

PART  
2

PLANNING ASSESSMENT REPORT

# Development Application Package

Carmichael Coal Mine Project

Moray Carmichael Road – 45km  
west of Gregory Development Road

Proposed Temporary Rail Construction  
Accommodation Camp 3

Development Permit for (Impact) Material  
Change of Use

Lot 662 on Crown Plan PH1491

HRP12194

Prepared for  
Adani Mining Pty Ltd



October 2012



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	Information in Support of Application for Multiple Environmentally Relevant Activities prepared by Cardno
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# 1 Details of Application

## 1.1 Site Details

Table 1: Site Details

Real Description	Lot 662 on Crown Plan PH1491
Address	Moray Carmichael Road—45km west of Gregory Developmental Road
Area	117000ha
Owner(s)	State Government - Adani Mining Pty Ltd
Existing Uses	Mining Exploration / Cattle Grazing
Local Government Authority	Isaac Regional Council
Regional Planning Designation	Regional Landscape and Rural Production Area of the Mackay Isaac and Whitsunday Regional Plan
Applicable Planning Scheme	Planning Scheme for the Shire of Belyando
Planning Scheme Designation	Rural Zone
Previous Council Approvals	Nil

## 1.2 Application Details

Table 2: Application Details

Development type	<b>Development Permit</b> Material Change of Use – Accommodation Premises (Temporary Workers Camp) Environmentally Relevant Activity 8 – Chemical Storage Environmentally Relevant Activity 63 – Sewerage Treatment
Defined Planning Scheme Use	<p>&gt; Accommodation Building</p> <p><i>means “premises” comprising primarily of “accommodation units” such as motels, boarding-houses, guest-houses, accommodation centres or villages, hostels, unlicensed hotels, nursing homes, serviced rooms, or residential clubs. The term includes dining, laundry and recreation facilities which cater exclusively for the residents of the accommodation building and a manager’s office and residence. The term does not include a “shop” or “hotel” as herein defined.</i></p>
IDAS Process	Development Permit
Level of Assessment	Impact Assessment
Proposal Summary	<p>The proposal involves the establishment of a temporary accommodation camp that is intended to accommodate workers involved in the construction of the railway line associated with the proposed Carmichael Coal Mine Project. The proposed rail line will travel from the existing QR network just south of Moranbah to the site of the proposed Carmichael Coal Mine approximately 160km to the west.</p> <p>The development is indented to accommodate 407 persons and is comprised of single storey temporary accommodation buildings that are supported by communal mess, office and recreation facilities.</p> <p>The site will function independently in terms of stormwater and sewerage treatment with water being imported to the site and treated for drinking purposes by an on-site water treatment plant.</p> <p>The camp is intended to operate for approximately two (2) years and will be fully removed once completion of the first third of the proposed rail corridor is complete. The camp</p>

	<p>represents the third of three (3) camps that will facilitate the construction of the proposed rail corridor. The camps have been located at regular intervals to ensure that similar maximum travel distances to work locations are achieved for all three locations.</p> <p>The camp is essential to the construction of the rail corridor and ensures that reasonable travel distances can be achieved for construction workers on a daily basis. The isolated nature of the land which the corridor traverses does not present any reasonable permanent accommodation facilities that can accommodate the required number of workers. The creation of a temporary camp is therefore the only economically viable option to accommodate construction workers and facilitate the construction of the rail line.</p> <p>The accommodation facility is a high standard and will have minimal impacts upon the land which it is proposed to be situated.</p> <p>Once the camp has been removed it is proposed to fully rehabilitate the site to its existing state in terms of vegetation and the camp is not expected to result in any long lasting impacts on the local environment.</p> <p>The camp is essential in ensuring that the proposed Carmichael Coal Mine Project, which is deemed to be of State Significance, can proceed in a timely manner. Should workers be required to be accommodated within permanent accommodation within an existing centre, the economic viability of the rail corridor construction process and the project as a whole could potentially be jeopardized.</p>
Referral Agencies	No Queensland Government Agencies will be referred this development application as the exemptions provided under Section 37 of the <i>State Development and Public Works Organisation Act 1971</i> are sought as part of this application.
Applicant	Adani Mining Pty Ltd
Applicant's Representative	<p>Cardno HRP</p> <p>Suite 15, 3029 The Boulevard,</p> <p>Emerald Lakes</p> <p>CARRARA QLD 4211</p> <p>Telephone: (07) 5594 1322</p> <p>Facsimile: (07) 5594 1366</p>
Relevant plan(s)	<p>Proposed Camp Layout and Building Plans a dated October 2012 as prepared by Cardno.</p> <p>Civil Engineering Drawings dated October 2012 as prepared by Cardno</p>

## 2 Introduction

### 2.1 Overview

This planning report has been prepared for Adani Mining Pty Ltd, the proponents of the development described within the **Table 3** below. The purpose of this Planning Report is to provide a Town Planning assessment in support of the proposed temporary construction accommodation camp located approximately 150km west of Moranbah on land described as Lot 662 on Crown Plan PH1491. The site is located within a cattle grazing property colloquially known as 'Moray Downs'

The subject development application is intended to be provided to the Coordinator General as part of the overall Environmental Impact Statement submission for the Carmichael Coal Mine Project. The purpose of the inclusion of this document within the EIS is to facilitate particular exemptions from the supplementary IDAS process that are afforded under the *State Development and Public Works Organisation Act 1971*.

The proposed facility represents the third of three (3) camps associated with the construction of a new rail corridor that is proposed to service the proposed Carmichael Coal Mine Project to the west of the site. The rail line is proposed to branch from the existing QR network south of Moranbah and travel approximately 160km west to the site of the proposed mine facility.

The camp is intended to accommodate 407 beds and has been proposed in conjunction with two other rail camps along the proposed rail corridor which are located almost equal distances apart to ensure that workers are not required to travel in excess of 35km to access work site locations. Given the safe maximum speed for large vehicles on the roads that provide access to the length of the rail corridor, distances greater than 35km would result in unreasonable travel times to construction locations.

The isolated nature of the land that proposed the rail corridor traverses necessitates the accommodation of workers in a temporary location as the provision of accommodation within an existing urban centre is not a feasible or cost effective option to facilitate the construction process. The establishment of a temporary camp facility is therefore required in order to accommodate the large number of workers associated with the construction of the rail corridor.

The proposed camp facility has been appropriately designed from both a liveability and operational perspective and is expected to have minimal impacts upon the local environment. The camp will be essentially self sufficient in terms of water treatment, stormwater management, wastewater treatment and wastewater disposal.

The proposal is not expected to result in any significant environmental impacts to the local area and it is proposed to rehabilitate the site and restore the land to its current pre development state upon completion of the rail corridor.

The proposal forms part of a larger infrastructure project within the region that has been deemed to be of State Significance. When completed, the Carmichael Coal Mine Project will represent a major increase in employment opportunities within the region and the establishment of the required worker accommodation is essential ensuring that the project proceeds accordingly.

As outlined throughout this report, the proposal is appropriate for the land in which it is situated and will not result in any significant adverse impacts upon the local environment.

A summary of the proposed development is outlined below:

**Table 3: Development Summation**

<b>Total Site Area</b>	9.33ha (total lot area – 47600ha)
<b>Accommodation Units</b>	407 beds (including 2 disabled units)
<b>Maximum Building Height</b>	Single storey
<b>Open Space Areas</b>	<ul style="list-style-type: none"> <li>&gt; 5.68ha total including firebreak</li> <li>&gt; Two (2) large communal open space areas with one dedicated as a sports field</li> </ul>

Vehicular Access Points	> BBQ and shelter areas adjacent to each pod of accommodation buildings
	Single access point and single exit point
Car Parking Allocation	> 125 regular vehicle spaces
	> 2 disabled spaces
	> Two (2) bus spaces and bus drop off area
Effluent Disposal Area	4ha
Detention Basin Area	0.32 ha

This report should be read in conjunction with the following documentation:

- > Stormwater Management Plan prepared by Cardno (**Part 6**);
- > Information in Support of Application for Multiple Environmentally Relevant Activities prepared by Cardno (**Part 7**);
- > Rehabilitation Plan prepared by Cardno Chenoweth (**Part 7**)
- > Traffic Impact Assessment prepared by Cardno (**Part 8**);
- > Camp Design and Layout Plans prepared by Cardno (**Part 10**); and
- > Civil Engineering Drawings prepared by Cardno (**Part 10**)

Summaries of these reports are included in **Parts 6 to 11** of this Application Package, with full copies of the technical reports appended, as noted above.

## 2.2 Key Planning Matters

The proposed development of the site constitutes development as defined by Section 7 of the *Sustainable Planning Act 2009* ("the SPA"). In this regard, the proposal seeks a development permit for an Impact Assessable Material Change of Use ("MCU").

The impact assessable component of the proposal relates to the establishment of a residential use within the Rural Zone of the *Planning Scheme for Belyando Shire*.

The key planning issues considered necessary to be addressed in the assessment of this proposal are as follows:

- > **Appropriateness of 'Accommodation Building' use within Rural Zone**– The proposal involves the establishment of a temporary works camp (residential use) within the Rural Zone designation. It must therefore be demonstrated as part of this report that the proposed land use is appropriate for the site in which it is proposed to be located and cannot be reasonably located within an existing urban centre.

## 3 Background

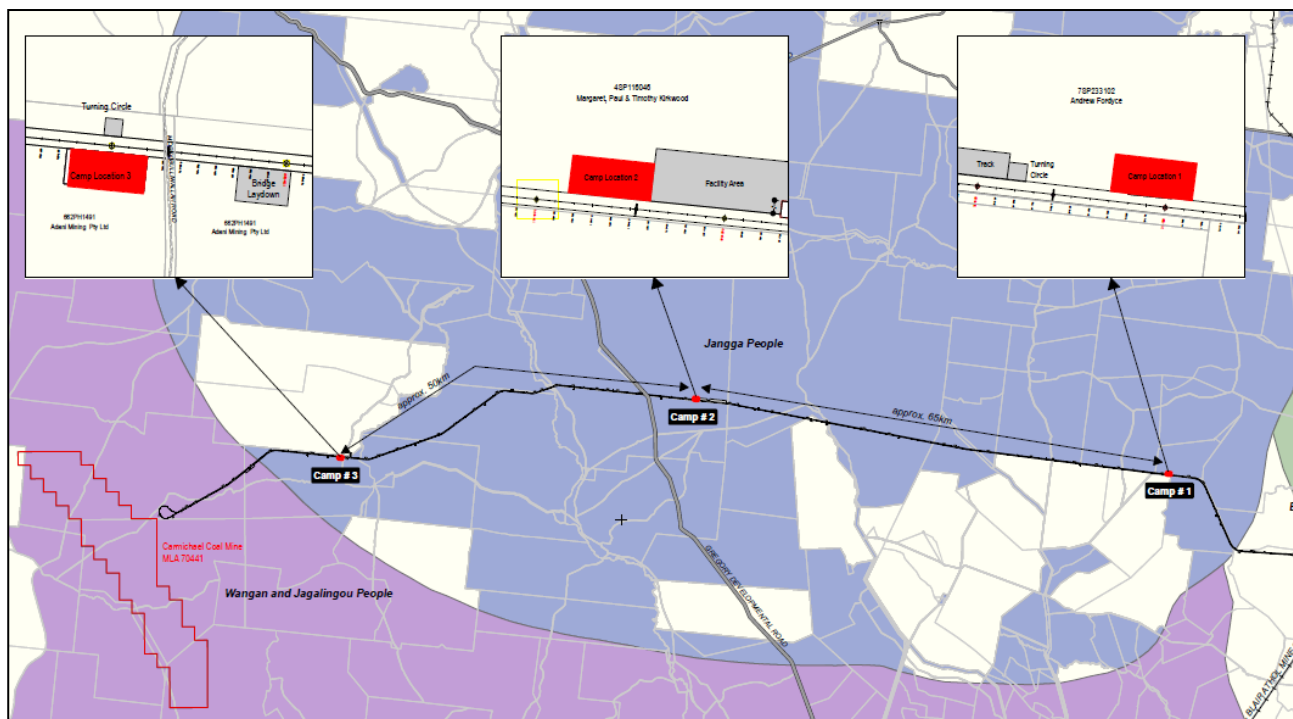
### 3.1 Carmichael Coal Mine Project and Required Worker Accommodation

Adani Mining Pty Ltd proposes to develop an open cut and underground thermal coal mine in the north Galilee Basin known as the Carmichael Coal Mine Project. The proposed mine will have a total per annum production of approximately 60 million tonnes and an operational lifespan of 90 years. The mine site is situated approximately 160km northwest of Clermont and is proposed to be serviced by a new 179km rail corridor along which all coal will be transported.

The construction of the proposed coal mine and rail corridor requires the employment of large volumes of workers that are separate from those that will be employed when the mine is in operation. These workers must be accommodated in locations that are within close proximity to the rail corridor and the mine site itself to reduce travel times to the required work locations. Given the remote nature of the locality and lack of accommodation infrastructure, temporary construction workers accommodation camps must be established.

The construction of the required rail infrastructure involves the establishment of a total of three (3) temporary rail construction camps at regular intervals along the rail corridor each containing a total of 400 beds. The construction of the mine facility requires the establishment of one (1) temporary camp located at the mine site itself accommodating a total of 500 beds. The project therefore involves the establishment of a total of four (4) temporary workers camps.

**Figure1** below provides a general illustration of the overall proposal including the three (3) proposed rail construction camps. It is noted that the proposed mine camp is not shown on the figure below. Note that the exact locations of Camps 2 and 3 have altered slightly since this drawing was produced.



**Figure 1: General Outline of Rail Corridor and Camp Locations (Indicative Only –Source GDP)**

## 3.2 Legislative Status

The Project has been declared a 'significant project' under the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and as such, an Environmental Impact Statement (EIS) is required for the Project. The Project is also a 'controlled action' and requires assessment and approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

The development applications for all four (4) temporary workers accommodation proposals, including this application, have been prepared for inclusion with the EIS document being submitted to the Coordinator general for the proposed Carmichael Coal Mine Project. The inclusion of the applications within the EIS submission will allow for the applications to be assessed as part of this particular process. It is noted that the inclusion of the documents within the EIS submission does not negate the need for the lodgement of development applications to Isaac Regional Council in the future. However, should the applications be approved as part of the EIS submission the eventual applications to Council will be afforded the benefits of the exemptions granted under Section 37 of the SDPWO Act. This section of the act overrides certain components of the standard IDAS development application process.

## 3.3 Exemptions under the *State Development and Public Works Organisation Act 1971*

The SDPWO Act 1971 contains a number of sections pertaining to the IDAS process which acknowledge the high level assessment that is undertaken as part of the EIS approval process. The act contains sections which allow for the submission of development applications as part of the EIS process. Specifically, Section 37 of the *State Development and Public Works Organisation Act 1971* is relevant to this particular application and states the following:

### **37 Applications for material change of use or requiring impact assessment**

- (1) *To the extent the application is for a material change of use, or requires impact assessment, under the Sustainable Planning Act, or both—*
  - (a) *the information and referral stage and the notification stage of IDAS do not apply to the application; and*
  - (b) *there are no referral agencies, under the Sustainable Planning Act, for the application; and*
  - (c) *a properly made submission about the EIS is taken to be a properly made submission about the application under IDAS; and*
  - (d) *despite paragraph (b), until the development approval applied for has effect—*
    - (i) *the Coordinator-General's report is taken to be a concurrence agency's response for the application under IDAS; and*
    - (ii) *the Coordinator-General may exercise any power of the entity that, other than for paragraph (b), would have been the concurrence agency for the application.*
- (2) *Subsection (1)(c) does not apply if the application involves only a material change of use requiring code assessment under the Sustainable Planning Act.*

The items (a) and (b) of Section 37 above are considered to be the most relevant to the particular town planning assessment. These sections state that development applications (that are impact assessable) approved as part of the EIS process are not subject to the 'information and referral stage' and the 'notification stage' of the IDAS process. This is a significant consideration in terms of preparation and assessment of the subject development application.

The subject proposal (and all other proposed temporary workers camps) is subject to impact assessment as it is proposed to establish 'accommodation building' uses within the Rural Zone of the Belyando Planning Scheme. It is for this reason that the development applications for each of the temporary construction camps are being included within the EIS submission to the Coordinator General.

The subject report acknowledges the development application's ability to be considered under Section 37 of the SDPWO Act 1971 which essentially allows for the 'Information and Referral Stage' of the IDAS process to be bypassed when the application is submitted to Isaac Regional Council.

Given that this application is to be considered under Section 37 of the act, minimal information has been provided in regard to State Referral Agencies. It is noted that applicable referral triggers have been identified however minimal response to these triggers has been provided.

## 4 Context Analysis

### 4.1 Regional Context Analysis

The site is located within Central West region of Queensland and is situated approximately 150km north-west of Moranbah and 45km west of the Gregory Developmental Highway as generally illustrated in **Figure 2** below.

From a regional perspective the site is situated in an isolated location that is a substantial distance from the nearest urban centres of Clermont to the south and Moranbah to the east. The region is dominated by cattle grazing and extractive industry uses.

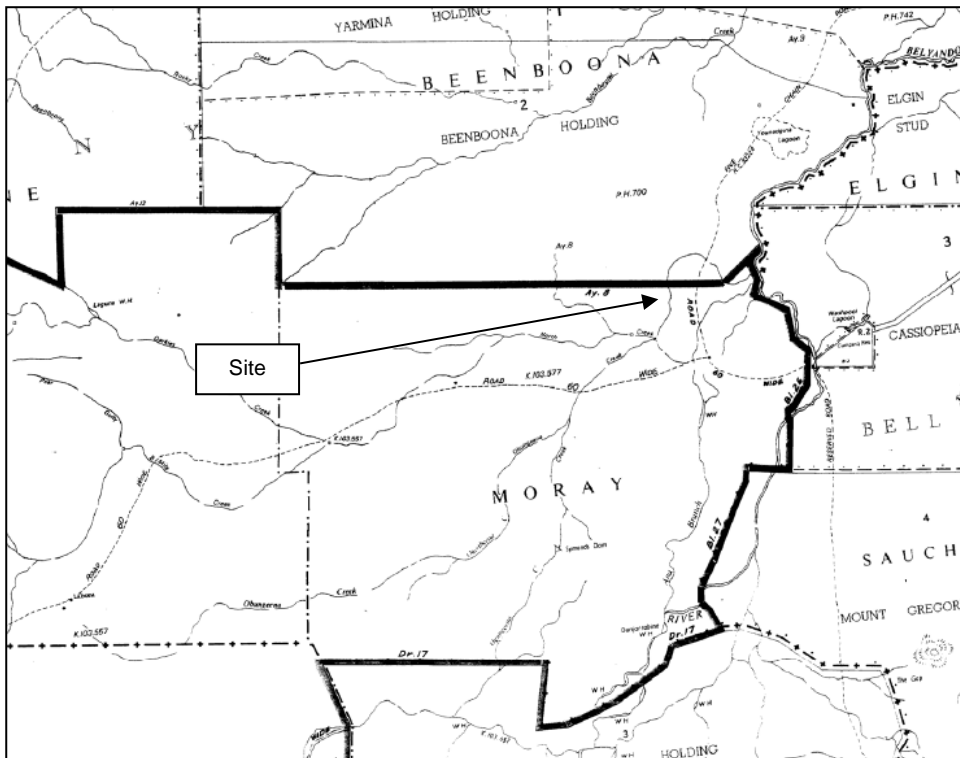


**Figure 2: Regional Overview of Camp Location (Source – Google Earth)**

### 4.2 Subject Site Analysis

#### 4.2.1 Location and Real Property Description

The site is located approximately 150km west of Moranbah, and is situated within a property known as 'Moray Downs' and is described as Lot 662 on PH1491 which has a total area of 117000ha. The allotment is comparatively large even for this particular region and encompasses a vast tract of land that is intersected by various waterways and floodplains. An extract from the survey plan for the subject allotment showing the proposed development's location within the property is illustrated in **Figure 3** below.



**Figure 3:** Extract From Survey Plan CP – PH1491

As illustrated in **Figure 4**, below the site is proposed to gain access from Moray Bulliwallah Road to the east via a 2.5km access road.



**Figure 4:** Context Plan Showing Access and Lot Boundaries

An aerial photo of the proposed development site is provided as **Figure 5** below, identifying the site within the immediate area. It is evident from the photo below that the site is located within an area of sparse vegetation that is devoid of any permanent waterways or wetlands. The site is considered to be setback a sufficient distance from the nearby bend on North Creek.

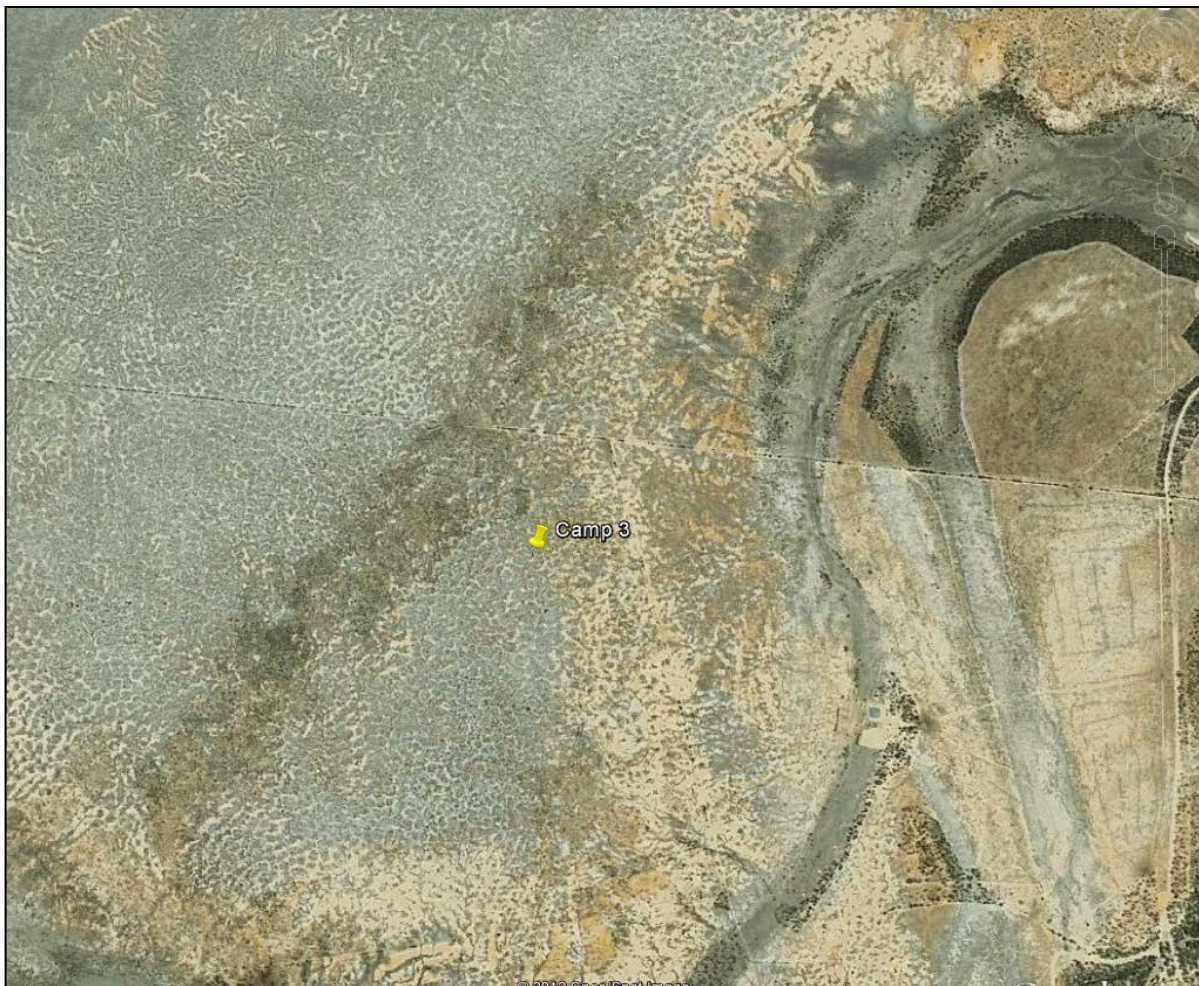


Figure 5: Aerial Photo of Proposed Camp Site (Source – Google Earth)

#### 4.2.2 Site Inspection and Site Photos

Site inspection of the proposed development site was undertaken by Cardno on Tuesday 2<sup>nd</sup> October 2012. **Photos 1 to 3** illustrate the condition of the subject on this particular day. The site inspection revealed that the proposed camp location was formerly used as a road base quarry and has been entirely cleared and scraped down to the mudstone level. It is noted that the aerial photo in **Figure 5** may not accurately represent the current condition of the site.



Photo 1: Proposed Camp Site



Photo 2: Proposed Camp Site



Photo 3: Proposed Camp Site

#### 4.2.3 Site Dimensions

It is noted that the proposed development only involves the use of a small portion of the large allotment in which it is located. The proposed construction camp will have dimensions of approximately 456m by 210m.

#### 4.2.4 Topography

The site is generally flat with only a slight change in level. The site's highest point is at RL207AHD and its lowest point is RL205AHD. It is noted that the distance between these two levels is significant and the grade on the site is extremely low.

#### 4.2.5 Existing Significant Vegetation

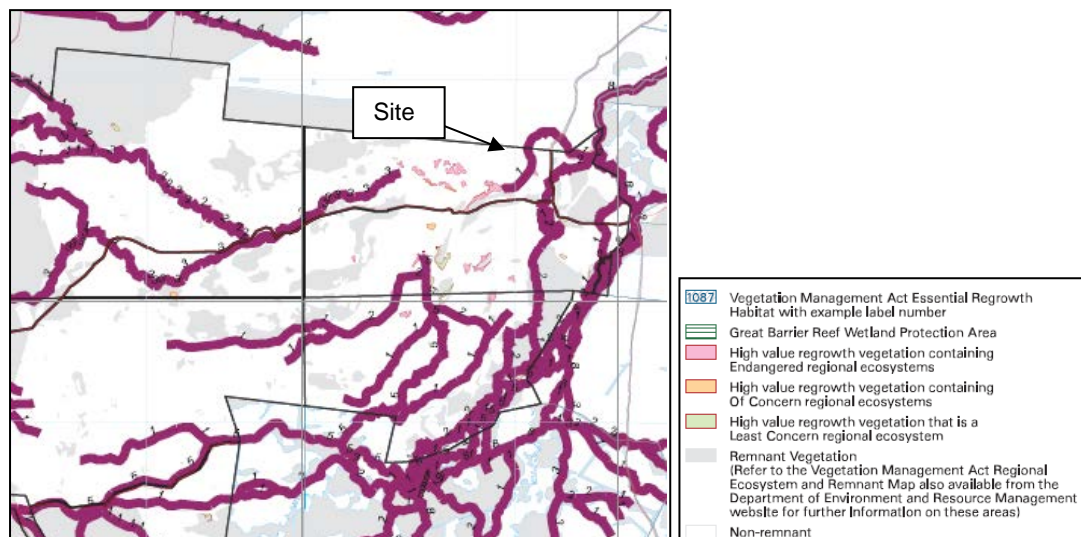
The site appears to have been previously cleared as part of the former road base quarry use. As a result of the former use on the site there does not appear to be existing vegetation that is worthy of retention nor does it contain any vegetation that could not be easily re-established on the site.

The following information has been provided by Saunders Havill in regard to existing vegetation in addition to the species list contained within **Part 7** of the application package.

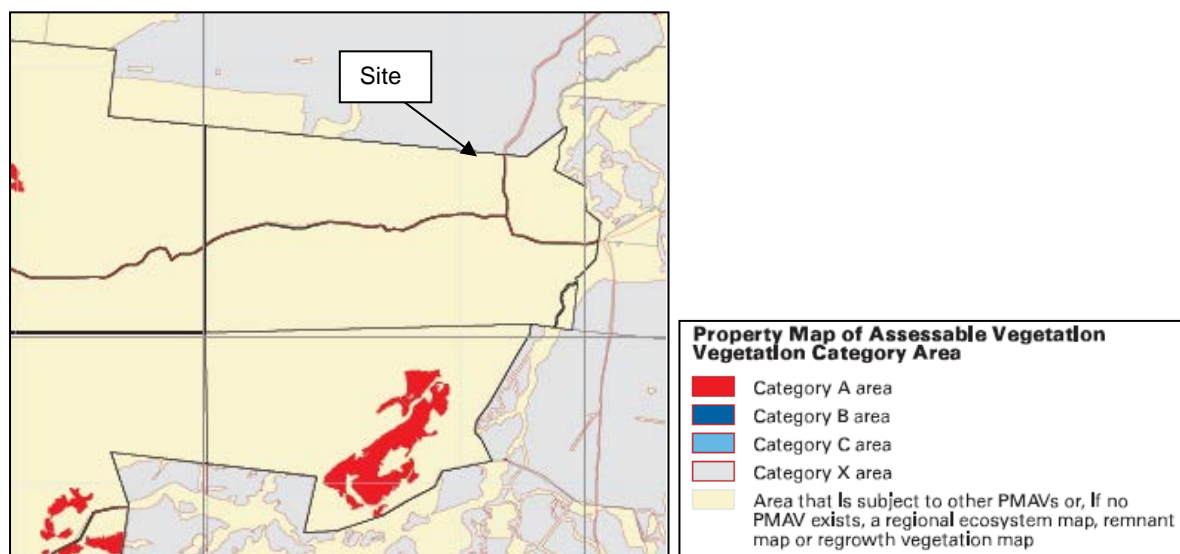
*The proposed Rail Camp location at Moray Downs is to the west of tributaries associated with the Belyando River within a non-remnant area currently used for agricultural purposes. Vegetation assessment conducted within this area identified agricultural pastures dominated by non-native and weed species. Occasional native regrowth and grass species were recorded (Refer species List).*

*Due to the areas location within a disturbed agricultural setting, no habitat to support threatened species or species of conservation significance (Flora or Fauna) were observed.*

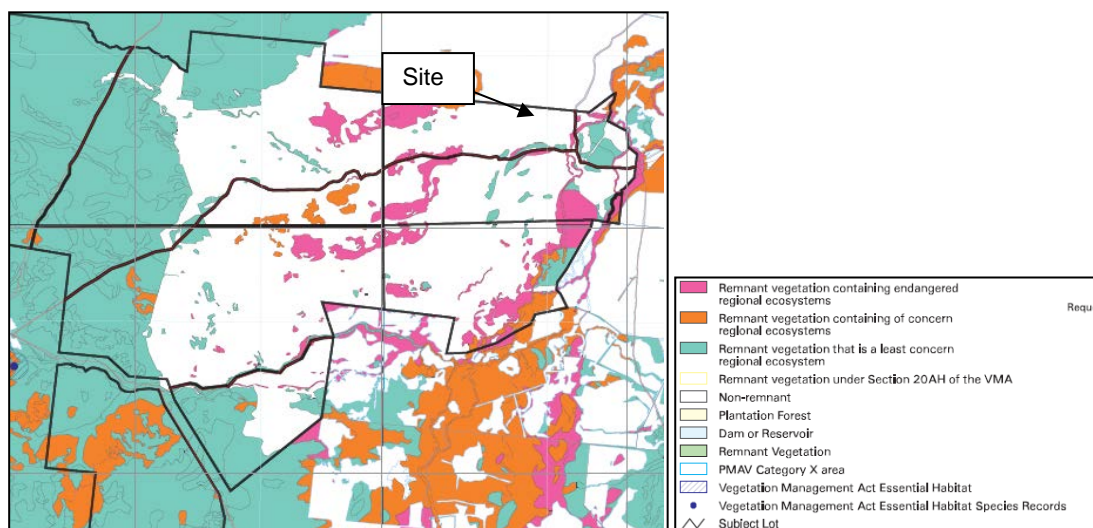
The camp site is not identified as containing any regrowth vegetation, assessable vegetation or endangered ecosystems on any of the vegetation mapping provided by the Department of Environment and Heritage Management as illustrated in **Figures 6, 7 and 8** below.



**Figure 6: Regrowth Vegetation Map**



**Figure 7: Property Map of Assessable Vegetation**



**Figure 8: Essential Habitat Map**

#### **4.2.6 Natural Wetland Areas and Waterways**

No natural wetlands or waterways are located within the proposed camp location. It is noted that the lot itself contains a number of waterway features. However, these will remain unaffected as a result of the proposed camp construction.

#### **4.2.7 Flooding and Drainage**

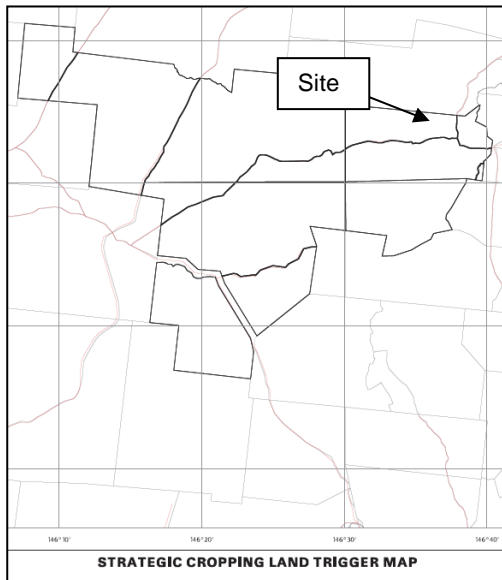
The site is not located within a designated flood or floodplain area and is not considered to be subject to flooding. This is reflected in the mapping prepared as part of Temporary State Planning Policy SPP2/11 – Planning for Stronger and More Resilient Floodplains. An extract from this mapping showing the site outside the designated floodplain areas is illustrated in **Figure 9** below.



**Figure 9: Extract from SPP2/11 Floodplain Mapping**

#### 4.2.8 Agricultural and Strategic Cropping Value

The site is not considered to have any significant agricultural value except for that associated with cattle grazing. The site is not considered to be particularly suitable as cropping land which is reflected in the extract from the State Government's Strategic Cropping Land Mapping illustrated in **Figure 10** below which does not identify the site as having any strategic cropping value.



**Figure 10: Strategic Cropping Land Map**

#### 4.2.9 Infrastructure

The site does not currently possess any type of trunk infrastructure connections such as electricity, water supply, sewerage treatment or telecommunications. As outlined throughout this application package, all required infrastructure will be provided for the proposed camp on the basis that it will be required to support the camp on a temporary basis.

### 4.3 Referral Review

As outlined earlier in this report, this application has been prepared in accordance with the EIS document being submitted to the Coordinator General for the Carmichael Coal Mine Project. Should this development application be approved as part of the EIS process under Section 37 of the *State Development and Public Works Organisation Act 1971*, the Information and referral Stage of the IDAS process is not required to be undertaken and therefore Stage Agencies are not required to be identified as part of the application process.

Nevertheless, a review of the applicable referral triggers has concluded that the Department of Transport and Main Roads would be the only agency applicable to this particular application due to the size of the residential development.

## 5 Proposal

### 5.1 Overarching Design Statement

The rail camp plan is organised around a north-south spine and east-west path connection. The spine comprises communal buildings and facilities and recreation areas. The sequence of spaces along the spine begin with the vehicular entry to the camp, carpark and bus pickup zone, leading to the reception / office and dining facilities and then north to a large communal open space area that has outlooks to the wider landscape. The east-west central covered walkway dissects the site and provides a link between the accommodation precincts and the spine.

Nine accommodation precincts are proposed. Each precinct consists of small clusters of rooms with entries facing on to a shared covered walkway. A shared open space separates each accommodation precinct and includes seating, picnic shelters, laundry facility and a covered path to the central covered walkway.

A service area is located on the western and south western side of the camp. These areas are separated from the residential areas and pedestrian paths and cars. The service areas comprises of a loading dock for the kitchen, linen and waste facilities, a service road that provides access to the generator, water and sewage treatment plants and the laydown area.

A 30m wide firebreak is provided for the development and within this area is a detention basin collecting site water through an open swale network.

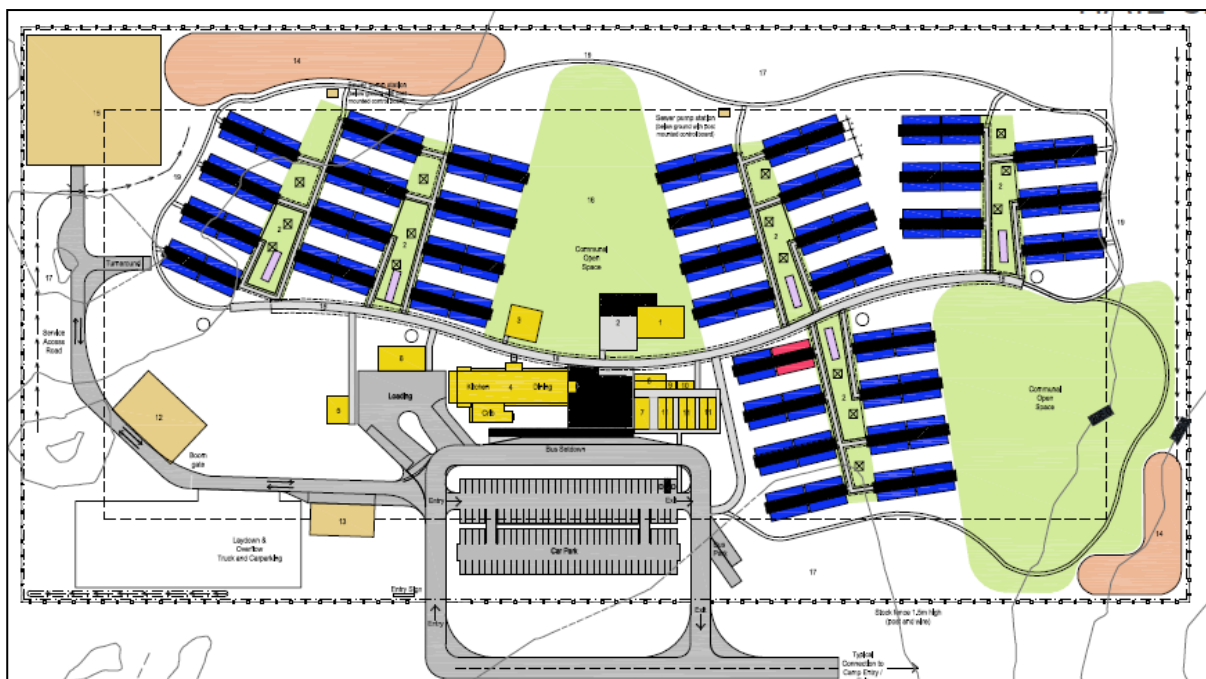


Figure 11: Extract from Proposed Camp Layout Plan

### 5.2 Decision for Camp Location

The location for the proposed temporary construction camp has been determined based on a combination of environmental and logistical considerations. The generally low environmental value of the land which the proposed rail corridor traverses has generally allowed for the logistical goals for the camp location to be achieved.

The primary consideration for the location of the three proposed rail camps is centred on logistical requirements and in particular the maximum distance that workers are required to travel from the camp to a work site. Due to the reduced speeds that the large vehicles which will be transporting the workers can achieve on the unsealed roads in the area, it has been determined that 35km is the maximum distance

between a camp and the furthest point that workers will be required to travel to work on the rail corridor. Consequently, camps have been located approximately 65-70km apart.

In certain instances camps have had to be relocated 1-2km from the optimum location due to environmental constraints. However, the logistical goals of the camp location selection process have been generally achieved and the 35km maximum travel distance will be applicable to the construction of the rail corridor.

## 5.3 Land Use and Built Form Elements

### 5.3.1 Proposed Land Uses and their Definitions

The proposed mixed use development will consist of temporary and demountable accommodation units arranged to form a cohesive and fully functioning worker community. It is noted that the Planning Scheme does not have a definition that specifically caters for the establishment of temporary worker accommodation and the proposal is therefore deemed to fall under the following definition:

- > Accommodation Building

Under the *Planning Scheme for Belyando Shire*, the proposed land uses are defined as follows:

**Table 4: Proposed Land Uses**

Use	Planning Scheme Definition
<b>Accommodation Building</b>	<i>Accommodation Building means “premises” comprising primarily of “accommodation units” such as motels, boarding-houses, guest-houses, accommodation centres or villages, hostels, unlicensed hotels, nursing homes, serviced rooms, or residential clubs. The term includes dining, laundry and recreation facilities which cater exclusively for the residents of the accommodation building and a manager’s office and residence. The term does not include a “shop” or “hotel” as herein defined.</i>

### 5.3.2 Building Height

The proposal involves the construction of single storey buildings only. The temporary nature of the development does not necessitate the establishment of buildings that are more than one storey in height.

### 5.3.3 Residential Density

The proposed development intends to incorporate a total of 407 beds for the entire development. Given the nature of the accommodation and layout for the proposed accommodation buildings, this report will focus on the number of ‘beds’ as opposed to the number of accommodation ‘units’. This is to allow for a certain degree of flexibility in terms of the internal layout of the proposed temporary accommodation buildings. This is considered to be essential as the temporary nature of the buildings may result in slight variation in sizing or internal layouts if buildings from different suppliers are involved.

Regardless of the internal layout of the proposed accommodation dwellings, the development proposes to establish 407 beds over a total site area of 9.33ha. Therefore, the proposal will involve a density of one (1) person per 230m<sup>2</sup> of site area. This figure is comparable to a standard urban residential development and is not considered to be an excessive figure for population density, especially given that the residential development is ultimately temporary in nature.

### 5.3.4 Lifespan of Camp

The camp is intended to be established for the entire period that is required for construction of this particular section of the railway corridor. At this point in time it is estimated that this will take approximately **2 years** to complete. Once the section of the railway corridor that is associated with the camp that is the subject of this application is completed, the camp will be dismantled and removed.

### 5.3.5 Setbacks and Separation Distances

Given the isolated location of the site and the comparatively large size of the allotment in which it is situated, setback distances are not considered to be a significant issue for assessment as part of the proposal.

### **5.3.6 Communal Open Space**

As outlined in the Overarching Design Statement in **Section 5.1**, the proposed development includes a variety of communal open space areas. The open space is provided in the form of three types of areas which are described as follows:

- > Outlying Communal Open Space

The communal open space located at the south western corner of the site is intended to be used for more formal sporting type uses that require large amount of space. It is anticipated that football and cricket games will be played in this space.

- > Central Communal Open Space

The central communal open space is anticipated to be used for informal sports and as a general recreation area.

- > BBQ Breakout Areas

The smaller open spaces areas adjacent to individual accommodation units are intended to be a place for social interaction and as a retreat that is close to workers place of accommodation.

### **5.3.7 Vehicle Movement and Car Parking**

#### **Vehicular Access**

Vehicular access is proposed to be gained via a new road that travels directly west from the Moray Bulliwallah Road.

Vehicles accessing the site will enter via a single dedicated access point and will exit via a designated single exit point.

#### **Car Parking**

It is proposed to create a total of 125 sealed car parking spaces and two dedicated bus parking spaces as part of the proposed camp designs. An unsealed overflow parking area is also proposed to be provided in the south-western corner of the site.

For further information in regard to traffic and transport please refer to **Section 7** of this report.

### **5.3.8 Civil Works**

Construction of the rail camp will generally comprise bulk earthworks and some volume of suitable construction material for use in load bearing areas. The majority of the overall fill for earthworks will be from excavations/cuttings. The project will be designed in order to maximise the balance between cut and fill. However, there might be some surplus spoil from earthworks and construction of stormwater infrastructure such as the detention pond, swales and drains – mostly material that might not be suitable for reuse as fill material, based on soil properties. Spoil estimate is currently not known and this can be confirmed during detailed design which will be based on detailed geotechnical and soils report.

Any unsuitable material will be disposed of, to form embankment in non-load bearing areas, such as perimeter bunds.

Results of the site walkover has indicated that for all rail camp sites, soil conditions appears to be heavy clay black and brown soils which would not be expected to be pervious. It has also been gathered during the site visit, that this entire area is not trafficable following even light rain and vehicles sinking to their axles could be expected after heavy rains.

Cardno – Ullman Nolan (Mackay) have been doing drilling along the entire rail route and the results suggests that the soft clay layer varies from 100mm deep to over 2m and overlies mudstone. Bore logs were not available to be referenced at the time of reporting.

The proposed rail camp 3 is located on a former road base quarry, which has largely been scraped down to the mudstone level. The site gently falls towards the south.

The bulk earthworks design will be further optimised during detailed design to account for the probable quantities of unsuitable material obtained from detailed geotechnical investigations.

### **5.3.9      Sewerage**

There is no existing sewer infrastructure to service the camp site. New sewer infrastructure including a sewer treatment plant is proposed to service the camp site. As outlined in **Section 6** below, it is the application seeks approval for ERA 63 as part of the proposed sewerage treatment facility.

Due to the nature of the site terrain being generally flat, gravity sewer will not be applicable in some areas; therefore sewer pump stations will be installed where suitable, to transport sewer discharge into the sewer treatment plant that is proposed. Alternative sewer solutions such as a vacuum system will be considered during detailed design.

Treated water will be generally used on areas where high-quality treated water is not required, particularly landscaped areas.

### **5.3.10      Water Supply**

Investigations have confirmed the availability of multiple water supply sources which will be able to service the camp.

For water sources, reference should be made to the 'Hyder Railway Construction Water Supply Study'.

The proposed water supply infrastructure for the camp site will consist of a water treatment plant, trunk distribution main and some fire water tanks for fire fighting purposes.

### **5.3.11      Stormwater Management**

It is proposed to collect and store all stormwater from roofed areas of the development to ensure that erosion issues to do not occur. For further information in regard to stormwater please refer to **Section 7** of this report and **Part 6** of the application package.

### **5.3.12      General Waste Management**

General waste will be stored in an appropriate location on the site adjacent to the general loading area. Waste collection will be undertaken by contractors based on the segregation of recyclables from general waste.

Waste will be transported to the nearest landfill or recycling facility to the site.

### **5.3.13      Electricity Supply**

The proposed camp will be supplied with all required electricity by diesel generators that are 600kVA in size with a 20,000 litre double bunded diesel tank. For further information in regard to electricity supply, please refer to the Electrical report prepared by Cardno contained in **Part 6** of the application package.

## 6 Environmentally Relevant Activities

This development application seeks approval for a total of two (2) specific Environmentally Relevant Activities (ERAs) as defined by Schedule 2 of the *Environmental Protection Regulation 2008*. Please note that whilst other ERAs may be required (i.e., water treatment etc.) this application seeks approval only for the two ERAs. Any additional ERA approvals necessary are addressed elsewhere in the EIS and will be sought by standalone development applications

A report addressing the relevant ERA application requirements has been prepared by Cardno and is contained within **Part 7** of the application package.

A summary of the proposed activities and the relevant ERA types is outlined in **Section 6.1** and **6.2** below.

### 6.1 Environmentally Relevant Activity 8 – Chemical Storage

The proposed temporary construction camp involves the storage of chemicals that exceed the thresholds identified in Schedule 2 of the *Environmental Protection Regulation 2008* which states the following in regard to ERA 8 as follows:

*Chemical storage (the relevant activity) consists of storing—*

- (a) 50t or more of chemicals of dangerous goods class 1 or class 2, division 2.3 in containers of at least 10m<sup>3</sup>; or
- (b) 50t or more of chemicals of dangerous goods class 6, division 6.1 in containers capable of holding at least 900kg of the chemicals; or
- (c) 10m<sup>3</sup> or more of chemicals of class C1 or C2 combustible liquids under AS 1940 or dangerous goods class 3; or
- (d) the following quantities of other chemicals in containers of at least 10m<sup>3</sup>—
  - (i) 200t or more, if they are solids or gases;
  - (ii) 200m<sup>3</sup> or more, if they are liquids.

As outlined in the report contained with **Part 7** of the application package, the proposed chemical storage associated with the proposed development meets all required standard and guidelines.

The proposed ERA involves chemical storage of 10 to 500 cubic metres of chemicals class C1 or C2 combustible liquids.

### 6.2 Environmentally Relevant Activity 63 – Sewerage Treatment

The proposed workers camp involves the establishment of a sewerage treatment plant that will involve treatment of sewerage in greater volumes than that identified in the thresholds identified within identified in Schedule 2 of the *Environmental Protection Regulation 2008* which states the following in regard to ERA 63:

(1) *Sewage treatment (the relevant activity) consists of—*

- (a) operating 1 or more sewage treatment works at a site that have a total daily peak design capacity of at least 21EP; or
- (b) operating a sewage pumping station with a total design capacity of more than 40KL in an hour, if the operation of the pumping station is not an essential part of the operation of sewage treatment works to which paragraph (a) applies.

(2) *The relevant activity does not include—*

- (a) carrying out works, other than operating a sewage pumping station mentioned in subsection (1)(b), involving only infrastructure for the collection of sewage, including for example, pipes; or
- (b) carrying out works involving either of the following—
  - (i) operating or maintaining composting toilets;
  - (ii) treating or recycling greywater.

As outlined in the report contained with **Part 7** of the application package, the proposed chemical storage associated with the proposed development meets all required standard and guidelines.

The proposed ERA involves a total peak capacity of up to 80kL per day (ADWF assuming 200L/EP/day for 407 persons) and is falls within the ERA threshold of 100 to 1500 EP.

## 7 Technical Assessment

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### 7.1 Stormwater Management Plan

A Stormwater Management Plan has been prepared for the proposed development and is contained within **Part 6** of the application package.

An extract of the key findings and outcomes contained within this report is as follows:

*In preparing this conceptual stormwater management strategy preliminary water quality and quantity assessments were undertaken for rail construction camp 3.*

*The objectives of this stormwater management strategy were to meet the performance criteria outlined in this report. The outcome of this preliminary investigation has recommended the inclusion of a number of stormwater quality and quantity management measures detailed herein and summarised as follows:*

- > Numerous vegetated swales for treatment and conveyance purposes as indicatively shown on Cardno 7508/90/08/-1.02; and*
- > One constructed sediment basin as described in Sections 5 and 6, and indicatively shown on Cardno 7508/90/08/-1.02.*

*The detailed design of the treatment and detention devices will need to comply with the information outlined within the stormwater management strategy, and with the relevant authority guidelines.*

### 7.2 Traffic Impact Assessment

A Traffic Impact Assessment report has been prepared for the proposed development and is contained within **Part 8** of the application package.

An extract of the key findings and outcomes contained within this report is as follows:

*This Transport Statement set out to assess the impact of the proposed rail construction accommodation camp upon the surrounding road network and has provided advice on the transport infrastructure within the development site and its connection with Moray-Bulliwallah Road and Moray-Carmichael Road/Moray-Carmichael Boundary Road.*

*Construction workers will be accommodated within 407 demountable units in a temporary village. Buses will collect workers and transport them to and from the rail construction sites. These buses will use tracks running alongside the rail line as construction progresses.*

*External traffic movements are expected to be low but will consist largely of heavy vehicles, and when combined with the additional heavy vehicle movements expected on Moray-Bulliwallah Road and Moray-Carmichael Road/Moray-Carmichael Boundary Road, it is recommended that an Auxiliary Left turn (AUL) be provided at both the Camp 3 site access intersection with Moray-Bulliwallah Road and the Moray-Bulliwallah Road/ Moray-Carmichael Road/Moray-Carmichael Boundary Road intersection.*

*Aside from this, the impacts of the proposed construction camp on the external road network are expected to be negligible; therefore this transport statement has focused on the internal aspects of the site.*

*Pedestrian access within the site has been designed to facilitate pedestrian movement along desire lines between accommodation units and communal buildings, the bus stops and open space.*

*The bus stop is designed to accommodate up to three buses or two articulated buses; a sheltered waiting area has been provided of sufficient size to manage the tidal nature of workers travelling to and from the construction sites.*

*Servicing the accommodation camp will take place from a dedicated loading area and turning circle adjacent the communal buildings, as well as from a service road linking to the sewage*

*treatment plant. It is recommended that any heavy vehicle manoeuvring and waiting areas are provided in reinforced concrete.*

*In conclusion, the development of these lands for temporary construction worker accommodation has been considered in detail from a transport perspective. The result will be the delivery of a safe internal layout for camp residents and a safe connection to the external road network for site traffic movements.*

### **7.3 Rehabilitation Plan**

A Rehabilitation Plan and report has been prepared for the proposed camp site by Cardno Chenoweth and is contained within **Part 7** of the application package.

An extract of the key findings of this report is as follows:

*The re-establishment of Buffel Grass pasture in an area previously vegetated with the same pasture is likely to be successful, provided the site is prepared, any weeds removed and seeding rates are adequate, as specified in this Rehabilitation Plan. However the pasture should be monitored and allowed to establish before grazing recommences. When implemented, the Rehabilitation Plan will ensure that the site is returned to a state similar to its previous condition in terms of pasture coverage.*

### **7.4 Environmental Assessment**

An assessment of the existing species present in or adjacent to the proposed camp location has been prepared by Saunders Havill Group and is contained within **Part 7** of the application package. In addition to the information contained within **Part 7**, the following description of the site's current environmental state has been provided:

*The proposed Rail Camp location at Moray Downs is to the west of tributaries associated with the Belyando river within a non-remnant area currently used for agricultural purposes. Vegetation assessment conducted within this area identified agricultural pastures dominated by non-native and weed species. Occasional native regrowth and grass species were recorded (Refer species List).*

*Due to the areas location within a disturbed agricultural setting, no habitat to support threatened species or species of conservation significance (Flora or Fauna) were observed.*

### **7.5 Civil Engineering and Earthworks**

Civil Engineering Drawings depicting the earthworks proposed as part of the development have been prepared by Cardno and are contained within **Part 10** of the application package.

The plans contained within **Part 10** also include water reticulation layout plans and sewer reticulation layout plans.

## 8 Planning Framework and Assessment

### 8.1 Assessment Framework

As described within Section 314 of the *Sustainable Planning Act 2009*:

- (2) *The Assessment Manager must assess the part of the application against each of the following matters or things to the extent the matter or thing is relevant to the development —*
- (a) the State planning regulatory provisions;*
  - (b) the Regional Plan for a designated region, to the extent it is not identified in the Planning Scheme as being appropriately reflected in the Planning Scheme;*
  - (c) if the Assessment Manager is not a Local Government — the laws that are administered by, and the policies that are reasonably identifiable as policies applied by, the Assessment Manager and that are relevant to the application;*
  - (d) State Planning Policies, to the extent the policies are not identified in —*
    - (i) any relevant Regional Plan as being appropriately reflected in the Regional Plan; or*
    - (ii) the Planning Scheme as being appropriately reflected in the Planning Scheme;*
  - (e) a Structure Plan;*
  - (f) for development in a declared master planned area — all Master Plans for the area;*
  - (g) a Temporary Local Planning Instrument;*
  - (h) a Preliminary Approval to which Section 242 applies;*
  - (i) a Planning Scheme;*
  - (j) for development not in a Planning Scheme area — any Planning Scheme or Temporary Local Planning Instrument for a Planning Scheme area that may be materially affected by the development; and*
  - (k) if the Assessment Manager is an infrastructure provider — the Priority Infrastructure Plan (PIP).*

In accordance with Section 314 of the *Sustainable Planning Act 2009*, in determining this Impact Assessable planning application, the Assessment Manager (i.e. Isaac Regional Council or the Coordinator General) must also have regard to:

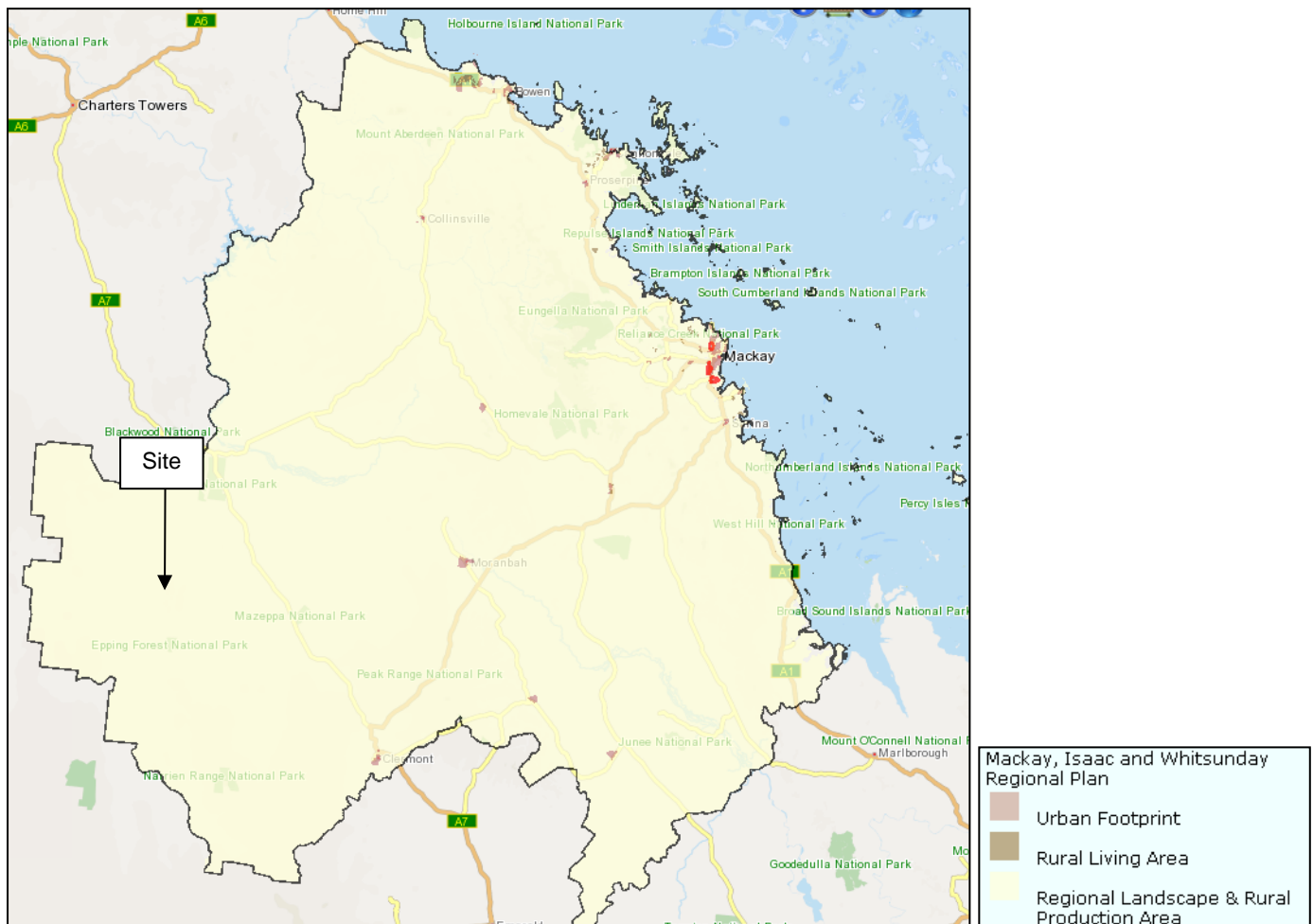
- (a) the common material;*
- (b) any development approval for, and any lawful use of, premises the subject of the application or adjacent premises;*
- (c) any referral agency's response for the application.*

On this basis, the planning framework and associated provisions that are applicable in this assessment include:

- > Mackay, Isaac and Whitsunday Regional Plan;
- > State Planning Policies (where applicable)
- > State Regulatory Planning Provisions (where applicable); and
- > the whole of the *Planning Scheme for Belyando Shire (Version July 2008)*

## 8.2 Mackay, Isaac and Whitsunday Regional Plan

The site is contained within the Rural Landscape and Rural Production designation of the Mackay, Isaac and Whitsunday Regional Plan as illustrated in **Figure 12** below.



**Figure 12: Extract from Mackay, Isaac and Whitsunday Regional Plan Mapping**

### 8.2.1 Intent of Rural Designation of Mackay, Isaac and Whitsunday Regional Plan

The intent for the Rural Area of the MIWRP states the following:

*The RLRPA identifies land with regional landscape, rural production or other non-urban values. It protects this land from inappropriate development, particularly urban or rural residential development. The RLRPA also includes lands which are considered unsuitable for development for the life of the plan, based on the regional plan principles to consolidate urban growth.*

*These areas support the lifestyle and wellbeing of the regional population, whom are mostly located in the Urban Footprint.*

The proposed development, whilst technically representing residential development, is not considered to be inappropriate development as it is temporary in nature and will not adversely affect the production value of the regional landscape. The proposal is essential to the development of a major extractive industry development and will allow for the construction of an important piece of infrastructure, being a new rail corridor, to proceed.

## 8.2.2 Relevant DROS of MIWRP Regional Plan

Based on the location and nature of the proposed development, the following, the following regional policies are relevant in the assessment of the proposed development:

**Table 5: Desired Regional Outcomes**

### **Desired Regional Outcome 2 – Regional Landscapes**

Principle	Comments
<b>2.2 Regional landscape areas</b>	
Optimise multiple community benefits through coordinated planning, management and investment in regional landscape areas.	
<i>Policies</i>	
<ul style="list-style-type: none"> <li>&gt; 2.2.2 Regional landscape areas are managed to optimise economic, social, recreational and ecosystem services to the region.</li> <li>&gt; 2.2.3 Inter-urban breaks are protected from development that diminishes their function.</li> </ul>	<p>The proposal will represent an economic benefit to the area as it is facilitating the construction of a major infrastructure facility. The proposed rail line is essential to the operation of a major mine facility that is intended to operate in the region for 90 years. The influx of employment and income present within the region during this timeframe is considered to be extensive and important to the future prosperity of the region.</p> <p>Given the isolated nature and the fact that the camp is directly related to a mining development, the proposal will have no impact upon the provision of inter-urban breaks and will not undermine the role of the existing centres within the region. The significant distance from the site to the existing major centres ensures that the role of permanent accommodation within these localities will not be jeopardised.</p>

### **Desired Regional Outcome 3– Environment**

Principle	Comments
<b>3.1 Biodiversity</b>	
The region's natural assets, biodiversity values and ecological services are protected, managed and enhanced to improve their resilience to the anticipated effects of climate change and other threats.	
<i>Policies</i>	
<ul style="list-style-type: none"> <li>&gt; 3.1.2 Development in non-urban areas maintains the integrity of areas with significant biodiversity values.</li> <li>&gt; 3.1.3 In urban areas, impacts from development on areas with significant biodiversity values, where they cannot be avoided, are offset in accordance with established policies, codes and frameworks.</li> <li>&gt; 3.1.4 The values of regional biodiversity networks are protected for the long-term through improved ecological connectivity, enhanced habitat extent and condition, and rehabilitation of degraded areas.</li> </ul>	<p>The proposed camp site has been designed and located to ensure minimal impacts upon ecological processes. As demonstrated in the submitted ecological report, the site will be rehabilitated and returned to its existing state following the completion of the rail corridor construction process.</p> <p>The proposed construction camp will have no impact upon the local ecological connectivity and immediate habitat represents a very small footprint area. The site is located with an existing cattle grazing area and is not considered to possess any significant environmental values that cannot be fully restored when the temporary use ceases.</p> <p>The proposed camp site has been designed and located to ensure minimal impacts upon ecological processes. As demonstrated throughout the submitted development application documentation and the EIS data, the site will be rehabilitated and returned to its existing state following the completion of the rail corridor construction process.</p> <p>The proposed construction camp will have no impact upon the local ecological connectivity and the immediate habitat given the relatively small footprint area. The site is located with an existing cattle grazing area and is not considered to possess any significant environmental values that cannot be fully restored when the temporary use ceases.</p>

### **Desired Regional Outcome 4– Natural Resource Management**

Principle	Comments
4.1.1 The management and use of natural resources enhance community, economic and landscape values.	

<i>Policies</i>	
<ul style="list-style-type: none"><li>&gt; 4.1.2 Adverse impacts on the region's natural resources are avoided or minimised through the location, design and management of development.</li><li>&gt; 4.1.3 Natural resource management, planning, investment, monitoring and reporting is coordinated to improve the quality and contribution of the resource to the region.</li></ul>	The site has been located to ensure that there are no impacts upon the region's natural resources. The relatively small footprint and temporary nature of the use ensures that there will be no ongoing impacts upon the region's natural resources.
4.3.1 Mineral, petroleum and extractive resources are managed for current and future use, and their extraction, processing, transport and downstream value-adding continue to contribute to the economy.	
<i>Policies</i>	
<ul style="list-style-type: none"><li>&gt; 4.3.2 Identified valuable mineral and extractive resource areas within the region are protected from development that might adversely affect current or future extraction.</li><li>&gt; 4.3.3 The operation of extraction and processing activities does not compromise human health, current and future resource use opportunities, regional landscape value or ecosystem function and services, and must minimise its impact on primary production.</li><li>&gt; 4.3.4 Once extraction ceases, former mining resource areas are rehabilitated to facilitate multiple end-uses of sites, ensuring their continuing contribution to the economic, social and environmental values of the region.</li><li>&gt; 4.3.5 Innovative practices are encouraged, including local processing and value-adding activities for mineral and extractive resources, to maximise eco-efficiencies.</li></ul>	The proposal is ancillary to a proposed resource extraction use but does not actually involve any extraction. The proposed camp will assist in facilitating the construction of a new rail line that will assist in transporting extracted mineral to a port of export. It is therefore contended that the proposal will have a positive impact upon future extraction within the region and the state as whole.
<b>Desired Regional Outcome 6– Economic leadership and coordination</b>	
<b>Principle</b>	<b>Comments</b>
6.1.1 Strong economic leadership attracts, coordinates and drives regional economic development, innovation and investment.	
<ul style="list-style-type: none"><li>&gt; 6.1.2 Strengthen the region's economic voice and promote its competitive advantages and assets.</li><li>&gt; 6.1.3 Develop and enhance strategies to encourage and facilitate public and private investment and reinvestment.</li><li>&gt; 6.1.4 Identify and facilitate outcomes that remove growth constraints and impediments to business to encourage new business and investment attraction.</li><li>&gt; 6.1.5 Identify and encourage opportunities to leverage economic growth from adjoining regions, and state, national and international levels.</li><li>&gt; 6.1.6 Ensure collaboration between all sectors of government, business and the community to maximise the socio-economic and environmental benefits of major projects.</li><li>&gt; 6.1.8 Create and strengthen links with domestic markets, including opportunities to service the resource sector in Bowen and Galilee basins.</li><li>&gt; 6.1.10 Support initiatives that enable new diverse business and industry opportunities within the region.</li></ul>	<p>The proposed development is essential to a larger project that will significantly increase investment and employment opportunities within the region.</p> <p>The proposal is part of a larger project that will facilitate economic growth from adjoining regions and a state and international level. The Carmichael Coal Mine is a significant project that will deliver significant employment and revenue to the region and the state.</p>
6.2.1 Suitable land, infrastructure and facilities are available and managed to enable sustainable economic and employment growth in the region.	
<i>Policies</i>	
<ul style="list-style-type: none"><li>&gt; 6.2.2 Employment needs and enterprise land</li></ul>	The proposal is part of a larger proposal to develop a new rail corridor that will significantly enhance economic

requirements are identified to inform future planning decisions.

- > 6.2.4 Identify, maintain and protect sites and corridors (including disused corridors) for infrastructure that supports economic development.
- > 6.2.5 Strategically located land and facilities are protected from incompatible development for future economic uses.
- > 6.2.6 Attract new rail, port and aviation service providers that support and facilitate existing and proposed industry and provide new services in the region.
- > 6.2.7 Establish and maintain links between town centres, business precincts and key transport, communication networks and other associated infrastructure.
- > 6.2.8 Facilitate the expansion of existing business precincts and key industry sectors such as aviation, manufacturing, aquaculture, agriculture, tourism, mining, extractive industries, bulk exports and mineral processing and marine industry sectors.
- > 6.2.9 Facilitate the provision of world-class infrastructure, including advanced telecommunications, to enhance economic competitiveness.

development within the region. The rail corridor is intended to service the proposed Carmichael Coal Mine which will eventually employ large numbers of persons and will involve the creation of a new permanent settlement for mine workers.

6.3.1 The economy grows through increasing levels of human-capital, knowledge-capital and natural-capital and is resilient to external factors through multiple strong industry sectors that provide diverse employment opportunities.

#### *Policies*

- > 6.3.2 Attract and retain a diverse workforce to meet current and future needs of the economy.
- > 6.3.3 Identify and protect areas of economic importance (e.g. agriculture centres, industrial areas, port areas, mineral resources and tourism) and support new and continued production in these areas.
- > 6.3.4 Encourage the diversification of industry sectors to facilitate an efficient, resilient and strong economy.
- > 6.3.5 Facilitate the development of high value-added and knowledge-based economic activities in suitable locations.
- > 6.3.6 Maximise opportunities for the development of supply chains to capitalise on economic development within and external to the region.
- > 6.3.7 Identify and protect sites for the development of innovative business and knowledge precincts, and promote the development of world-class facilities.
- > 6.3.8 Skills development is supported and workforce participation increased through improved access to a range of regional education and training opportunities.
- > 6.3.9 Promote further development of specialised educational institutions in the region to meet the requirements of the region's major industries and provide skills development opportunities to support industries.
- > 6.3.10 Raise business competitiveness by using the government's export, business improvement, sectoral development and education skills programs.
- > 6.3.11 Promote partnership programs between

The proposal will contribute to the levels of human capital within the region and contribute to both the short term and long term employment opportunities within the region. Short term employment will be generated as part of the construction process and long term employment will eventually be generated by the mine operation and its ancillary facilities.

research, training and education facilities, business and industry.

- > 6.3.12 Facilitate investment in emerging opportunities, particularly primary industries, bio-industries, intermodal transport logistics hubs, and renewable and clean energy.
- > 6.3.13 Opportunities for clustering complementary businesses and industries are supported, with appropriate locations for future expansion of those activities planned and secured ahead of time.
- > 6.3.14 Develop industry clusters and partnerships, targeting industries relevant to the region's competitive advantages and market opportunities.

6.5.1 Manage mining and extractive resources to maximise economic opportunities and other community benefits, while minimising negative environmental and social impacts for present and future generations.

**Policies**

- > 6.5.2 Identify and protect key strategic mineral, energy and extractive resources and haul routes from incompatible development.
- > 6.5.3 Identify and support new sectors that have the potential for future growth associated with the resource sector such as mine rehabilitation and carbon dioxide emissions capture.
- > 6.5.4 Support and develop growth of specialised technology and research-based sectors (tertiary industries) which value-add to the resource sector.
- > 6.5.5 Minimise adverse impacts of resource development on valuable environmental and other economic resources, and ensure appropriate rehabilitation of affected landscapes.
- > 6.5.6 Ensure sufficient supply of minerals, gas and extractive resources are available for future use, and their extraction, processing, transport and downstream value-adding contribute to the local economy.

The proposed development is directly associated with the construction of a new rail corridor that is directly associated with a proposed extractive resource operation. The proposed development is essential to the operation of the extractive industry and the efficient supply of minerals. The proposal is part of a larger project that will add value to the local economy through an increase in income and residents.

In view of the above assessment, the proposed development is consistent with the intent of the Mackay, Isaac and Whitsunday Regional Plan. Therefore, the proposed development is viewed as being consistent with the main planning principles contained within this particular document.

## 8.3 State Planning Policies

Section 314 of the *Sustainable Planning Act 2009* details that when assessing an Impact Assessable application; the assessment manager must have regard to:

...

(d) *State planning policies, to the extent the policies are not identified in—*

- (i) *any relevant regional plan as being appropriately reflected in the regional plan; or*
- (ii) *the planning scheme as being appropriately reflected in the planning scheme;*

...

With respect to the current State Planning Policies and their applicability to the site and proposed development, the following is noted:

**Table 6: State Planning Policies**

Policy Number	Current State Planning Policy	Commencement date	Expiry Date	Applicable to Proposed Development
Temporary	Planning for Prosperity	24 Aug 2012	24 Aug 2013	No

SPP 2/12

SPP1/12	Protection of Queensland's Strategic Cropping Land	30 Jan 2012	30 Jan 2022	No (refer to <b>Section 4.2</b> of report)
SPP4/11	Protecting Wetlands of High Ecological Significance in Great Barrier Reef Catchments	25 Nov 2011	25 Nov 2021	No
SPP3/11	Coastal Protection	3 Feb 2012	3 Feb 2022	No
Temporary SPP2/11	Planning for Stronger, More Resilient Floodplains	20 Sept 2011	20 Sept 2012	No (refer to <b>Section 4.2</b> of report)
SPP3/10	Acceleration of Compliance Assessment	3 Dec 2010	3 Dec 2020	No
SPP2/10	South East Queensland Koala Conservation	31 May 2010	31 May 2020	No
SPP2/07	Protection of Extractive Resources	3 Sept 2007	N/A	No
SPP1/07	Housing and Residential Development	29 Jan 2007	29 Jan 2017	No
SPP1/03	Mitigating the Adverse Impacts of Flood, Bushfire and Landslide	1 Sept 2003	1 Sept 2013	
SPP2/02	Planning and Managing Development Involving Acid Sulfate Soils	18 Nov 2002	18 Nov 2014	No
SPP1/02	Development in the Vicinity of Certain Airport and Aviation Facilities	3 Aug 2002	3 Aug 2013	No
SPP1/92	Development and the Conservation of Agricultural Land	18 Dec 1992	18 Dec 2012	No

On the basis of the above, it is evident that there is no specific State Planning Policy applicable to the proposed development.

## 8.4 State Planning Regulatory Provisions

State planning regulatory provisions are planning instruments that the planning Minister can introduce. State Planning Regulatory Provisions affect the operation of a planning scheme. They provide a single overarching planning instrument that can be applied in a range of circumstances, with the ability to regulate and prohibit development.

The table below shows the current State Planning Regulatory Provisions. State Planning Regulatory Provisions developed under the *Integrated Planning Act 1997* remain current under the *Sustainable Planning Act 2009*.

**Table 7: State Planning Regulatory Provisions**

Policy Number	Current State Planning Regulatory Policy	Applicable to Proposed Development
July 2012	State Planning Regulatory Provisions (adopted charges)	No
Nov 2011	Draft Particular waste management activities on existing landfills	No
July 2010	State Planning Regulatory Provisions (Adult stores)	No
Feb 2010	South East Queensland Koala Conservation State Planning Regulatory Provisions	No
Dec 2009	Guragunbah State Planning Regulatory Provision	No
July 2009	South East Queensland Regional Plan 2009-2031 State Planning Regulatory Provisions	No

On the basis of the above, it has been determined that there are no State Planning Regulatory Provisions that are relevant to this particular application.

## 8.5 Belyando Planning Scheme

The Planning Scheme for Belyando Shire (version July 2008) is the current, applicable document for planning assessment of applications on the subject site. For the purposes of the current application, the following elements will be assessed:

- > Desired Environmental Outcomes (DEOs) and Strategic Directions; and
- > Provisions of the Rural Zone Code.

The following sections of this report detail this assessment of the proposed development in relation to the Planning Scheme.

### 8.5.1 Desired Environmental Outcomes

Section 778 of the SPA establishes that the Desired Environmental Outcomes (“DEOs”) of the existing planning scheme are taken to be strategic outcomes for the planning scheme area. DEOs provide the foundation of the scheme from which all other elements derive and they:

- > represent what is wanted or sought to be achieved through the Scheme; and
- > relate to the ‘environment’ which is defined broadly in the SPA to cover matters and conditions relating to the natural, built and human environments.

The Planning Scheme for Belyando Shire (version July 2008), identifies three separate DEOs that applicable to development within the Shire. The assessment of the proposal against these relevant DEOs is provided below.

**Table 8: DEOs and Strategies from the Belyando Planning Scheme**

#### Natural Environment and Cultural Heritage

##### DEO

*In Belyando Shire, ecological systems, the natural environment (including natural features and unique habitats such as Peak Range National Park, Mazeppa National Park, Narrien Range National Park, Epping Forest National Park, Wilandspey Conservation Park, Doongmabulla Springs Important Wetland and the declared catchment), and items and places of cultural and heritage significance are protected such that biodiversity, cultural heritage values and existing or intended landscape character are maintained.*

##### STRATEGIES

- (a) *Development is regulated to minimise any adverse impacts on air and water quality, to prevent land degradation, loss of unique habitat and biodiversity and to maintain the integrity of riparian areas, ridgelines and escarpments.*
- (b) *Development is regulated to be compatible with the environmental, habitat, biodiversity and landscape values and historic significance of protected areas (including Peak Range National Park, Mazeppa National Park, Narrien Range National Park, Epping Forest National Park, Wilandspey Conservation Park, Doongmabulla Springs Important Wetland and the declared catchment) and areas, local items and places of cultural significance (including areas along water courses).*

##### Comments

The proposed temporary workers camp has been designed and located to ensure minimal impacts upon air and water quality, unique habitat and biodiversity within the region. The site is not located within close proximity to any of the identified national parks or conservation parks nor is it situated in an area of high biodiversity value or cultural significance.

As evidenced in the submitted development application documentation, the land upon which the workers camp is proposed does not possess any significant environmental features and the construction of the camp will not result in the loss of unique habitat, riparian vegetation. In addition, the site is not located on a significant ridgeline or escarpment.

In summary, the proposal accords with the strategies of the ‘Natural Environment and Local Heritage’ DEO as it is appropriately located, will have minimal impact on the amenity of the immediate area and will control all forms of waste and emissions.

#### Economic Development

##### DEO

*The viability of the mining industry is protected, while the economy of Belyando Shire is diversified in a manner that supports the intended land use structure and character of the urban centres of Clermont and Moranbah and the rural parts of the Shire.*

*Activities that do not require a rural location are consolidated within the towns of Clermont and Moranbah, so that*

investment in the towns is maximised. Moranbah's role as the primary service centre for the northern Bowen Basin mining industry is enhanced.

Town centres in each of the Shire's urban communities form vibrant and compact commercial and community cores. Industrial nodes in Clermont and Moranbah are consolidated. Natural resources (including land, water and mineral resources) are used sustainably.

## STRATEGIES

- (a) The planning scheme reinforces the roles of Clermont and Moranbah as the principal places for administrative services, business, industry, retail, education and community services and transport services within the Shire.
- (b) Sufficient and suitable areas are identified for urban development, and key transport infrastructure are identified and protected.
- (c) Residential activities (with minor exceptions) are required to be located within the towns of Moranbah and Clermont.
- (d) Commercial activities are limited (with minor exceptions) to identified centres in the towns of Clermont and Moranbah.
- (e) Confidence in investment in the Shire's towns and in its major industries is maintained by identifying clear development intentions.
- (f) Urban and other sensitive forms of development are regulated to avoid or minimise potential conflicts with existing or future mining operations.
- (g) Productive rural land, rural industries and unique natural features (including mineral and extractive resources and tourist resources such as national parks, conservation parks and wetlands) are protected to preserve their continued economic potential and viability.
- (h) Industrial activities are directed to identifiable industrial nodes in the towns of Moranbah and Clermont

## Comments

The proposed development is essential to the ongoing viability of the mining industry as it will facilitate the construction of the proposed rail corridor that is intended to service the proposed Carmichael Coal Mine.

The temporary nature of the proposed development ensures that the role of the existing centers at Moranbah and Clermont are not compromised. The accommodation of the workers within either of these centers is not feasible as the travel distances required to be undertaken each day are not reasonable and would be economically unviable. Nevertheless, there is currently a significant housing shortage within existing centers such as Moranbah and it is unlikely that the required number of workers could be accommodated by the existing residential infrastructure within these towns. The proposal is therefore considered to represent one of the 'minor exceptions' where residential activities can be located outside the major towns of Moranbah and Clermont as identified in the above strategies.

The proposal has been located to ensure that productive rural land and unique natural features are not adversely impact upon. Any potential impact on the land will be mitigated during the operation of the camp and the land will be restored to its current state as part of the submitted rehabilitation plan.

In summary, the proposal accords with the strategies of the Economic Development DEO as it will contribute to the economy through increased spending within the region and through the construction of transport infrastructure.

## Community Wellbeing

### DEO

Moranbah and Clermont provide a wide range of government and community services and employment opportunities. Moranbah continues to have a significant role as the primary service centre for the northern Bowen Basin mining industry.

The towns of Moranbah and Clermont accommodate strong, connected and vibrant communities, well supported by recreational and other community facilities, highly accessible by walking and cycling. Town centres provide a clear community focal point.

Moranbah and Clermont are characterised by a strong and growing permanent resident population. A wide range of affordable housing types is available and all housing is designed to contribute to the quality of the urban environment. Dwelling units providing for permanent accommodation are predominant, with a significantly smaller proportion of other forms of accommodation intended for temporary residents.

The rural amenity and productive capacity of other parts of the Shire is maintained.

### STRATEGIES

- (a) The planning scheme seeks to ensure that people are connected to public spaces (including recreational areas) and community services through an appropriate land use structure and the provision of infrastructure within the towns of Clermont and Moranbah.
- (b) Increased opportunities are created for a larger proportion of the mining (and related) workforce and their families to permanently reside in the Shire's towns through:
  - the designation of sufficient urban land to accommodate expected population growth;

- the encouragement of medium density, small lot and other forms of permanent housing to increase housing choices available within the Shire's towns; and
  - limitations on the size of accommodation facilities for non resident workers.
- (c) The planning scheme seeks to ensure all residential activities (with minor exceptions) are located within the towns of Clermont and Moranbah.
- (d) All forms of "residential activities" (including accommodation intended for visitors and temporary residents) are required to be designed to integrate with the surrounding urban environment and be of a high quality urban design.
- (e) Development is regulated to protect the health and safety of people.
- (f) Infrastructure reflects community expectations and needs, meets appropriate engineering and environmental standards and is provided in an orderly and logical sequence to ensure cost effectiveness.
- (g) Rural communities are protected from incompatible forms of development, and rural residential development is not supported by the planning scheme.

#### Comments

The proposal will ensure that Moranbah continues to have a significant role in the northern Bowen Basin mining industry as it will be a base for all workers travelling to the proposed camp. Given the unique construction requirements associated with building a rail corridor through isolated country it is not feasible or cost effective to house the construction workers within one of the existing major centres in the region. The lack of available urban land and the significant distances required to be travelled from Moranbah or Clermont to access to the rail corridor result in the creation of a temporary workers camp as the only viable option to ensure an efficient construction process.

The size of the camp is not considered to be excessive and the capacity accords with the workforce required as part of establishing a high quality rail corridor capable of accommodating coal trains of significant volumes.

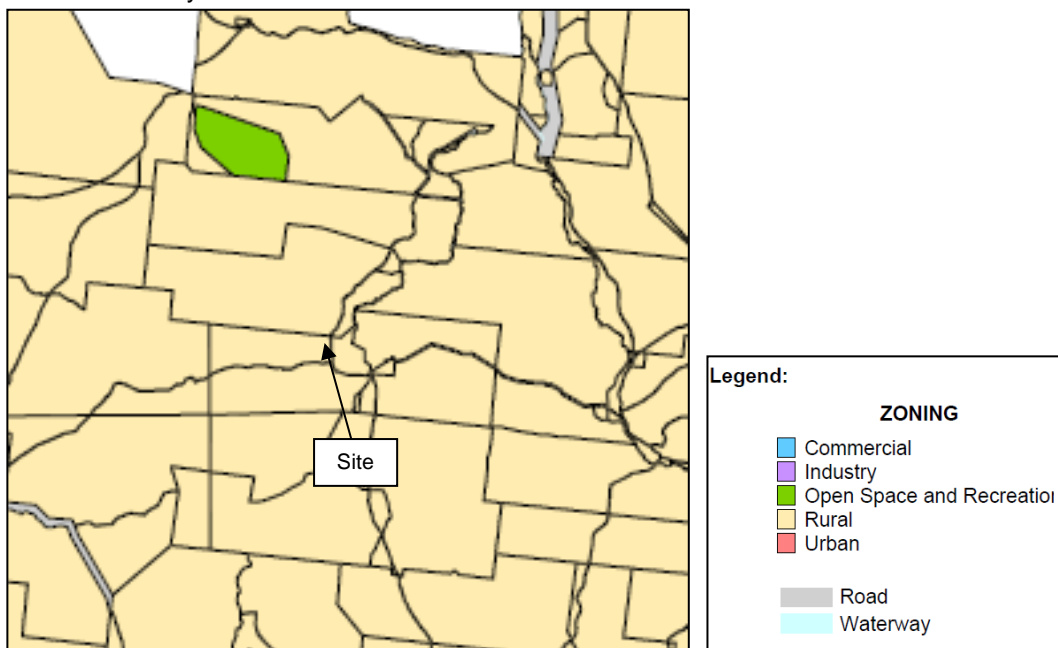
The proposed camp is of a high quality and has been designed to ensure that all waste is appropriately managed and that disturbance to the local environment is kept to a minimum.

In summary, the proposed temporary construction camp is considered to accord with the strategies of the 'Community Wellbeing' DEO where possible.

It is concluded that the proposed temporary workers accommodation will not compromise the achievement of the Planning Scheme's Desired Environmental Outcomes.

#### 8.5.2 Rural Zone

As identified in **Figure 13** (below), the subject site is contained within the Rural Zone of the Planning Scheme for Belyando Shire.



**Figure 13: Extract from Planning Scheme Mapping**

The purpose of the Rural Zone is as follows:

- (1) *The Rural “Zone” retains its viability as an area of primary production and natural resource use, including mining.*

**Response** –The proposal accords with this statement as it is associated with a proposed natural resource use.

- (2) *“Rural activities” and mining are appropriately located within the Rural “Zone” and are not prejudiced by inappropriate development.*

**Response** – The proposal accords with this statement as it is appropriately located to ensure that existing rural activities are not inappropriately prejudiced by the development.

- (3) *Within the Rural “Zone”, “development”:*

- a) maintains the environment, including soil, air and water, compatible with healthy natural systems and ensures public health and safety;*
- b) protects good quality agricultural land (GQAL) from fragmentation, alienation or encroachment of incompatible land “uses” in accordance with State Planning Policy 1/92 – Development and Conservation of Agricultural Land;*
- c) is located, designed and operated in a manner that protects and enhances the predominant rural scale, intensity, form and character;*
- d) maintains the rural amenity;*
- e) does not prejudice or impact adversely on other “uses”, particularly “sensitive land uses”, including those within other “zones”;*
- f) does not prejudice or unduly impact on mineral resources or their extraction;*
- g) has an appropriately designed access to the road network, and traffic generated by the development does not impact adversely on the local road network;*
- h) does not adversely impact on areas and sites of conservation importance, including cultural and high landscape values;*
- i) is located and designed in ways that minimise the need for flood and landslide mitigation, and to protect people and premises from such natural events;*
- j) has water supply, stormwater disposal, sustainable effluent and waste disposal and power, to appropriate standards, adequate for the “use”; and*
- k) does not impact adversely on infrastructure.*

**Response** –The proposal meets the above requirements for development within the Rural Zone. As evidenced in the various specialist reports submitted as part of this development application it is evident that the proposal will maintain the environment, ensure that other uses are adversely affected and will not adversely impact site of conservation importance.

The proposal will not result in the fragmentation of Good Quality Agricultural Land and will not adversely impact upon other rural land uses within the area.

The proposal will assist in facilitation a major mineral resource development and will not unduly prejudice any other existing extractive industry uses.

The site has appropriate access to the existing road network and the temporary nature of the use ensures that there will be no long terms impacts to the local traffic conditions.

The site is not located on or adjacent to site of cultural or high landscape value and is not subject to risk from natural events such as flooding or landslides.

The proposal will have adequate stormwater, effluent and waste disposal systems in place that are adequate for the use and the proposal will not adversely affect any existing infrastructure within the area.

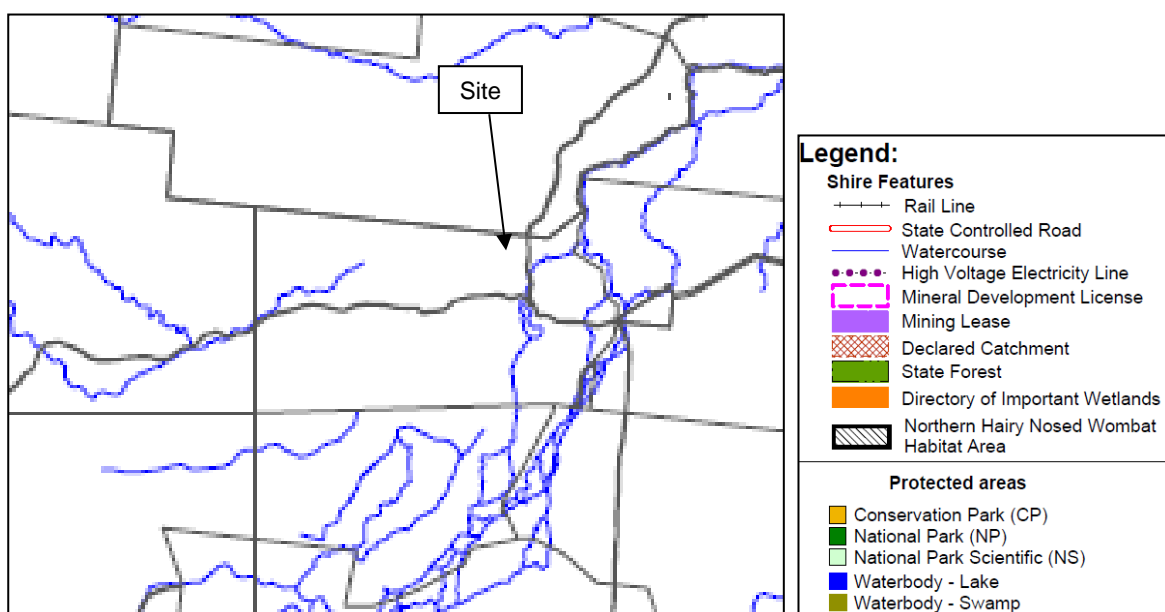
4) Within the Rural “Zone”, the following are appropriate “uses”:

- a) “agriculture” and “grazing”;
- b) “intensive animal industries” and “extractive industries”, where they are located and operated so as to ensure no unacceptable detrimental impact on surrounding “uses” or on the environment;
- c) limited industrial “uses”, where it can be demonstrated those “uses” are associated with rural production or natural resource use and cannot reasonably be established in the Industrial “Zone”;
- d) “bed and breakfast premises” and “home business” where they are of a small scale and are compatible with surrounding “uses”;
- e) “caravan or relocatable home park” for the purposes of tourist accommodation where it is: of a small scale; compatible with the amenity and character of surrounding uses; and directly and primarily associated with rural production, the natural environment or cultural resources in the surrounding area; and
- f) “caravan or relocatable home park” or “accommodation building” for the purposes of accommodating workers, where the use is: directly and primarily associated with rural production or a natural resource related industry on the same site or on an immediately adjoining site; compatible with the amenity and character of the surrounding uses; intended to be established only for a defined period; and cannot reasonably be located in the Urban “Zone”.

**Response** –The proposal is considered to be for an appropriate use within the rural zone. The use accords with item (f) of the above statements as it for the purposes of accommodating workers and it is primarily associated with a natural resource related industry, is compatible with the amenity of the surrounding area, is intended to be established only for a defined period and cannot be reasonably located within the Urban Zone.

### 8.5.3 Overlay Provisions

The Planning Scheme for Belyando Shire contains two overlay maps that have the potential to affect the development of the subject site. These maps include the ‘Land Characteristics Map’ and the ‘Good Quality Agricultural Land Map’. As illustrated in **Figures 14** and **15** below, the site is not contained within any specific designation of either of these overlay maps.



**Figure 14: Extract from Land Characteristics Map**

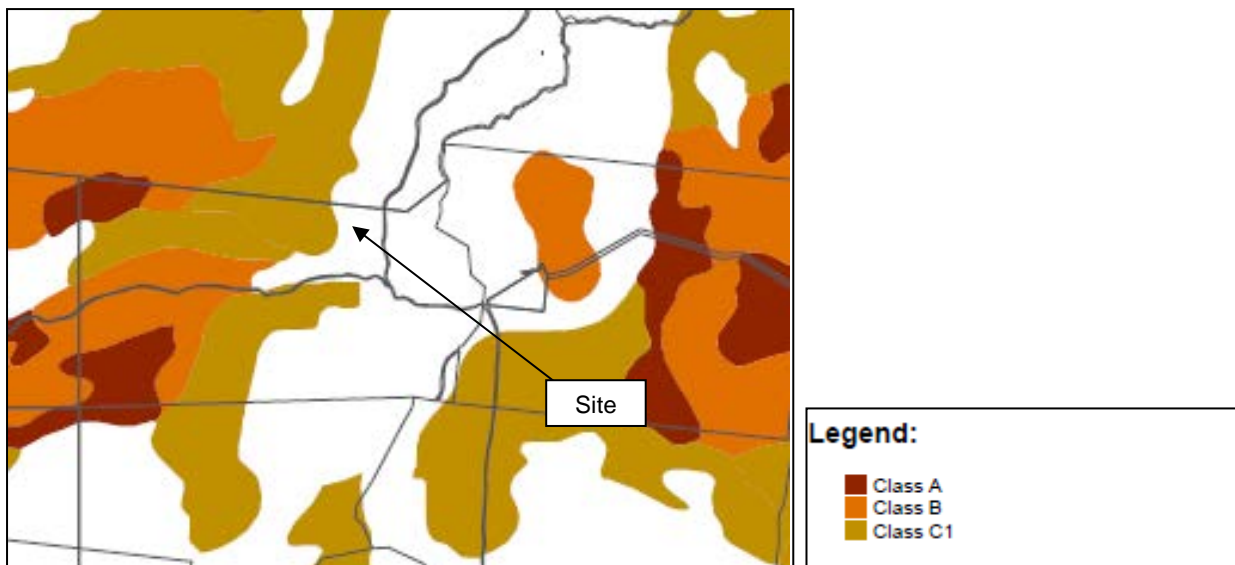


Figure 15: Extract from Good Quality Agricultural Land Map

#### 8.5.4 Table of Assessment

The Table of Assessment for the Rural Zone lists uses that are defined as being Self Assessable or Code Assessable. Consequently, any use not identified within the table is subject to the provisions of Impact Assessment.

As illustrated within **Figure 16** below, the use definition 'Accommodation Building' is not contained within the Table of Assessment for the Rural Zone and the proposal is therefore defined as being Impact Assessable.

"Use"	Assessment Category	Applicable Code
"Agriculture"	Self Assessment where complying with the applicable acceptable solutions in the Rural "Zone" Code Code assessable if any applicable acceptable solution is not met	Rural "Zone" Code Rural "Zone" Code
"Bed and breakfast premises"	Self Assessment where complying with the applicable acceptable solutions in the Rural "Zone" Code Code assessment if any applicable acceptable solution is not met	Rural "Zone" Code Rural "Zone" Code
"Caretaker's residence"	Self Assessment where complying with the applicable acceptable solutions in the Rural "Zone" Code Code assessment if any applicable acceptable solution is not met	Rural "Zone" Code Rural "Zone" Code
"Commercial premises" where involving a change of use from an existing "commercial premises" or "shop"	Self Assessment where: (a) complying with the applicable acceptable solutions in the Rural "Zone" Code; and (b) not involving "building work" other than "minor building work". Code assessment if: (a) any applicable acceptable solution is not met; and (b) not involving "building work" other than "minor building work". Impact assessment otherwise	Rural "Zone" Code Rural "Zone" Code
"Detached house"	Self Assessment where complying with the applicable acceptable solutions in the Rural "Zone" Code Code assessment if any applicable acceptable solution is not met	Rural "Zone" Code Rural "Zone" Code
"Grazing"	Self Assessment where complying with the applicable acceptable solutions in the Rural "Zone" Code Code assessment if any applicable acceptable solution is not met	Rural "Zone" Code Rural "Zone" Code
"Home business"	Self assessment where complying with the applicable acceptable solutions in the Rural "Zone" Code Code assessment if any applicable acceptable solution is not met	Rural "Zone" Code Rural "Zone" Code
"Industrial activities"	Code assessment where having a "total use area" less than 150m <sup>2</sup> Impact assessment otherwise	Rural "Zone" Code
"Shop" where involving a change of use from an existing "commercial premises" or "shop"	Self Assessment where: (c) complying with the applicable acceptable solutions in the Rural "Zone" Code; and (d) not involving "building work" other than "minor building work". Code assessment if: (c) any applicable acceptable solution is not met; and (d) not involving "building work" other than "minor building work". Impact assessment otherwise	Rural "Zone" Code Rural "Zone" Code
All other "uses"	Impact assessment	

Figure 16: Rural Zone Material Change of Use Table

#### **8.5.5      Public Notification**

As identified in **Section 3** of this report, public notification is not required to be undertaken for a development application that is included within an EIS approval granted by the Coordinator General under Section 37 of the *State Development and Public Works Organisation Act 1971*.

### **8.6          Relevant Planning Scheme Codes**

A review of the report and details of the proposed development indicates that the following codes are to be addressed in relation to the proposal:

- > Rural Zone Code

The assessment of the proposed development against the above mentioned code is contained within **Part 5** of this Application Package.

The response to this code identified a number of instances where compliance with the acceptable solution cannot be achieved. In the majority of cases this is as a result of proposing to establish a residential use within the Rural Zone. However, in all instances sufficient information has been provided to demonstrate compliance with the relevant performance criteria.

## 9 Key Planning Matters

The following section discusses the key planning matters that have been identified from the assessment of the relevant development codes. Given that all of these matters seek an alternate solution to address the relevant Performance Criteria, appropriate justification is provided to demonstrate compliance with the purpose of the code and ultimately with the.

### 9.1 PC1 – PC5 - Non Rural Activities – Establishment of Residential Use within Rural Zone

Performance Criteria PC1 to PC5 of the Rural Zone Code relate to the establishment of non-rural activities within the Rural Zone. As outlined in the response to the Rural Zone Code contained **Part 5** of the application package, the proposed use is considered to be acceptable for the site is which it is proposed and will not adversely impact upon the amenity of the rural locality or the ongoing viability of the site for rural production uses.

PC1 to PC5 of the Rural Zone Code deal with two major issues which are 'location' and 'amenity' as identified within the sections headings of the code.

PC1 specifically deals with **location** and states the following;

*Non-“rural activities” are located in the Rural “Zone” only where those activities:*

- (a) do not unduly impact on the character and amenity of the locality;*
- (b) are directly and primarily associated with rural activities, a natural resource related industry or natural or cultural resources;*
- (c) cannot reasonably be located in another more appropriate zone;*
- (d) do not prejudice the existing or future productive capacity of rural land or other natural resources; and*
- (e) do not adversely affect the landscape values and scenic qualities of the locality.*

As outlined in the response to PC1-5 in the code response template contained in **Part 5** of the application package, the proposal is not expected to unduly impact upon the character and amenity of the locality for a number of reasons. These include the temporary nature of the use and the intention to fully rehabilitate the site as per the submitted plan prepared by Cardno Chenoweth. It is therefore contended that the proposal will not prejudice the existing or future productive capacity of the rural land. The relatively small and compact design of the proposed camp also ensures that impacts upon the amenity of the locality are minor.

The use is directly associated with a natural resource related industry and is essential to the construction of a project deemed to be of 'State Significance'. The proposal is therefore seen to be part of a larger project within the region and is not intended to be a typical residential development that should be located within the Urban Zone as identified in the Planning Scheme.

The construction workers cannot be reasonably located within a more appropriate zone as the travel distances from existing centres to construction locations along the rail corridor are significant. Situating workers within an existing centre would result in loss of productivity through large travel time and decreased economic feasibility due to the large daily transportation costs associated with moving workers.

The proposed camp location is not considered to possess any specific or significant scenic values given the locality in which it is proposed. Nevertheless, the camp minimises environmental impacts, involves minimal earthworks and will be restored to its current state upon completion of this particular section of the rail corridor.

In summary, based on the above assessment and that contained within the code template located within **Part 5** of the application package, the proposal is considered to meet the objective of PC1 of the Rural Zone Code for the following reasons:

- > The proposed use cannot reasonably be located within another zone of the scheme;
- > The use is temporary in nature and will not have a long lasting impact on the locality;
- > The relatively small and compact nature of the development ensures that impacts on the landscape are minor;
- > The time and costs associated with transporting workers to various locations along the rail corridor on a daily basis are not feasible;
- > The site in which the proposal is located does not possess any significant environmental features nor is it located on a prominent ridgeline or escarpment; and
- > The proposal is essential to the construction of infrastructure associated with a project deemed to be of 'State Significance'.

PC 2 to PC5 relate to **amenity** and state the following:

*PC 2 Non-“rural activities” are of a scale that is consistent with the amenity and character of the locality and do not prejudice the operation and viability of other “uses” or activities in the Rural “Zone” or other “zones”.*

*PC3 Non-“rural activities” are operated so as to ensure that the activities and the operation of equipment occur at appropriate times to protect the amenity of the locality.*

*PC4 The loading and unloading of goods in connection with non- “rural activities” occurs at appropriate times to protect the amenity of the locality.*

*PC5 Land within the Rural “Zone” is maintained for rural activities.*

The proposal is not expected to result in a significant and permanent impact upon the amenity of the locality and is not expected to prejudice the viability of other activities within the rural zone. It is noted that the site is situated in an isolated location that is a significant distance from a major road and does not possess a high level of scenic amenity. Nevertheless, the camp is temporary in nature and the site will be fully restored to its current state upon completion of this particular section of the rail corridor.

The isolated location of the camp also ensures that there will be little or no impacts associated with the operation of equipment at certain times. In addition, the land owners have given permission and are fully aware of what is proposed to occur within the locality.

It is unlikely that delivery of goods will occur outside the appropriate daylight hours given the isolated location and lack of lighting in the roads leading to the camp site itself. It is also anticipated that some deliveries will be able to be undertaken via the rail line as it is completed up to the camp location. This will therefore reduce the number of deliveries required to be undertaken along the surrounding road network.

In summary, the proposal meets the objective of PC2-PC5 of the Rural Zone Code for the following reasons:

- > The proposal will not have a lasting impact upon the rural amenity and will not prejudice the operation and viability of other activities within the zone;
- > The site does not currently possess a high level of scenic amenity;
- > The isolated location of the camp ensures that there will be minimal impacts associated with the operation of equipment at various times;
- > It is unlikely that goods will be delivered outside normal business hours however the location of the site is not expected to result in adverse impacts on residents should deliveries occur at inappropriate times.

## 9.2 PC44 – ‘Caravan and Relocatable Home Park’ or ‘Accommodation Building’ Development

Performance Criteria PC44 of the Rural Zone Code relates the establishment of ‘Accommodation Building’ uses within the Rural Zone and specifically mentions the accommodation of workers.

PC44 of the Rural Zone Code states the following:

- a) Development for the purposes of accommodating workers is: on the same site as, or is immediately adjoining, the rural production or natural resource related industry with which it is associated; and is established only for a defined period; and*
- (b) Development for the purposes of accommodating tourists is of a small scale.*

As outlined in the response provided to the Rural Zone Code contained in **Part 5** of the application package, the proposed development is considered to meet the requirements of PC44.

The proposed temporary construction camp is located immediately adjacent to the rail corridor with which it is associated. The site (and other construction camps) has been strategically located to ensure optimal travel distances for workers to the particular construction location along the proposed rail corridor. Workers will not be required to travel any further than 35km to access the work site and significantly shorter distances when the construction progresses near to the camp itself.

The establishment of two (2) other temporary rail camps demonstrates that this particular camp will only be utilised for the construction of one third of the total rail corridor. It is therefore contended that the location of the proposed accommodation building use is appropriate and ensures that workers do not have to travel significant distances to access the work location.

The camp is intended to be established for a period of two years or until this section of the rail corridor construction is completed.

In summary the proposal meets the requirements of PC44 for the following reasons:

- > The camp is located immediately adjacent to the rail corridor that is being constructed;
- > The camp has been strategically located with two other camps to ensure that an identified maximum travel distance to the farthest construction site is achieved; and
- > The camp is temporary in nature and will not be a permanent feature within the rural landscape.

## 9.3 Car Parking

Acceptable Solution AS19.1 of the Rural Zone Code states that car parking must be provided in accordance with the requirements set out in Schedule 1, Division 2 of the scheme. This particular section of the scheme identifies car parking number requirements for defined uses. In regard to ‘Residential Activities’ the scheme states that 1 space per ‘accommodation unit’ must be provided for a proposed development.

The unique nature of the development makes it difficult to establish exactly how many ‘accommodation units’ are involved as the development focuses on the number of beds. If it is assumed that a bed represents an accommodation unit, then 407 spaces must be provided. Obviously this is not considered to be appropriate for an isolated location where the majority of residents will be bussed to their dwellings. Nevertheless, performance criteria PC19 is applicable to the proposal. PC 19 states the following:

*Vehicle parking and service vehicle provision is adequate for the “use” and ensures safe and functional operation for motorists and pedestrians.*

The proposal is considered to meet the above criteria as outlined the traffic report prepared by Cardno contained in **Part 8** of the application package. An extract from this report is as follows:

*Acceptable Solution AS19.1 of the Rural Zone Code states that car parking must be provided in accordance with the requirements set out in Schedule 1, Division 2 of the scheme. This particular section of the scheme identifies car parking number requirements for defined uses. In regard to ‘Residential*

*Activities’ the scheme states that 1 space per ‘accommodation unit’ must be provided for a proposed development.*

*The unique nature of the development means that it does not fit easily into the category of ‘Residential*

*Activities’, especially given the proposed Fly In Fly Out nature of the development with bus transport being provided for residents.*

*The specification of 1 space per residential dwelling is therefore not considered to be appropriate for an isolated location where residents will be bussed to and from work. Therefore, performance criteria PC19 is applicable to the proposal. PC 19 states the following:*

*“Vehicle parking and service vehicle provision is adequate for the “use” and ensures safe and functional operation for motorists and pedestrians.”*

*This performance criteria outlined in the Planning Scheme allows for a reasonable provision of parking provision to be provided based on the intended operation and use of the site.*

*In consultation with Adani and in accordance with their specific requirements, it is proposed to provide a total of 155 sealed car parking spaces (including two disabled spaces) located opposite the communal buildings.*

*The numbers of parking spaces provided on the site have been specified by Adani to match the maximum operational requirement to traffic staff to & from site, and to accommodate service vehicles and buses. It is important to note that this car park is not likely to be used to accommodate workers personal vehicles.*

In summary, the proposal is considered to meet the requirements of PC 19 for the following reasons:

- > The proposed number of car parking spaces has been determined based on the maximum number of vehicles that is ever likely to be present on the site at any given time;
- > Adani has undertaken detailed studies to ensure that sufficient parking is provided on the site;
- > The majority of workers access the site will do via busses and not by private vehicle; and
- > The site is not intended to accommodate the private vehicles of workers.

## 10 Statement of Sufficient Grounds

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Section 326 of the *Sustainable Planning Act 2009* requires that the Assessment Manager's decision must not conflict with a relevant instrument unless —

- (a) *the conflict is necessary to ensure the decision complies with a State planning regulatory provision; or*
- (b) *there are sufficient grounds to justify the decision, despite the conflict; or*
- (c) *the conflict arises because of a conflict between —*
  - (i) *2 or more relevant instruments of the same type, and the decision best achieves the purposes of the instruments;*
  - (ii) *2 or more aspects of any 1 relevant instrument, and the decision best achieves the purposes of the instrument.*

Our assessment has established that the proposed development does not conflict with the planning scheme or any other relevant instrument. However, even on an alternative view, there are sufficient grounds to justify the approval despite any conflict, namely:

- > The proposal forms an essential part of a project that is of State Significance which will contribute significantly to the economy of the region;
- > Accommodation for the workers cannot be efficiently provided within another zone of the scheme;
- > The proposal makes efficient use of suitable land that is adjacent to the proposed rail corridor;
- > The proposal will not result in significant adverse impacts upon the rural amenity of the area;
- > The proposal will not result in significant damage to the environment;
- > The land to which this proposal relates will be rehabilitated upon completion of the construction works;
- > The proposal will treat all forms of waste within the site and ensure that contaminants are not released into the environment at unacceptable levels; and
- > The proposal is temporary in nature.

## 11 Conclusion of Assessment

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In regard to the identified Alternate Solutions, compliance with the Performance Criteria and ultimately the purpose of the Code clearly demonstrates that there are sufficient grounds to justify this approval.

On balance, it is considered that the site's constraints have been effectively managed to allow for this development to occur, without compromising the purpose of the *Planning Scheme for Belyando Shire* to achieve ecological sustainability.

### 11.1 Recommendation

This planning report has been prepared on behalf of Adani Mining Pty Ltd Pty Ltd, the proponents of the development proposed to be undertaken on the subject site.

This planning report has provided a town planning assessment under the provisions of the Mackay, Isaac and Whitsunday Regional Plan and the Shire of Belyando Planning Scheme in respect to the proposed temporary workers ('Accommodation Premises') development.

A full assessment of the proposal has been made against the relevant Planning Scheme Code and the conclusion of this assessment is that the proposed development is capable of achieving compliance with the relevant Acceptable Solutions and / or Performance Criteria contained within the applicable code. Where warranted, Alternate Solutions have been fully demonstrated having regard to the Planning Scheme's stated Performance Criteria and Intent Statements.

The proposal is considered to be appropriate for the site based on the following justification;

- > The proposal accords with the relevant provisions of the Mackay, Isaac and Whitsunday Regional Plan;
- > The proposal accords with the higher order provision of the Planning Scheme including DEOs and Planning Strategies as identified in the report;
- > The proposal accords with the relevant Acceptable Solutions and/or performance criteria of the Rural Zone Code;
- > The proposal is an essential component of a project deemed to be of State Significance;
- > Accommodation for the workers cannot be reasonably provided within another zone of the scheme;
- > The proposed location is appropriate and the camp has been sited to ensure minimal disruption to the rural amenity of the area;
- > The proposed location has been situated to ensure minimal impacts upon the environment and local biodiversity;
- > The site will be fully rehabilitated upon completion of this section of the rail corridor;
- > The proposal will contribute to the economy of the region;
- > The camp itself has been designed to a high standard and will provide appropriate standard of living for its residents; and
- > The camp will mitigate all potential environmental risks and will not result in any significant adverse impact upon the local environment.