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Making a sustainable future possible together

Bromelton Energy and Resource Centre
Stakeholder Reference Group

Meeting #7 | 10 September 2026

Acknowledgement of Country

Cleanaway acknowledges the Traditional Owners of the lands on which we operate and in the communities in which we exist. We pay our respect to all Aboriginal and Torres Strait Islander peoples.

Artwork by Marcus Lee, a proud Aboriginal descendant of the Karajarri people from North Western Australia.

It represents Cleanaway's commitment to fostering a sustainable circular economy and symbolises our deep respect for the land, oceans and waterways of Australia.

The three central circular clusters represent the three pillars of reconciliation: Relationships, Respect and Opportunities. These three pillars provide the backbone and support for Cleanaway's ongoing reconciliation journey.

Agenda

1. Welcome and introductions
2. Project update – overview of application process so far, technical report summary
3. Deep dive presentation: Transport – Madison Taylor
4. Deep dive presentation: Water use and management – Anna Stewart
5. Public submission look ahead: how to make a public submission to OCG
6. Next steps and close

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Project update

1. Referral agency process complete
2. Technical reports – early access on BERC website
3. SDA application public consultation (Office of Coordinator-General) – October – November
4. Expected decision – early 2027

Project update: Specialist Technical Assessment Reports available

A planning application with for the BERC in the Bromelton State Development Area was submitted to the Queensland Government Office of the Coordinator General in March 2026. The review process will involve referral agencies including the Department of the Environment, Tourism, Science and Innovation, Queensland Health and Transport and Main Roads. This is a lengthy process and is likely to take the rest of this year with a decision from the Coordinator-General expected in early 2027.

We are excited to be leading the way for this Queensland-first in sustainable resource recovery waste facility at Bromelton. We also understand that concerns and confusion can come with new ways of doing things. **Get all the facts about EfW and the BERC** - click here for our fact sheets that answer questions we have heard during community engagement so far.

Want more detail about the **specialist technical assessments** carried out for the planning application? We are making available the technical reports that have been submitted to the Office of the Coordinator General for community to review in advance of the public submission period. Later this year, public submissions on the planning application will be invited by the Office of the Coordinator General. At this stage, community members will be able to give feedback about the BERC proposal through a formal submission process on the Queensland Government website. More details will be posted here when timing for public submissions is confirmed. Sign up for updates in the link above if you would like to be kept informed.

There are **24 technical reports available** for public review listed below. There is also a technical assessment guide here to help you navigate the technical reports and explain how Cleanaway has considered key topics raised by the community.

- Air Quality Assessment
- Architecture and Landscape Design Strategy Report
- Architecture and Landscape Drawings
- Biodiversity Technical Report
- Bushfire Hazard Assessment
- Climate and Climate Change Assessment
- Community and Stakeholder Engagement Report
- Concept Civil Design Drawings
- Energy from Waste Policy Report
- Engineering (Infrastructure) Report
- Greenhouse Gas Assessment
- Hazards and Risk Assessment
- Human Health Risk Assessment
- Landscape Character and Visual Impact Assessment
- Noise and Vibration Technical Report
- Report on Preliminary Site Investigation for Contamination
- Report on Additional Contamination Investigation
- Resource and Waste Management Technical Report
- Socioeconomic Impact Assessment
- Stormwater Management Plan and Flood Risk Assessment
- Sustainability Management Plan
- Technical Process Description
- Traffic Impact Assessment
- Waste Feedstock Report

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Technical Reports Summary

Refer handout:

Air quality

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about pollutants in the air (like dioxins, furans, and heavy metals) and cumulative air quality impacts.	The BERC is designed with an air pollution control system to ensure air emissions generated remain within the allowable environmental standards. This design supports the protection of human health and the natural environment. The Air Quality Assessment uses modelling and local environmental data to assess how emissions would disperse and what concentrations may occur in surrounding areas. The assessment found that the BERC's contribution to air pollutant levels would be very small, with overall air quality remaining within relevant health-based guidelines. Emissions will be continuously monitored, with monitoring data proposed to be published on a publicly accessible website.	Air Quality Assessment

Odour impacts

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about odour impacts on the local community.	Waste will arrive at the BERC in enclosed trucks and will be handled and stored within enclosed buildings, with waste stored only in the waste bunker. The BERC is designed to maintain negative air pressure in waste handling areas, drawing air into the combustion process where odorous compounds are destroyed, preventing odours from escaping into the surrounding environment.	Air Quality Assessment

Noise impacts

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about noise from truck movements and onsite operations.	Noise impacts were assessed at the nearest noise sensitive locations to the BERC, including both residential and industrial premises. The assessment concluded that noise levels from both the operation and construction of the BERC are predicted to comply with all relevant noise regulations at nearby sensitive receptors.	Noise and Vibration Technical Report

Human health

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about potential health impacts to people, animals, and agricultural farming areas.	Independent health experts assessed whether emissions from the BERC could affect the health of people living nearby. The assessment considered a range of potential exposure pathways, including breathing air emissions, consuming home-grown fruit and vegetables, eggs, meat and milk and using rainwater tanks. The Human Health Risk Assessment was undertaken in accordance with Australian health risk assessment guidance and used detailed air quality modelling to assess both short-term and long-term exposure scenarios. The assessment concluded that emissions from the BERC are predicted to comply with relevant health-based guidelines and are not expected to result in adverse impacts on human health, drinking water quality, home-grown produce or rainwater tanks.	Human Health Risk Assessment

Water, groundwater and stormwater

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about water use, water contamination and impacts on local catchments and waterways.	The BERC is designed as a closed-loop system, with no discharge of process wastewater during normal operations. Water will be supplied from the local water network and rainwater collected from building roofs will be captured and reused on site to reduce overall water demand. Connection to a recycled water network is also being explored. Stormwater from external areas will be managed in accordance with Best Practice Environmental Management Guidelines.	Engineering (Infrastructure) Report Stormwater Management Plan and Flood Risk Assessment

Traffic impacts

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about additional truck movements and their impact on traffic flow, including trucks travelling past schools, the town centre and other sensitive community locations.	In accordance with Queensland Department of Transport and Main Roads requirements, the Traffic Impact Assessment considered Beaudesert Boonah Road and Beaudesert Bypass Road. The assessment found that, with upgrades to the Beaudesert Bypass Road / Mount Lindesay Highway / Brisbane Street / Helen Street signalised intersection, all assessed intersections are expected to operate within acceptable limits. The road link assessment similarly concluded that all assessed road links are expected to operate within acceptable limits.	Traffic Impact Assessment

Operational safety and incident response

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about hazardous materials in the waste received, incidents and emergency responses and shut downs.	Prohibited waste materials will not be accepted and procedures will be in place to identify, remove and appropriately manage any unsuitable loads before processing. While some non-conforming waste may be inadvertently received, the selected technology is designed to safely manage these variations in residual waste composition. The facility will also incorporate automated monitoring and control systems, with shutdown procedures implemented if key operating conditions cannot be maintained. This ensures the facility operates safely and in accordance with emissions and environmental performance requirements.	Technical Process Description Hazards and Risk Assessment Waste Feedstock Report

Waste to the facility

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about waste types processed in the facility, how recyclables are separated, where waste comes from and how it is transported.	The BERC will process 760,000 tonnes per annum of residual municipal solid waste (red bin waste) and residual commercial waste that would otherwise be sent to landfill. Waste will be sourced from approved suppliers within South East Queensland, with modelling based on a catchment generally located within a 90-minute drive of the facility. Feedstock contracts and a Waste Acceptance Protocol will ensure that only residual waste is accepted. All incoming waste will undergo inspection, with additional controls including supplier pre-qualification, random load inspections, waste audits and radiation detection. Waste will be delivered by road, not rail.	Waste Feedstock Report

Waste from the facility

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about the management, safety and long-term use of residual materials produced by the BERC, particularly Incinerator Bottom Ash Aggregate (IBAA) and Air Pollution Control Residue (APCr).	Residual materials produced by the BERC will be managed in accordance with regulatory requirements and industry best practice. Incinerator Bottom Ash (IBA) will be processed to recover metals for recycling, with the remaining material intended to be used as a construction aggregate after appropriate testing confirms it is suitable for reuse. Air Pollution Control Residue (APCr) will be collected, stabilised to immobilise contaminants and disposed of at a licensed landfill.	Resource and Waste Management Technical Report

Visual impact, landscaping and design

Key community feedback	Response from the Specialist Technical Assessment	More information
Feedback about the size, appearance and visibility of the facility and stack and that it could change the visual character of the local landscape and rural views.	The BERC has been designed to respond to the Bromelton landscape through careful building placement, architectural treatments and extensive landscaping to reduce visual impacts and integrate with its surroundings. The visual impact assessment concluded that, while the facility will be visible from some locations, it is consistent with the planned industrial character of the Bromelton State Development Area.	Landscape Character and Visual Impact Assessment Architecture and Landscape Design Strategy Report

Deep dive presentation: Transport

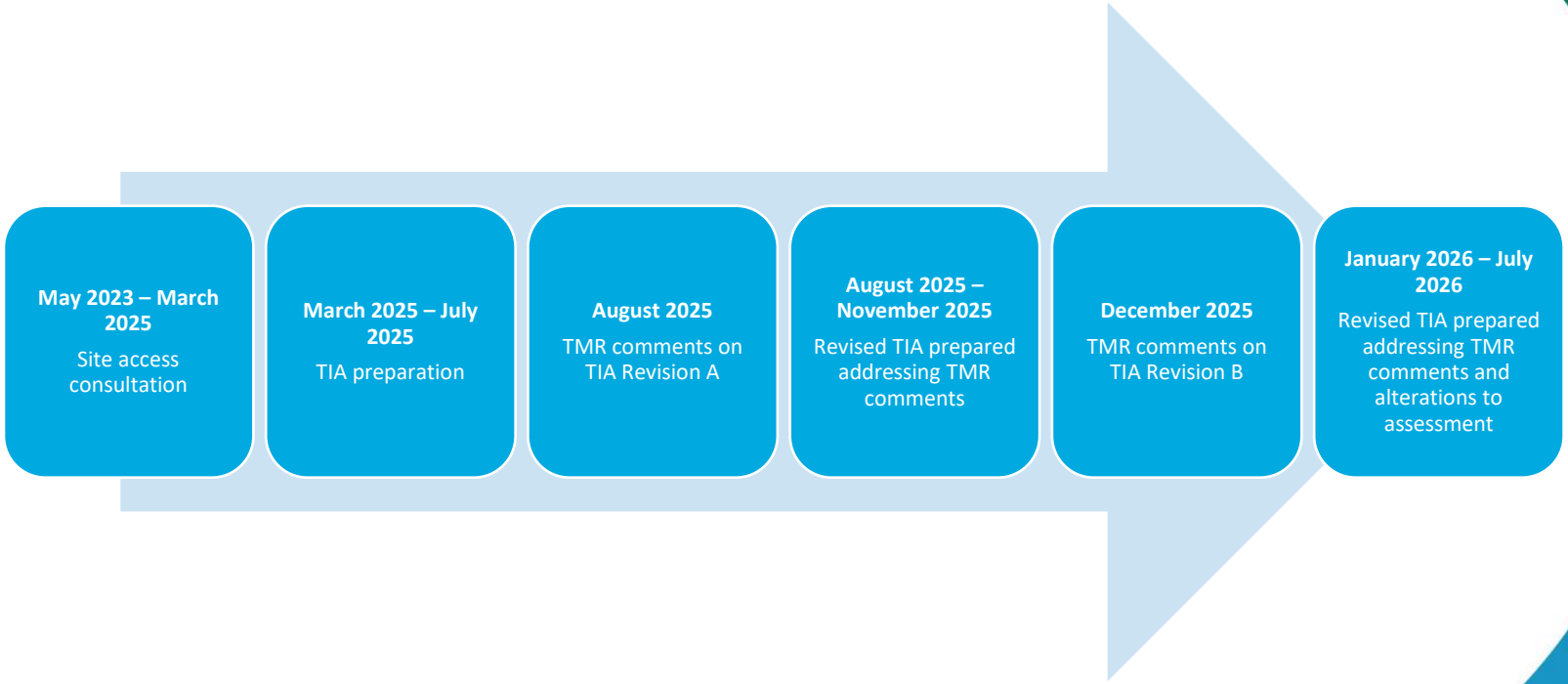
Madison Taylor

Senior Traffic Engineer, Arup

Traffic Impact Assessment Methodology

- Since the site is located on, and impacts, a TMR-controlled road, the TIA is required to follow the methodology outlined in TMR's Guide to Traffic Impact Assessment (GTIA)
- The GTIA outlines:
  - Traffic impacts are to be assessed for all intersections within the impact assessment area
  - The impact assessment area is determined as all intersections where development traffic increases traffic volumes on any movement (e.g. left turn) by more than 5%
  - Traffic impacts of the development are required to not increase net delay (time spent waiting at an intersection) by more than 5% aggregate across the impact assessment area
  - If net delay is increased by more than 5%, mitigation measures must be identified to bring the net delay increase to below 5%
  - This 5% rule is to ensure that all developments are mitigating the impacts of their development rather than traffic building up and the last developer to come in having to mitigate all impacts

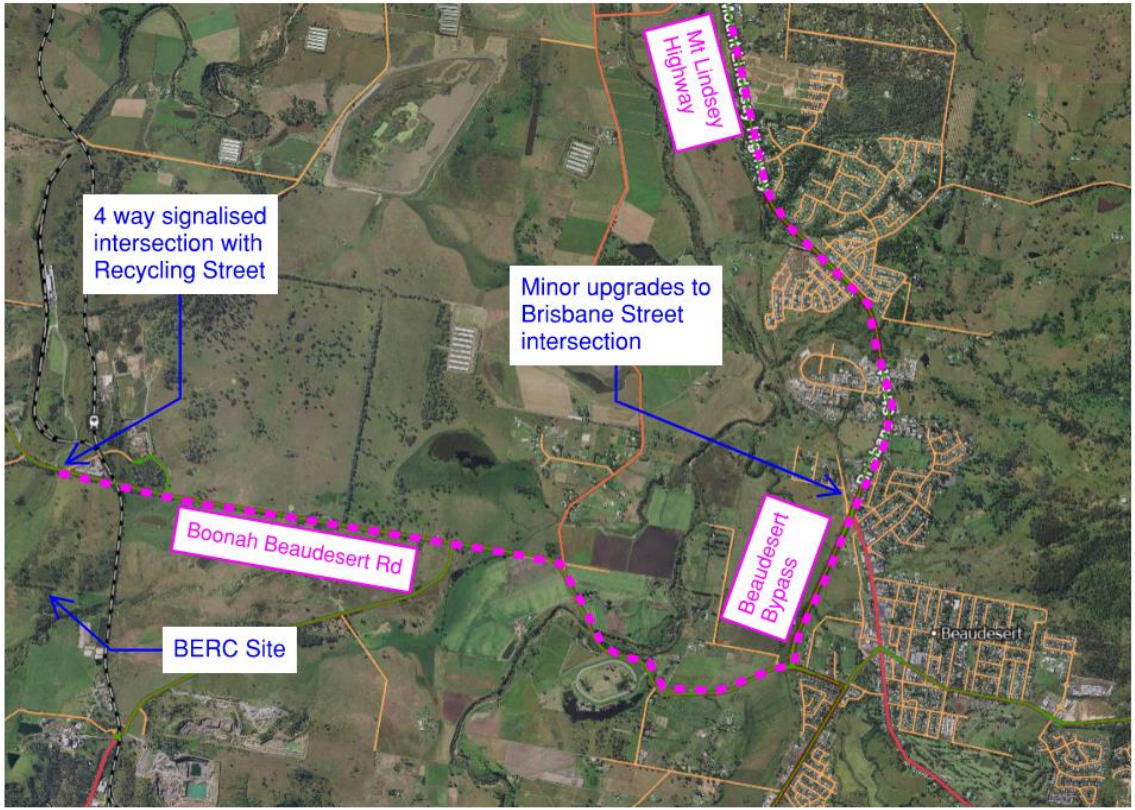
TMR consultation to date



BERC Impact Assessment Area

- The impact assessment area was determined by overlaying the calculated development traffic on the routes the vehicles will travel
- For trucks, based on community consultation, they will travel along Beaudesert Bypass Road and the Mount Lindesay Highway to and from the site. Not through the Beaudesert town centre. This traffic route for trucks would be controlled by GPS tracking, driver training and monitoring of vehicles

BERC vehicle routes



Traffic volumes

472 expected vehicle trips per day

236 vehicles arriving

236 vehicles leaving

This includes:

- Waste deliveries
- Delivery of materials and supplies
- Vehicles removing by-products from the plant
- Staff vehicles

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BERC impacts

- Assessment of the revised impact assessment area resulted in a net increase in delay of 6.36%, requiring mitigations.
- All intersections are expected to operate within the acceptable limits except for the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street signalised intersection
- Mitigation measures are proposed at this intersection:
  - Allowing right turns from both lanes on Brisbane Street (i.e. dual right turn)
  - Increasing the turn lane length to 130m for the right turn lane on Beaudesert Bypass Road into Brisbane Street, which can be accommodated in the existing median
  - The implementation of these mitigation measures results in a net increase in delay of -14.33% or an improvement on the pre development traffic operations

Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street signalised intersection

Pavement impacts

- The impact of the development traffic on the road pavement was also assessed following TMR's guidance
- To mitigate the impact of the trucks on the road, a contribution amount was determined to be paid to TMR for them to put towards maintenance of the road network (in the order of $5m over 20 years)

Deep dive presentation: Water use and management

Anna Stewart

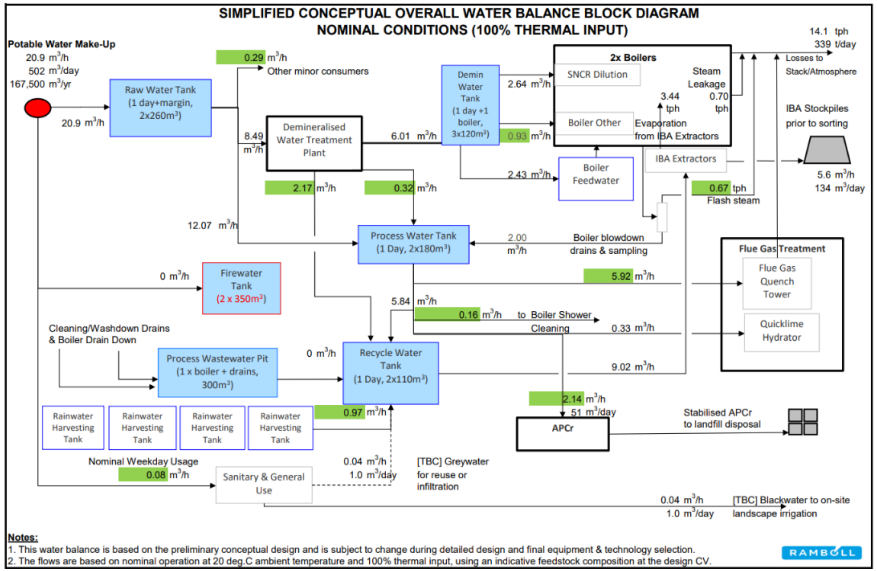
Project Manager, Arup

Water demand

The overall philosophy guiding the water balance is as follows:

1. There shall be zero process wastewater discharge from the EfW facility area.
2. Rainwater collected from roofs shall be captured and reused to reduce demand for raw potable water.
3. Daily buffer tanks will provide intermediate water storage to accommodate hourly variability in process water demand and effluent generation.
4. Where feasible, greywater from staff amenities will be managed separately from sewage wastewater originating from toilets and kitchen areas.

The overall nominal water demand for the site is estimated to be 502.4m3/day (5.8 l/s). This is a combined water demand for all processes, including boiler makeup water, flue gas treatment, IBA maturation, APCr stabilisation, general and sanitary use and an allowance for rainwater capture and use.



Water connection

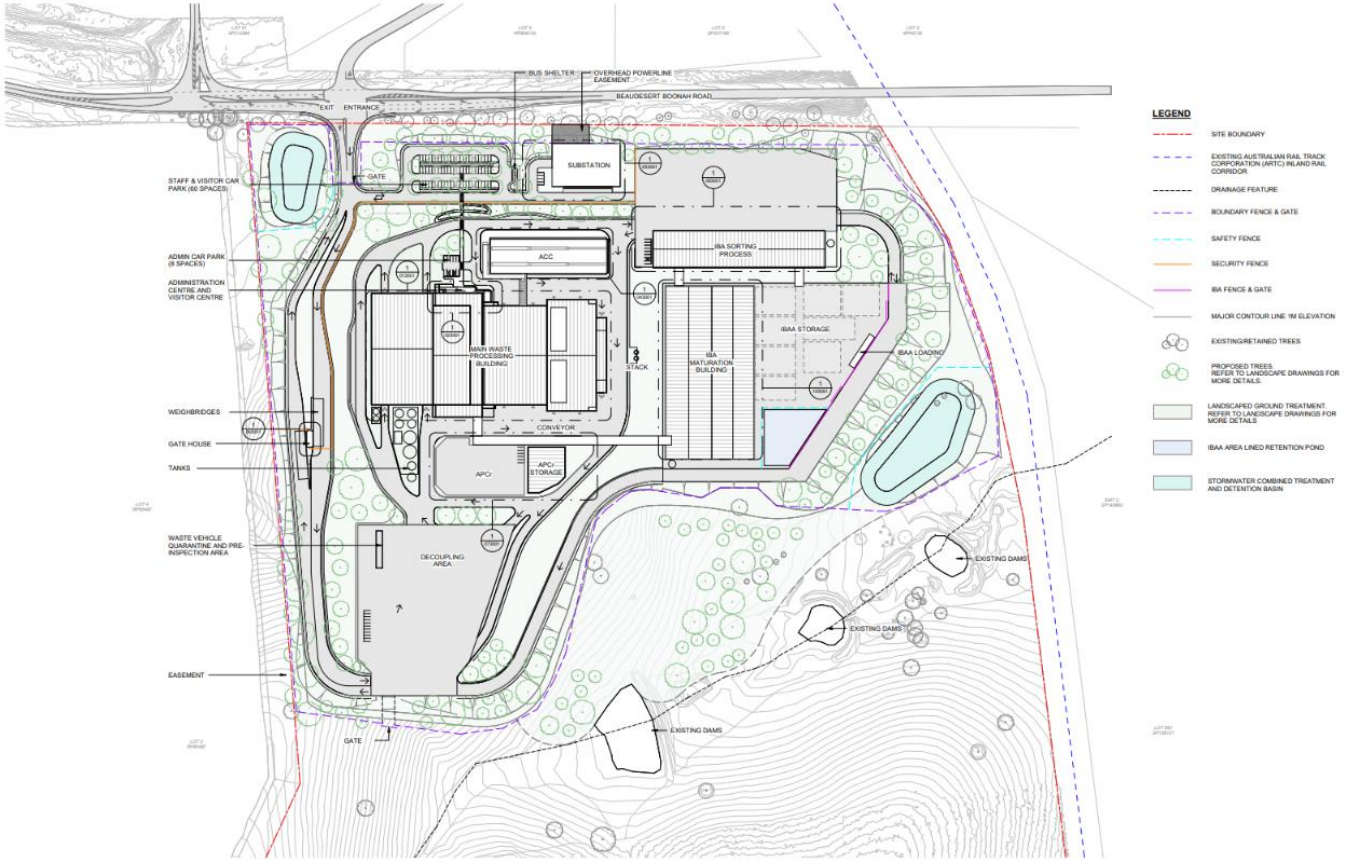
- Queensland Urban Utilities has conducted hydraulic modelling and confirmed that there is sufficient capacity within the existing DN375 main on Beaudesert Boonah Road to accommodate the full operational water demand from the site.
- The existing main extends approximately 500 m east of the site but is currently capped and non-operational. The connection strategy involves extending this main along Beaudesert Boonah Road to the site boundary to establish the site connection.
- The main is currently planned to be operational by 2031 as part of the trunk infrastructure outlined in the NetServ Plan.

Figure 1: Existing infrastructure within the vicinity of the subject site

Recycled water opportunities

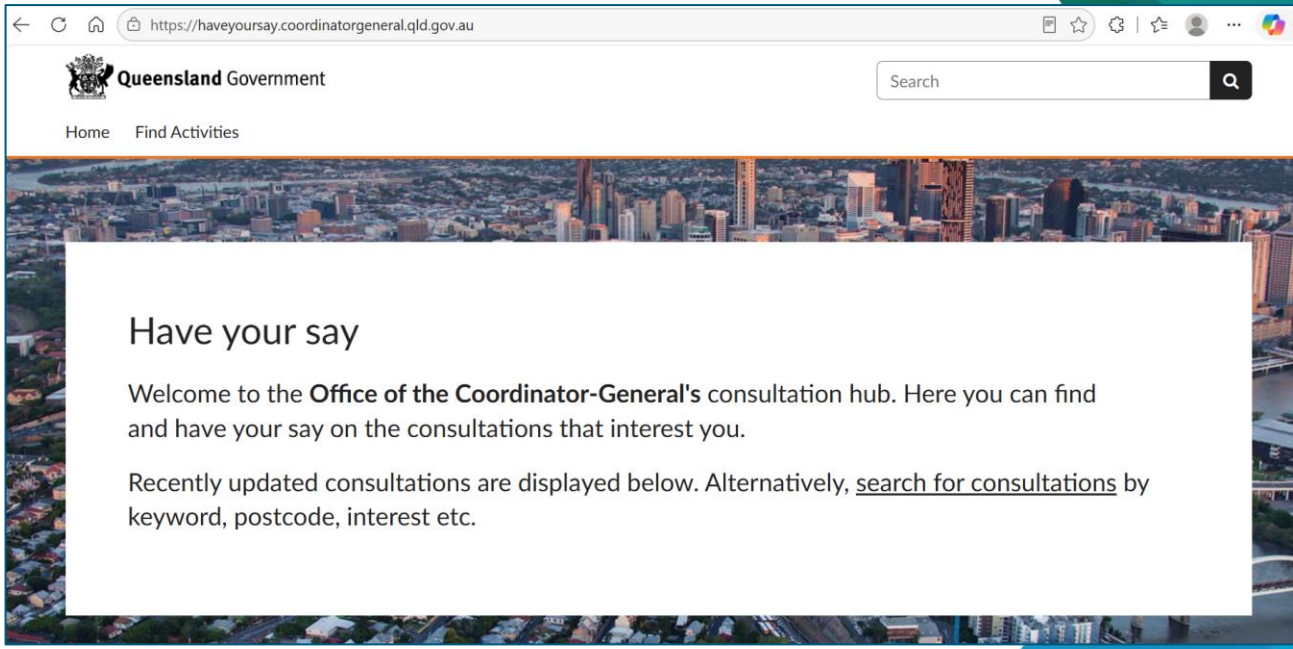
- Queensland Urban Utilities has confirmed that a Class C recycled water network is available to the Beaudesert Boonah Road and Beaudesert House Road intersection.
- Energy from waste plants require both potable water and good quality water (e.g. at least Class A) for make-up to firewater storage and demineralised water to prevent scaling and corrosion in boilers, turbines and piping, ensuring equipment longevity and efficient operation
- Queensland Urban Utilities noted at a Bromelton Business Group meeting in July 2026 that, following Cleanaway's recycling water expression of interest, it is now exploring the potential for a Class A recycled water network to service the SDA.
- Cleanaway welcomes this initiative and will continue to work collaboratively with Queensland Urban Utilities to investigate opportunities for recycled water supply to the Project.

Stormwater management



Public submission look ahead

- Usual SDA consultation period: 15 business days
- BERC consultation period: 30 business days
- **1 October – 16 November 2026**
- Where to go: Office of Coordinator-General consultation hub
- How to make a submission: refer handout – SDA Have your say fact sheet
- Questions about the technical assessments? Appointments (in person and online) with specialists will be available in October. Details to come.



Wrap up

- Next steps:
  - OCG decision early 2027 – OCG will communicate decision online and to submitters

- Thank you
  - This will be our last SRG for the application phase
  - We will keep the community informed of progress – email updates, project flyers, advertising
  - Register interest in a future Community Reference Group