

Lindeman Great Barrier Reef Resort
Project

APPENDIX

F

STATE DEVELOPMENT
ASSESSMENT CODES

Revised EIS: State Development Assessment Code Responses

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State code 1: Development in a state-controlled road environment

Applicability:

All development in a state-controlled road environment should demonstrate compliance with the relevant provisions of table 1.2.1 and table 1.2.2.

All development in a future state-controlled road environment should demonstrate compliance with the relevant provisions of table 1.2.3 – Not applicable.

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	Not applicable – no work is proposed in the state controlled road environment.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Not applicable – no work is proposed in the state controlled road environment.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	Not applicable – no work is proposed in the state controlled road environment.

Performance outcomes	Acceptable outcomes	Response
<p>PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.</p>	<p>AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.</p>	<p>Not applicable – no work is proposed in the state controlled road environment.</p>
<p>Filling, excavation and retaining structures</p>		
<p>PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – no work is proposed in the state controlled road environment.</p>
<p>PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – no work is proposed in the state controlled road environment.</p>
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2nd</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – no work is proposed in the state controlled road environment.</p>

Performance outcomes	Acceptable outcomes	Response
<p>edition, Department of Transport and Main Roads, 2016, is provided.</p>		
<p>PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – no work is proposed in the state controlled road environment.</p>
<p>PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>Performance solution - The traffic impact assessment prepared by Cardno for the Lindeman Island EIS was based on information available at the time. It is noted that due to the uncertainty in the details of the construction and operations of the project, the assessment of impacts on the State controlled road network was prepared under the basis for a conservative worst case assessment. Once a contractor has been appointed, more details about the real movements could be determined. However, it is considered that the estimated traffic associated with the construction phase is greater than the actual traffic movements and hence a pavement impact assessment at this stage is not likely to provide additional value or realistic maintenance costs.</p> <p>Additionally, the operations phase is considered to only impact on the maintenance of the pavement (i.e. no rehabilitation impact), given the relatively small proportionate impact on the road network. However, Cardno recommends that a detailed pavement impact assessment be conditioned as part of the approval and should be undertaken prior to construction, to confirm the maintenance costs on the road pavement between with TMR and the proponent.</p>
<p>PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – no work is proposed in the state controlled road environment.</p>

Performance outcomes	Acceptable outcomes	Response
the operation or capacity of existing drainage infrastructure for a state-controlled road.		
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.	AO10.1 Fill material is free of contaminants including acid sulfate content. Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	Not applicable – no work is proposed in the state controlled road environment.
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	Not applicable – no work is proposed in the state controlled road environment.
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	No acceptable outcome is prescribed.	Not applicable – no work is proposed in the state controlled road environment.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	Not applicable – no work is proposed in the state controlled road environment.

Performance outcomes	Acceptable outcomes	Response
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	Not applicable – no work is proposed in the state controlled road environment.
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	Not applicable – no work is proposed in the state controlled road environment.
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	Not applicable – no work is proposed in the state controlled road environment.
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	Not applicable – no work is proposed in the state controlled road environment.

Performance outcomes	Acceptable outcomes	Response
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>AO16.1 Vehicular access is provided from a local road.</p>	Not applicable – no work is proposed in the state controlled road environment.
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road. AND</p>	Not applicable – no work is proposed in the state controlled road environment.
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office. AND</p>	Not applicable – no work is proposed in the state controlled road environment.
	<p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND</p>	Not applicable – no work is proposed in the state controlled road environment.
	<p>AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	Not applicable – no work is proposed in the state controlled road environment.
<p>PO17 Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>	<p>AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND</p>	Not applicable – no work is proposed in the state controlled road environment.
	<p>AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure.</p>	Not applicable – no work is proposed in the state controlled road environment.

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Not applicable – no work is proposed in the state controlled road environment.
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	Not applicable – no work is proposed in the state controlled road environment.
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system . OR	Not applicable – no work is proposed in the state controlled road environment.
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	Not applicable – no work is proposed in the state controlled road environment.

Performance outcomes	Acceptable outcomes	Response
	OR all of the following acceptable outcomes apply: AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	Not applicable – no work is proposed in the state controlled road environment.
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not applicable – no work is proposed in the state controlled road environment.
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road network . Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	Not applicable – no work is proposed in the state controlled road environment.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	Not applicable – no work is proposed in the state controlled road environment.
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual , 2 nd edition, Department of Transport and Main Roads, 2016.	Not applicable – no work is proposed in the state controlled road environment.

Performance outcomes	Acceptable outcomes	Response
	Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	

Table 1.2.2: Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise		
Accommodation activities		
<p>PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.</p>	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 60 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am ≤ 40 dB(A)) b. ≤ 63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am > 40 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	<p>Not applicable – no development or work is proposed near a state-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>In some instances the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<p>Not applicable – no development or work is proposed near a state-controlled road.</p>
	<p>AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<p>Not applicable – no development or work is proposed near a state-controlled road.</p>
	<p>AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) Leq (1 hour) (maximum hour over 24 hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015.</p>	<p>Not applicable – no development or work is proposed near a state-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
	Transport noise corridors are mapped on the DA mapping system.	
PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. ≤ 57 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A)) b. ≤ 60 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight > 45 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p>	Not applicable – no development or work is proposed near a state-controlled road.
	<p>AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	Not applicable – no development or work is proposed near a state-controlled road.
	<p>AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other</p>	Not applicable – no development or work is proposed near a state-controlled road.

Performance outcomes	Acceptable outcomes	Response
	than gaps required for drainage purposes to comply with the Building Code of Australia).	
Child care centres		
<p>PO25 Development involving a:</p> <ol style="list-style-type: none"> 1. child care centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 58 dB(A) L₁₀ (1 hour) façade corrected (maximum hour during normal opening hours) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	Not applicable – a child care centre is not proposed.
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	Not applicable – a child care centre is not proposed.
	<p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor.</p>	Not applicable – a child care centre is not proposed.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) Leq (1 hour) (maximum hour during opening hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.</p>	<p>Not applicable – a child care centre is not proposed.</p>
<p>PO26 Development involving a:</p> <ol style="list-style-type: none"> 1. child care centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> a. ≤ 63 dB(A) L₁₀ (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p>	<p>Not applicable – a child care centre is not proposed.</p>

Performance outcomes	Acceptable outcomes	Response
	AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable – a child care centre is not proposed.
Hospitals		
PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) Leq (1 hour) (maximum hour during opening hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p>	Not applicable – a hospital is not proposed.
Vibration		
Hospitals		
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	<p>AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p>	Not applicable – a hospital is not proposed.
	<p>AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.</p>	Not applicable – a hospital is not proposed.
Air and light		

Performance outcomes	Acceptable outcomes	Response
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable – no development or work is proposed near a state-controlled road.
PO30 Development involving a: <ul style="list-style-type: none"> 1. child care centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable – no development or work is proposed near a state-controlled road.
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Not applicable – no development or work is proposed near a state-controlled road.
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	

Table 1.2.3: Development in a future state-controlled road environment

Not applicable.

State code 6: Protection of state transport networks

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes	Response
Network impacts		
<p>PO1 Development does not result in a worsening of the safety of a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p> <p>Section 6 of the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, provides guidance on how to determine whether a road safety audit or road safety assessment is required.</p>	No acceptable outcome is prescribed.	<p>Performance solution – This a new requirement of the State Codes that was not in place at the time that the application was originally made. A road safety audit can be required as a condition of approval.</p>
<p>PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	<p>Performance solution - The traffic impact assessment prepared by Cardno for the Lindeman Island EIS was based on information available at the time. It is noted that due to the uncertainty in the details of the construction and operations of the project, the assessment of impacts on the State controlled road network was prepared under the basis for a conservative assessment. Once a contractor has been appointed, more details about the real movements could be determined. However, it is considered that the estimated traffic associated with the construction phase is greater than the actual traffic movements and hence a pavement impact assessment at this stage is not likely to provide additional value or realistic maintenance costs.</p> <p>Additionally, the operations phase is considered to only impact on the maintenance of the pavement (i.e. no rehabilitation impact), given the relatively small proportionate impact on the road network. However, Cardno recommends that a detailed pavement impact assessment</p>

Performance outcomes	Acceptable outcomes	Response
		be conditioned as part of the approval and should be undertaken prior to construction, to confirm the maintenance costs on the road pavement between with TMR and the proponent.
<p>PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</p> <p>To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, is provided.</p>	No acceptable outcome is prescribed.	Performance solution – Refer to response to PO2 above.
<p>PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</p>	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	Not applicable – no development or work is proposed near a state-controlled road.
<p>PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.</p>	AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	Not applicable – no development or work is proposed near a state-controlled road.
<p>PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	<p>Performance solution - The traffic impact assessment prepared by Cardno for the Lindeman Island EIS was based on information available at the time. It is noted that due to the uncertainty in the details of the construction and operations of the project, the assessment of impacts on the State controlled road network was prepared under the basis for a conservative assessment. Once a contractor has been appointed, more details about the real movements could be determined. However, it is considered that the estimated traffic associated with the construction phase is greater than the actual traffic movements and hence a pavement impact assessment at this stage is not likely to provide additional value or realistic maintenance costs.</p> <p>Additionally, the operations phase is considered to only impact on the maintenance of the pavement (i.e. no rehabilitation impact), given the relatively small proportionate impact on the road network. However, Cardno recommends that a detailed pavement impact assessment be conditioned as part of the approval and should be undertaken prior to construction, to confirm the</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO7 Development does not adversely impact on the safety of a railway crossing.</p> <p>Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.</p>		maintenance costs on the road pavement between with TMR and the proponent.
	<p>AO7.1 Development does not require a new railway crossing.</p> <p>OR</p>	<p>Not applicable – no development or work is proposed near a railway crossing.</p>
	<p>AO7.2 A new railway crossing is grade separated.</p>	<p>Not applicable – no development or work is proposed near a railway crossing.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO7.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings.</p> <p>Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome</p> <p>AND</p>	<p>Not applicable – no development or work is proposed near a railway crossing.</p>
<p>AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.</p> <p>Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p>	<p>Not applicable – no development or work is proposed near a railway crossing.</p>	

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.	Not applicable – no development or work is proposed near a railway crossing.
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	Not applicable – no development or work is proposed near a railway or rail transport infrastructure.
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	Not applicable – no development or work is proposed near a railway.
PO10 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO10.1 Vehicular access and associated road access works are not located within five metres of public passenger transport infrastructure. AND	Not applicable – no development or work is proposed near public passenger transport infrastructure.
	AO10.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	Not applicable – no development or work is proposed near public passenger transport infrastructure.
	AO10.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services. AND	Not applicable – no development or work is proposed near public passenger transport infrastructure or public passenger services.
	AO10.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Not applicable – no development or work is proposed near public passenger transport infrastructure.
Stormwater and drainage		
PO11 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor.	No acceptable outcome is prescribed.	Not applicable – no development or work is proposed in or near a state transport corridor.
PO12 Run-off from the development site is not unlawfully discharged to a state transport corridor.	AO12.1 Development does not create any new points of discharge to a state transport corridor. AND	Not applicable – no development or work is proposed in or near a state transport corridor.
	AO12.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge.	Not applicable – no development or work is proposed in or near a state transport corridor.

Performance outcomes	Acceptable outcomes	Response
	AND AO12.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	Not applicable – no development or work is proposed in or near a state transport corridor.
PO13 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor.	AO13.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	Not applicable – no development or work is proposed in or near a state transport corridor.
Planned upgrades		
PO14 Development does not impede delivery of planned upgrades of state transport infrastructure.	AO14.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	Not applicable – no development or work is proposed in or near land required for the planned upgrade of state transport infrastructure.
	AO14.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.	Not applicable – no development or work is proposed in or near land required for the planned upgrade of state transport infrastructure.
	OR all of the following acceptable outcomes apply: AO14.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	Not applicable – no development or work is proposed in or near land required for the planned upgrade of state transport infrastructure.
	AO14.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND	Not applicable – no development or work is proposed in or near land required for the planned upgrade of state transport infrastructure.
	AO14.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure.	Not applicable – no development or work is proposed in or near land required for the planned upgrade of state transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO14.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not applicable – no development or work is proposed in or near land required for the planned upgrade of state transport infrastructure.

Table 6.2.3: Provision of public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Provision of public passenger transport infrastructure		
<p>PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport, Department of Transport and Main Roads, 2014.</p> <p>New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015</p>	No acceptable outcome is prescribed.	Not applicable – the proposal does not involve upgraded or new public passenger transport infrastructure.
<p>PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.</p> <p>Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	Not applicable – the development does not involve public passenger transport infrastructure.
<p>PO17 Development enables the provision or extension of public passenger services to the</p>	No acceptable outcome is prescribed.	Not applicable – the proposal does not involve upgraded or new public passenger services.

Performance outcomes	Acceptable outcomes	Response
development and avoids creating indirect or inefficient routes for public passenger services.		
PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.	AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND	Not applicable – no new or modified road networks catering for buses are proposed.
	AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with Road Planning and Design Manual (2 nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016. Note: Guidance on how to meet the acceptable outcome is available in the Road Planning and Design Manual (2 nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016. <ol style="list-style-type: none"> 1. Part 3: <ol style="list-style-type: none"> a. 4.2 Traffic lanes b. 4.8 Bicycle lanes c. 4.9 High occupancy vehicle (HOV) lanes d. 4.12 Bus stops e. 7 Horizontal alignment f. 7.7 Super elevation g. 7.9 Curve widening 2. Part 4: <ol style="list-style-type: none"> a. 6.3 Bus Facilities b. 5.6 Design vehicle swept path 3. Part 4A: <ol style="list-style-type: none"> a. 5 Auxiliary lanes 4. Part 4B: Roundabouts: <ol style="list-style-type: none"> a. 4 Geometric design b. 4.6 Circulating carriageway. AND	Not applicable – no new or modified road networks catering for buses are proposed.

Performance outcomes	Acceptable outcomes	Response
	<p>AO18.3 Traffic calming devices are not installed on roads used for buses.</p> <p>Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p> <p>AO18.4 Where road humps are installed on roads used for buses, the road humps are designed in accordance with the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2016.</p> <p>Note: Guidance on how to meet the acceptable outcome is available in the Manual of Uniform Traffic Control Devices, Part 13:</p> <ol style="list-style-type: none"> 1. Local Area Traffic Management, section 2.4 – Road humps 2. Supplement part 13: Local Area Traffic Management – 2.4.2-1 Hump profiles for bus routes. 	<p>Not applicable – no new or modified road networks catering for buses are proposed.</p> <p>Not applicable – no new or modified road networks catering for buses are proposed.</p>
<p>PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure.</p> <p>Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis be provided to demonstrate compliance with the performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – no public passenger transport infrastructure is proposed.</p>
<p>PO20 Onsite vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p>	<p>AO20.1 The location of onsite pedestrian crossings ensures safe sight distances for pedestrians and public passenger services.</p>	<p>Not applicable – no public passenger transport infrastructure is proposed.</p>

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO20.2 Onsite circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times. AND	Not applicable – no public passenger transport infrastructure is proposed.
	AO20.3 Development does not result in public passenger services movements through car parking aisles.	Not applicable – no public passenger transport infrastructure is proposed.
PO21 Taxi facilities are provided to accommodate the demand generated by the development. Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	No acceptable outcome is prescribed.	Not applicable – no taxi facilities are proposed as part of the development.
PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND	Not applicable – no taxi facilities are proposed as part of the development.
	AO22.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities – off-street parking for people with disabilities 4. Disability standards for accessible public transport 2002 made under section 31(1) of the <i>Disability Discrimination Act 1992</i> 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.	Not applicable – no taxi facilities are proposed as part of the development.

Performance outcomes	Acceptable outcomes	Response
PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.	AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Not applicable – the proposal is for a resort complex rather than an educational establishment.

State code 7: Maritime safety

Table 7.2.1: Operational work

Performance outcomes	Acceptable outcomes	Response
Lighting		
PO1 Development avoids lighting that has the potential to interfere with aids to navigation .	AO1.1 Development ensures that at all times, all lights on or above the development site do not interfere with safe navigation in surrounding waterways by: <ol style="list-style-type: none"> 1. shielding lights to prevent glare or reflection 2. avoiding flood lighting which may reduce the visibility of aids to navigation 3. avoiding flashing or flickering lights which may be confused with aids to navigation 4. avoiding coloured lights such as green, blue or red lights, which may be confused with aids to navigation. AND	Complies – Development will be undertaken to comply with the acceptable outcome.
	AO1.2 Lighting complies with section 3 of AS 4282–1997 Control of the obtrusive effects of outdoor lighting .	Complies - Development will be undertaken to comply with the acceptable outcome.
Aids to navigation		
PO2 Development does not interfere with aids to navigation .	(1) AO2.1 Development does not remove any material that may destabilise an aid to navigation, including ground tackle. AND	Complies – Development will be undertaken to comply with the acceptable outcome.
	AO2.2 Development does not create any temporary or permanent obstruction of aids to navigation . Note: Where development has the potential to obstruct the line of sight to aids to navigation or interfere with the functioning of aids to navigation, an aid to navigation management plan is required. AND	Complies – Development will not create temporary or permanent obstruction of aids to navigation.

Performance outcomes	Acceptable outcomes	Response
	<p>AO2.3 Development keeps sight lines of any aids to navigation which cross the land clear of obstructions.</p> <p>Note: Where development has the potential to obstruct the line of sight to aids to navigation or interfere with the functioning of aids to navigation, an aid to navigation management plan is required.</p> <p>AND</p>	<p>Complies – Development will be undertaken to comply with the acceptable outcome.</p>
	<p>AO2.4 Development ensures ongoing access to aids to navigation for maintenance purposes.</p> <p>AND</p>	<p>Complies – Development will be undertaken to comply with the acceptable outcome.</p>
	<p>AO2.5 Development does not result in electrical or electro-magnetic emissions which may impede the operation of aids to navigation.</p>	<p>Complies – Development will be undertaken to comply with the acceptable outcome.</p>
Protection of navigable waterways		
<p>PO3 Development does not impede the safe movement of vessels in a navigable waterway.</p>	<p>AO3.1 Development ensures navigable waterways are open to vessel traffic at all times.</p> <p>AND</p>	<p>Complies – Development will ensure that navigable waterways are open to vessel traffic at all times.</p>
	<p>AO3.2 Development, including structures and any vessel berthed at the structures:</p> <ol style="list-style-type: none"> 1. does not encroach into, pass over or under a navigation corridor; or 2. is not located in a high risk maritime development zone. <p>Note: Navigation corridor and high risk maritime development zone layers are currently unavailable for Gold Coast waters.</p> <p>AND</p>	<p>Complies – Development will be undertaken to comply with the acceptable outcome.</p>
	<p>AO3.3 Development does not limit either the depth of a navigable waterway or the size of vessels which can safely navigate the waterway.</p>	<p>Complies – Development associated with the upgrade of the proposed jetty will not limit the depth of the navigable waterway or the size of vessels which can access the jetty.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Note: Where development proposes to temporarily or permanently limit the depth of a navigable waterway or the size of vessels which can navigate a waterway, it is recommended that a vessel traffic management plan be provided. It is also recommended a marine execution plan be submitted to the regional harbour master 30 days prior to the commencement of works.</p> <p>AND</p>	
	<p>AO3.4 Development involving the demolition of structures in a navigable waterway, including piling, ensures the entire structure is removed.</p> <p>AND</p>	<p>Complies - work associated with the upgrade of the proposed jetty will be undertaken to comply with the acceptable outcome.</p>
	<p>AO3.5 Structures, including all freestanding piles, must be appropriately lit and clearly visible to approaching vessels, and reflective tape must be fitted to all structures to enhance visibility during the hours of darkness.</p> <p>Note: Where necessary, the regional harbour master may require the installation of <u>aids to navigation</u> on structures.</p>	<p>Complies - work associated with the upgrade of the proposed jetty will be undertaken to comply with the acceptable outcome.</p>

State code 8: Coastal development and tidal works

Table 8.2.1: All development

Performance outcomes	Acceptable outcomes	Response
Development in the erosion prone area		
<p>PO1 Development does not occur in the erosion prone area unless the development:</p> <ol style="list-style-type: none"> 1. is one of the following types of development: <ol style="list-style-type: none"> a. coastal-dependent development; or b. temporary, readily relocatable or able to be abandoned; or c. essential community infrastructure; or d. redevelopment of an existing permanent building or structure that cannot be relocated or abandoned; and 2. cannot feasibly be located elsewhere. 	No acceptable outcome is prescribed.	<p>Complies - The jetty, rock groynes, revetment walls, beach hire facilities, lagoon and parts of the resort are partially located within an erosion prone area. These aspects of the development are coastal dependent development (which must be located in tidal waters or access tidal water) or which cannot feasibly be located elsewhere.</p> <p>Chapter 8 of the EIS provides further details regarding the management of development in the coastal areas on the site, including minimising any potential coastal hazards and addressing EPAW matters.</p>
<p>PO2 Development other than coastal protection work:</p> <ol style="list-style-type: none"> 1. avoids impacting on coastal processes; and 2. ensures that the protective function of landforms and vegetation is maintained. <p>Note: In considering reconfiguring a lot applications, the state may require land in the erosion prone area to be surrendered to the State for coastal management purposes under the <i>Coastal Protection and Management Act 1995</i>.</p> <p>Where the planning chief executive receives a copy of a land surrender requirement or proposed land surrender notice under the <i>Coastal Protection and Management Act 1995</i>, this must be considered in assessing the application.</p>	No acceptable outcome is prescribed.	<p>Complies - Development within the erosion prone areas avoids or minimises any potential impacts on coastal processes with the existing rock groynes which will remain, and the revetment wall is proposed to be strengthened, extended and heightened to 5.6m AHD to minimise wave overtopping.</p> <p>Chapter 8 of the EIS provides further details regarding the management of development in the coastal management district, including minimising any potential coastal hazards and any impacts to coastal resources and processes.</p> <p>Reconfiguring a lot is not proposed.</p>
<p>PO3 Development is located, designed and constructed to minimise the impacts from coastal erosion by:</p> <ol style="list-style-type: none"> 1. locating the development as far landward as practicable; or 	No acceptable outcome is prescribed.	<p>Complies - For the purposes of informing permissible development locations in the coastal zone of Lindeman Island Resort, the Queensland Coastal Hazard Guidelines provided by the Department of Environment and Heritage</p>

Performance outcomes	Acceptable outcomes	Response
<p>2. where it is demonstrated that 1 is not feasible, mitigate or otherwise accommodate the risks posed by coastal erosion.</p>		<p>Protection were used to determine the erosion prone area widths (EPAW).</p> <p>The Site Sections Location Plan (refer to Attachment 1) shows the proposed development super-imposed over the site. Site Sections 1 to 9 include present-day HAT (2.66m AHD) and HAT+0.8m for 2100 contours and 10m and 40m setback lines.</p> <p>Note, however, that at all nearshore resort facilities sites there are existing or proposed engineered revetment works. Hence, shoreline erosion will not occur landward of these structures. In this case the EPAW is 10m landward from the seaward side of the crest level (to be raised to 5.6m AHD from about 3m to 4m AHD, based on HAT=2.66m AHD for Cross Sections 2 to 9. The HAT+0.8m point and 10m setback lines are shown on the development sections – blue lines.</p> <p>This 10m setback is required for post-storm maintenance access. At this site, all revetments would be accessible from the ocean side at low tide. Hence building construction may be allowable closer than the default 10m from HAT + 0.8m.</p> <p>Some overtopping during a rare severe cyclone will occur; about 3L/m/s on average, which will not affect pool levels or the resort buildings materially. Short periods of higher overtopping rate would occur. Some sand/debris ingress can be expected in such a storm event.</p>
<p>PO4 Development does not significantly increase the risk or impacts to people and property from coastal erosion.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies - Chapter 8 of the EIS provides further details regarding the management of development in the erosion prone area, including minimising any potential coastal hazards and any impacts to coastal resources and processes. No public access would be affected.</p>
<p>PO5 Development other than coastal protection work avoids directly or indirectly increasing the severity of coastal erosion either on or off the site.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies – the proposed changes to raise and improve the strength of the existing revetment works at Home Beach (increase crest level to 5.6m AHD) have been designed to ensure there is no increase in the severity of coastal erosion both on and off site. Erosion of the existing beach would not be worsened.</p>
<p>PO6 In areas where a coastal building line is present, building work is located landward of the coastal building line</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – a coastal building line is not located on Lindeman Island.</p>

Performance outcomes	Acceptable outcomes	Response
unless coastal protection work has been constructed to protect the development.		
Artificial waterways		
<p>PO7 Development of artificial waterways, canals and dry-land marinas minimises impacts on coastal resources by:</p> <ol style="list-style-type: none"> maintaining the tidal prism volume of the natural waterway to which it is connected demonstrating a whole-of-life strategy for the disposal of dredged material. 	No acceptable outcome is prescribed.	Not applicable – no artificial waterways are proposed within the erosion prone area. Gap Creek Dam, located above the erosion prone area, will be modified to provide for increased catchment inflows. However this dam is not located within the erosion prone area and will have no impact on the erosion prone area.
Coastal protection work		
<p>PO8 Works for beach nourishment minimise adverse impacts on coastal processes and avoid any increase in the severity of erosion on adjacent land by:</p> <ol style="list-style-type: none"> sourcing sand from an area that does not adversely impact on the active beach system ensuring imported sand is compatible with natural beach sediments and coastal processes of the receiving beach. 	No acceptable outcome is prescribed.	Not applicable – no beach nourishment works are proposed.
<p>PO9 Erosion control structures are only constructed where there is an imminent threat to buildings or infrastructure of value, and there is no feasible option for either:</p> <ol style="list-style-type: none"> beach nourishment; or relocation or abandonment of structures. <p>Note: The monetary value of buildings or infrastructure should be more than the cost of associated erosion control structures.</p>	No acceptable outcome is prescribed.	Complies – the existing revetment wall along Home Beach will be strengthened, extended and heighted to 5.6 metres AHD to prevent overtopping of waves under normal operating conditions, as there is no feasible option for the relocation or abandonment of the development in this location. Some overtopping during a rare severe cyclone may occur, about 3L/m/s on average, which will not affect pool levels or the resort buildings materially. Short periods of higher overtopping rate would occur. Some sand/debris ingress can be expected in such a storm event.
<p>PO10 Erosion control structures minimise interference with coastal processes, or any increase to the severity of erosion on adjacent land by:</p> <ol style="list-style-type: none"> locating the erosion control structure as far landward as practicable and directly adjacent to the structure it is intended to protect where required and feasible, importing sand to the site to mitigate any increase in the severity of erosion 	No acceptable outcome is prescribed.	Complies – Shoreline erosion control structures minimise the interference with coastal processes. Home Beach is on an enclosed embayment held between existing groynes. Should back beach storm erosion occur, then there should be little long term sand loss. The revetment will be designed to appropriate Queensland Government standards.

Performance outcomes	Acceptable outcomes	Response
3. the design of the structure.		
Water quality		
<p>PO11 Development:</p> <ol style="list-style-type: none"> 1. maintains or enhances environmental values of receiving waters 2. achieves the water quality objectives of Queensland waters 3. avoids the release of prescribed water contaminants to tidal waters. <p>Note: See Environmental Protection (Water) Policy 2009 for the relevant water quality objectives.</p>	No acceptable outcome is prescribed.	<p>Complies – MUSIC modelling undertaken as part of the EIS has identified that stormwater quality across all measures (Total Suspended Solids, Phosphorus, Nitrogen and Gross Pollutants) are predicted to improve as a consequence of the proposed development due to increased treatment (buffer strips, bio-retention basins, constructed wetlands and gross pollutant traps), stormwater re-use and proposed revegetation around the site. Appropriate measures to control erosion and sediment will be implemented during the construction phase. Further additional water quality testing is proposed at the terrestrial and marine sites prior to the commencement of construction.</p> <p>The development does not propose to discharge wastewater into the ocean. Wastewater generated on the site will be collected and pumped for treatment at the onsite waste water treatment plant. The wastewater will be treated at the treatment plant to produce a high quality treated effluent capable of use as recycled water within the development. Discharge from the treatment plant will occur as recycled water and will be discharged to land for irrigation purposes. The treatment plant will not discharge wastewater into waterways or ocean.</p> <p>The proposal includes a monitoring and maintenance program to manage the terrestrial and marine water quality.</p>
Category C and R areas of vegetation		
<p>PO12 Development:</p> <ol style="list-style-type: none"> 1. avoids impacts on category C areas of vegetation and category R areas of vegetation; or 2. minimises and mitigates impacts on category C areas of vegetation and category R areas of vegetation after demonstrating avoidance is not reasonably possible. 	No acceptable outcome is prescribed.	<p>Not applicable – vegetation clearing has been limited to the extent that it is necessary for establishing Asset Protection Zones for bushfire management purposes, establishing a development footprint for a coordinated project and also for ensuring public safety associated with the transitional surfaces for the airstrip. Refer to Chapter 10 of the EIS for further details.</p>
Public use of and access to state coastal land		
PO13 Development maintains or enhances public use of and access to and along state coastal land (except where	No acceptable outcome is prescribed.	Complies – the proposal maintains public use and access to the foreshore.

Performance outcomes	Acceptable outcomes	Response
this is contrary to the protection of coastal resources or public safety).		
PO14 Private marine development ensures that works: <ol style="list-style-type: none"> are used for marine access purposes only minimise the use of state coastal land do not interfere with access between navigable waterways and adjacent properties. 	No acceptable outcome is prescribed.	Complies – the proposed upgrade the jetty and coastal revetment works minimises the use of state coastal land by upgrading the existing structures where possible.
PO15 Development ensures erosion control structures are located within the premises they are intended to protect unless there is no feasible alternative.	No acceptable outcome is prescribed.	Performance solution – the proponent is seeking to include the existing groynes and coastal revetment walls within the site footprint, subject to tenure discussions with the State.
Matters of state environmental significance		
PO16 Development: <ol style="list-style-type: none"> avoids impacts on matters of state environmental significance; or minimises and mitigates impacts on matters of state environmental significance after demonstrating avoidance is not reasonably possible; and provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable significant residual impact on a matter of state environmental significance. <p>Statutory note: For Brisbane core port land, an offset may only be applied to development on land identified as E1 Conservation/Buffer, E2 Open Space or Buffer/Investigation in the Brisbane Port LUP precinct plan. For the Brisbane Port LUP, see www.portbris.com.au.</p> <p>Note: Guidance for determining if the development will have a significant residual impact on the matter of state environmental significance is provided in the Significant Residual Impact Guideline, Department of State Development, Infrastructure and Planning, 2014. Where the significant residual impact is considered an acceptable impact on the matter of state environmental significance and an offset is considered appropriate, the offset should be</p>	No acceptable outcome is prescribed.	<p>Complies. Comprehensive flora surveys have been undertaken by NRC to ensure that the proposed masterplan layout avoids or minimises impacts on vegetation clearing. Vegetation clearing will be required to establish an Asset Protection Zones for bushfire management purposes, establishing a development footprint for a coordinated project and also for ensuring public safety associated with the transitional surfaces for the airstrip.</p> <p>Section 15 (1) of the <i>Environmental Offsets Act 2014</i> states that “An administering agency may impose an offset condition on an authority only if—</p> <ol style="list-style-type: none"> the same, or substantially the same, impact has not been assessed under a relevant Commonwealth Act; and the same, or substantially the same, prescribed environmental matter has not been assessed under a relevant Commonwealth Act”. <p>As the Commonwealth has determined that an offset is not required for the project under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>, a condition requiring an environmental offset cannot be imposed by the State.</p>

Performance outcomes	Acceptable outcomes	Response
delivered in accordance with the <i>Environmental Offsets Act 2004</i> .		

Table 8.2.2: All operational work

Private marine development		
PO17 Private marine development does not require the construction of coastal protection work, shoreline or riverbank hardening or dredging for marine access purposes.	No acceptable outcome is prescribed.	Not applicable – the proposal is for a commercial purpose.
Disposal of solid waste or dredged material from artificial waterways		
PO18 Solid waste from land and dredged material from artificial waterways is not disposed of in tidal water unless it is for beneficial reuse.	No acceptable outcome is prescribed.	Not applicable – no dredging proposed.
Disposal of dredged material other than from artificial waterways		
PO19 Dredged material is returned to tidal water where this is needed to maintain coastal processes and sediment volume.	No acceptable outcome is prescribed.	Not applicable – no dredging proposed..
PO20 Where it is not needed to maintain coastal processes and sediment volume, the quantity of dredged material disposed to tidal water is minimised through beneficial reuse or disposal on land.	No acceptable outcome is prescribed.	Not applicable – no dredging proposed.
All dredging and any disposal of dredged material in tidal water		
PO21 All dredging and any disposal of dredged material in tidal water is: <ul style="list-style-type: none"> 1. demonstrated to be safe with regard to protection of the marine environment and by meeting the National Assessment Guidelines for Dredging 2009, Department of Environment and Energy, 2009, or later version; and 2. supported by a monitoring and management plan that protects the marine environment 	No acceptable outcome is prescribed.	Not applicable – no dredging or disposal of dredged material is proposed in tidal water.

and that complies with the National Assessment Guidelines for Dredging 2009, Department of Environment and Energy, 2009, or later version.		
Reclamation		
PO22 Development does not involve reclamation of land below tidal water, other than for the purposes of: <ol style="list-style-type: none"> 1. coastal-dependent development, public marine development or community infrastructure; or 2. strategic ports, priority ports, boat harbours or strategic airports and aviation facilities, in accordance with a statutory land use plan or master plan, where there is a demonstrated net benefit for the state or region and no feasible alternative exists; or 3. coastal protection work or work necessary to protect coastal resources or coastal processes. 	No acceptable outcome is prescribed.	Not applicable – reclamation is not proposed but coastal protection work is proposed.

Table 8.2.3: Operational work which is not assessed by local government

PO23 Works are located and designed such that they continue to operate safely during and following a defined storm tide event.	AO23.1 Tidal work is designed and located in accordance with the Guideline: Building and engineering standards for tidal works, Department of Environment and Heritage Protection, 2017.	Complies - tidal work will be designed and located in accordance with the Guideline: Building and engineering standards for tidal works, Department of Environment and Heritage Protection, 2017.

State code 16: Native vegetation clearing

Note: **Table 16.2.1: Development and relevant provisions of the code** states that a Coordinated project for all other purposes is to address:

Operational work:

- Table 16.2.2 – PO1 – PO4
- Table 16.2.3 – PO7, PO11, PO17, PO20, PO22 – PO24, PO27

Material change of use and/or Reconfiguration of a Lot:

- Table 16.2.2 – PO1 – PO4
- Table 16.2.3 – PO7, PO11, PO17, PO20, PO22 – PO24, PO27

Table 16.2.2: General

Performance outcomes	Acceptable outcomes	Response
Clearing avoids or minimises impacts		
<p>PO1 Clearing and adverse impacts of clearing do not occur unless the application has demonstrated that the clearing and the adverse impacts of clearing have been:</p> <ol style="list-style-type: none"> 1. reasonably avoided; or 2. reasonably minimised where it cannot be reasonably avoided. 	<p>No acceptable outcome is prescribed.</p>	<p>Complies. Comprehensive flora surveys have been undertaken by NRC to ensure that the proposed masterplan layout avoids or minimises impacts on vegetation clearing.</p> <p><i>Matters of National Environmental Significance</i> <i>(refer to maps in Appendix H of Revised EIS – Vegetation Mapping)</i></p> <ul style="list-style-type: none"> • The proposed masterplan layout avoids disturbance to all ground-truthed areas where the Littoral Rainforest and Coastal Vine Thicket of Eastern Australia Community occurs; • Some trimming and clearing of the Broad Leaf Tea-tree (<i>Melaleuca viridiflora</i>) community will be required due to the need to meet transitional surfaces associated with the runway and this has been assessed in Chapter 10 – Flora and Fauna. In summary approximately 5.15

Performance outcomes	Acceptable outcomes	Response									
		<p>hectares of the community will be cleared or trimmed. Of this 3.17 hectares will be trimmed such that <70% of its height remains and 1.98 hectares to be trimmed such that >70% of its height remains. Of the 5.15 hectares approximately 1.5 hectares will be significantly impacted.</p> <p>State Regulated Vegetation (refer to maps in Appendix H of Revised EIS – Vegetation Mapping)</p> <ul style="list-style-type: none"> RE 8.3.2 is an endangered community under the VM Act which is dominated by Broad leaf tea-tree and occurs in the areas surrounding the existing runway strip. The current design includes a disturbance to this community relating to the runway strip.. <p>The total impact to RE 8.3.2 is 5.15ha which includes the Threatened Ecological Community (TEC) component and Regional Ecosystem (RE) component and includes both clearing and trimming. Impacts are as follows:</p> <ul style="list-style-type: none"> 1.5ha clearing and trimming TEC; 3.65ha clearing and trimming of ERE (not a TEC). <p>Approximate clearing areas are as follows:</p> <table data-bbox="1491 1055 1848 1169"> <thead> <tr> <th></th> <th>Clearing</th> <th>Trimming</th> </tr> </thead> <tbody> <tr> <td>TEC</td> <td>0.80</td> <td>0.70</td> </tr> <tr> <td>ERE</td> <td>2.38</td> <td>1.27</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Of Concern Regional Ecosystem 8.12.13a is a scattered native grassland community that is located within the site. Under the current masterplan concept some of these grassland communities have the 		Clearing	Trimming	TEC	0.80	0.70	ERE	2.38	1.27
	Clearing	Trimming									
TEC	0.80	0.70									
ERE	2.38	1.27									

Performance outcomes	Acceptable outcomes	Response
		<p>potential to be impacted by direct disturbance from development in these areas.</p> <ul style="list-style-type: none"> The majority of the regulated vegetation within the study area is RE 8.12.12d which has a “least concern” status under the Vegetation Management Act and a “no concern at present” biodiversity status. This community represents the main vegetation type where disturbance to remnant vegetation may occur related to an Asset Protection Zone to manage and reduce bushfire fuel loads. <p>Section 15 (1) of the <i>Environmental Offsets Act 2014</i> states that “An administering agency may impose an offset condition on an authority only if—</p> <p>(a) <i>the same, or substantially the same, impact has not been assessed under a relevant Commonwealth Act; and</i></p> <p>(b) <i>the same, or substantially the same, prescribed environmental matter has not been assessed under a relevant Commonwealth Act”.</i></p> <p>As the Commonwealth has determined that an offset is not required for the project under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>, a condition requiring an environmental offset cannot be imposed by the State.</p> <p>Refer to Chapter 10 of the EIS for further details.</p>
Clearing on land in particular circumstances		

Performance outcomes	Acceptable outcomes	Response
<p>PO2 Clearing is consistent with any notice requiring compliance on the land subject to the development application, unless a better environmental outcome can be achieved.</p> <p>Note: The discharge of the vegetation management requirements under the notice requiring compliance can only occur in conjunction with the better environmental outcome being legally secured. Further guidance on meeting the requirements of a better environmental outcome can be found in State code 16: Native vegetation clearing guidance material.</p>	No acceptable outcome is prescribed	Not applicable – a notice has not been issued for the development.
<p>PO3 Clearing is consistent with vegetation management requirements for particular regulated areas unless a better environmental outcome can be achieved.</p> <p>Note: The discharge of the vegetation management requirements under the notice requiring compliance can only occur in conjunction with the better environmental outcome being legally secured. Further guidance on meeting the requirements of a better environmental outcome can be found in State code 16: Native vegetation clearing guidance material.</p>	No acceptable outcome is prescribed	Not applicable – a notice has not been issued for the development.
<p>PO4 Clearing of a legally secured offset area:</p> <ol style="list-style-type: none"> 1. is consistent with the offset delivery plan; or agreement for the offset area on the land subject to the development application; or 2. only occurs if an additional offset is provided that is consistent with the <i>Environmental Offsets Act 2014</i> and the relevant policy in the Queensland Environmental Offsets Policy, Department of Environment and Heritage Protection, 2014. <p>Note: Reference to 'agreement' above includes the 'agreed delivery arrangement' for the offset area as well as instruments associated with the legally secured offset area. Clearing should be consistent with any agreement however described.</p>	No acceptable outcome is prescribed	Not applicable - the clearing does not relate to a legally secured offset area.
Clearing of vegetation as a result of the material change of use or reconfiguration of a lot		

Performance outcomes	Acceptable outcomes	Response
PO5 Clearing as a result of a material change of use, or clearing as a result of reconfiguring a lot does not occur.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing that could already be done under an exemption		
PO6 Clearing does not occur unless it is clearing that could be done under an exemption for the purpose of the development (as prescribed under Schedule 21 of the Planning Regulation 2017) prior to the material change of use or reconfiguring a lot application being approved.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Table 16.2.3: Specific

Performance outcomes	Acceptable outcomes	Response
Clearing associated with wetlands (public safety and infrastructure, a coordinated project, extractive industry, high value agriculture clearing, and irrigated high value agriculture clearing)		
PO7 Clearing maintains the current extent of vegetation associated with any natural wetland to protect: <ol style="list-style-type: none"> 1. bank stability by protecting against bank erosion 2. water quality by filtering sediments, nutrients and other pollutants 3. aquatic habitat; and 4. terrestrial habitat. 	AO7.1 Clearing does not occur in a natural wetland or within 100 metres of the defining bank of any natural wetland. OR	Not applicable - The site does not include any wetlands within or near the study area. No wetland protection areas are shown on the Queensland Map of Referable Wetlands.
	AO7.2 Clearing within 100 metres of the defining bank of any natural wetland: <ol style="list-style-type: none"> 1. does not occur within 50 metres of the defining bank of any natural wetland; and 2. does not exceed widths in table 16.3.1 in this code. OR	Not applicable - The site does not include any wetlands within or near the study area. No wetland protection areas are shown on the Queensland Map of Referable Wetlands.
	AO7.3 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, an offset is provided for any acceptable significant residual impact from clearing of vegetation associated with a natural wetland (matter of state environmental significance).	Not applicable - The site does not include any wetlands within or near the study area. No wetland protection areas are shown on the Queensland Map of Referable Wetlands.
Clearing associated with wetlands (necessary to control non-native plants or declared pests, encroachment, thinning, fodder harvesting)		
PO8 Clearing maintains vegetation associated with a natural wetland to protect: <ol style="list-style-type: none"> 1. bank stability by protecting against bank erosion 2. water quality by filtering sediments, nutrients and other pollutants 3. aquatic habitat; and 4. terrestrial habitat. 	<i>Clearing necessary to control non-native plants or declared pests:</i> AO8.1 Where clearing is necessary to control non-native plants or declared pests, mechanical clearing does not occur within five metres of the defining bank of a natural wetland. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO8.2 Clearing only occurs: <ol style="list-style-type: none"> 1. within a 1.5 metre radius from the base of the stem of individual non-native or declared pests; or 2. to the extent necessary to provide access for the control of the non-native plants or declared pests. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO8.3 Clearing for access tracks running parallel to a natural wetland is not to be located within 10 metres of the defining bank of a natural wetland. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
	<p><i>Clearing for thinning:</i></p> <p>AO8.4 Where the clearing is for thinning, mechanical clearing does not occur within 20 metres of the defining bank of a natural wetland. AND</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	<p><i>Clearing for encroachment:</i></p> <p>AO8.5 Mechanical clearing does not occur within 20 metres of the defining bank of a natural wetland. AND</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	<p>AO8.6 Clearing does not include the application of soil applied broad spectrum herbicides within 50 metres of the defining bank of a natural wetland or within the distance specified from a wetland in the directions for use on the label for the product, whichever is the greater. AND</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	<p><i>Clearing for fodder harvesting:</i></p> <p>AO8.7 Mechanical clearing does not occur within 20 metres of the defining bank any natural wetland. AND</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	<p>AO8.8 Strip harvesting or block harvesting does not occur within 100 metres of the defining bank of any natural wetland.</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing associated with wetlands (necessary environmental clearing – land restoration and natural disaster preparation)		
<p>PO9 Clearing maintains vegetation associated with any natural wetland or rehabilitates the cleared area to protect:</p> <ol style="list-style-type: none"> 1. water quality by filtering sediments, nutrients and other pollutants 2. aquatic habitat; and 3. terrestrial habitat. 	<p>AO9.1 Clearing does not occur in, or within 100 metres of the defining bank of any natural wetland. OR</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	<p>AO9.2 Clearing within 100 metres of the defining bank of any natural wetland and:</p> <ol style="list-style-type: none"> 1. does not occur within 50 metres of the defining bank of any natural wetland; and 2. does not exceed the widths in table 16.3.1 of this code. <p>OR</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	<p>AO9.3 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing associated with wetlands (necessary environmental clearing - natural channel diversion and contaminants removal)		

Performance outcomes	Acceptable outcomes	Response
<p>PO10 Clearing maintains the current extent of vegetation associated with any natural wetland or rehabilitates the cleared area to protect:</p> <ol style="list-style-type: none"> 1. bank stability by protecting against bank erosion 2. water quality by filtering sediments, nutrients and other pollutants 3. aquatic habitat; and 4. terrestrial habitat. 	<p>AO10.1 Clearing does not occur in, or within 100 metres of the defining bank of any natural wetland.</p> <p>OR</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
	<p>AO10.2 Clearing within 100 metres of the defining bank of any natural wetland:</p> <ol style="list-style-type: none"> 1. does not occur within 50 metres of the defining bank of any natural wetland; and 2. does not exceed the widths in table 16.3.1 of this code. <p>OR</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
	<p>AO10.3 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p> <p>OR</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
	<p>AO10.4 Where clearing is for natural channel diversion or contaminants removal, and clearing cannot be reasonably avoided, and:</p> <ol style="list-style-type: none"> 1. clearing has been reasonably minimised; and 2. the cleared area cannot be reasonably rehabilitated <p>an offset is provided for any acceptable significant residual impact from clearing of vegetation associated with a natural wetland (a matter of state environmental significance).</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
<p>Clearing associated with watercourses and drainage features (public safety and relevant infrastructure activities, coordinated project, extractive industry, high value agriculture clearing, irrigated high value agriculture clearing)</p>		
<p>PO11 Clearing maintains the current extent of vegetation associated with any watercourse or drainage feature to protect:</p> <ol style="list-style-type: none"> 1. bank stability by protecting against bank erosion 2. water quality by filtering sediments, nutrients and other pollutants 3. aquatic habitat; and 4. terrestrial habitat. 	<p>AO11.1 Clearing does not occur in any watercourse or drainage feature, or within the relevant distance of the defining bank of any watercourse or drainage feature in table 16.3.2 of this code.</p> <p>OR</p>	<p>Complies – There are no drainage features mapped on Lindeman Island. Nonetheless, Gap Creek and several other small ephemeral water courses traverse the site and discharge to the ocean. Clearing along these drainage features will be avoided.</p>
	<p>AO11.2 Clearing within any watercourse or drainage feature, or within the relevant distance of the defining bank of any watercourse or drainage feature in table 16.3.2 of this code:</p> <ol style="list-style-type: none"> 1. does not exceed the widths in table 16.3.1 of this code; and 	<p>Complies – There are no drainage features mapped on Lindeman Island. Nonetheless, Gap Creek and several other small ephemeral water courses traverse the site and discharge to the ocean. Clearing along these drainage features will be avoided.</p>

Performance outcomes	Acceptable outcomes	Response
	2. does not occur within 5 metres of the defining bank, unless clearing is required into or across the watercourse or drainage feature. OR AO11.3 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, an offset is provided for any acceptable significant residual impact from clearing of vegetation associated with any watercourse or drainage feature (a matter of state environmental significance).	
		Complies — There are no drainage features mapped on Lindeman Island. Nonetheless, Gap Creek and several other small ephemeral water courses traverse the site and discharge to the ocean. Clearing along these drainage features will be avoided.
Clearing associated with watercourses and drainage features (necessary environmental clearing - land restoration and natural disaster preparation)		
PO12 Clearing maintains vegetation associated with any watercourse or drainage feature or rehabilitates the cleared area to protect: 1. bank stability by protecting against bank erosion 2. water quality by filtering sediments, nutrients and other pollutants 3. aquatic habitat; and 4. terrestrial habitat.	AO12.1 Clearing does not occur within any watercourse or drainage feature or within the relevant distances from each defining bank of any watercourse or drainage feature in table 16.3.2 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO12.2 Clearing in any watercourse or drainage feature, or within the relevant distance of the defining bank of any watercourse or drainage feature in table 16.3.2 of this code: 1. does not exceed the widths in table 16.3.1 of this code; and 2. does not occur within 5 metres of the defining bank, unless clearing is required into or across the watercourse or drainage feature. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO12.3 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing associated with watercourses and drainage features (necessary environmental clearing – natural channel diversion, and contaminants removal)		
PO13 Clearing maintains the current extent of vegetation associated with any watercourse or drainage feature or rehabilitates the cleared area to protect: 1. bank stability by protecting against bank erosion	AO13.1 Clearing does not occur within any watercourse or drainage feature or within the relevant distances from each defining bank of any watercourse or drainage feature in table 16.3.2 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
2. water quality by filtering sediments, nutrients and other pollutants 3. aquatic habitat; and 4. terrestrial habitat.	AO13.2 Clearing in any watercourse or drainage feature, or within the relevant distance of the defining bank of any watercourse or drainage feature in table 16.3.2 of this code: <ol style="list-style-type: none"> 1. does not exceed the widths in table 16.3.1 of this code; and 2. does not occur within five metres of the defining bank, unless clearing is required into or across the watercourse or drainage feature. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO13.3 Where clearing cannot be reasonably avoided, and: <ol style="list-style-type: none"> 1. clearing has been reasonably minimised; and 2. the cleared area cannot be reasonably rehabilitated, an offset is provided for any acceptable significant residual impact from clearing of vegetation associated with a watercourse or drainage feature (a matter of state environmental significance). 	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing associated with watercourses or drainage features (necessary to control non-native plants or declared pests, thinning, fodder harvesting)		
PO14 Clearing maintains vegetation associated with any watercourse or drainage feature to protect: <ol style="list-style-type: none"> 1. bank stability by protecting against bank erosion 2. water quality by filtering sediments, nutrients and other pollutants 3. aquatic habitat; and 4. terrestrial habitat. 	<i>Clearing necessary to control non-native plants or declared pests:</i> AO14.1 Mechanical clearing does not occur within 20 metres of the defining bank of a watercourse or drainage feature. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO14.2 Clearing only occurs: <ol style="list-style-type: none"> 1. within a 1.5 metre radius from the base of the stem of individual non-native or declared pests; or 2. to the extent necessary to provide access for the control of the non-native plant or declared pest. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO14.3 Clearing for access tracks running parallel to a watercourse or drainage feature is not to be located within 10 metres of the defining bank of the watercourse or drainage feature.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	<i>Clearing is for thinning:</i> AO14.4 Mechanical clearing does not occur within 20 metres of the defining bank of a watercourse or drainage feature.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
	<p><i>Clearing for fodder harvesting:</i></p> <p>AO14.5 Mechanical clearing does not occur within 20 metres from the defining bank of any watercourse or drainage feature.</p> <p>AND</p> <p>AO14.6 Strip harvesting or block harvesting does not occur within 100 metres of the defining bank of any watercourse or drainage feature.</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
Clearing associated with watercourses or drainage features (encroachment)		
<p>PO15 Clearing of encroachment maintains:</p> <ol style="list-style-type: none"> 1. bank stability by protecting against bank erosion 2. water quality by filtering sediments, nutrients and other pollutants 3. aquatic habitat; and 4. terrestrial habitat. 	<p>AO15.1 Mechanical clearing does not occur within 20 metres of the defining bank of a watercourse or drainage feature.</p> <p>AND</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
	<p>AO15.2 Clearing does not include the application of soil applied broad spectrum herbicides within 50 metres of the defining bank of a watercourse or drainage feature or within the distance specified from a watercourse or drainage feature in the directions for use on the label for the product, whichever is the greater.</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
Maintaining connectivity (public safety and relevant infrastructure activities, extractive industry, high value agriculture clearing, irrigated high value agriculture clearing)		
<p>PO16 In consideration of vegetation on the land subject to the development application and on adjacent land, sufficient vegetation is retained to maintain ecological processes and remains in the landscape despite threatening processes.</p>	<p>AO16.1 Clearing occurs in accordance with table 16.3.3 in this code.</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
Connectivity areas (coordinated project)		
<p>PO17 In consideration of vegetation on the land subject to the development application and on adjacent land:</p> <ol style="list-style-type: none"> 1. sufficient vegetation is retained to maintain ecological processes and remains in the landscape despite threatening processes; or 2. where this not reasonably possible, the applicant provides an offset. 	<p>AO17.1 Clearing occurs in accordance with table 16.3.3 of this code.</p> <p>OR</p>	<p>Complies - vegetation clearing has been limited to the extent that it is necessary for establishing Asset Protection Zones for bushfire management purposes, establishing a development footprint for a coordinated project and also for ensuring public safety associated with the transitional surfaces for the airstrip.</p> <p>Refer to Chapter 10 of the EIS for further details.</p>
	<p>AO17.2 Where clearing cannot be reasonably avoided; and clearing has been reasonably minimised; an offset is provided for any acceptable significant residual impact from clearing of vegetation that forms a connectivity area (a matter of state environmental significance).</p>	<p>Complies. Comprehensive flora surveys have been undertaken by NRC to ensure that the proposed masterplan layout avoids or minimises impacts on vegetation clearing.</p>

Performance outcomes	Acceptable outcomes	Response									
		<p>Matters of National Environmental Significance</p> <ul style="list-style-type: none"> Some trimming and clearing of the Broad Leaf Tea-tree (<i>Melaleuca viridiflora</i>) community will be required due to the need to meet transitional surfaces associated with the runway and this has been assessed in Chapter 10 – Flora and Fauna. In summary approximately 5.15 hectares of the community will be cleared or trimmed. Of this 3.17 hectares will be trimmed such that <70% of its height remains and 1.98 hectares to be trimmed such that >70% of its height remains. Of the 5.15 hectares approximately 1.5 hectares will be significantly impacted. <p>State Regulated Vegetation</p> <ul style="list-style-type: none"> RE 8.3.2 is an endangered community under the VM Act which is dominated by Broad leaf tea-tree and occurs in the areas surrounding the existing runway strip. The current design includes a disturbance to this community relating to the runway strip. <p>The total impact to RE 8.3.2 is 5.14ha which includes the Threatened Ecological Community (TEC) component and Regional Ecosystem (RE) component and includes both clearing and trimming. Impacts are as follows:</p> <ul style="list-style-type: none"> 1.5ha clearing and trimming TEC; 3.65ha clearing and trimming of ERE (not a TEC). <p>Approximate clearing areas are as follows:</p> <table border="1" data-bbox="1486 1252 1913 1359"> <thead> <tr> <th></th> <th>Clearing</th> <th>Trimming</th> </tr> </thead> <tbody> <tr> <td>TEC</td> <td>0.80</td> <td>0.70</td> </tr> <tr> <td>ERE</td> <td>2.38</td> <td>1.27</td> </tr> </tbody> </table>		Clearing	Trimming	TEC	0.80	0.70	ERE	2.38	1.27
	Clearing	Trimming									
TEC	0.80	0.70									
ERE	2.38	1.27									

Performance outcomes	Acceptable outcomes	Response
		<ul style="list-style-type: none"> • Of Concern Regional Ecosystem 8.12.13a is a scattered native grassland community that is located within the site. Under the current masterplan concept some of these grassland communities have the potential to be impacted by direct disturbance from development in these areas. • The majority of the regulated vegetation within the study area is RE 8.12.12d which has a “least concern” status under the Vegetation Management Act and a “no concern at present” biodiversity status. This community represents the main vegetation type where disturbance to remnant vegetation may occur related to an Asset Protection Zone to manage and reduce bushfire fuel loads. <p>Section 15 (1) of the <i>Environmental Offsets Act 2014</i> states that “An administering agency may impose an offset condition on an authority only if—</p> <p>(a) <i>the same, or substantially the same, impact has not been assessed under a relevant Commonwealth Act; and</i></p> <p>(b) <i>the same, or substantially the same, prescribed environmental matter has not been assessed under a relevant Commonwealth Act”.</i></p> <p>As the Commonwealth has determined that an offset is not required for the project under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>, a condition requiring an environmental offset cannot be imposed by the State.</p> <p>Refer to Chapter 10 of the EIS for further details.</p>
Maintaining connectivity (necessary environmental clearing - land restoration and natural disaster preparation)		

Performance outcomes	Acceptable outcomes	Response
PO18 In consideration of vegetation on the land subject to the development application and on adjacent land, sufficient vegetation is retained to maintain ecological processes and remains in the landscape despite threatening processes, or where this is not reasonably possible, the cleared area is rehabilitated.	AO18.1 Clearing occurs in accordance with table 16.3.3 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO18.2 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Connectivity areas (necessary environmental clearing - natural channel diversion and contaminants removal)		
PO19 In consideration of vegetation on the land subject to the development application and on adjacent land: 1. sufficient vegetation is retained to maintain ecological processes and remains in the landscape despite threatening processes; or 2. where this is not reasonably possible, the applicant rehabilitates the cleared area; or 3. where this not reasonably possible, the applicant provides an offset.	AO19.1 Clearing occurs in accordance with table 16.3.3 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO19.2 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO19.3 Where clearing cannot be reasonably avoided, and 1. clearing has been reasonably minimised; and 2. the cleared area cannot be reasonably rehabilitated 3. an offset is provided for any acceptable significant residual impact from clearing of vegetation that forms a connectivity area (a matter of state environmental significance).	
Soil erosion (public safety and relevant infrastructure activities, coordinated project, high value agriculture clearing, irrigated high value agriculture clearing, necessary environmental clearing)		
PO20 Clearing does not result in: 1. accelerated soil erosion including, but not limited to – mass movement, gully erosion, rill erosion, sheet erosion, tunnel erosion, stream bank erosion, wind erosion, or scalding; and 2. any associated loss of chemical, physical or biological fertility – including, but not limited to water holding capacity, soil structure, organic matter, soil biology, and	AO20.1 Clearing is undertaken in accordance with an erosion and sediment control plan, which includes measures to ensure the rates of soil loss and sediment movement are the same or less than those prior to the proposed development. OR	Complies – clearing will be undertaken in accordance with Construction Environment Management Plan, Vegetation Management Plan and an Erosion and Sediment Control Plan prepared for the project.
	AO20.2 The local government is the assessment manager for the development application.	Not applicable – refer to response to AO20.1 above.

Performance outcomes	Acceptable outcomes	Response
nutrients, within or outside the land the subject of the development application.	Note: For guidance on developing a sediment and erosion control plan, please refer to the Best Practice Erosion and Sediment Control Document, IECA, 2008.	
Soil erosion (necessary to control non-native plants or declared pests, thinning, encroachment, fodder harvesting)		
PO21 Clearing does not result in: <ol style="list-style-type: none"> 1. accelerated soil erosion – including, but not limited to - mass movement, gully erosion, rill erosion, sheet erosion, tunnel erosion, stream bank erosion, wind erosion, or scalding; and 2. any associated loss of chemical, physical or biological fertility – including, but not limited to water holding capacity, soil structure, organic matter, soil biology and nutrients, within or outside the land subject of the development application. 	Clearing necessary to control non-native plants or declared pests: AO21.1 Mechanical clearing retains 50 percent of the ground cover (dead or alive) in each 50 by 50 metre (0.25 hectare) area. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO21.2 New access tracks to gain access to a non-native plant or declared pest infestation do not exceed 5 metres in width or de-stabilise the banks of any watercourse or drainage feature as a result of crossing, construction or use. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	Clearing for thinning: AO21.3 Mechanical clearing must: <ol style="list-style-type: none"> 1. retain 50 percent of the ground cover (dead or alive) in each 50 by 50 metre (0.25 hectare) area; and 2. not occur on slopes in excess of 10 percent. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	Clearing for encroachment: AO21.4 Mechanical clearing: <ol style="list-style-type: none"> 1. is limited to slopes less than 5 percent; and 2. retains 50 percent of the ground cover (dead or alive) in each 50 by 50 metre (0.25 hectare) area. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	Clearing for fodder harvesting:	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
	AO21.5 Strip harvesting or block harvesting does not occur on a slope that exceeds 5 percent, and is aligned across the slope. OR	
	AO21.6 Harvesting occurs using selective harvesting or breaker harvesting methods.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Salinity (public safety and relevant infrastructure activities, coordinated project, extractive industry, high value agriculture clearing, irrigated high value agriculture clearing, necessary environmental clearing, fodder harvesting)		
PO22 Clearing does not contribute to or accelerate land degradation through waterlogging, or through the salinisation of groundwater, surface water or soil.	No acceptable outcome is prescribed.	Complies – vegetation clearing has been limited to the extent that it is necessary for establishing Asset Protection Zones for bushfire management purposes, establishing a development footprint for a coordinated project and also for ensuring public safety associated with the transitional surfaces for the airstrip (refer to Appendix H – Vegetation Mapping). Clearing will be undertaken in accordance with a Vegetation Management Plan and Erosion and Sediment Control Plan. Cleared areas will be rehabilitated where possible. Refer to Chapter 10 of the EIS for further details. The relatively small area of clearing is unlikely to impact groundwater given any groundwater resource is limited and usually limited to short period of time following a rainfall event
Conserving endangered and of concern regional ecosystems (public safety and relevant infrastructure activities, coordinated project, extractive industry, high value agriculture clearing, irrigated high value agriculture clearing)		
PO23 Clearing maintains the current extent of endangered regional ecosystems and of concern regional ecosystems.	AO23.1 Clearing does not occur in an endangered regional ecosystem or an of concern regional ecosystem. OR	Performance solution – Some clearing of endangered regional ecosystems and of concern regional ecosystems will be required. Matters of National Environmental Significance <ul style="list-style-type: none">Some trimming and clearing of the Broad Leaf Tea-tree (<i>Melaleuca viridiflora</i>) community will be required due to the need to meet transitional surfaces associated with the runway and this has been assessed in Chapter 10 – Flora and Fauna. In summary approximately 5.15 hectares of the community will be cleared or trimmed. Of this

Performance outcomes	Acceptable outcomes	Response									
		<p>3.17 hectares will be trimmed such that <70% of its height remains and 1.98 hectares to be trimmed such that >70% of its height remains. Of the 5.15 hectares approximately 1.5 hectares will be significantly impacted.</p> <p>State Regulated Vegetation</p> <ul style="list-style-type: none"> RE 8.3.2 is an endangered community under the VM Act which is dominated by Broad leaf tea-tree and occurs in the areas surrounding the existing runway strip. The current design includes a disturbance to this community relating to the runway strip. <p>The total impact to RE 8.3.2 is 5.15ha which includes the Threatened Ecological Community (TEC) component and Regional Ecosystem (RE) component and includes both clearing and trimming. Impacts are as follows:</p> <ul style="list-style-type: none"> 1.5ha clearing and trimming TEC; 3.65ha clearing and trimming of ERE (not a TEC). <p>Approximate clearing areas are as follows:</p> <table border="1" data-bbox="1491 998 1848 1112"> <thead> <tr> <th></th> <th>Clearing</th> <th>Trimming</th> </tr> </thead> <tbody> <tr> <td>TEC</td> <td>0.80</td> <td>0.70</td> </tr> <tr> <td>ERE</td> <td>2.38</td> <td>1.27</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Of Concern Regional Ecosystem 8.12.13a is a scattered native grassland community that is located within the site. Under the current masterplan concept some of these grassland communities have the potential to be impacted by direct disturbance from development in these areas. 		Clearing	Trimming	TEC	0.80	0.70	ERE	2.38	1.27
	Clearing	Trimming									
TEC	0.80	0.70									
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Performance outcomes	Acceptable outcomes	Response
	AO23.2 Clearing in an endangered regional ecosystem or in an of concern regional ecosystem does not exceed the width or area prescribed in table 16.3.1 of this code. OR	Performance solution – see above response to AO23.1
	AO23.3 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, an offset is provided for any acceptable significant residual impact from clearing of endangered regional ecosystems and of concern regional ecosystems (a matter of state environmental significance).	<p>Performance solution - Section 15 (1) of the <i>Environmental Offsets Act 2014</i> states that “An administering agency may impose an offset condition on an authority only if—</p> <p>(a) the same, or substantially the same, impact has not been assessed under a relevant Commonwealth Act; and</p> <p>(b) the same, or substantially the same, prescribed environmental matter has not been assessed under a relevant Commonwealth Act”.</p> <p>As the Commonwealth has determined that an offset is not required for the project under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>, a condition requiring an environmental offset cannot be imposed by the State.</p> <p>Refer to Chapter 10 of the EIS for further details.</p>
Essential habitat (public safety and relevant infrastructure activities, coordinated project, extractive industry, high value agriculture clearing and irrigated high value agriculture clearing, fodder harvesting)		
PO24 Clearing maintains the current extent of essential habitat.	AO24.1 Clearing does not occur in essential habitat. OR	Not applicable – refer to response to AO24.4 below.
	AO24.2 Clearing in essential habitat does not exceed the widths prescribed in table 16.3.1 of this code. OR	Not applicable – refer to response to AO24.4 below.
	AO24.3 Clearing in essential habitat does not exceed the areas prescribed in table 16.3.1 of this code. OR	Not applicable – refer to response to AO24.4 below.
	AO24.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, an offset is provided for any acceptable significant residual impact from	As the Commonwealth has determined that an offset is not required for the project under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> , a

Performance outcomes	Acceptable outcomes	Response
	clearing of essential habitat (a matter of state environmental significance).	condition requiring an environmental offset cannot be imposed by the State.
Essential habitat (necessary environmental clearing – land restoration and natural disaster preparation)		
PO25 Clearing does not occur in essential habitat, or where this is not reasonably possible, the applicant rehabilitates the cleared area.	AO25.1 Clearing does not occur in essential habitat. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO25.2 Clearing in essential habitat does not exceed the widths prescribed in table 16.3.1 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO25.3 Clearing in essential habitat does not exceed the areas prescribed in table 16.3.1 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO25.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Essential habitat (necessary environmental clearing – natural channel diversion and contaminants removal)		
PO26 Clearing does not occur in essential habitat, or where this is not reasonably possible, the applicant rehabilitates the cleared area, or maintains the current extent of essential habitat.	AO26.1 Clearing does not occur in essential habitat. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO26.2 Clearing in essential habitat does not exceed the widths prescribed in table 16.3.1 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO26.3 Clearing in essential habitat does not exceed the areas prescribed in table 16.3.1 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO26.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO26.5 Where clearing cannot be reasonably avoided, and: 1. clearing has been reasonably minimised; and 2. the cleared area cannot be reasonably rehabilitated	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
	3. an offset is provided for any acceptable significant residual impact from clearing of essential habitat (a matter of state environmental significance).	
Acid sulfate soils (public safety and relevant infrastructure activities, coordinated project, extractive industry, high value agriculture clearing, irrigated high value agriculture clearing, necessary environmental clearing, necessary to control non-native plants or declared pests, thinning, encroachment)		
PO27 Clearing does not result in, or accelerate, disturbance of acid sulfate soils or changes to the hydrology of the location that will result in either of the following: <ol style="list-style-type: none"> 1. aeration of horizons containing iron sulphides; or 2. mobilisation of acid or metals. 	AO27.1 Clearing does not occur in land zone 1, land zone 2 or land zone 3. OR	Not applicable – refer to response to AO27.2 below.
	AO27.2 Clearing in land zone 1, land zone 2 or land zone 3 in areas below the five metre Australian Height Datum only occurs where: <ol style="list-style-type: none"> 1. it does not involve mechanical clearing; and 2. acid sulfate soils are managed consistent with the State Planning Policy, Department of State Development, Infrastructure and Planning, 2014, Department of State Development, Infrastructure and Planning, 2014 and with the Soil Management Guidelines in the Queensland Acid Sulfate Soil Technical Manual, Department of Science Information Technology Innovation and the Arts, 2014. OR	Complies – some clearing may be required in land zone 1 – 3. Preliminary assessment of the site has identified that acid sulfate soils are unlikely to be present on the site. Notwithstanding this, an Acid Sulfate Soil Management Plan is proposed to be prepared in accordance with the State Planning Policy, Department of State Development, Infrastructure and Planning, 2014, Department of State Development, Infrastructure and Planning, 2014 and with the Soil Management Guidelines in the Queensland Acid Sulfate Soil Technical Manual, Department of Science Information Technology Innovation and the Arts, 2014.
	AO27.3 The local government is the assessment manager for the development application.	Not applicable – the local government will not be the assessment manager for this development application.
Clearing is staged (extractive industry)		
PO28 Clearing: <ol style="list-style-type: none"> 1. is staged in line with operational needs that restrict clearing to the current operational area 2. only occurs in the area from which material will be extracted, and any reasonably associated infrastructure, within the term of the development approval; and 3. does not occur without required permits. 	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing for agriculture (coordinated project, high value agriculture clearing, irrigated high value agriculture clearing)		

Performance outcomes	Acceptable outcomes	Response
<p>PO29 Clearing only occurs where the land is suitable for agriculture having regard to topography, climate and soil attributes.</p> <p>Note: Guidance for determining land suitability is provided in the Guidelines for meeting the land suitability and economic viability requirements for high value and irrigated high value agriculture applications, Department of Natural Resources and Mines, 2015.</p>	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
PO30 Clearing only occurs where there is no alternative area on the land subject to the development application for the clearing.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
PO31 For applications for irrigated high value agriculture clearing, the owner of the land is an eligible owner who has, or may have, access to enough water for establishing, cultivating and harvesting the crops to which the clearing relates.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing for necessary environmental clearing – land restoration and natural disaster preparation		
PO32 Clearing does not occur, or where this is not reasonably possible, the applicant rehabilitates the cleared area.	AO32.1 Clearing maintains the natural floristic composition and range of sizes across the application area. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO32.2 Clearing does not exceed the widths or areas prescribed in table 16.3.1 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO32.3 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing for necessary environmental clearing - natural channel diversion and contaminants removal		
PO33 Clearing does not occur, or where this is not reasonably possible, the applicant rehabilitates the cleared area or maintains the current extent of vegetation.	AO33.1 Clearing maintains the natural floristic composition and range of sizes across the application area. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO33.2 Clearing does not exceed the widths or areas prescribed in table 16.3.1 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
	AO33.3 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the endangered regional ecosystems and of concern regional ecosystems are rehabilitated. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO33.4 Where clearing an endangered regional ecosystem or of concern regional ecosystem cannot be reasonably avoided, minimised or rehabilitated, an offset is provided for any acceptable significant residual impact from clearing of an endangered regional ecosystem or of concern regional ecosystem (a matter of state environmental significance).	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Conserving remnant vegetation that are regional ecosystems (necessary to control non-native plants or declared pests)		
PO34 Clearing activities: 1. maintain the natural floristic composition and range of sizes of each species of the regional ecosystem evenly spaced across the application area; and 2. retain mature trees.	AO34.1 Mechanical clearing does not exceed the limitations defined in table 16.3.4 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO34.2 Soil applied broad spectrum herbicides are not: 1. applied via aerial application; or 2. ground applied on a broad acre basis; or 3. used inconsistently with the product directions.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Requirements for dense regional ecosystems (necessary to control non-native plants or declared pests)		
PO35 Clearing retains canopy vegetation in dense regional ecosystems.	AO35.1 Clearing does not occur in regional ecosystems listed in table 16.3.5 of this code. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO35.2 Clearing and associated soil disturbance in regional ecosystems listed in table 16.3.5 only occurs: 1. within a 1.5 metre radius from the base of the stem of individual non-native plants or declared pests; and 2. to the extent necessary to provide access for the control of the non-native plants or declared pests.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Conserving vegetation (thinning)		
PO36 Clearing activities:	AO36.1 Thinning retains mature trees and habitat trees. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
1. maintain the natural floristic composition and range of sizes of each species of the regional ecosystem evenly spaced across the application area; and 2. retain mature trees and habitat trees.	AO36.2 Thinning retains immature trees to: <ol style="list-style-type: none"> 1. return the immature tree density to a more typical level 2. retain representatives of all the species that occur in the regional ecosystem in about the proportion to what would normally exist 3. retain the range of tree sizes that would normally occur; and 4. space immature trees as evenly as possible across the thinned area. AND	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
	AO36.3 Thinning is not undertaken by ground application of soil applied broad spectrum herbicides, or aerial application of any herbicides. Note: The Department of Science, Information Technology and Innovation publishes technical descriptions (http://www.qld.gov.au/environment/plants-animals/plants/ecosystems/technical-descriptions/) which provide a detailed description of the normal range in structure and floristic composition of remnant regional ecosystems and their component vegetation communities. They should be used in conjunction with the fields from the Regional Ecosystem Description Database (REDD) (http://www.qld.gov.au/environment/plants-animals/plants/ecosystems/download) for a normal description of the regional ecosystem.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing limited to specific regional ecosystems (thinning)		
PO37 Clearing does not occur in the regional ecosystems listed in Table 16.3.6 of this code, except where clearing is solely for removing native plants not naturally occurring within the regional ecosystem.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Retained vegetation density (thinning)		
PO38 Clearing does not occur unless the density of vegetation that is retained is consistent with the natural floristic composition of the regional ecosystem.	AO38.1 The vegetation density is consistent with a representative reference site of the same regional ecosystem. OR	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
	<p>AO38.2 The vegetation density is consistent with the natural floristic composition of the regional ecosystem as demonstrated by BioCondition benchmarks for regional ecosystem condition assessment, and the Regional ecosystem description database.</p> <p>Note: DSITI publishes Technical descriptions (http://www.qld.gov.au/environment/plants-animals/plants/ecosystems/technical-descriptions) which provide a detailed description of the normal range in structure and floristic composition of remnant regional ecosystems and their component vegetation communities. They should be used in conjunction with the fields from the Regional Ecosystem Description Database (REDD) (http://www.qld.gov.au/environment/plants-animals/plants/ecosystems/download) for a normal description of the regional ecosystem.</p>	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Clearing is limited to specific regional ecosystems (encroachment)		
PO39 Clearing of encroachment does not occur, other than in the regional ecosystems listed in table 16.3.7 of this code.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Retained trees (encroachment)		
<p>PO40 Clearing of encroachment:</p> <ol style="list-style-type: none"> 1. results in the restoration of the regional ecosystem 2. retains mature trees and habitat trees 3. retains all woody vegetation within a grove; and 4. retains representatives of all immature, non-encroaching species in a natural pattern. 	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Limits to clearing for fodder harvesting (fodder harvesting)		
<p>PO41 Clearing occurs only in the following areas:</p> <ol style="list-style-type: none"> 1. Balonne Shire Council 2. Barcaldine Shire Council 3. Barcoo Shire Council 	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
4. Blackall Tambo Regional Council 5. Bulloo Shire Council 6. Diamantina Shire Council 7. Goondiwindi Regional Council 8. Longreach Regional Council 9. Maranoa Regional Council 10. Murweh Shire Council 11. Paroo Shire Council 12. Quilpie Shire Council 13. Western Downs Regional Council 14. Winton Shire Council.		
PO42 Clearing is limited to the extent necessary to provide fodder for stock.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
PO43 Clearing only occurs in regional ecosystems listed in table 16.3.8 or table 16.3.9 of this code.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
PO44 Clearing consists predominantly of fodder species.	No acceptable outcome is prescribed.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>
Conserving vegetation (fodder harvesting)		
PO45 Clearing retains at least: <ol style="list-style-type: none"> 1. 50 percent of the predominant canopy cover of the vegetation over each 300 metre by 300 metre (9 hectare) area when selective harvesting or narrow strip harvesting; and 2. 55 percent of the predominant canopy cover of the vegetation over each 300 metre by 300 	AO45.1 Selective harvesting does not: <ol style="list-style-type: none"> 1. harvest more than 5 in 10 individual fodder trees in any given area 2. remove non-fodder species beyond that needed to provide access for harvesting; and 3. involve mechanical clearing within 50 metres of a scarp or an area of instability, in the following regional 	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

Performance outcomes	Acceptable outcomes	Response
<p>metre (9 hectare) area when block harvesting or wide strip harvesting maintains the range of species of the regional ecosystem at the locality.</p>	<p>ecosystems 6.7.1, 6.7.6, 6.7.14, 6.7.15, 6.7.16, 11.7.1, 11.7.2 and 11.7.5.</p> <p>AND</p>	
	<p>AO45.2 Block harvesting:</p> <ol style="list-style-type: none"> 1. is limited to the harvesting area and width of retained vegetation listed in table 16.3.10 2. retains non-fodder species with height of four metres or more within the harvested area 3. does not occur in fodder regional ecosystems that are less than 10 hectares in area or 500 metres in width 4. ensures tracks between blocks are limited to a width of 10 metres; and 5. only occurs in regional ecosystems listed in table 16.3.8 of this code. <p>AND</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
	<p>AO45.3 Wide strip harvesting:</p> <ol style="list-style-type: none"> 1. occurs where the harvested strip is 70 metres – 135 metres in width 2. retains vegetation of a minimum width of 165 metres on either side of the cleared strip 3. only occurs for an 800 metre length with the retention of a 200 metre wide patch of vegetation at the end of each length 4. does not occur in fodder regional ecosystems that are less than 10 hectares in area or 500 metres in width; and 5. only occurs in regional ecosystems listed in table 16.3.8 of this code. <p>AND</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO45.4 Narrow strip harvesting:</p> <ol style="list-style-type: none"> occurs where the harvested strip is 20 to 50 metres in width retains vegetation on either side of the strip of a minimum width equal to the width of the harvested strip does not occur in fodder regional ecosystems that are less than 10 hectares in area or 500 metres in width; and only occurs in regional ecosystems listed in table 16.3.8 of this code. 	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
Conserving endangered regional ecosystems and of concern regional ecosystems (fodder harvesting)		
<p>PO46 Clearing:</p> <ol style="list-style-type: none"> does not occur in vegetation that contains endangered regional ecosystems; and is limited to vegetation that contains of concern regional ecosystems 6.5.3, 11.5.13, 6.5.5 and 4.7.3, and by selective harvesting where it does not remove more than three in 10 fodder trees. 	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
Cleared vegetation (fodder harvesting)		
<p>PO47 Cleared vegetation is not moved from where it falls.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
Conserving the fodder resource (fodder harvesting)		
<p>PO48 Clearing does not reduce the total extent of the fodder species in the regional ecosystem listed in table 16.3.8 and table 16.3.9 of this code on a lot to below 50 percent of its current extent within any 10 year period.</p>	<p>AO48.1 Clearing is limited to the regional ecosystems and harvesting methods listed in table 16.3.8 and table 16.3.9 of this code.</p> <p>AND</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>
	<p>AO48.2 Clearing is limited to areas that have not been harvested in the past 10 years.</p> <p>AND</p>	<p>Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i></p>

Performance outcomes	Acceptable outcomes	Response
	AO48.3 Retained vegetation is not harvested within 10 years of the harvesting of an adjacent area which has been subject to either strip harvesting or block harvesting.	Not applicable – provision does not apply to a coordinated project as per <i>Table 16.2.1: Development and relevant provisions of the code.</i>

State code 22: Environmentally relevant activities

Table 22.2.2: Material change of use

Performance outcomes	Acceptable outcomes	Response
All ERAs		
PO1 Development is suitably located and designed to avoid or mitigate environmental harm to the acoustic environment.	AO1.1 Development meets the acoustic quality objectives for sensitive receptors identified in the Environmental Protection (Noise) Policy 2008.	Complies - The site has been historically used for a tourist resort with existing infrastructure located in the service industry precinct. Environmentally relevant activities (ERAs) will be designed and managed to avoid, minimise or mitigate site impacts additionally all development will be designed to achieve the acoustic quality objectives for sensitive receptors.
PO2 Development is suitably located and designed to avoid or mitigate environmental harm to the air environment.	AO2.1 Development meets the air quality objectives of the Environmental Protection (Air) Policy 2008.	Complies - The site has been historically used for a tourist resort with existing infrastructure located in the service industry precinct. Environmentally relevant activities (ERAs) will be designed and managed to avoid, minimise or mitigate site impacts, additionally all development will be designed to achieve the air quality objectives.
PO3 Development, other than intensive animal industry for poultry farming, is suitably located and designed to avoid or mitigate environmental harm on adjacent sensitive land uses caused by odour.	No acceptable outcome is prescribed.	Complies - The site has an existing service infrastructure precinct which is used to house the sewage treatment plant, water treatment plant, back of house facilities (e.g. waste storage) and diesel generators. The proposed ERAs will generally be located in the same location on the site to avoid any adverse impacts to the environmental values of the site.
PO4 Development is suitably located and designed to avoid or mitigate environmental harm to the receiving waters environment.	AO4.1 Development meets the management intent, water quality guidelines and objectives of the Environmental Protection (Water) Policy 2009.	Complies - The site does not have a permanent waterway. Gap Creek and several other small ephemeral water courses traverse the site and discharge to the ocean. MUSIC modelling has identified that stormwater quality across all measures

Performance outcomes	Acceptable outcomes	Response
		is predicted to improve as a consequence of the proposed development.
<p>PO5 Development is designed to include elements which:</p> <ol style="list-style-type: none"> 1. prevent or minimise the production of hazardous contaminants and waste as by-products; or 2. contain and treat hazardous contaminants on-site rather than releasing them into the environment; and 3. provide secondary containment to prevent the accidental release of hazardous contaminants to the environment from spillage or leaks. 	No acceptable outcome is prescribed.	<p>Complies - The site has an existing service infrastructure precinct which is used to house the sewage treatment plant, water treatment plant, back of house facilities (e.g. waste storage) and diesel generators. The proposed ERAs will generally be located in the same location on the site to avoid any adverse impacts to the environmental values of the site.</p>
<p>PO6 Environmentally hazardous materials located on site are stored to avoid or minimise their release into the environment due to inundation during flood events.</p>	No acceptable outcome is prescribed.	<p>Complies - The storage and handling of any hazardous materials on the site will be in accordance with best practice environmental management procedures to avoid the release of hazardous materials, including during flood events.</p>
All development – matters of environmental significance		
<p>PO7 Development:</p> <ol style="list-style-type: none"> 1. avoids impacts on matters of state environmental significance; or 2. minimises and mitigates impacts on matters of state environmental significance after demonstrating avoidance is not reasonably possible; and 3. provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable significant residual impact on a matter of state environmental significance. <p>Statutory note: For Brisbane core port land, an offset may only be applied to development on land identified</p>	No acceptable outcome is prescribed.	<p>Complies - the site has been historically used for a tourist resort with existing buildings and infrastructure concentrated on the south-west portion of the Island. The EIS has identified areas of high conservation value and significance and has sought to avoid impacts on these areas through the masterplan process. Any impacts associated with the proposed environmentally relevant activities (ERAs) will be managed to avoid, minimise or mitigate site impacts.</p>

Performance outcomes	Acceptable outcomes	Response
<p>as E1 Conservation/Buffer, E2 Open Space or Buffer/Investigation in the Brisbane Port LUP precinct plan. For the Brisbane Port LUP, see www.portbris.com.au.</p> <p>Note: Guidance for determining if the development will have a significant residual impact on a matter of state environmental significance is provided in the Significant Residual Impact Guideline, Department of State Development, Infrastructure and Planning, 2014. Where the significant residual impact is considered an acceptable impact on the matter of state environmental significance and an offset is considered appropriate, the offset should be delivered in accordance with the <i>Environmental Offsets Act 2014</i>.</p>		
Category C areas and category R areas of vegetation		
<p>PO8 Development:</p> <ol style="list-style-type: none"> 1. avoids impacts on category C areas of vegetation and category R areas of vegetation; or 2. minimises and mitigates impacts on category C areas and category R areas of vegetation after demonstrating avoidance is not reasonably possible. 	No acceptable outcome is prescribed.	Complies – vegetation clearing has been limited to the extent that it is necessary for establishing Asset Protection Zones for bushfire management purposes, establishing a development footprint for a coordinated project and also for ensuring public safety associated with the transitional surfaces for the airstrip.
Intensive animal industry – poultry farming (ERA 4(2))		
<p>PO9 Poultry farming development (where farming more than 200,000 birds) is suitably located and designed to avoid or mitigate environmental harm on adjacent sensitive land uses caused by odour.</p>	<p>AO9.1 For poultry farming involving 300,000 birds or less, development meets the separation distances as determined using the S-factor methodology to:</p> <ol style="list-style-type: none"> 1. a sensitive land use in a rural zone; and 2. boundary of a non-rural zone. <p>OR</p>	Not applicable – intensive animal industry is not proposed.
	<p>AO9.2 Development meets the separation distances as determined by odour modelling using the following criteria:</p> <ol style="list-style-type: none"> 1. 2.5 odour units, 99.5 percent, 1 hour average for a sensitive land use in a rural zone; or 	Not applicable – intensive animal industry is not proposed.

Performance outcomes	Acceptable outcomes	Response
	<p data-bbox="814 238 1352 289">2. 1.0 odour units, 99.5 percent, 1 hour average for the boundary of a non-rural zone.</p> <p data-bbox="772 329 1373 482">Statutory note: Guidance for determining if the development will cause environmental harm caused by odour is provided in the Development of Meat Chicken Farms in Queensland, Department of Agriculture and Fisheries, 2016 and the Guideline – Odour Impact Assessment from Developments, Department of Environment and Heritage Protection, 2013.</p>	