map
- OM4 – Regional Infrastructure Overlay Map
- OM8 – Agricultural Overlay Map

The relevant Planning Scheme overlay mapping extracts has been provided below.



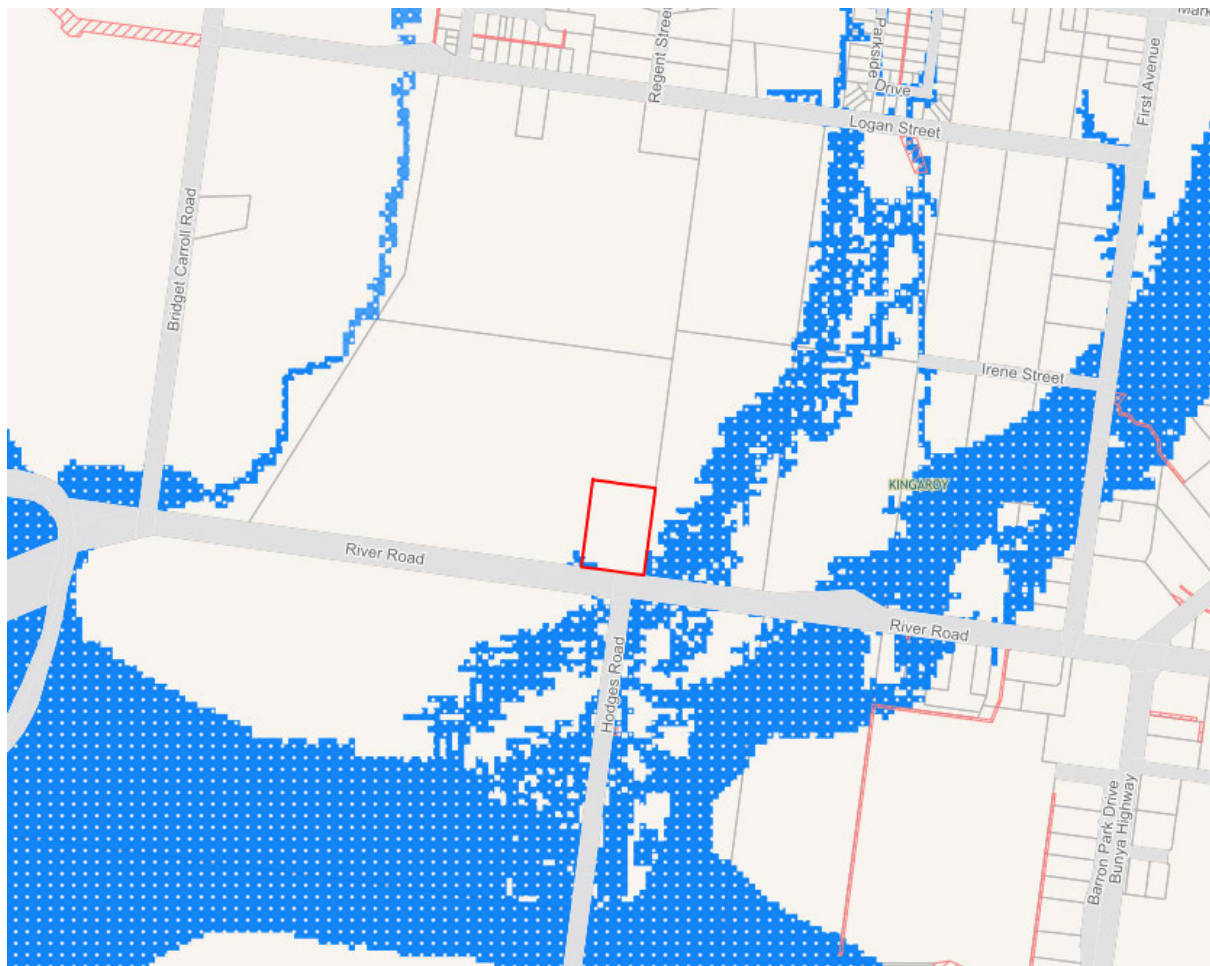


Figure 6 – OM3 Flood Hazard Overlay Mapping



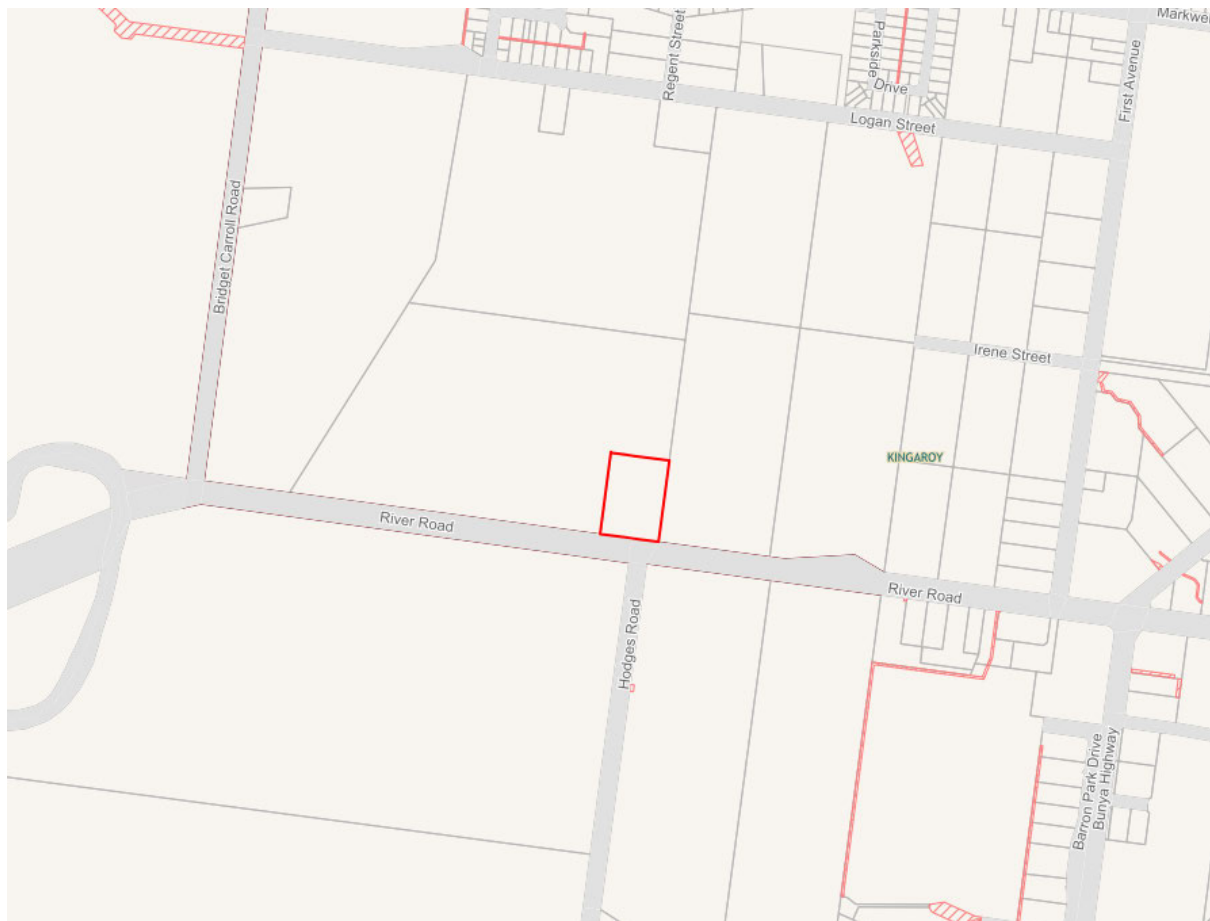


Figure 7 – OM4 Regional Infrastructure Overlay Mapping





Figure 8 – OM8 Agricultural Overlay Map

Applicable Council Code

The Planning Scheme contains zone codes, overlay codes and specific development codes. The following codes are applicable:

- Rural Zone Code.
- Services and Works Code.

A full assessment against the applicable Planning Scheme codes is provided in **Appendix H – Council Code Assessment**.

5.3.2 Strategic Framework

As the proposed CBP is classified as an Impact Assessable development, the proposal is to be assessed against the entirety of the Planning Scheme, including the Strategic Framework. The Strategic Framework represents the overarching strategic policy intent of the scheme, and sets the framework, strategic direction and policy outcomes for managing new development and growth within the South Burnett Local Government Area for the life of the scheme. The Strategic Framework within the Planning Scheme consists of six (6) overarching themes, including:

- (1) Settlement Pattern;



- (2) Rural Features;
- (3) Strong Economy;
- (4) Natural Systems and Sustainability;
- (5) Strong Communities;
- (6) Infrastructure and Servicing.

The proposed CBP has been assessed against the relevant sections of the Planning Scheme's Strategic Framework in **Table 11 – Strategic Framework Assessment**.

Table 11 – Strategic Framework Assessment

Relevant Outcomes	Response
Settlement Pattern	
Strategic Outcomes 3.2.1 (5) Industrial, commercial and other high-employment generating activities are located in areas of high accessibility, but in a way that minimises their visual influence on the character of their host towns.	The proposed CBP is an industrial, employment-generating use located in a suitably accessible setting. The impact mitigation and management measures incorporated in the design of the site, minimise visual influence on the character of the surrounding town. Detail of these measures are provided under the related impact headings under Section 4.0.
Strategic Outcomes 3.2.1 (8) Rural villages provide country town lifestyle options, access to services, opportunities for employment and economic activity at a local level.	The proposed CBP enhances local employment, supports economic activity, improves access to materials required for essential services, and does so in a manner compatible with the country town lifestyle expected in rural areas.
Specific Outcomes 3.2.1.1 (10) Industry is located and designed to minimise impacts and where appropriate, to minimise visual intrusion into rural landscapes or town/rural fringes. Inherently noisy activities are to be separated from areas and land uses where the expectation is for a quieter environment. Expansion beyond zoned industrial areas is discouraged unless there is an overriding planning need.	The proposed CBP is appropriately situated on land that is separated from land zoned as residential, and associated dwelling receptors. The proposed plant is also suitably designed to minimise visual and environmental impacts, ensuring it remains compatible with the working rural character. As detailed in Section 1.3, Table 1 identifies several existing industrial and commercial activities in proximity to the site, demonstrating that the area already accommodates a mix of non-rural land uses and is suitable for an industrial operation of this scale. Although the site is located within a Rural zone, the surrounding land use pattern reflects a transitional environment where



Relevant Outcomes	Response
	rural, industrial and service-based activities coexist. The proposal therefore does not introduce a use that is incompatible with its surroundings, or extend industrial activity into an area where it is not already present.
Rural Futures	
Strategic Outcomes 3.3.1 (3) Non-rural activities are ancillary or subsidiary to principal rural land uses to widen the economic base for rural production provided that rural production in surrounding areas is not compromised and rural character is maintained.	Although the proposed CBP is a non-rural activity, the concrete products that will be produced on the site is considered necessary for the contribution to both rural and non-rural uses. The proposed CBP will also contribute to local economy and construction material supply.
Strategic Outcomes 3.3.1 (4) Rural areas can potentially accommodate major industries, infrastructure projects, resource extraction enterprises and transport and aviation related opportunities involving land close to Kingaroy airport. However, they must be of a nature that is unable to be accommodated in towns, brings major local or regional economic benefits and respects overriding considerations of rural character and production values, scenic values and water quality and has direct access to substantial urban areas via high quality roads.	Given its industrial nature, the proposed CBP cannot be accommodated within the town centre. Concrete batching requires heavy vehicle movements, bulk material storage and the operation of large plant and machinery. These activities are incompatible with the constrained layout, traffic conditions and concentration of sensitive receptors typically found in town centres. The proposed site location is more suitable for the CBP, providing the space and operational flexibility needed to ensure safe access and efficient operations while avoiding conflict with surrounding land uses. As detailed in Section 1.3, the proposed CBP offers local and regional economic benefits and has been designed to ensure rural character, production values, scenic qualities and water quality are maintained. The location also benefits from proximity to urban areas and convenient access to the State-controlled road network, supporting the effective distribution of materials and reinforcing the suitability of the site for this type of industrial activity.
Strong Economy	
Strategic Outcomes 3.4.1 (1)	The proposed CBP aligns with the intent of this outcome by strengthening the Region's diverse economic base through the strategic use of its locational advantages, including proximity to market, as well as the



Relevant Outcomes	Response
The Region's economy is founded on strength and diversity of industry and service provision that capitalises on its location advantages and natural assets, improving the Region's employment opportunities and maximising regional economic activity.	surrounding supply of raw materials from Quarry Assets' extractive industry sites. The locational benefits of the site supports local employment growth, enhances regional economic activity, and maintains compatibility
Natural Systems & Sustainability	
Specific outcomes 3.5.1.1 (3) New development does not necessitate clearing of significant vegetation, significant landscape modification or management practices within National Parks or State Forests to manage bushfire hazard on development sites.	No clearing of significant/regulated vegetation is necessary to facilitate the establishment of the proposed CBP.
Specific outcomes 3.5.1.1 (9) Development avoids or mitigates risks to personal safety and property damage from natural hazards.	The proposed CBP is designed and managed to avoid or mitigate natural hazard risks, ensuring that both personal safety and property are protected through appropriate siting, controlled operational areas, and measures that reduce exposure to potential hazard impacts.
Specific outcomes 3.5.1.1 (10) Development avoids impacts on the function of flood plains and does not worsen the severity or impact of natural hazards.	The proposed CBP is designed to avoid disrupting natural floodplain functions and includes measures to ensure it does not increase the severity or impacts of natural hazards on surrounding land or development.
Strong Communities	
Strategic outcomes 3.6.1 (2) Development occurs in a manner that provides access to a range of employment, commercial, cultural, recreational, education and community opportunities in serviceable locations that respond to community needs.	The proposed CBP is located and designed to provide convenient access to local employment and essential services, supporting community needs and contributing to a functional settlement pattern without affecting surrounding land uses or amenity.
Infrastructure & servicing	
Strategic outcomes 3.7.1	The proposed CBP will improve the efficiency, availability, and cost-



Relevant Outcomes	Response
(1) New development occurs in a manner that allows for the efficient and affordable provision and on-going maintenance of utility infrastructure.	effectiveness of concrete products essential for maintaining local utility infrastructure.



6.0 Conclusion

This Planning Assessment Report has been prepared to support a development application for a Material Change of Use – Development Permit for High Impact Industry (Concrete Batching Plant) on River Road Street, Kingaroy QLD 4610, properly described as Lot 102 on SP349662.

The potential environmental impacts associated with the site's operations are addressed through the control measures outlined in the Code of Practice for the Concrete Batching Industry. The proposed development will be managed in full accordance with these measures, ensuring that all operational activities align with the industry's established environmental performance standards.

SLR has also prepared a suite of technical assessments to support the proposed development application.

The Traffic and Pavement Impact Assessment confirms that the development traffic will not materially impact the existing road network. The development will also be supported by compliant access, parking and servicing arrangements that meet the relevant standards and requirements. Pavement impacts are limited to the Bunya Highway, where an annual maintenance contribution is required to offset heavy vehicle impacts associated with the operation.

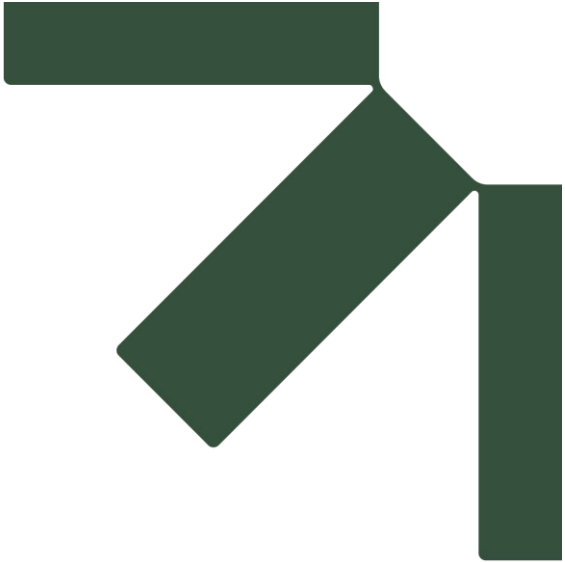
The Air Quality Impact Assessment confirms that emissions from the proposed operation are not expected to exceed relevant air quality criteria at nearby sensitive receptors. Effective dust control can be achieved through standard operational measures, including staff training, weather-based risk management, careful handling of materials, speed control, regular road and equipment maintenance, and appropriate use of water suppression and dust collection systems.

The Noise Impact Assessment indicates that noise levels at nearby sensitive receptors can be effectively controlled, provided the site implements suitable mitigation measures and follows a comprehensive noise management plan.

The Stormwater Management Plan confirms that the proposed operation can achieve appropriate stormwater quantity and quality outcomes through the implementation of identified treatment measures and operational procedures. With these measures integrated into daily site activities, the development can effectively manage stormwater release, protect water quality and meet the required monitoring and performance objectives.

Based on our assessment, it is considered that the proposed use aligns with the planning and environmental objectives outlined in the relevant planning instruments and policies. Therefore, it is recommended that the Council and SARA support the proposed operation, subject to reasonable and relevant conditions.





Appendix A Title Search

Planning Assessment Report

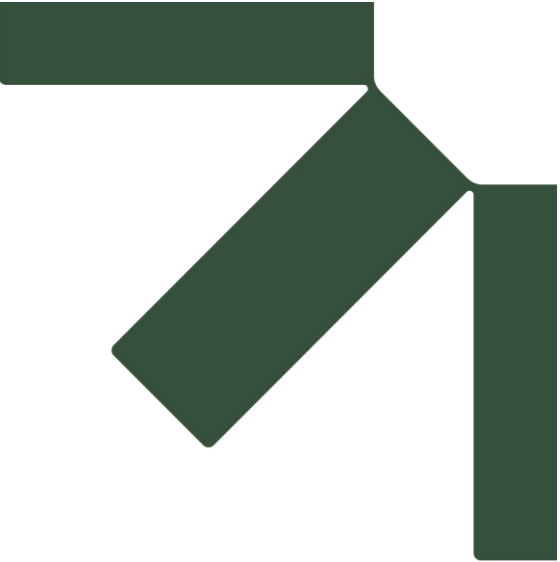
Concrete Batching Plant

Quarry Assets Pty Ltd

SLR Project No.: 625.010554.00003

8 June 2026





Appendix B Proposal Plans

Planning Assessment Report

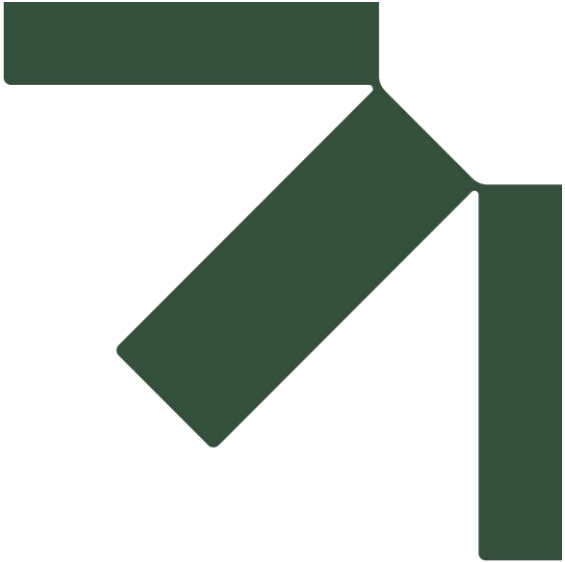
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Appendix C Code of Practice for the Concrete Batching Industry

Planning Assessment Report

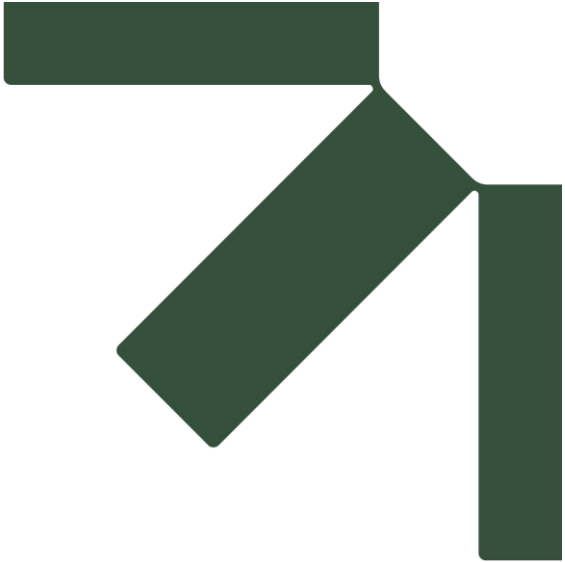
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Appendix D Traffic and Pavement Impact Assessment

Planning Assessment Report

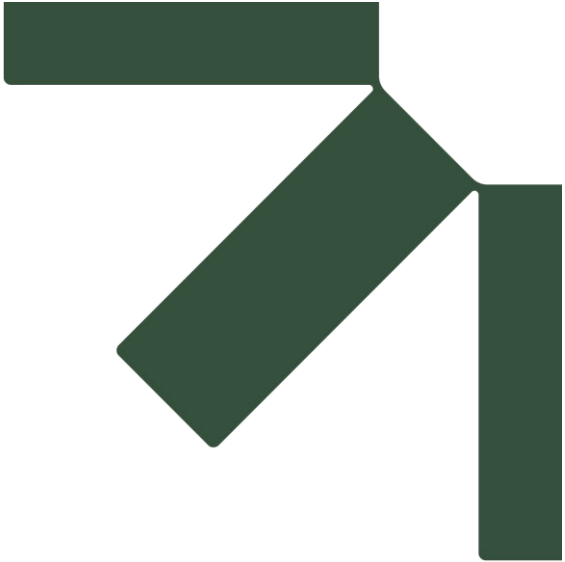
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Appendix E Air Quality Assessment

Planning Assessment Report

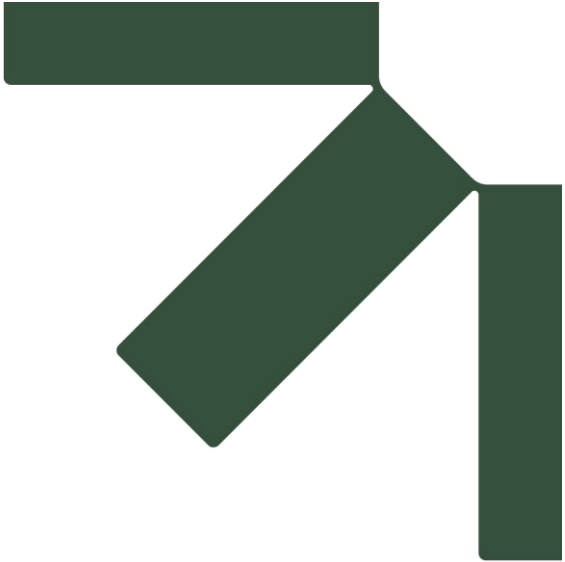
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Appendix F Stormwater Management Plan

Planning Assessment Report

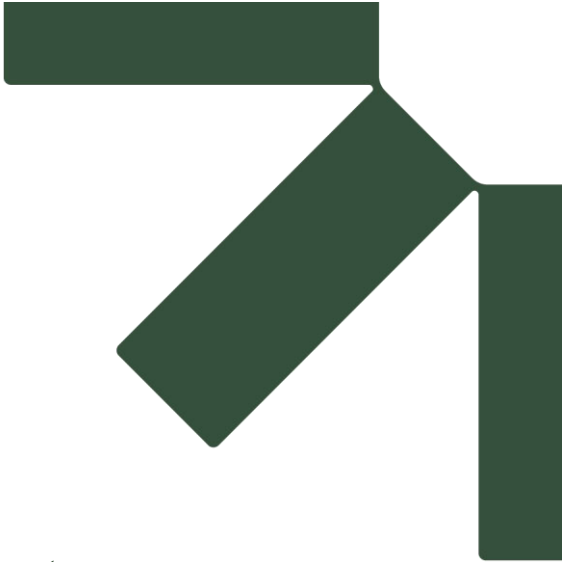
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Appendix G Noise Impact Assessment

Planning Assessment Report

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Appendix H Council Code Assessment

Planning Assessment Report

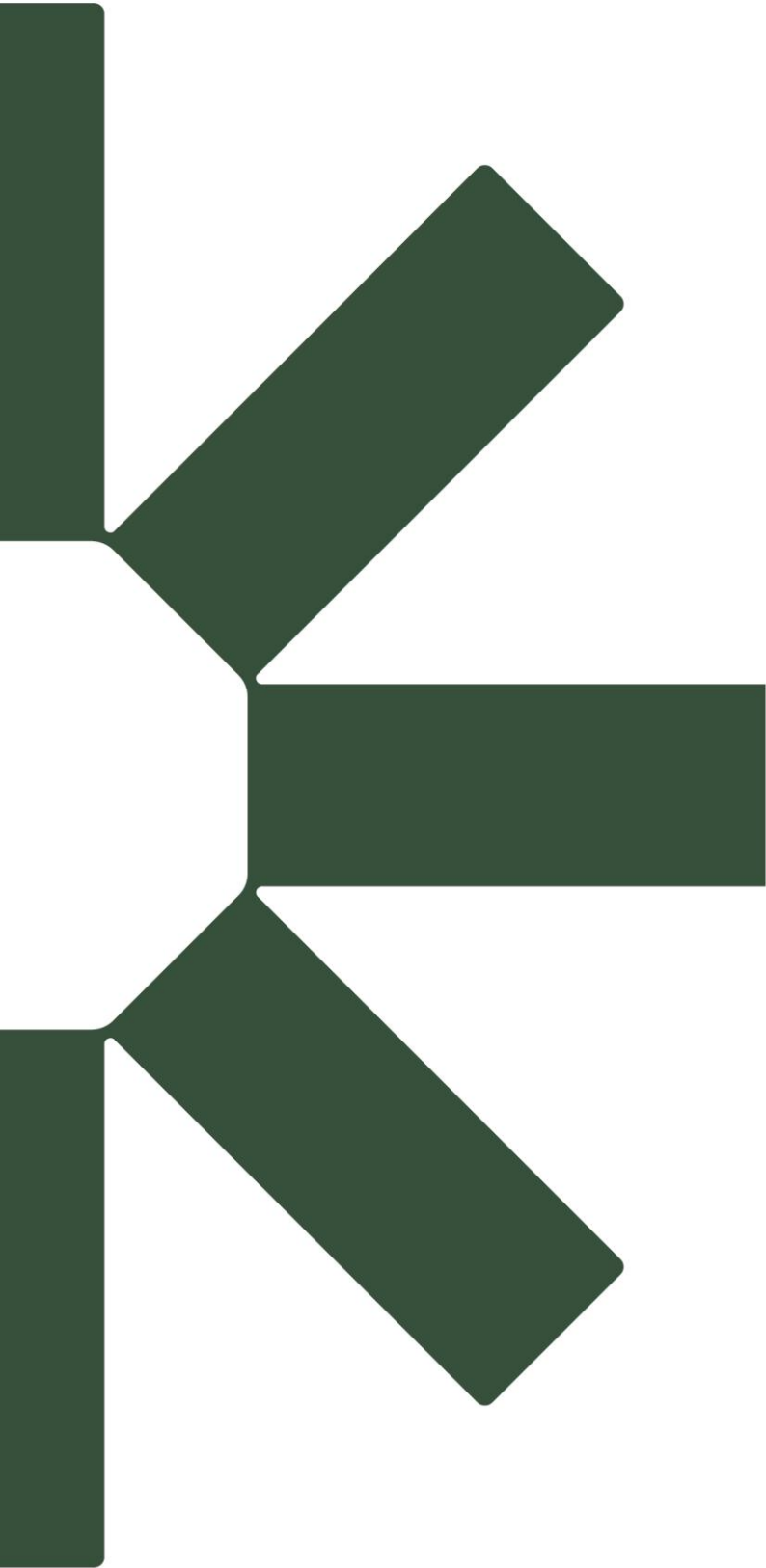
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