



 **COPPERSTRING 2.0**

The CopperString 2.0 logo features a stylized, red 'S' shape that resembles a string or wire, positioned to the left of the text 'COPPERSTRING 2.0'.

CopperString 2.0

SDAP assessment

Volume 3 Appendix N

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1. SDAP assessment

1.1.1 Purpose of this report

The State Development Assessment Provisions (SDAP) relevant to the CopperString 2.0 Project (the Project) were identified within Volume 2 Chapter 4 Legislation and approvals.

The SDAP Version 2.6 (effective February 2020) sets out the matters of interest to the state for development assessment, where the Chief Executive administering the Planning Act, (being the Director- General of Queensland Treasury), is responsible for assessing or deciding development applications. The SDAP is prescribed in the Planning Regulation.

The SDAP identifies the following matters of state interests potentially applicable to the Project:

- Development in a state-controlled road environment
- Development in a railway environment
- Protection of state transport networks
- Native vegetation clearing.

Development approvals required for the Project which involve the above matters will require assessment against the corresponding modules of the SDAP. The following State codes are applicable:

- State code 1: Development in a state-controlled road environment
- State code 2: Development in a railway environment
- State code 6 – Protection of state transport networks
- State code 16: Native vegetation clearing.

Development approvals required for the Project which involve the above matters will require assessment against the corresponding modules of the SDAP. Table 1-1 below provides a summary of each SDAP and outlines the Project relevance and consistency. An assessment of each SDAP Code has been provided in Sections 1.2 to 1.5.

Table 1-1 State development assessment provisions

State code	Purpose and outcomes	Relevance to the Project
1 – Development in a state-controlled road environment	The purpose of this code is to protect state-controlled roads, future state-controlled road and other infrastructure in state-controlled roads from adverse impacts of development.	The Project will need to ensure the assessment criteria in this module are appropriately addressed particularly in relation to the protection of existing and future state transport infrastructure.

State code	Purpose and outcomes	Relevance to the Project
2- Development in a railway environment	The purpose of the code is to protect railways, future railways and other infrastructure in a railway corridor from adverse impacts of development. The purpose of this code is also to protect the safety of people using, and living and working near, railways	The Project will need to ensure the assessment criteria in this module are appropriately addressed particularly in relation to the protected of existing and future railway corridors.
6 – Protection of state transport networks	The purpose of this code is to protect state transport infrastructure, public passenger transport infrastructure and public passenger services from adverse impacts of development, maintain operational performance of the transport network and ensure development enables safe and convenient access to public passenger transport.	The Project will need to ensure the assessment criteria in this module are appropriately addressed. Particularly in relation to the safety, function and operational efficiency of the state road network.
16 – Native vegetation clearing	The purpose of this code is to ensure that development avoids impacts on clearing, or where avoidance is not reasonably possible, minimises and mitigates impacts.	The proposed transmission line may involve native vegetation clearing.

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

Table 1-2 Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
JHI	<p>AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road.</p> <p>AND</p>	<p>AO1.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a state-controlled road (excluding overhead cables).</p> <p>The final transmission tower sites will be determined after careful consideration of physical constraints including proximity to the state-controlled roads. Detailed remote sensing (LiDAR), geotechnical studies and consultation with landholders will be conducted during the detailed design of the Project to finalise foundation types and will likely constitute a range of footing types and designs that will vary, depending on the final transmission tower size, transmission tower type and site conditions for each location.</p> <p>Temporary clearance structures (or hurdles), typically consisting of vertical wood poles with cross arms, will need to be installed at road and rail crossings and at crossings of energized existing overhead electric lines to prevent conductors or draw lines from sagging onto existing infrastructure during the stringing operation. Once the conductors have been fixed to the transmission towers the hurdles will be removed.</p> <p>Conductor cables will be installed overhead via helicopter with appropriate construction phase</p>

Performance outcomes	Acceptable outcomes	Response
		<p>clearances/approvals in accordance with TMR requirements.</p> <p>Where communication cables or other conduits are required within a state-controlled road corridor, they will not be attached to or obstruct road transport or create a safety hazard.</p> <p>Relevant approvals will include:</p> <ul style="list-style-type: none"> • Road Corridor Permit • Traffic Control Permit, including road use and traffic management plan • Utility Installation Work approval (F5165 – Installation of utility assets in State Controlled Roads Application). <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans and Volume 3 Appendix X Transport impact assessment.</p>
	<p>AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.</p>	<p>PO1 Complies</p> <p>The traffic generated during the operations and maintenance phase is anticipated to be minimal, comprising predominantly of service vehicles undertaking maintenance and inspections along the corridor. For the most part this will not require direct access to a state-controlled road.</p> <p>Other maintenance activities (i.e. vegetating trimming) may be required and will be undertaken with appropriate clearances/approvals in accordance with TMR requirements.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix H Tower siting plans and</p>

Performance outcomes	Acceptable outcomes	Response
		Volume 3 Appendix X Transport impact assessment.
<p>PO2 The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.</p>	<p>AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR</p>	<p>AO2.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a state-controlled road (excluding overhead cables).</p> <p>Facades of towers, substations CEV huts will be made of non-reflective material.</p> <p>Where communication cables or other conduits are required within a state-controlled road corridor, they will not be attached to or obstruct road transport or create a safety hazard.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix H Tower siting plans and Volume 3 Appendix X Transport impact assessment.</p>
	<p>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</p>	<p>AO2.2 Not applicable</p> <p>Refer AO2.1</p>
	<p>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</p>	<p>AO2.3 Not applicable</p> <p>Refer AO2.1</p>
	<p>AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2nd Edition, Department of Transport and Main Roads, 2017.</p>	<p>AO2.4 Not applicable</p> <p>Refer AO2.1</p>

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, 2018.</p>	<p>AO3.1 Not applicable</p> <p>Project does not include road, pedestrian and bikeway bridges over a state-controlled road.</p>
Filling, excavation and retaining structures		
<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>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO4 Complies</p> <p>There will be minimal filling and excavation required for the Project and none that will interfere with, or result in damage to, infrastructure or services in a state-controlled road, excluding potential upgrades to existing intersections which will be addressed separately below or development of trenches for conduit or buried earthing or communication cables.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</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 the Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO5 Complies</p> <p>Refer to PO4</p>
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO6 Complies</p> <p>Refer to PO4</p>

Performance outcomes	Acceptable outcomes	Response
<p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</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 Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	<p>PO7 Complies</p> <p>Refer to PO4</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.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>	AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	<p>PO8 Complies</p> <p>There will be minimal filling and excavation required for the project and none that will generate significant haulage traffic that would interfere with, or result in damage to, infrastructure or services in a state-controlled road, excluding minor works required for potential upgrades to existing intersections which will be addressed separately below.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p>
<p>PO9 Filling and excavation associated with the construction of vehicular access to a development</p>	No acceptable outcome is prescribed.	PO9 Complies

Performance outcomes	Acceptable outcomes	Response
<p>does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>		<p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that works do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation of the Project have been identified.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans and Volume 3 Appendix X Transport impact assessment.</p>
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>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.</p> <p>AND</p>	<p>AO10.1 Complies</p> <p>There will be minimal filling and excavation required for the project and none that will result in contamination of a state-controlled road. All material used in intersection improvement works (if required) will be in consultation with TMR and associated guidelines and standards to ensure fill material (if required) is free of contaminants including acid sulfate content.</p>

Performance outcomes	Acceptable outcomes	Response
		<p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment</p>
<p>PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>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.</p> <p>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.</p> <p>AND</p>	<p>AO10.2 Complies</p> <p>There will be minimal filling and excavation required for the project and none that will result in contamination of a state-controlled road. All material used in intersection improvement works (if required) will be in consultation with TMR and associated guidelines and standards to ensure compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p> <p>AO11.1 Complies</p> <p>There will be minimal filling and excavation required for the project and none that will result in wind-blown dust nuisance in a state-controlled road. All material used in intersection improvement works (if required) will be in</p>

Performance outcomes	Acceptable outcomes	Response
		<p>consultation with TMR and associated guidelines and standards to ensure compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p>
	<p>AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.</p>	<p>AO11.2 Complies</p> <p>There will be minimal filling and excavation required for the project and none that will result in wind-blown dust nuisance in a state-controlled road. All material used in intersection improvement works (if required) will be in consultation with TMR and associated guidelines and standards to ensure dust suppression measures will be used during filling and excavation activities such as dampening of ground surfaces.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment</p>

Performance outcomes	Acceptable outcomes	Response
Stormwater and drainage		
<p>PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO12 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a state-controlled road (excluding overhead cables) or such that they would result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road, excluding potential upgrades to existing intersections.</p> <p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that works do not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans and</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO13.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p>	<p>Volume 3 Appendix X Transport impact assessment.</p> <p>AO13.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a state-controlled road (excluding overhead cables) or such that they would result in run-off unlawfully discharged to a state-controlled road.</p> <p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that works do not create any unlawful new points of discharge to a state-controlled road.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans and Volume 3 Appendix X Transport impact assessment.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO13.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	<p>AO13.2 Complies</p> <p>Refer to AO13.1</p>
	<p>AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	<p>AO13.3 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a state-controlled road (excluding overhead cables) or such that they would result in run-off unlawfully discharged to a state-controlled road.</p> <p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that works do not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p>

Performance outcomes	Acceptable outcomes	Response
		Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans and Volume 3 Appendix X Transport impact assessment.
<p>PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.</p>	<p>AO14.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a state-controlled road (excluding overhead cables) or such that they would result in run-off causing siltation of stormwater infrastructure affecting a state-controlled road.</p> <p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that run-off from the Project site during construction is not discharged to stormwater infrastructure for a state-controlled road.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Further, the Concept Erosion and Sediment Control Plan (CESCP) which will be incorporated</p>

Performance outcomes	Acceptable outcomes	Response
		<p>into the CEMP, provides overarching strategies for erosion and sediment control principles for guidance to Project contractors during construction this will ensure that construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix X Transport impact assessment and Volume 3 Appendix S Concept erosion and sediment control plan.</p>
Vehicular access to a state-controlled road		
<p>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.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO15.1 Development does not require new or changed access to a limited access road.</p> <p>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.</p> <p>OR</p> <p>AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>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.</p> <p>AND</p> <p>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.</p> <p>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</p>	<p>AO15.1 Not applicable</p> <p>The Project does not traverse a limited access road.</p> <p>AO15.2 Not applicable</p> <p>The Project does not traverse a limited access road.</p> <p>AO15.3 Not applicable</p> <p>The Project does not traverse a limited access road.</p>

Performance outcomes	Acceptable outcomes	Response
	can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	
<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>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO16.1 Vehicular access is provided from a local road.</p> <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.</p> <p>AND</p>	<p>AO16.1 Not applicable</p> <p>Refer AO16.2.</p> <p>AO16.2 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a state-controlled road (excluding overhead cables) or such that they will 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>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that the works do 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>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p>

Performance outcomes	Acceptable outcomes	Response
		Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.
	<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.</p> <p>AND</p>	<p>AO16.3 Complies</p> <p>Refer AO16.2.</p>
	<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.</p> <p>AND</p>	<p>AO16.4 Complies</p> <p>Refer AO16.2.</p>
	<p>AO16.5 On-site 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>	<p>AO16.5 Complies</p> <p>Refer AO16.2.</p>
<p>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</p>		
<p>PO17 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.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport</p>	<p>AO17.1 Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	<p>AO17.1 Complies</p> <p>It is not anticipated that the Project will include a new access to local roads within 100 metres of an intersection with a state-controlled road.</p> <p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review</p>

Performance outcomes	Acceptable outcomes	Response
<p>and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>		<p>will be used to indicate whether the intersections will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that the works do not create a safety hazard for users of a state-controlled road.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans and Volume 3 Appendix X Transport impact assessment.</p>
	<p>AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016. AND</p>	<p>AO17.2 Complies</p> <p>Refer AO17.1.</p>
	<p>AO17.3 On-site 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.</p>	<p>AO17.3 Complies</p> <p>Refer AO17.1.</p>
<p>Public passenger transport infrastructure on state-controlled roads</p>		

Performance outcomes	Acceptable outcomes	Response
<p>PO18 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.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO18.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND</p>	<p>AO18.1 Complies</p> <p>The Project vehicle access will not be located within 5 metres of existing public passenger transport infrastructure.</p> <p>Refer to Volume 3 Appendix H Tower siting plans and Volume 3 Appendix X Transport impact assessment</p>
	<p>AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND</p>	<p>AO18.2 Complies</p> <p>The Project does not necessitate the relocation of existing public passenger transport infrastructure.</p>
	<p>AO18.3 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</p>	<p>AO18.3 Complies</p> <p>Project (on-site) vehicle circulation will not obstruct public passenger transport infrastructure and public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>
	<p>AO18.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	<p>AO18.4 Complies</p> <p>The normal operation of public passenger transport infrastructure or public passenger services will not be interrupted as a result of the Project.</p>
Planned upgrades		
<p>PO19 Development does not impede delivery of planned upgrades of state-controlled roads.</p>	<p>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</p>	<p>AO19.1 Complies</p> <p>The Project is not located on land identified by TMR as required for planned upgrade of state controlled land.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>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.</p>	<p>AO19.2 Not applicable.</p> <p>Refer AO19.1</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>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.</p> <p>AND</p>	<p>AO19.3 Not applicable.</p> <p>Refer AO19.1</p>
	<p>AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.</p> <p>AND</p>	<p>AO19.4 Not applicable.</p> <p>Refer AO19.1</p>
	<p>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.</p> <p>AND</p>	<p>AO19.5 Not applicable.</p> <p>Refer AO19.1</p>
	<p>AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	<p>AO19.6 Not applicable.</p> <p>Refer AO19.1</p>
Network impacts		
<p>PO20 Development does not result in a worsening of operating conditions on the state-controlled road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO20 Complies</p> <p>The Transport Impact Assessment prepared as part of the Project EIS demonstrates the impact that the traffic, generated during the Project</p>

Performance outcomes	Acceptable outcomes	Response
Roads, 2017, for further guidance on how to comply with this performance outcome.		<p>construction and operation, is projected to have on the road network.</p> <p>The proposed routes and traffic distributions will be refined within the last parts of the EIS process (supplementary) during detailed design and pre-construction procurement phases of the Project. Therefore it is recommended that further analysis is undertaken upon confirmation of the routes and selected vehicles.</p> <p>It is anticipated that approval to progress will be granted, subject to the completion of all recommendations Transport Impact Assessment.</p> <p>Refer to Volume 3 Appendix X Transport impact assessment.</p>
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.	AO21.1 Complies Refer PO20
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 <i>Road Planning and Design Manual</i> , 2 nd edition, Department of Transport and Main Roads, 2016. 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.	AO22.1 Not applicable Refer PO20.

Table 1-3 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with table 2.2.2: Environmental emissions in State code 2: Development in a railway environment.

Refer to the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in Table 1.2.2.

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 SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017. If the building envelope is unknown, the deemed-to-comply setback distances for buildings</p>	<p>AO23.1 Complies</p> <p>Accommodation for construction phase workers will be a combination of existing facilities or temporary structures consisting of demountable / relocatable modules. There will be nine potential locations for temporary construction camps and Mount Isa and Townsville have existing workforce accommodation. At the completion of construction all demountable structures and supporting servicing infrastructure will be removed as agreed with the landholder.</p> <p>Construction camp location have been identified within Volume 1 Chapter 2 Project description, however the final construction camp locations are subject to further discussion with Local Governments which is currently underway. It is anticipated that construction camp approvals (and referral to TMR) will be finalised in subsequent Project phases as part of an Infrastructure Designation process prior to construction. Subsequent approvals (if required) will comply with relevant TMR standards and guidelines (as applicable). Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix I Indicative infrastructure layout and cross-section drawings and Volume 3 Appendix X Transport impact assessment.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>stipulated by the local planning instrument or relevant building regulations should be used.</p> <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>AO23.2 Not applicable</p> <p>Refer A023.1</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>AO23.3 Not applicable</p> <p>Refer A023.1</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) L_{eq} (1 hour) (maximum hour over 24 hours). <p>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>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</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</p>	<p>AO23.4 Not applicable</p> <p>Refer A023.1</p>

Performance outcomes	Acceptable outcomes	Response
	noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the State Planning Policy interactive mapping system.	
<p>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>	<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) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A)) b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (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 SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017</p> <p>OR</p> <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>	<p>AO24.1 Complies</p> <p>Accommodation for construction phase workers will be a combination of existing facilities or temporary structures consisting of demountable / relocatable modules. There will be nine potential locations for temporary construction camps and Mount Isa and Townsville have existing workforce accommodation. At the completion of construction all demountable structures and supporting servicing infrastructure will be removed as agreed with the landholder.</p> <p>Construction camp location have been identified within Volume 1 Chapter 2 Project description, however the final construction camp locations are subject to further discussion with Local Governments which is currently underway. It is anticipated that construction camp approvals (and referral to TMR) will be finalised in subsequent Project phases as part of an Infrastructure designation process prior to construction. Subsequent approvals (if required) will comply with relevant TMR standards and guidelines (as applicable).</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix I Indicative infrastructure layout and cross-section drawings and Volume 3 Appendix X Transport impact assessment.</p> <p>AO24.2 Not applicable</p> <p>Refer A024.1</p>

Performance outcomes	Acceptable outcomes	Response
	<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 than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	<p>AO24.3 Not applicable</p> <p>Refer A023.1</p>
Childcare centres and educational establishments		
<p>PO25 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare 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) L_{10} (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 SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</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>AO25.1 Not applicable.</p> <p>Project does not involve childcare centres and educational establishments.</p>
	<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>	<p>AO25.2 Not applicable</p> <p>Refer AO25.1</p>

Performance outcomes	Acceptable outcomes	Response
	<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> <p>AND</p>	<p>AO25.3 Not applicable</p> <p>Refer AO25.1</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) L_{eq} (1 hour) (maximum hour during opening hours). <p>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>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	<p>AO25.4 Not applicable</p> <p>Refer AO25.1</p>
<p>PO26 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare 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) L_{10} (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 SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	<p>AO26.1 Not applicable</p> <p>Refer AO25.1</p>

Performance outcomes	Acceptable outcomes	Response
	OR	
	<p>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.</p>	<p>AO26.2 Not applicable Refer AO25.1</p>
Hospitals		
<p>PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<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) L_{eq} (1 hour) (maximum hour during opening hours). <p>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>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	<p>AO27.1 Not applicable. Project does not involve Hospitals.</p>
Vibration		
Hospitals		

Performance outcomes	Acceptable outcomes	Response
<p>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>	<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 0.1m/s^{1.75}.</p> <p>AND</p>	<p>AO28.1 Not applicable.</p> <p>Refer AO27.1</p>
	<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 0.4m/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>	<p>AO28.2 Not applicable.</p> <p>Refer AO27.1</p>
Air and light		
<p>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.</p>	<p>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.</p>	<p>AO29.1 Complies</p> <p>Accommodation for construction phase workers will be a combination of existing facilities or temporary structures consisting of demountable / relocatable modules. There will be nine potential locations for temporary construction camps and Mount Isa and Townsville have existing workforce accommodation. At the completion of construction all demountable structures and supporting servicing infrastructure will be removed as agreed with the landholder.</p> <p>Construction camp location have been identified within Volume 1 Chapter 2 Project description, however the final construction camp locations are subject to further discussion with Local Governments which is currently underway. It is anticipated that construction camp approvals (and referral to TMR) will be finalised in subsequent Project phases as part of an Infrastructure designation process prior to construction. Subsequent approvals (if required) will comply with relevant TMR standards and guidelines (as applicable).</p>

Performance outcomes	Acceptable outcomes	Response
		Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix I Indicative infrastructure layout and cross-section drawings and Volume 3 Appendix X Transport impact assessment.
PO30 Development involving a: 1. childcare 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.	AO30.1 Not applicable. Project does not involve a childcare centres and educational establishments.
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	AO31.1 Not applicable. Refer AO23.1.
	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.	AO31.2 Not applicable. Refer AO31.1.

Table 1-4 Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	AO32.1 Complies Project is not located in a future state-controlled road.
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	AO32.2 Not applicable Refer AO32.1

Performance outcomes	Acceptable outcomes	Response
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p>	<p>AO32.3 Not applicable</p> <p>Refer AO32.1</p>
	<p>AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.</p> <p>AND</p>	<p>AO32.4 Not applicable</p> <p>Refer AO32.1</p>
	<p>AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	<p>AO32.5 Not applicable</p> <p>Refer AO32.1</p>
<p>PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a future 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>AO33.1 Development does not require new or changed access between the premises and a future state-controlled road.</p> <p>AND</p>	<p>AO33.1 Complies</p> <p>Project does not require new or changed access between the premises and a future state-controlled road.</p>
	<p>AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.</p>	<p>AO33.2 Complies</p> <p>Refer AO33.1</p>
<p>PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2nd edition: Volume 3, Department of Transport and Main Roads, 2016.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO34 Not applicable.</p> <p>Refer AO33.1</p>

Performance outcomes	Acceptable outcomes	Response
<p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>		
<p>PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO35.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p> <p>AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>	<p>AO35.1 Not applicable.</p> <p>Refer AO33.1</p>
<p>PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO36 Not applicable.</p> <p>Refer AO32.1</p>
<p>PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO37.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p> <p>AO37.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	<p>AO37.1 Not applicable.</p> <p>Refer AO32.1</p> <p>AO37.2 Not applicable.</p> <p>Refer AO32.1</p>

Performance outcomes	Acceptable outcomes	Response
	AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	AO37.3 Not applicable. Refer AO32.1

1.3 State code 2: Development in a railway environment

Table 1-5 Development in a railway environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
All railways		
<p>PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a railway corridor or cause damage to, or obstruct, rail transport infrastructure or other rail infrastructure.</p>	<p>AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a railway corridor.</p> <p>AND</p>	<p>AO1.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located within the railway corridor (excluding overhead cables).</p> <p>The final transmission tower sites will be determined after careful consideration of physical constraints including proximity to the rail corridor. Detailed geotechnical studies will be conducted during the detailed design of the Project to finalise foundation types and will likely constitute a range of footing types and designs that will vary, depending on the final transmission tower size, transmission tower type and site conditions for each location.</p> <p>Temporary clearance structures (or hurdles), typically consisting of vertical wood poles with cross arms, will need to be installed at road and rail crossings and at crossings of energized existing overhead electric lines to prevent conductors or draw lines from sagging onto existing infrastructure during the stringing operation. Once the conductors have been fixed to the transmission towers the hurdles will be removed.</p> <p>Conductor cables will be installed overhead via helicopter with appropriate construction phase</p>

Performance outcomes	Acceptable outcomes	Response
		<p>clearances/approvals in accordance with TMR (QR) requirements.</p> <p>Where communication cables or other conduits are required within a rail corridor, they will not be attached to or obstruct rail transport or create a safety hazard.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans, Volume 3 Appendix I Indicative infrastructure layout and cross-section drawings and Volume 3 Appendix X Transport impact assessment.</p>
	<p>AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a railway corridor.</p> <p>AND</p>	<p>AO1.2 Complies</p> <p>The traffic generated during the operations and maintenance phase is anticipated to be minimal, comprising predominantly of service vehicles undertaking maintenance and inspections along the corridor. For the most part, this will not require direct access to a railway corridor.</p> <p>Other maintenance activities (i.e. vegetating trimming) will be required and will be undertaken with appropriate clearances/approvals in accordance with TMR (QR) requirements.</p> <p>Where communication cables or other conduits are required within a rail corridor, they will consider access for maintenance to ensure safe access and avoid future hazards.</p>
	<p>AO1.3 Buildings, structures and infrastructure are set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment.</p> <p>Note: Section 2.3 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>AO1.3 Complies</p> <p>No Project facilities, towers, substations and CEV huts will be located within 3 metres of the outermost projection of overhead line equipment (where they exist).</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO1.4 The lowest part of development in or over a railway is a minimum of:</p> <ol style="list-style-type: none"> 1. 7.9 metres above the railway track where the proposed development extends along the railway for a distance of less than 40 metres 2. 9 metres above the railway track where the development extends along the railway for a distance of between 40 and 80 metres. <p>AND</p> <p>AO1.5 Pipe work, services and utilities:</p> <ol style="list-style-type: none"> 1. are not attached to rail transport infrastructure or other rail infrastructure 2. do not penetrate through the side of any proposed building element or structure where built to boundary in, over or abutting a railway corridor. 	<p>AO1.4 Complies</p> <p>The transmission line towers will be designed with sufficient height to ensure the lowest point over railway tracks will not encroach upon the 7.9 m and 9 m height restrictions.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix H Tower siting plans.</p> <p>AO1.5 Not applicable</p> <p>Project involves the construction of an overhead electricity transmission line. Where communication cables or other conduits are required to cross rail infrastructure, they will not be attached to rail transport or other rail infrastructure.</p> <p>Refer Volume 1 Chapter 2 Project description</p>
<p>PO2 Buildings and structures are located to not interfere with, or impede access to, a railway bridge.</p>	<p>AO2.1 Buildings and structures are set back horizontally a minimum of 3 metres from a railway bridge.</p> <p>AND</p> <p>AO2.2 Permanent structures are not located below or abutting a railway bridge.</p> <p>AND</p> <p>AO2.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor.</p>	<p>AO2.1 Complies</p> <p>No Project facilities, towers, substations and CEV huts will be located within 3 m from a railway bridge.</p> <p>AO2.2 Complies</p> <p>No Project facilities, towers, substations and CEV huts will be located below or abutting a railway bridge.</p> <p>AO2.3 Complies</p> <p>No temporary facilities, laydown areas, construction camps, winching and braking areas</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Note: Temporary activities below or abutting a railway bridge could include, for example, car parking or outdoor storage.</p>	<p>will be located in a railway corridor or such that they would impede access to a railway corridor.</p> <p>Temporary clearance structures (or hurdles), typically consisting of vertical wood poles with cross arms, will need to be installed at road and rail crossings and at crossings of energized existing overhead electric lines to prevent conductors or draw lines from sagging onto existing infrastructure during the stringing operation. Once the conductors have been fixed to the transmission towers the hurdles will be removed.</p> <p>Conductor cables will be installed overhead via helicopter with appropriate construction phase clearances/approvals in accordance with TMR (QR) requirements.</p>
<p>PO3 Development does not add or remove loading that will cause damage to rail transport infrastructure or a railway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment, prepared in accordance with the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads 2015 is provided.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO3 Complies</p> <p>No Project facilities, towers, substations and CEV huts will be located within the rail corridor (excluding overhead cables) nor will they add or remove loading that will cause damage to rail transport infrastructure or a railway corridor.</p> <p>The final transmission tower sites will be determined after careful consideration of physical constraints including proximity to the rail corridor. Detailed geotechnical studies will be conducted during the detailed design of the Project to finalise foundation types and will likely constitute a range of footing types and designs that will vary, depending on the final transmission tower size, transmission tower type and site conditions for each location.</p>
<p>PO4 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO4 Complies</p>

Performance outcomes	Acceptable outcomes	Response
<p>Note: To demonstrate compliance with the performance outcome it is recommended the applicant contact the Queensland Fire and Emergency Service and relevant railway manager to determine the fire scenarios to be used to inform ventilation design. Modelling of smoke dispersion should also be undertaken by a RPEQ to predict the spread of combustion products and inform the ventilation design. Section 5.1 – Development over a railway 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>Project involves the construction of an overhead electricity transmission line and will not inhibit natural ventilation and smoke dispersion in the event of a fire emergency.</p>
<p>PO5 Construction activities do not cause ground movement or vibration impacts in a railway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015 is provided.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO5 Complies</p> <p>Construction of Project facilities, towers, substations and CEV huts will not cause ground movement or vibration impacts in a railway corridor.</p> <p>The final transmission tower sites will be determined after careful consideration of physical constraints including proximity to the rail corridor. Detailed geotechnical studies will be conducted during the detailed design of the Project to finalise foundation types and will likely constitute a range of footing types and designs that will vary, depending on the final transmission tower size, transmission tower type and site conditions for each location.</p> <p>Temporary clearance structures (or hurdles), typically consisting of vertical wood poles with cross arms, will need to be installed at road and rail crossings and at crossings of energized existing overhead electric lines to prevent conductors or draw lines from sagging onto existing infrastructure during the stringing operation. Once the conductors have been fixed to the transmission towers the hurdles will be removed.</p>

Performance outcomes	Acceptable outcomes	Response
		<p>Conductor cables will be installed overhead via helicopter with appropriate construction phase clearances/approvals in accordance with TMR (QR) requirements.</p> <p>Where communication cables or other conduits are required within a rail corridor, they will consider vibration impacts on the rail infrastructure.</p>
<p>PO6 Buildings and structures in a railway corridor are designed and constructed to protect persons from injury in the event of a derailed train.</p>	<p>AO6.1 Buildings and structures, in a railway corridor including piers or supporting elements, are designed and constructed in accordance with Civil Engineering Technical Requirement – CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design and AS1170 Structural design actions.</p> <p>Note: Section 3.2 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>AO6.1 Not applicable</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located within a railway corridor (excluding overhead cables).</p> <p>Where communication cables or other conduits (not structures) are required within a rail corridor, they will be designed to comply with all relevant standards.</p>
<p>PO7 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are designed and constructed to protect persons from injury in the event of a derailed train.</p>	<p>AO7.1 Buildings and structures, in a railway corridor including piers or supporting elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design and AS1170 Structural design actions.</p> <p>Note: Section 3.2 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>AO7.1 Not applicable</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts (excluding overhead cables) will be located in high risk locations in the railway corridor.</p>
<p>PO8 Buildings and structures over, or that have publicly accessible areas within 3 metres from the outermost projection of the overhead line, are designed and constructed to protect persons from electrocution.</p>	<p>AO8.1 Pedestrian and bikeway bridges over an electrified railway include electrification screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail 2011, and Civil Engineering</p>	<p>AO8.1 Not applicable</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities involve pedestrian and bikeway bridges over an electrified railway.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail 2017.</p> <p>AND</p> <p>AO8.2 Publicly accessible areas of buildings and structures (such as walkways, external stairs and ramps) located within 3 metres horizontally from the outermost projection of overhead line equipment include electrification screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail 2011, and Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail 2017.</p>	<p>AO8.2 Not applicable</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be publically accessible areas or located within 3 metres horizontally from the outermost projection of overhead line.</p>
<p>PO9 Buildings and structures in a railway corridor are designed and constructed to prevent projectiles from being thrown onto a railway.</p>	<p>AO9.1 Buildings and structures in a railway corridor include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail.</p> <p>AND</p> <p>AO9.2 Road, pedestrian and bikeway bridges over a railway include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – <u>CIVIL-SR-008</u> Protection screens, Queensland Rail.</p> <p>Note: Section 2.4 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 outcome.</p>	<p>AO9.1 Not applicable</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located within the railway corridor (excluding overhead cables) or such that throw protection will be required.</p> <p>AO9.2 Not applicable</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities include road, pedestrian and bikeway bridges over a railway that would require throw protection.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO10 Buildings, and structures, other than accommodation activities, are designed and constructed to prevent projectiles from being thrown onto a railway from any publicly accessible areas located within 20 metres from the centreline of the nearest railway track.</p>	<p>AO10.1 Publicly accessible areas located within 20 metres from the centreline of the nearest railway track do not directly overlook a railway.</p> <p>OR</p>	<p>AO10.1 Not applicable</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will have publicly accessible areas.</p>
	<p>AO10.2 Buildings and structures are designed to ensure publicly accessible areas located within 20 metres of the centreline of the nearest railway track and that overlook the railway include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail.</p> <p>Note: Section 2.4 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 outcome.</p>	<p>AO10.2 Not applicable</p> <p>Refer AO10.1</p>
Filling, excavation and retaining structures		
<p>PO11 Filling, excavation and retaining structure do not interfere with, or result in damage to, infrastructure or services in a railway corridor.</p> <p>Note: Information on the location of services and public utility plants railway corridor can be obtained from the railway manager. Where development will impact on an existing or future service or public utility plant in a railway corridor 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>PO11 Complies</p> <p>There will be minimal filling and excavation required for the Project and none that will interfere with, or result in damage to, infrastructure or services in a railway corridor.</p> <p>Project facilities, towers, substations and CEV huts will be not located in a railway corridor (excluding overhead cables).</p> <p>Where communication cables or other conduits are required within a rail corridor, they will not generate significant filling and excavation and will not require retaining structures.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans and</p>

Performance outcomes	Acceptable outcomes	Response
		Volume 3 Appendix X Transport impact assessment.
<p>PO12 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a railway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p>	No acceptable outcome is prescribed.	<p>PO12 Complies</p> <p>Refer PO11</p>
<p>PO13 Filling and excavation, building foundations and retaining structures do not cause ground water disturbance in a railway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p>	No acceptable outcome is prescribed.	<p>PO13 Complies</p> <p>Refer PO11</p>
<p>PO14 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 railway corridor, rail transport infrastructure or railway works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p>	No acceptable outcome is prescribed.	<p>PO14 Complies</p> <p>Refer PO11</p>
<p>PO15 Filling and excavation material does not cause an obstruction or nuisance in a railway corridor.</p>	AO15.1 Development does not store fill, spoil or any other material in, or adjacent to, a railway corridor.	<p>AO15.1 Complies</p> <p>There will be minimal filling and excavation required for the Project and none that will interfere with, or result in an obstruction or nuisance in a railway corridor.</p> <p>Project facilities, towers, substations and CEV huts will be not located in a railway corridor (excluding overhead cables).</p> <p>Where communication cables or other conduits are required within a rail corridor, they will not</p>

Performance outcomes	Acceptable outcomes	Response
		<p>generate significant filling and excavation that would require fill or spoil within the rail corridor.</p> <p>Project temporary storage facilities and laydown areas will be not located in a railway corridor.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix H Tower siting plans and Volume 3 Appendix X Transport impact assessment.</p>
Stormwater and drainage		
<p>PO16 Development does not result in an actionable nuisance or worsening of stormwater, flooding or drainage impacts in a railway corridor.</p> <p>Note: Section 2.8 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>	<p>No acceptable outcome is prescribed.</p>	<p>PO16 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located within the railway corridor (excluding overhead cables) or such that they would result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a railway corridor.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 2 Water resources and water quality and Volume 3 Appendix X Transport impact assessment.</p>
<p>PO17 Run-off from the development site during construction of development does not cause siltation of stormwater infrastructure affecting a railway corridor.</p>	<p>AO17.1 Run-off from the development site during construction of development is not discharged to stormwater infrastructure in a railway corridor.</p>	<p>AO17.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in railway corridor or such that they would result in run-off unlawfully discharged to a railway corridor</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p>
Access		
<p>PO18 Development prevents unauthorised access to a railway corridor.</p>	<p>AO18.1 Where development is abutting a railway corridor fencing is provided along the property</p>	<p>AO18.1 Complies</p>

Performance outcomes	Acceptable outcomes	Response
	<p>boundary with the railway corridor in accordance with the railway manager's standards.</p> <p>Note: It is recommended the applicant contact the railway manager for advice regarding applicable fencing standards.</p> <p>AND</p> <p>AO18.2 A road barrier designed in accordance with Civil Engineering Technical Requirement – CIVIL-SR-007 Design and selection criteria for road/rail interface barriers, Queensland Rail 2011, and certified by an RPEQ, is installed along any roads abutting a railway corridor.</p> <p>AND</p> <p>AO18.3 Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway corridor include rail interface barriers.</p> <p>Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with acceptable outcome 18.3.</p>	<p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located within the railway corridor (excluding overhead cables) or such that would allow access to a railway corridor</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p> <p>AO18.2 Complies</p> <p>Refer AO18.1</p> <p>AO18.3 Complies</p> <p>Refer AO18.1</p>
<p>PO19 Development does not obstruct existing access to a railway corridor.</p>	<p>AO19.1 Development is sited and designed to ensure existing authorised access points and access routes for maintenance and emergency works to a railway corridor are clear from obstructions at all times.</p>	<p>AO19.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located within the railway corridor (excluding overhead cables) or such that they would result in obstruction of a railway corridor.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO20 Access to a railway corridor does not create a safety hazard for users of a railway, or result in a worsening of operating conditions on a railway.</p>	<p>AO20.1 Development does not require a new railway crossing.</p> <p>OR</p>	<p>AO20.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located within the railway corridor (excluding overhead cables) or such that they would require new railway crossings.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p>
	<p>AO20.2 A new railway crossing grade is separated</p> <p>AND</p>	<p>AO20.2 Not applicable</p> <p>Refer AO20.1</p>
	<p>AO20.3 Development does not propose new or temporary structures or works connecting to rail transport infrastructure or other rail infrastructure.</p> <p>AND</p>	<p>AO20.2 Not applicable</p> <p>Refer AO20.1</p>
	<p>AO20.4 Vehicle access points achieve sufficient clearance from a railway level crossing in accordance with AS1742.7:2016 – Manual of uniform traffic control devices, Part 7: Railway crossings, by providing minimum 5 metres clearance 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>AO20.2 Not applicable</p> <p>Refer AO20.1</p>
<p>PO21 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian and cycle access to public passenger transport infrastructure and public passenger services.</p>	<p>AO21.1 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>AO21 .1 Complies</p> <p>The Project does not necessitate the relocation of existing public passenger transport infrastructure</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO21.2 Vehicular access and associated road access works for a development is not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>AO21.1 Complies</p> <p>The Project vehicle access will not be located within 5 metres of existing public passenger transport infrastructure.</p>
	<p>AO21.3 On-site vehicle circulation is designed 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 cyclist access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	<p>AO21.3 Complies</p> <p>Project (on-site) vehicle circulation will not obstruct public passenger transport infrastructure and public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>
	<p>AO21.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	<p>AO21.4 Complies</p> <p>The normal operation of public passenger transport infrastructure or public passenger services will not be interrupted as a result of the Project.</p>
Planned upgrades		
<p>PO22 Development does not impede delivery of planned upgrades of rail transport infrastructure.</p>	<p>AO22.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for planned upgrades to rail transport infrastructure.</p> <p>Note: Land required for the planned upgrade of rail transport infrastructure is identified in the DA mapping system.</p> <p>OR</p>	<p>AO22.1 Complies</p> <p>The Project is not located on land identified by TMR as required for planned upgrade of rail transport infrastructure.</p>
	<p>AO22.2 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 rail transport infrastructure.</p> <p>OR all of the following acceptable outcomes apply:</p>	<p>AO22.2 Not applicable</p> <p>Refer AO22.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO22.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a of rail transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p>	<p>AO22.3 Not applicable</p> <p>Refer AO22.1</p>
	<p>AO22.4 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade of rail transport infrastructure.</p> <p>AND</p>	<p>AO22.4 Not applicable</p> <p>Refer AO22.1</p>
	<p>AO22.5 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	<p>AO22.5 Not applicable</p> <p>Refer AO22.1</p>
Network safety		
<p>PO23 Development involving dangerous goods adjacent to a railway corridor does not adversely impact on the safety or operations of a railway.</p> <p>Note: Development involving dangerous goods, or hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016, should demonstrate that impacts on a railway from a fire, explosion, spill, gas emission or dangerous goods incident can be appropriately mitigated.</p> <p>Section 2.6 – Dangerous goods and fire 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>	<p>AO23.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.</p>	<p>AO23.1 Complies</p> <p>The Project will require minimal areas that will contain hazardous substance such as fuel storage tanks within construction laydown areas. These will not be located adjacent to a railway corridor or such that it would adversely impact on the safety or operations of a railway.</p>
<p>PO24 Development does not adversely impact on the safety of a railway crossing.</p> <p>Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this performance</p>	<p>AO24.1 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 railway manager’s standard drawings.</p>	<p>AO24.1 Complies</p> <p>There are no anticipated upgrades required.</p>

Performance outcomes	Acceptable outcomes	Response
<p>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>	<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>The Transport Impact Assessment prepared as part of the Project EIS demonstrates the impact that the traffic, generated during the Project construction and operation, is projected to have on the road network.</p> <p>The proposed routes and traffic distributions will be refined in later parts of the EIS process (supplementary) once a construction contractor has been appointed and detailed design and pre-construction procurement phases of the Project have commenced. Therefore it is recommended that further analysis is undertaken upon confirmation of the routes and selected vehicles. It is anticipated that approval to progress will be granted, subject to the completion of all recommendations within the Transport Impact Assessment.</p> <p>Refer to Volume 3 Appendix X Transport impact assessment.</p>
	<p>AO24.2 Vehicle 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>AND</p>	<p>AO24.2 Complies</p> <p>The Transport Impact Assessment prepared as part of the Project EIS demonstrates the impact that the traffic, generated during the Project construction and operation, is projected to have on the road network.</p> <p>The proposed routes and traffic distributions will be refined in later parts of the EIS process (supplementary) once a construction contractor has been appointed and the detailed design and pre-construction procurement phases have commenced. Therefore it is recommended that further analysis is undertaken upon confirmation of the routes and selected vehicles.</p>

Performance outcomes	Acceptable outcomes	Response
		It is anticipated that approval to progress will be granted, subject to the completion of all recommendations Transport Impact Assessment. Refer to Volume 3 Appendix X Transport impact assessment.
	AO24.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times to ensure vehicles do not queue in a railway crossing .	AO24.3 Complies Refer AO24.2

Table 1-6 Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise		
Accommodation activities		
PO25 Development involving: 1. an accommodation activity; or 2. land for a future accommodation activity minimises noise intrusion from a railway or type 2 multi-modal corridor in habitable rooms.	AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria at all facades of the building envelope: a. ≤65 dB(A) L _{eq} (24 hour) façade corrected b. ≤87 dB(A) (single event maximum sound pressure level) façade corrected 2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. Note: To demonstrate compliance with the acceptable outcome, it is recommended a RPEQ certified noise assessment report be provided. 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. 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	AO25.1 Complies Accommodation for construction phase workers will be a combination of existing structures and demountable huts. There will be nine potential locations for temporary construction camps and Mount Isa and Townsville have existing workforce accommodation. At the completion of construction demountable huts will be removed. Construction camp location have been identified within Volume 1 Chapter 2 Project description. They will not be located near active noise sources and will be designed to comply with noise standards. The final construction camp locations are subject to further discussion with Local Governments which is currently underway. It is anticipated that construction camp approvals (and referral to TMR (QR)) will be finalised in subsequent Project phases as part of an Infrastructure Designation process prior to

Performance outcomes	Acceptable outcomes	Response
	<p>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>AO25.2 Buildings which include a habitable room are setback the maximum distance possible from a railway or type 2 multi-modal corridor.</p> <p>AND</p> <p>AO25.3 Buildings are designed and oriented so that habitable rooms are located furthest from a railway or type 2 multi-modal corridor.</p> <p>AND</p> <p>AO25.4 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. ≤ 45 dB(A) single event maximum sound pressure level. <p>Note: Noise levels from railways or type 2 multi-modal corridors are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided.</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. Transport noise corridors are mapped on the State Planning Policy Interactive Mapping System.</p>	<p>construction. Subsequent approvals (if required) will comply with relevant TMR standards and guidelines (as applicable).</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix I Indicative infrastructure layout and cross-section drawings and Volume 3 Appendix X Transport impact assessment.</p> <p>AO25.2 Not applicable</p> <p>Refer AO25.1</p> <p>AO25.3 Not applicable</p> <p>Refer AO25.1</p> <p>AO25.4 Not applicable</p> <p>Refer AO25.1</p>
<p>PO26 Development involving an accommodation activity minimises noise intrusion from a railway or</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p>	<p>AO26.1 Complies</p>

Performance outcomes	Acceptable outcomes	Response
type 2 multi-modal corridor in outdoor spaces for passive recreation.	<p>1. to meet the following external noise criteria in outdoor spaces for passive recreation:</p> <ul style="list-style-type: none"> a. ≤62 dB(A) L_{eq} (24 hour) free field b. ≤84 dB(A) (single event maximum sound pressure level) free field <p>2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011.</p> <p>OR</p>	<p>Accommodation for construction phase workers will be a combination of existing structures and demountable huts. They will not be located near active noise sources and will be designed to comply with noise standards. There will be nine potential locations for temporary construction camps and Mount Isa and Townsville have existing workforce accommodation. At the completion of construction demountable huts will be removed.</p> <p>Construction camp location have been identified within Volume 1 Chapter 2 Project description, however the final construction camp locations are subject to further discussion with Local Governments which is currently underway. It is anticipated that construction camp approvals (and referral to TMR (QR)) will be finalised in subsequent Project phases as part of an Infrastructure Designation process prior to construction. Subsequent approvals (if required) will comply with relevant TMR standards and guidelines (as applicable).</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix I Indicative infrastructure layout and cross-section drawings and Volume 3 Appendix X Transport impact assessment</p>
	<p>AO26.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a railway or type 2 multi-modal corridor by a building, a solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	<p>AO26.2 Complies</p> <p>Refer AO26.1</p>
	<p>AO26.3 Each dwelling with a balcony directly exposed to noise from a railway or type 2 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage</p>	<p>AO26.2 Complies</p> <p>Refer AO26.1</p>

Performance outcomes	Acceptable outcomes	Response
	purposes to comply with the Building Code of Australia).	
Childcare centres and educational establishments		
<p>PO27 Development involving a:</p> <p>a. childcare centre; or</p> <p>b. educational establishment</p> <p>minimises noise intrusion from a railway or type 2 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>AO27.1 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. ≤65 dB(A) L_{eq} (1 hour) façade corrected (maximum hour during opening hours) b. ≤87 dB(A) (single event maximum sound pressure level) façade corrected 2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided.</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>OR all of the following apply:</p>	<p>AO27.1 Not applicable</p> <p>Project does not involve childcare centres and educational establishments.</p>
	<p>AO27.2 Buildings which include an indoor education area, indoor play area or sleeping room are setback furthest from a railway or type 2 multi-modal corridor as possible.</p> <p>AND</p>	<p>AO27.2 Not applicable</p> <p>Refer AO27.1</p>
	<p>AO27.3 Buildings are designed and oriented so that indoor education areas, indoor play areas or sleeping rooms are located furthest from a railway or type 2 multi-modal corridor.</p> <p>AND</p>	<p>AO27.3 Not applicable</p> <p>Refer AO27.1</p>
	<p>AO27.4 Buildings are designed and constructed using materials which ensure indoor education</p>	<p>AO27.3 Not applicable</p>

Performance outcomes	Acceptable outcomes	Response
	<p>areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤50 dB(A) single event maximum sound pressure level. <p>AND</p> <p>AO27.5 Buildings are designed and constructed using material which ensure sleeping rooms in a childcare centre meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤45 dB(A) single event maximum sound pressure level. <p>Note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided.</p>	<p>Refer AO27.1</p> <p>AO27.3 Not applicable</p> <p>Refer AO27.1</p>
<p>PO28 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises noise intrusion from a railway or type 2 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO28.1 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. ≤62 dB(A) L_{eq} (24 hour) free field (between 6am and 6pm) b. ≤84 dB(A) (single event maximum sound pressure level) free field 2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided.</p> <p>OR</p>	<p>AO28.1 Not applicable</p> <p>Refer AO27.1</p>

Performance outcomes	Acceptable outcomes	Response
	AO28.2 Each outdoor education area and outdoor play area is shielded from noise generated from a railway or type 2 multi-modal corridor by a building, a solid gap-free fence, or other solid gap-free structure.	AO28.2 Not applicable Refer AO28.1
Hospitals		
PO29 Development involving a hospital minimises noise intrusion from a railway or a type 2 multi-modal corridor in patient care areas.	AO29.1 Hospitals are designed and constructed using materials which ensure ward areas meet the following internal noise criteria: 1. ≤45 dB(A) single event maximum sound pressure level. AND	AO29.1 Not applicable Project does not involve hospitals.
	AO29.2 Hospitals are designed and constructed using materials which ensure patient care areas (other than ward areas) meet the following internal noise criteria: 1. ≤50 dB(A) single event maximum sound pressure level. Note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise. To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided.	AO29.2 Not applicable Refer AO29.1
Vibration		
Hospitals		
PO30 Development involving a hospital located within 25 metres of the centreline of the nearest railway track minimises vibration impacts from a railway or type 2 multi-modal corridor in patient care areas.	AO30.1 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 0.1m/s ^{1.75} . AND	AO30.1 Not applicable Refer AO29.1
	AO30.2 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 0.4m/s ^{1.75} .	AO30.1 Not applicable Refer AO29.1

Performance outcomes	Acceptable outcomes	Response
	<p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report be provided.</p>	
Air and light		
<p>PO31 Development involving an accommodation activity minimises air quality impacts from a railway in outdoor spaces for passive recreation.</p>	<p>AO31.1 Each dwelling has access to an outdoor space for passive recreation that is shielded from a railway by a building, a solid gap-free fence, or other solid gap-free structure.</p>	<p>AO31.1 Complies</p> <p>Accommodation for construction phase workers will be a combination of existing structures and demountable huts. They will not be located near active noise sources and will be designed to comply with outdoor space standards. There will be nine potential locations for temporary construction camps and Mount Isa and Townsville have existing workforce accommodation. At the completion of construction demountable huts will be removed.</p> <p>Construction camp location have been identified within Volume 1 Chapter 2 Project description. The final construction camp locations are subject to further discussion with Local Governments which is currently underway. It is anticipated that construction camp approvals (and referral to TMR) will be finalised in subsequent Project phases as part of an Infrastructure Designation process prior to construction. Subsequent approvals (if required) will comply with relevant TMR standards and guidelines (as applicable). Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix I Indicative infrastructure layout and cross-section drawings and Volume 3 Appendix X Transport impact assessment.</p>
<p>PO32 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises air quality impacts from a railway in outdoor education areas and outdoor play areas.</p>	<p>AO32.1 Each outdoor education area and outdoor play area is shielded from a railway by a building, a solid gap-free fence, or other solid gap-free structure.</p>	<p>AO30.1 Not applicable.</p> <p>Project does not involve a childcare centres and educational establishments</p>

Performance outcomes	Acceptable outcomes	Response
PO33 Development involving an accommodation activity or hospital minimises lighting impacts from a railway.	AO33.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a railway. OR	AO33.1 Complies Refer AO31.1
	AO33.2 Windows facing a railway include treatments to block light from a railway.	AO33.2 Complies Refer AO31.1

Table 1-7 Development in a future railway environment

Performance outcomes	Acceptable outcomes	Response
PO34 Development does not impede delivery of rail transport infrastructure in a future railway corridor.	AO34.1 Development is not located in a future railway corridor. OR	AO34.1 Complies Project is not located in a future state-railway.
	AO34.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future railway corridor. OR all of the following acceptable outcomes apply:	AO34.2 Not applicable Refer AO34.1
	AO34.3 Structures and infrastructure located in a future railway corridor are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	AO34.3 Not applicable Refer AO34.1
	AO34.4 Development does not involve filling and excavation of, or material changes to, a future railway corridor. AND	AO34.4 Not applicable Refer AO34.1
	AO34.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	AO34.5 Not applicable Refer AO34.1

Performance outcomes	Acceptable outcomes	Response
<p>PO35 Filling and excavation, building foundations and retaining structures do not undermine or cause subsidence of, a future railway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO35 Not applicable</p> <p>Refer AO34.1</p>
<p>PO36 Fill material from a development site does not result in contamination of land for a future railway corridor.</p>	<p>AO36.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	<p>AO36.1 Not applicable</p> <p>Refer AO34.1</p>
	<p>AO36.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>	
<p>PO37 Development does not result in an actionable nuisance or worsening of stormwater, flooding or drainage impacts in a future railway corridor.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO37 Not applicable</p> <p>Refer AO34.1</p>

1.4 State code 6: Protection of state transport networks

Table 1-8 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.</p> <p>Further information on determining whether a road safety audit or road safety assessment is required is provided in section 9 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	<p>PO1 Complies</p> <p>The Transport Impact Assessment prepared as part of the Project EIS demonstrates the impact that the traffic, generated during the Project construction and operation, is projected to have on the road network.</p> <p>The proposed routes and traffic distributions will be refined in later parts of the EIS process (supplementary) once a construction contractor has been appointed and the detailed design and pre-construction procurement phases have commenced. Therefore it is recommended that further analysis is undertaken upon confirmation of the routes and selected vehicles.</p> <p>It is anticipated that approval to progress will be granted, subject to the completion of all recommendations Transport Impact Assessment.</p> <p>Refer to Volume 3 Appendix X Transport impact assessment</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.</p> <p>Further information on how to prepare a traffic impact assessment and pavement impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	<p>PO2 Complies</p> <p>Refer to PO1</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided.</p> <p>Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	<p>PO3 Complies</p> <p>Refer to PO1</p>
<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.	<p>A04.1 Complies</p> <p>Refer to PO1</p>
<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.	<p>A05.1 Not applicable</p> <p>Refer to PO1</p>
<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.</p> <p>Further information on how to prepare a traffic impact assessment is provided in 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>A06.1 Complies</p> <p>There will be minimal filling and excavation required for the project and none that will interfere with, or result in damage to, infrastructure or services in a state-controlled road, excluding potential upgrades to existing intersections addressed separately below.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p>
<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</p>	<p>A07.1 Development does not require a new railway crossing.</p> <p>OR</p>	<p>A07.1 Complies</p> <p>The Transport Impact Assessment prepared as part of the Project EIS demonstrates the impact that the traffic, generated during the Project construction and operation, is projected to have on the road network.</p>

Performance outcomes	Acceptable outcomes	Response
<p>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>		<p>The proposed routes and traffic distributions will be refined within the detailed design and pre-construction procurement phases of the Project. Therefore it is recommended that further analysis is undertaken upon confirmation of the routes and selected vehicles.</p> <p>It is anticipated that approval to progress will be granted, subject to the completion of all recommendations Transport Impact Assessment.</p> <p>Refer to Volume 3 Appendix X Transport impact assessment</p>
	<p>AO7.2 A new railway crossing is grade separated.</p>	<p>AO7.2 Not applicable</p> <p>Refer AO7.2</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>AO7.3 Not applicable</p> <p>Refer AO7.2</p>
	<p>AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with</p>	<p>AO7.4 Not applicable</p>

Performance outcomes	Acceptable outcomes	Response
	<p>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>AND</p> <p>A07.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.</p>	<p>Refer A07.2</p> <p>A07.5 Not applicable</p> <p>Refer A07.2</p>
<p>PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO8 Complies</p> <p>Refer A07.2</p>
<p>PO9 Development does not result in a worsening of operating conditions of a railway</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO9 Complies</p> <p>Refer to A07.2</p>
<p>Stormwater and drainage</p>		
<p>PO10 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor or state transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO10 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a in a state transport corridor or state transport infrastructure or such that they would result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor or state transport infrastructure, excluding potential upgrades to existing intersections.</p> <p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections</p>

Performance outcomes	Acceptable outcomes	Response
		<p>will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that works do not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor or state transport infrastructure.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix I Indicative infrastructure layout and cross-section drawings and Volume 3 Appendix X Transport impact assessment.</p>
<p>PO11 Run-off from the development site is not unlawfully discharged to a state transport corridor or state transport infrastructure.</p>	<p>AO11.1 Development does not create any new points of discharge to a state transport corridor. AND</p>	<p>AO11.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located in a state transport corridor or state transport infrastructure or such that they would result in run-off unlawfully discharged to a state-controlled road.</p> <p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections will be suitable for use or whether upgrades will</p>

Performance outcomes	Acceptable outcomes	Response
		<p>be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that works do not create any unlawful new points of discharge to a state transport corridor or state transport infrastructure.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Refer Volume 1 Chapter 2 Project description and Volume 3 Appendix X Transport impact assessment.</p>
<p>PO12 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor or state transport infrastructure.</p>	<p>AO11.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.49 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p> <p>AO11.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.</p>	<p>AO11.2 Complies</p> <p>Refer to AO11.1</p> <p>AO11.3 Complies</p> <p>Refer to AO11.1</p> <p>AO12.1 Complies</p> <p>Project involves the construction of an overhead electricity transmission line. No Project facilities, towers, substations and CEV huts will be located</p>

Performance outcomes	Acceptable outcomes	Response
		<p>in a state transport corridor or state transport infrastructure or such that they would result in run-off causing siltation of stormwater infrastructure affecting a state transport corridor or state transport infrastructure.</p> <p>All intersections that may be used during the construction and operation of the transmission line and components were reviewed. The review will be used to indicate whether the intersections will be suitable for use or whether upgrades will be required to achieve a level of usability during the Project.</p> <p>Additional improvements may be required for some intersection. These are outlined in Volume 3 Appendix X Transport impact assessment. Improvements will be undertaken in consultation with TMR and associated guidelines and standards to ensure that run-off from the Project site during construction is not discharged to stormwater infrastructure for a state transport corridor or state transport infrastructure.</p> <p>It is anticipated that this detailed work will be completed during the later parts of the EIS process (supplementary) once a construction contractor has been appointed and confirmation of the routes and selected vehicles required for construction and operation.</p> <p>Further, the Concept Erosion and Sediment Control Plan (CESCP) provides overarching strategies for erosion and sediment control principles for guidance to Project contractors during construction this will ensure that construction does not cause siltation of stormwater infrastructure affecting a state transport corridor or state transport infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
		Refer Volume 1 Chapter 2 Project description, Volume 3 Appendix X Transport impact assessment and Volume 3 Appendix S Concept erosion and sediment control plan.
Planned upgrades		
<p>PO13 Development does not impede delivery of planned upgrades of state transport infrastructure.</p>	<p>AO13.1 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.</p> <p>Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system.</p> <p>OR</p>	<p>AO13.1 Complies</p> <p>The Project is not located on land identified by TMR as required for planned upgrade of state controlled land.</p>
	<p>AO13.2 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.</p>	<p>AO13.2 Not applicable</p> <p>Refer AO13.1</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO13.3 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.</p> <p>AND</p>	<p>AO13.3 Not applicable</p> <p>Refer AO13.1</p>
	<p>AO13.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure.</p> <p>AND</p>	<p>AO13.4 Not applicable</p> <p>Refer AO13.1</p>
	<p>AO13.5 Development does not involve filling and</p>	<p>AO13.5 Not applicable</p>

Performance outcomes	Acceptable outcomes	Response
	excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure. AND	Refer AO13.1
	AO13.6 Land is able to be reinstated to the predevelopment condition at the completion of the use.	AO13.6 Not applicable Refer AO13.1

Table 1-9 Public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Public passenger transport infrastructure		
PO14 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.	AO14.1 Vehicular access and associated road access works are not located within 5 metres of public passenger transport infrastructure. AND	AO14.1 Complies The Project vehicle access will not be located within 5 metres of existing public passenger transport infrastructure. Refer to Volume 3 Appendix X Transport impact assessment
	AO14.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	AO14.2 Complies The Project does not necessitate the relocation of existing public passenger transport infrastructure
	AO14.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services. AND	AO14.3 Complies Project will not obstruct public passenger transport infrastructure and public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.
	AO14.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	AO14.4 Complies The normal operation of public passenger transport infrastructure or public passenger

Performance outcomes	Acceptable outcomes	Response
		services will not be interrupted as a result of the Project.
<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 Infrastructure, Department of Transport and Main Roads, 2017.</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> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	No acceptable outcome is prescribed.	<p>PO15 Not applicable</p> <p>Project does not necessitate any upgrade or new public passenger transport infrastructure.</p>
<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> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	No acceptable outcome is prescribed.	<p>PO16 Not applicable</p> <p>Refer PO15</p>
<p>PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and</p>	No acceptable outcome is prescribed.	<p>PO17 Not applicable</p> <p>Refer PO15</p>

Performance outcomes	Acceptable outcomes	Response
<p>Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>		
<p>PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p>	<p>AO18.1 Not applicable</p> <p>Refer PO15</p>
	<p>AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with parts 3, 4-4C and 6 of the Road Planning and Design Manual 2nd edition, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016 and Part 13 of the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2018.</p> <p>Note: Parts 3, 4-4C and 6 of the Road Planning and Design Manual, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016, must be read in conjunction with the following standards where specified in the Manual:</p> <ol style="list-style-type: none"> 1. Supplement to Austroads Guide to Road Design (Parts 3,4-4C and 6), Department of Transport and Main Roads, 2014, and 2. Austroads Guide to Road Design (Parts 3,4-4C and 6). <p>AND</p>	<p>AO18.2 Not applicable</p> <p>Refer PO15</p>
	<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>AO18.3 Not applicable</p> <p>Refer PO15</p>

Performance outcomes	Acceptable outcomes	Response
<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>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO19 Not applicable</p> <p>Refer PO15</p>
<p>PO20 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO20.1 The location of on-site pedestrian crossings ensures safe sight distances for pedestrians and public passenger services.</p> <p>AND</p>	<p>AO20.1 Complies</p> <p>Project (on-site) vehicle circulation will not obstruct public passenger transport infrastructure and public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>
	<p>AO20.2 On-site circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times.</p> <p>AND</p>	<p>AO20.2 Complies</p> <p>Refer AO20.1</p>
	<p>AO20.3 Development does not result in public passenger services movements through car parking aisles.</p>	<p>AO20.3 Complies</p> <p>Refer AO20.1</p>
<p>PO21 Taxi facilities are provided to accommodate the demand generated by the development.</p> <p>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.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO21 Not applicable</p> <p>Project does not necessitate new taxi facilities.</p>
	<p>AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p>	<p>AO22.1 Not applicable</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	AND	Refer PO21
	<p>AO22.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 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 – offstreet 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. 	<p>AO22.2 Not applicable</p> <p>Refer PO21</p>
<p>PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>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.</p>	<p>AO23.1 Not applicable.</p> <p>Project does not involve educational establishments.</p>

1.5 State code 16: Native vegetation clearing

Table 1-10 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 	No acceptable outcome is prescribed.	<p>PO1 Complies</p> <p>The Project will be developed with consideration of the existing natural environment using a range</p>

Performance outcomes	Acceptable outcomes	Response
<p>2. reasonably minimised where it cannot be reasonably avoided.</p>		<p>of mechanisms to avoid or minimise impact on areas of high ecological value including endangered and threatened Regional Ecosystems (REs) and vegetation associated with watercourses, drainage features and wetlands and vegetation providing connectivity and essential habitat for conservation significant fauna species. Mechanism include route realignments, implementation of taller masts to span sensitive areas, retention of management vegetation stripes (where operational practicable), locating permanent and temporary structures and infrastructure in areas of non-remnant vegetation (where practicable) and away from waterways.</p> <p>A range of management controls have also been developed across all project phases in an effort to avoid and minimise vegetation clearing and associated adverse impact. These are documented within Volume 2 Chapter 7 Flora and fauna and Volume 3 Appendix R Field development plan.</p>
Clearing on land in particular circumstances		
<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.</p> <p>Further guidance on meeting the requirements of a better environmental outcome can be found in State Development Assessment Provisions Guidance Material: State code 16: Native vegetation clearing, Department of Natural Resources and Mines and Energy, 2019.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO2 Complies</p> <p>It is not anticipated that there is notice requiring compliance on the land subject to proposed clearing.</p> <p>Where there is a notice requiring compliance on the land subject to proposed clearing (in process, or lodged during the EIS process), the Project will demonstrate how the proposed clearing will be consistent with the notice requiring compliance, or if the proposed clearing will not be consistent with the notice requiring compliance, how a better environmental outcome will be achieved.</p>

Performance outcomes	Acceptable outcomes	Response
		<p>It is anticipated this can be reflected in conditions of approval (if required) such that further analysis is undertaken during detailed design of the Project.</p>
<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.</p> <p>Further guidance on meeting the requirements of a better environmental outcome can be found in State Development Assessment Provisions Guidance Material: State code 16: Native vegetation clearing, Department of Natural Resources and Mines and Energy 2019.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO3 Complies</p> <p>It is not anticipated that there is particular regulated area on the land subject to proposed clearing.</p> <p>Where there is particular regulated area on the land subject to proposed clearing (in process, or lodged during the EIS process), the Project will demonstrate how the proposed clearing will be consistent with the associated vegetation management requirements; or if the proposed clearing will not be consistent with the associated vegetation management requirements, how a better environmental outcome will be achieved.</p> <p>It is anticipated this can be reflected in conditions of approval (if required) such that further analysis is undertaken during detailed design of the Project.</p>
<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.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO4 Complies</p> <p>It is not anticipated that there is a legally secured offset area on the land subject to proposed clearing.</p> <p>Where there is legally secured offset area on the land subject to proposed clearing (in process, or lodged during the EIS process), the Project will demonstrate how the proposed clearing will be consistent with the associated vegetation management requirements; or if the proposed clearing will not be consistent with the associated</p>

Performance outcomes	Acceptable outcomes	Response
Clearing should be consistent with any agreement however described.		vegetation management requirements, how a better environmental outcome will be achieved. It is anticipated this can be reflected in conditions of approval (if required) such that further analysis is undertaken during detailed design of the Project.
Clearing of vegetation as a result of the material change of use or reconfiguration of a lot		
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.	PO5 Not applicable Exempt clearing work under Schedule 21 of the Planning regulation 2017 and associated electrical legislation will occur during Project operation and maintenance. These impacts have been considered within Volume 2 Chapter 7 Flora and fauna and Volume 3 Appendix R Field development plan and are assessed under EIS.
Clearing that could already be done under an exemption		
PO6 Clearing does not occur unless it is clearing that could be done as exempt clearing work 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.	PO6 Not Applicable Refer PO5.

Table 1-11 Specific

Performance outcomes	Acceptable outcomes	Response
Clearing associated with wetlands (public safety, relevant infrastructure activities consequential development of IPA approval, a coordinated project, extractive industry)		
PO7 Clearing maintains the current extent of vegetation associated with any natural wetland to protect: 1. bank stability by protecting against bank erosion; and	AO7.1 Clearing does not occur in a natural wetland or within 100 metres of the defining bank of any natural wetland. OR	AO7.1 Complies Project clearing will not occur within a natural wetland or within 100 metres of the defining bank of any natural wetland. Refer Volume 2 Chapter 7 Flora and fauna

Performance outcomes	Acceptable outcomes	Response
2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat.	AO7.2 Clearing within 100 metres of the defining bank of any natural wetland: 1. does not occur within 10 metres of the defining bank of any natural wetland; and 2. does not exceed widths in table 16.3.1 in this code. OR	AO7.2 Not applicable Refer to AO7.1
	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).	AO7.3 Not applicable Refer to AO7.1
Clearing associated with wetlands (necessary to control non-native plants or declared pests, encroachment, managing thickened vegetation, fodder harvesting)		
PO8 Clearing maintains vegetation associated with a natural wetland to protect: 1. bank stability by protecting against bank erosion; and 2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat.	<i>Clearing necessary to control non-native plants or declared pests:</i> AO 8.1 Mechanical clearing does not occur in any of the following areas, unless it is required to provide necessary access to control non-native plants or declared pests: 1. inside the defining bank of any natural wetland; and 2. within 20 metres of the defining bank of any natural wetland. AND	AO8.1 Not applicable The Project does not involve clearing necessary to control non-native plants or declared pests, encroachment, managing thickened vegetation, fodder harvesting.
	AO8.2 Clearing to provide necessary access to control non-native plants or declared pests only occurs where: 1. clearing does not exceed five metres in width; and 2. clearing retains all mature trees and habitat trees; and 3. the access track:	AO8.2 Not applicable Refer AO8.1

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> a. runs parallel to a natural wetland and clearing is not within 10 metres of the defining bank of a natural wetland; or b. is required to provide access across the wetland. <p>AND</p>	
	<p>AO8.3 Chemical clearing retains:</p> <ul style="list-style-type: none"> 1. all mature trees; and 2. all habitat trees; and 3. at least 50 per cent of immature trees in each 50 metre by 50 metre area. <p>AND</p>	<p>AO8.3 Not applicable</p> <p>Refer AO8.1</p>
	<p>AO8.4 Root absorbed broad spectrum herbicides are not applied within whichever is the greater distance from the defining bank of a natural wetland:</p> <ul style="list-style-type: none"> 1. 100 metres; or 2. the distance specified on the approved product label; or 3. the distance specified in the safety and use conditions issued by the Australian Pesticides and Veterinary Medicines Authority. <p>AND</p>	<p>AO8.4 Not applicable</p> <p>Refer AO8.1</p>
	<p>AO8.5 Aerial application of a foliar herbicide does not occur within whichever is the greater distance from the defining bank of a natural wetland;</p> <ul style="list-style-type: none"> 1. 50 metres; or 2. the distance specified for wetlands on the approved product label; or 3. the distance specified in the safety and use conditions issued by the Australian Pesticides and Veterinary Medicines Authority. <p>AND</p>	<p>AO8.5 Not applicable</p> <p>Refer AO8.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p><i>Clearing for managing thickened vegetation:</i></p> <p>AO8.6 Mechanical clearing does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of a natural wetland; and 2. within 20 metres of the defining bank of a natural wetland. <p>AND</p>	<p>AO8.6 Not applicable</p> <p>Refer AO8.1</p>
	<p><i>Clearing for encroachment:</i></p> <p>AO8.7 Mechanical clearing does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of any natural wetland; and 2. within 20 metres of the defining bank of any natural wetland. <p>AND</p>	<p>AO8.7 Not applicable</p> <p>Refer AO8.1</p>
	<p>AO8.8 Root absorbed broad spectrum herbicides are not applied within whichever is the greater distance from the defining bank of a natural wetland</p> <ol style="list-style-type: none"> 1. 100 metres; or 2. the distance specified on the approved product label; or 3. the distance specified in the safety and use conditions issued by the Australian Pesticides and Veterinary Medicines Authority. <p>AND</p>	<p>AO8.8 Not applicable</p> <p>Refer AO8.1</p>
	<p><i>Clearing for fodder harvesting:</i></p> <p>AO8.9 Mechanical clearing does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of any natural wetland; and 2. within 20 metres of the defining bank of any natural wetland. <p>AND</p>	<p>AO8.9 Not applicable</p> <p>Refer AO8.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO8.10 Mechanical clearing that is strip harvesting or block harvesting does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of any natural wetland; and 2. within 100 metres of the defining bank of any natural wetland. 	<p>AO8.10 Not applicable</p> <p>Refer AO8.1</p>
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. bank stability by protecting against bank erosion; and 2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat. 	<p>AO9.1 Clearing does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of any natural wetland; and 2. within 100 metres of the defining bank of any natural wetland. <p>OR</p>	<p>AO9.1 Not applicable</p> <p>The Project does not involve clearing necessary for land restoration and natural disaster preparation.</p>
	<p>AO9.2 Clearing within 100 metres of the defining bank of any natural wetland only occurs where:</p> <ol style="list-style-type: none"> 1. clearing does not exceed 0.5 hectares; and 2. clearing retains all mature trees and habitat trees; and 3. clearing that is for flood preparation complies with all of the following: <ol style="list-style-type: none"> a. clearing is undertaken by felling only; and b. clearing does not exceed 100 square metres; and c. clearing does not occur outside the defining banks of a natural wetland; and d. clearing does not occur within 50 metres of other clearing for flood preparation. <p>OR</p>	<p>AO9.2 Not applicable</p> <p>Refer AO9.1</p>
	<p>AO9.3 Clearing to provide necessary access to undertake necessary environmental clearing only occurs where clearing:</p> <ol style="list-style-type: none"> 1. does not exceed 10 metres in width; and 2. retains all mature trees and habitat trees; and 3. the access track: 	<p>AO9.3 Not applicable</p> <p>Refer AO9.1</p>

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> a. runs parallel to a natural wetland and clearing is not within 10 metres of the defining bank of a natural wetland; or b. is required to provide access across the wetland. <p>OR</p>	
	<p>AO9.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p>	<p>AO9.4 Not applicable</p> <p>Refer AO9.1</p>
Clearing associated with wetlands (necessary environmental clearing - natural channel diversion and contaminants removal)		
<p>PO10 Clearing maintains the current extent of vegetation associated with any natural wetland or rehabilitates the cleared area to protect:</p> <ul style="list-style-type: none"> 1. bank stability by protecting against bank erosion; and 2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat. 	<p>AO10.1 Clearing does not occur in any of the following areas:</p> <ul style="list-style-type: none"> 1. inside the defining bank of any natural wetland; and 2. within 100 metres of the defining bank of any natural wetland. <p>OR</p>	<p>AO10.1 not applicable</p> <p>The Project does not involve clearing necessary for natural channel diversion and contaminants removal.</p>
	<p>AO10.2 Clearing within 100 metres of the defining bank of any natural wetland only occurs where:</p> <ul style="list-style-type: none"> 1. clearing does not exceed 0.5 hectares; and 2. clearing retains all mature trees and habitat trees. <p>OR</p>	<p>AO10.2 not applicable</p> <p>Refer AO10.1</p>
	<p>AO10.3 Clearing to provide necessary access to undertake necessary environmental clearing only occurs where clearing:</p> <ul style="list-style-type: none"> 1. does not exceed 10 metres in width; and 2. retains all mature trees and habitat trees; and 3. the access track: <ul style="list-style-type: none"> a. runs parallel to a natural wetland and clearing is not within 10 metres of the defining bank of a natural wetland; or b. is required to provide access across the wetland. <p>OR</p>	<p>AO10.3 Not applicable</p> <p>Refer AO10.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO10.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p> <p>OR</p>	<p>AO10.4 Not applicable</p> <p>Refer AO10.1</p>
	<p>AO10.5 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>AO10.5 Not applicable</p> <p>Refer AO10.1</p>
<p>Clearing associated with watercourses and drainage features (public safety, relevant infrastructure activities, consequential development of IPA approval, coordinated project, extractive industry)</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; and 2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat. 	<p>AO11.1 Clearing does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of a watercourse or drainage feature; and 2. within the relevant distance of the defining bank of any watercourse or drainage feature in table 16.3.2 of this code. <p>OR</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 2. does not occur within 10 metres of the defining bank, unless clearing is required into or across the watercourse or drainage feature. <p>OR</p>	<p>AO11.1 Not applicable</p> <p>Refer AO11.2</p> <p>AO11.2 Complies</p> <p>The proposed corridor selection has been sited to minimise the number of watercourse crossings. Nevertheless, the Project intersects a number of mapped watercourses and waterways. This is outlined in Volume 2 Chapter 7 Flora and fauna and Volume 2 Chapter 9 Water resources and water quality. Clearing within any watercourse or drainage feature will be avoided wherever possible, existing cleared areas will be used in the first instance wherever practicable.</p>

Performance outcomes	Acceptable outcomes	Response
		<p>Where this is not practicable, the Project footprint will be minimised and large habitat trees retained.</p> <p>Towers have been sited to minimise disturbance. Refer to Volume 3 Appendix H Tower siting plans.</p> <p>Any watercourse areas crossed will be restored and rehabilitated with measures to improve connectivity and provide enhancements to suitable habitat. Refer to Volume 3 Appendix T Concept rehabilitation plan.</p> <p>Refer Volume 2 Chapter 7 Flora and fauna and Volume 3 Appendix R Field development plan and are assessed under EIS.</p>
	<p>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).</p>	<p>AO11.3 Not applicable</p> <p>Refer AO11.2</p>
Clearing associated with watercourses and drainage features (necessary environmental clearing- land restoration and natural disaster preparation)		
<p>PO12 Clearing maintains vegetation associated with any watercourse or drainage feature or rehabilitates the cleared area to protect:</p> <ol style="list-style-type: none"> 1. bank stability by protecting against bank erosion; and 2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat. 	<p>AO12.1 Clearing does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of a watercourse or drainage feature; and 2. within the relevant distance of the defining bank of any watercourse or drainage feature in table 16.3.2 of this code. <p>OR</p>	<p>AO12.1 Not applicable</p> <p>The Project does not involve clearing necessary for land restoration and natural disaster preparation.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>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 only occurs where:</p> <ol style="list-style-type: none"> 1. clearing does not exceed 0.5 hectares; and 2. clearing retains all mature trees and habitat trees; and 3. clearing that is for flood preparation complies with all of the following: <ol style="list-style-type: none"> a. clearing is undertaken by felling only; and b. clearing does not exceed 100 square metres; and c. clearing does not occur outside of the defining bank of any watercourse or drainage feature; and d. clearing does not occur within 50 metres of other clearing for flood preparation. <p>OR</p>	<p>AO12.2 Not applicable</p> <p>Refer AO12.1</p>
	<p>AO12.3 Clearing to provide necessary access to undertake necessary environmental clearing only occurs where clearing:</p> <ol style="list-style-type: none"> 1. does not exceed 10 metres in width; and 2. retains all mature trees and habitat trees; and 3. the access track: <ol style="list-style-type: none"> a. runs parallel to a watercourse or drainage feature and clearing is not within 10 metres of the defining bank of a watercourse or drainage feature; or b. is required to provide access across the watercourse or drainage feature. 	<p>AO12.3 Not applicable</p> <p>Refer AO12.1</p>
	<p>AO12.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p>	<p>AO12.4 Not applicable</p> <p>Refer AO12.1</p>

Performance outcomes	Acceptable outcomes	Response
Clearing associated with watercourses and drainage features (necessary environmental clearing – natural channel diversion, and contaminants removal)		
<p>PO13 Clearing maintains the current extent of vegetation associated with any watercourse or drainage feature or rehabilitates the cleared area to protect:</p> <ol style="list-style-type: none"> 1. bank stability by protecting against bank erosion; and 2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat. 	<p>AO13.1 Clearing does not occur within any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of a watercourse or drainage feature; and 2. within the relevant distance of the defining bank of any watercourse or drainage feature in table 16.3.2 of this code. <p>OR</p>	<p>AO13.1 Not applicable</p> <p>The Project does not involve clearing necessary for natural channel diversion, and contaminants removal.</p>
	<p>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 only occurs where:</p> <ol style="list-style-type: none"> 1. clearing does not exceed 0.5 hectares; and 2. clearing retains all mature trees and habitat trees. <p>OR</p>	<p>AO13.2 Not applicable</p> <p>Refer AO13.1</p>
	<p>AO13.3 Clearing to provide necessary access to undertake necessary environmental clearing only occurs where:</p> <ol style="list-style-type: none"> 1. clearing does not exceed 10 metres in width; and 2. clearing retains all mature trees and habitat trees; and 3. the access track: <ol style="list-style-type: none"> a. runs parallel to a watercourse or drainage feature and clearing is not within 10 metres of the defining bank of a watercourse or drainage feature; or b. is required to provide access across the watercourse or drainage feature. <p>OR</p>	<p>AO13.3 Not applicable</p> <p>Refer AO13.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO13.4 Where 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, 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). 	<p>AO13.4 Not applicable</p> <p>Refer AO13.1</p>
Clearing associated with watercourses or drainage features (necessary to control non-native plants or declared pests, managing thickened vegetation, fodder harvesting)		
<p>PO14 Clearing maintains 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; and 2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat. 	<p><i>Clearing necessary to control non-native plants or declared pests:</i></p> <p>AO14.1 Mechanical clearing does not occur in any of the following areas, unless it is required to provide necessary access to control non-native plants or declared pests:</p> <ol style="list-style-type: none"> 1. inside the defining bank of any watercourse or drainage feature; and 2. within 10 metres of the defining bank of a watercourse or drainage feature that is a stream order 1 or 2 watercourse or drainage feature; and 3. within 15 metres of the defining bank of a watercourse or drainage feature that is a stream order 3 or 4 watercourse or drainage feature; and 4. within 20 metres of the defining bank of a watercourse or drainage feature that is a stream order 5 or more watercourse or drainage feature. <p>AND</p>	<p>AO14.1 Not applicable</p> <p>The Project does not involve clearing necessary to control non-native plants or declared pests, managing thickened vegetation, fodder harvesting.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO14.2 Clearing to provide necessary access to control non-native plants or declared pests only occurs where:</p> <ol style="list-style-type: none"> 1. clearing does not exceed five metres in width; and 2. clearing retains all habitat trees and mature trees; and 3. the access track: <ol style="list-style-type: none"> a. runs parallel to the watercourse or drainage feature and is not within 10 metres of the defining bank of the watercourse or drainage feature; or b. is required to provide access across the watercourse or drainage feature. <p>AND</p>	<p>A014.2 Not applicable</p> <p>Refer AO14.1</p>
	<p>AO14.3 Chemical clearing retains all of the following:</p> <ol style="list-style-type: none"> 1. mature trees; and 2. habitat trees; and 3. at least 50 per cent of immature trees in any 50 metre by 50 metre area. 	<p>A014.3 Not applicable</p> <p>Refer AO14.1</p>
	<p>AO14.4 Root absorbed broad spectrum herbicides are not applied within whichever is the greater distance from the defining bank of a watercourse or drainage feature:</p> <ol style="list-style-type: none"> 1. 100 metres; or 2. any distance specified on the approved product label; or 3. the distance specified in the safety and use conditions issued by the Australian Pesticides and Veterinary Medicines Authority. <p>AND</p>	<p>A014.4 Not applicable</p> <p>Refer AO14.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO14.5 Aerial application of a foliar herbicide does not occur within whichever is the greater distance from the defining bank of a watercourse or drainage feature:</p> <ol style="list-style-type: none"> 1. 50 metres; or 2. any distance specified on the approved product label; or 3. the distance specified in the safety and use conditions issued by the Australian Pesticides and Veterinary Medicines Authority. <p>AND</p> <p><i>Clearing for managing thickened vegetation:</i></p> <p>AO14.6 Mechanical clearing does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of any watercourse or drainage feature; 2. within 10 metres of the defining bank of a watercourse or drainage feature that is a stream order 1 or 2 watercourse or drainage feature; 3. within 15 metres of the defining bank of a watercourse or drainage feature that is a stream order 3 or 4 watercourse or drainage feature; 4. within 20 metres of the defining bank of a watercourse or drainage feature that is a stream order 5 or more watercourse or drainage feature. <p>AND</p>	<p>A014.5 Not applicable</p> <p>Refer AO14.1</p> <p>A014.6 Not applicable</p> <p>Refer AO14.1</p>
	<p><i>Clearing for fodder harvesting:</i></p> <p>AO14.7 Mechanical clearing does not occur in any of the following areas:</p> <ol style="list-style-type: none"> 1. inside the defining bank of any watercourse or drainage feature; and 	<p>A014.7 Not applicable</p> <p>Refer AO14.1</p>

Performance outcomes	Acceptable outcomes	Response
	2. within 20 metres of the defining bank of any watercourse or drainage feature. AND	
	AO14.8 Mechanical clearing that is strip harvesting or block harvesting does not occur in any of the following areas: 1. inside the defining bank of any watercourse or drainage feature; and 2. within 100 metres of the defining bank of any watercourse or drainage feature.	AO14.8 Not applicable Refer AO14.1
Clearing associated with watercourses or drainage features (encroachment)		
PO15 Clearing of encroachment maintains: 1. bank stability by protecting against bank erosion; and 2. water quality by filtering sediments, nutrients and other pollutants; and 3. aquatic habitat; and 4. terrestrial habitat.	AO15.1 Mechanical clearing does not occur in any of the following areas: 1. inside the defining bank of any watercourse or drainage feature; and 2. within 10 metres of the defining bank of a watercourse or drainage feature that is a stream order 1 or 2 watercourse or drainage feature; and 3. within 15 metres of the defining bank of a watercourse or drainage feature that is a stream order 3 or 4 watercourse or drainage feature; and 4. within 20 metres of the defining bank of a watercourse or drainage feature that is a stream order 5 or more watercourse or drainage feature. AND	AO15.1 Not applicable The Project does not involve clearing necessary to control encroachment.
	AO15.2 Root-absorbed broad spectrum herbicides are not applied within whichever is the greater distance from the defining bank of a watercourse or drainage feature: 1. 100 metres; or	AO15.2 Not applicable Refer AO15.1

Performance outcomes	Acceptable outcomes	Response
	2. any distance specified on the approved product label; or 3. the distance specified in the safety and use conditions issued by the Australian Pesticides and Veterinary Medicines Authority.	
Maintaining connectivity (public safety, relevant infrastructure activities, consequential development of IPA approval, extractive industry)		
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.	AO16.1 Clearing occurs in accordance with table 16.3.3 in this code.	PO16 Not applicable The Project does not include public safety, relevant infrastructure activities, consequential development of IPA approval, extractive industry.
Connectivity areas (coordinated project)		
PO17 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 not reasonably possible, the applicant provides an offset.	AO17.1 Clearing occurs in accordance with table 16.3.3 of this code. OR	AO16.1 Complies Vegetation clearing during construction has the potential to result in localised fragmentation of habitats adjacent to the Project. Areas of high habitat connectivity that are intersected by the Project will be identified and measures investigated that would improve or restore connectivity across the corridor selection. This will include spanning over sensitive areas with taller masts to minimise non-essential clearing, leaving corridors of trees for connectivity and In areas of importance for conservation significant species where high levels of fauna connectivity is unavoidably impacted, retention of remnant vegetation strips will be considered to maintain connectivity and reduce habitat fragmentation / isolation. This will be undertaken in areas where the vegetation strips will not impact the operational safety of the network infrastructure. The Department of Environment and Science (DES) Landscape Fragmentation and Connectivity Tool was used to determine potential impacts on connectivity as a result of the Project.

Performance outcomes	Acceptable outcomes	Response
		<p>The Project Area is estimated to be 6,621 ha, factoring in planned locations of the transmission line corridor, substations and CEV huts (with some infrastructure contained within these footprints, such as some access tracks and assembly areas).</p> <p>Of the Project Area, approximately 6,333.75 ha is mapped as remnant vegetation. There is a high percentage of regional extent of remnant areas (i.e. over 91% within a 20 km buffer area is remnant). The change of areas of core remnant at the local scale (within 5 km buffer area) is low (approximately 1.79%). The number of core remnant areas pre and post-impact is the same (core polygons greater than 1 ha).</p> <p>The outcome is that the Project is not predicted to have a significant residual impact on connectivity.</p> <p>Refer Volume 2 Chapter 7 Flora and fauna, Volume 2 Chapter 21 Environmental offsets.</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>AO17.2 Not applicable</p> <p>Refer AO17.1</p>
<p>Maintaining connectivity (necessary environmental clearing - land restoration and natural disaster preparation)</p>		
<p>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.</p>	<p>AO18.1 Clearing occurs in accordance with table 16.3.3 of this code.</p> <p>OR</p>	<p>AO18.1 Not applicable</p> <p>The Project does not involve clearing necessary for land restoration and natural disaster preparation.</p>
	<p>AO18.2 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p>	<p>AO18.2 Not applicable</p> <p>Refer AO18.2</p>

Performance outcomes	Acceptable outcomes	Response
Connectivity areas (necessary environmental clearing – natural channel diversion and contaminants removal)		
<p>PO19 In consideration of vegetation on the land subject to the development application and on adjacent land:</p> <ol style="list-style-type: none"> sufficient vegetation is retained to maintain ecological processes and remains in the landscape despite threatening processes; or where this is not reasonably possible, the applicant rehabilitates the cleared area; or where this not reasonably possible, the applicant provides an offset. 	<p>AO19.1 Clearing occurs in accordance with table 16.3.3 of this code.</p> <p>OR</p>	<p>AO19.1 Not applicable</p> <p>The Project does not involve clearing necessary for natural channel diversion and contaminants removal.</p>
	<p>AO19.2 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p> <p>OR</p>	<p>AO19.2 Not applicable</p> <p>Refer AO19.1</p>
	<p>AO19.3 Where clearing cannot be reasonably avoided, and:</p> <ol style="list-style-type: none"> clearing has been reasonably minimised; and the cleared area cannot be reasonably rehabilitated <p>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>AO19.3 Not applicable</p> <p>Refer AO19.1</p>
Soil erosion (public safety, relevant infrastructure activities, consequential development of Integrated Planning Act approval, coordinated project, necessary environmental clearing)		
<p>PO20 Clearing does not result in accelerated soil erosion within or outside the land the subject of the development application.</p>	<p>AO20.1 Clearing only occurs if an erosion and sediment control plan is developed and implemented to:</p> <ol style="list-style-type: none"> prevent accelerated soil erosion; or where prevention is not possible, minimise accelerated soil erosion. <p>OR</p>	<p>AO20.1 Complies</p> <p>A concept erosion and sediment control plan (ESCP) has been developed as part of this Environment Impact Statement. Construction Contractor(s) will be required to develop site specific ESCPs.</p> <p>Refer Volume 3 Appendix S Concept erosion and sediment control plan and Volume 2 Chapter 7 Flora and fauna.</p>
	<p>AO20.2 The local government is the assessment manager for the development application.</p>	<p>AO20.2 Not applicable</p> <p>Refer AO20.1</p>

Performance outcomes	Acceptable outcomes	Response
Soil erosion (necessary to control non-native plants or declared pests, managing thickened vegetation, encroachment, fodder harvesting)		
<p>PO21 Clearing does not result in accelerated soil erosion within or outside the land subject of the development application.</p>	<p>AO21.1 Clearing only occurs where recognised best practice methods are employed to:</p> <ol style="list-style-type: none"> 1. prevent increased soil erosion resulting from the clearing; and 2. stabilise soil erosion which would result from clearing; and 3. prevent increased sediment run-off entering a wetland, watercourse or drainage feature as a result of the clearing. <p>AND</p>	<p>AO21.1 Not applicable</p> <p>The Project does not involve clearing necessary to control non-native plants or declared pests, managing thickened vegetation, encroachment, fodder harvesting.</p>
	<p><i>Clearing necessary to control non-native plants or declared pests:</i></p> <p>AO21.2 Mechanical clearing:</p> <ol style="list-style-type: none"> 1. does not occur on a slope greater than 15 percent; and 2. in each 50 by 50 metre area (0.25 hectares), retains 50 per cent of the ground cover and does not disturb more than 50 per cent of the ground cover. <p>AND</p>	<p>AO21.2 Not applicable</p> <p>Refer AO21.1</p>
	<p>AO21.3 New access tracks required to provide necessary access to control a non-native plant or declared pests do not exceed five metres in width or de-stabilise the banks of any watercourse or drainage feature as a result of crossing, construction or use</p> <p>AND</p>	<p>AO21.3 Not applicable</p> <p>Refer AO21.1</p>
	<p><i>Clearing for managing thickened vegetation:</i></p> <p>AO21.4 Mechanical clearing does not:</p> <ol style="list-style-type: none"> 1. occur in a regional ecosystem in table 16.3.4 of this code that states 'mechanical clearing not permitted'; 	<p>AO21.4 Not applicable</p> <p>Refer AO21.1</p>

Performance outcomes	Acceptable outcomes	Response
	2. disturb more than 50 per cent of the ground surface or result in any hectare having less than 50 per cent ground cover; 3. occur on a slope greater than five per cent; and 4. occur within 50 metres of an area of existing accelerated soil erosion. AND	
	<i>Clearing for encroachment:</i> AO21.5 Mechanical clearing does not occur in any of the following areas: 1. within 50 metres of an area of soil erosion; and 2. slopes greater than 5 per cent. AND	AO21.5 Not applicable Refer AO21.1
	<i>Clearing for fodder harvesting:</i> AO21.6 Mechanical clearing does not occur on a slope greater than five percent. OR	AO21.6 Not applicable Refer AO21.1
	AO21.7 Mechanical clearing does not occur within 50 metres of an areas of soil erosion and instability.	AO21.7 Not applicable Refer AO21.1
Salinity (public safety, relevant infrastructure activities, consequential development of Integrated Planning Act 1997 approval, coordinated project, extractive industry, necessary environmental clearing, encroachment, fodder harvesting)		
PO22 Clearing does not contribute to or accelerate land degradation through waterlogging, or through the salinisation of groundwater, surface water or soil.	AO22.1 Clearing does not occur within 100 metres of a salinity expression area.	AO22.1 Complies The Project does not occur within a salinity expression area.
Conserving endangered and of concern regional ecosystems (public safety and relevant infrastructure activities, consequential development of Integrated Planning Act 1997 approval, coordinated project, extractive industry)		

Performance outcomes	Acceptable outcomes	Response
<p>PO23 Clearing maintains the current extent of endangered regional ecosystems and of concern regional ecosystems.</p>	<p>AO23.1 Clearing does not occur in an endangered regional ecosystem or an of concern regional ecosystem.</p> <p>OR</p>	<p>AO23.1 Alternative solution</p> <p>No Endangered RE will be impacted by the Project.</p> <p>The Of Concern RE 1.11.7 is a low, sparse woodland on hills and ranges, often comprising only minor components of heterogeneous polygons (representing only 5 or 10% of the heterogeneous polygon), and was found to typically occur in small patches on the side of low ridges. Due to the location of this RE type, on the side slopes, it is very rarely impacted by the Project as these landscape features have been typically avoided. Several smaller mapped polygons can be spanned across and avoid clearing of low canopy vegetation through appropriate tower placement, heights and span lengths.</p> <p>As described below, it is unlikely that areas mapped as containing an Of Concern RE will impact any patches of Of Concern RE:</p> <ul style="list-style-type: none"> • The mapped area of mixed RE at KP 2-6DC (Southern Connection for a distance of 2.3 km) included a minor component of RE 1.11.7. It was found that this RE did not occur within the corridor selection through this polygon. • At KP 29.5-30DC (Southern Connection, for a distance of 300 m) RE 1.11.7 was confirmed as occurring in small patches on the lower slopes of this section of the range; this RE was however only recorded on the south west slope at this point of the corridor selection in small batches or narrow bands. • KP 72-73DC (Southern connection for a distance of 230 m). GHD identified this area as a possible mapping error due to its position within the landscape and revisited in 2020 to confirm the

Performance outcomes	Acceptable outcomes	Response
		<p>RE. It was confirmed that the RE aligned more closely with Least Concern RE 1.3.4a.</p> <ul style="list-style-type: none"> • At KP 95DM (Mount Isa Augmentation for a distance of 930 m), the mapped mixed polygon of 1.11.2a/1.11.7 was confirmed to contain Least Concern RE 1.11.2a (E. leucophloia low open woodland), with potential for 1.11.7 to occur in patches within the polygon or as areas of integrated Acacia cambagei and other canopy species. No patches of 1.11.7 were found to occur within the close proximity to the corridor selection and will be spanned across by towers placed outside of patches if they are later identified. • KP 14-15SP (Phosphate Hill Connection for a distance of 180 m). This area was mapped by 3D Environmental as RE 1.11.2x2 (now RE 1.11.7) as a homogenous polygon. However recent field surveys did not access this polygon. • KP 720-721WD (CopperString Core for a distance of 330 m). Access to this location was not possible during field surveys. Based on aerial imagery interpretation, small patches that likely align with RE 1.11.7 identified as darker denser patches of vegetation are not within the corridor selection. <p>The Of Concern RE 2.3.43 is a grassland community on alluvial plains that occurs between KP 620-622WD within the CopperString Core corridor section at the Gilliat River crossing for a distance of up to 2.2 km. Access to the heterogeneous polygon RE 2.3.17a/2.3.7a/2.3.3/2.3.43 was not possible during 2019/2020 field surveys. It is likely that the extent of the heterogeneous polygon within the easement could be reduced if RE 2.3.43 was mapped separately as a homogenous polygon (this would need to be done following the wet</p>

Performance outcomes	Acceptable outcomes	Response
		<p>season under more favourable conditions for identifying grassland species). Towers will be placed to avoid occurrences of the Of Concern RE 2.3.43 within the corridor, with very little clearing of vegetation required in order to construct the Project across this braided channel. Therefore, it is likely that there will be minimal disturbance for tower footprints and access tracks only and the Of Concern RE can be avoided at this location.</p> <p>Refer Volume 2 Chapter 7 Flora and fauna and Volume 2 Chapter 21 Environmental Offsets and Volume 3 Appendix H Tower siting plans.</p>
	<p>AO23.2 Total clearing of endangered regional ecosystems and of concern regional ecosystems combined does not exceed the widths prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO23.2 Complies</p> <p>No Endangered RE will be impacted by the Project.</p> <p>The Of Concern RE 1.11.7 is a low, sparse woodland on hills and ranges, of which much of the low canopy vegetation can be spanned across and potentially avoided with appropriate siting of towers and span lengths. Clearing limits within Spares and very sparse structure categories per Table 16.3.1 is 20m wide.</p> <p>The Of Concern RE 2.3.43 is a grassland community on alluvial plains that will require very little clearing of vegetation in order to construct the Project. Clearing limits within Grassland structure categories per Table 16.3.1 is 25m wide.</p> <p>Refer Volume 2 Chapter 21 Environmental Offsets and Volume 3 Appendix H Tower siting plans.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO23.3 Total clearing of endangered regional ecosystems and of concern regional ecosystems combined does not exceed areas prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO23.3 Alternative solution</p> <p>No Endangered RE will be impacted by the Project.</p> <p>The Of Concern RE 1.11.7 is a low, sparse woodland on hills and ranges, often comprising only minor components of heterogeneous polygons (representing only 5 or 10% of the heterogeneous polygon), of which much of the low canopy vegetation can be spanned across and potentially avoided with appropriate siting of towers and span lengths. The estimated disturbance area of the overall polygon (the of concern component of the mixed polygon is typically a very minor portion) is expected to be less than the 2ha clearing limits within Spares and very sparse structure categories per Table 16.3.1.</p> <p>The Of Concern RE 2.3.43 is a grassland community on alluvial plains that will require very little clearing of vegetation in order to construct the Project. Towers will be placed to avoid occurrences of the Of Concern RE 2.3.43 within the corridor, with very little clearing of vegetation required in order to construct the Project across this braided channel. The estimated disturbance area of the overall polygon (the of concern component of the mixed polygon is typically a very minor portion) is expected to be less than the 5ha clearing limits within Grassland structure categories per Table 16.3.1.</p> <p>Refer Volume 2 Chapter 21 Environmental Offsets and Volume 3 Appendix H Tower siting plans.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO23.4 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>	<p>AO23.4 Not applicable</p> <p>Refer AO23.3</p>
<p>Essential habitat (public safety, relevant infrastructure activities, consequential development of Integrated Planning Act 1997 approval, coordinated project, extractive industry, fodder harvesting)</p>		
<p>PO24 Clearing maintains the current extent of essential habitat.</p>	<p>AO24.1 Clearing does not occur in essential habitat.</p> <p>OR</p>	<p>AO24.1 Alternative solution</p> <p>There is approximately 205.78 ha of mapped essential habitat intersected by the Project area. Where this essential habitat is based on riparian corridors or gilgai landforms that will be spanned by the transmission line (such as in known occurrences of waxy cabbage palm and gilgai habitat for ornamental snake), the area of essential habitat cleared will be minor. Also in areas of high terrain, such as habitat for purple-necked rock wallaby, the transmission line will be designed to span across much of the vegetation. In grassland communities that are habitat for Julia Creek dunnart, there will be minimal or no vegetation clearing.</p> <p>Refer Volume 2 Chapter 21 Environmental Offsets and Volume 3 Appendix H Tower siting plans.</p>
	<p>AO24.2 Clearing in essential habitat does not exceed the widths prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO24.2 Complies</p> <p>Where the essential habitat is based on riparian corridors or gilgai landforms, the area of essential habitat cleared will likely be less than 20m. Where the essential habitat is for purple-necked rock wallaby, the area of essential habitat cleared will likely be less than 20m.</p>

Performance outcomes	Acceptable outcomes	Response
		In grassland communities that are habitat for Julia Creek dunnart, the area of essential habitat cleared will likely be less than 25m.
	<p>AO24.3 Clearing in essential habitat does not exceed the areas prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO24.3 Alternative solution</p> <p>The Project intersects a number of mapped essential habitat areas (205.78ha total). Some of these areas contain value for the species they are mapped for; however, as they are a buffer of a previous record, some mapped areas will not contain values for the species they are mapped for. Further investigations will be required to verify the extent of essential habitat within the corridor selection. The Project aims to minimise the essential habitat required to be cleared by avoiding essential habitat where possible.</p> <p>Refer Volume 2 Chapter 7 Flora and fauna. Refer Volume 2 Chapter 21 Environmental Offsets and Appendix H Tower siting plans.</p>
	<p>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 clearing of essential habitat (a matter of state environmental significance).</p>	<p>AO24.4 Not applicable</p> <p>Refer AO24.3</p>
Essential habitat (necessary environmental clearing – land restoration and natural disaster preparation)		
<p>PO25 Clearing does not occur in essential habitat, or where this is not reasonably possible, the applicant rehabilitates the cleared area.</p>	<p>AO25.1 Clearing does not occur in essential habitat.</p> <p>OR</p>	<p>AO25.1 Not applicable</p> <p>The Project does not involve clearing necessary for land restoration and natural disaster preparation.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO25.2 Clearing in essential habitat does not exceed the widths prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO25.2 Not applicable</p> <p>Refer AO25.1</p>
	<p>AO25.3 Clearing in essential habitat does not exceed the areas prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO25.3 Not applicable</p> <p>Refer AO25.1</p>
	<p>AO25.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p>	<p>AO25.4 Not applicable</p> <p>Refer AO25.1</p>
Essential habitat (necessary environmental clearing – natural channel diversion and contaminants removal)		
<p>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.</p>	<p>AO26.1 Clearing does not occur in essential habitat.</p> <p>OR</p>	<p>AO26.1 Not applicable</p> <p>The Project does not involve clearing necessary for natural channel diversion and contaminants removal.</p>
	<p>AO26.2 Clearing in essential habitat does not exceed the widths prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO26.2 Not applicable</p> <p>Refer AO26.1</p>
	<p>AO26.3 Clearing in essential habitat does not exceed the areas prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO26.3 Not applicable</p> <p>Refer AO26.1</p>
	<p>AO26.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.</p> <p>OR</p>	<p>AO26.4 Not applicable</p> <p>Refer AO26.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO26.5 Where 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 essential habitat (a matter of state environmental significance).</p>	<p>AO26.5 Not applicable</p> <p>Refer AO26.1</p>
<p>Acid sulfate soils (public safety, relevant infrastructure activities, consequential development of Integrated Planning Act 1997 approval, coordinated project, extractive industry, necessary environmental clearing, necessary to control non-native plants or declared pests, managing thickened vegetation, encroachment)</p>		
<p>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:</p> <ol style="list-style-type: none"> 1. aeration of horizons containing iron sulphides; or 2. mobilisation of acid or metals. 	<p>AO27.1 Clearing does not occur in land zone 1, land zone 2 or land zone 3.</p> <p>OR</p>	<p>AO27.1 Complies</p> <p>The Project does not occur on Land 1 or Land 2 zones. There is minor component of the heterogeneous polygon containing alluvial plains within the corridor selection. However, this clearing of this Regional Ecosystem can be avoided.</p> <p>Refer Volume 2 Chapter 7 Flora and fauna</p>
	<p>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:</p> <ol style="list-style-type: none"> 1. mechanical clearing does not disturb the soil to a depth greater than 30 centimetres; and 2. acid sulfate soils are managed consistent with the State Planning Policy, Department of Infrastructure, Local Government and Planning, July 2017, and with the soil management guidelines in the Queensland Acid Sulfate Soil Technical Manual, Department of Science Information Technology Innovation and the Arts, 2014. <p>OR</p>	<p>AO27.2 Not applicable</p> <p>Refer AO27.1</p>
	<p>AO27.3 The local government is the assessment manager for the development application.</p>	<p>AO27.3 Not applicable</p>

Performance outcomes	Acceptable outcomes	Response
		Refer AO27.1
Clearing is staged (extractive industry)		
<p>PO28 Clearing:</p> <ol style="list-style-type: none"> is staged in line with operational needs that restrict clearing to the current operational area; and only occurs in the area from which material will be extracted, and any reasonably associated built infrastructure, within the term of the development approval; and does not occur without required permits. 	No acceptable outcome is prescribed.	<p>PO28 Not applicable</p> <p>The Project does not involve clearing for extractive works.</p>
Coordinated project – involving clearing for agriculture		
<p>PO29 Clearing only occurs where the land is suitable for agriculture having regard to topography, climate and soil attributes.</p>	No acceptable outcome is prescribed.	<p>PO29 Not applicable</p> <p>The Project does not involve clearing for agriculture.</p>
<p>PO30 For applications for irrigated crops, the owner of the land has, or may have, access to enough water for establishing, cultivating and harvesting the crops to which the clearing relates.</p>	No acceptable outcome is prescribed.	<p>PO30 Not applicable</p> <p>The Project does not involve clearing for agriculture.</p>
Clearing for necessary environmental clearing – land restoration and natural disaster preparation		
<p>PO31 Clearing does not occur, or where this is not reasonably possible, the applicant rehabilitates the cleared area.</p>	<p>AO31.1 Clearing retains all of the following:</p> <ol style="list-style-type: none"> habitat trees; mature trees; and the natural floristic composition and range of sizes across the application area. <p>OR</p>	<p>AO31.1 Not applicable</p> <p>The Project does not involve clearing necessary for land restoration and natural disaster preparation.</p>
	<p>AO31.2 Clearing is for the purpose of natural disaster preparation and does not exceed the widths prescribed in table 16.3.1 of this code.</p> <p>OR</p>	<p>AO31.2 Not applicable</p> <p>Refer AO31.1</p>
	<p>AO31.3 Clearing is for the purpose of natural disaster preparation and does not exceed the areas prescribed in table 16.3.1 of this code.</p>	<p>AO31.3 Not applicable</p> <p>Refer AO31.1</p>

Performance outcomes	Acceptable outcomes	Response
	OR	
	AO31.4 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the cleared area is rehabilitated.	AO31.4 Not applicable Refer AO31.1
Clearing for necessary environmental clearing - natural channel diversion and contaminants removal		
PO32 Clearing does not occur, or where this is not reasonably possible, the applicant rehabilitates the cleared area or maintains the current extent of vegetation.	AO32.1 Clearing retains all of the following: 1. habitat trees; 2. mature trees; and 3. the natural floristic composition and range of sizes across the application area.	AO32.1 Not applicable The Project does not involve clearing necessary for natural channel diversion and contaminants removal.
	OR	
	AO32.2 Where clearing cannot be reasonably avoided, and clearing has been reasonably minimised, the regional ecosystem is rehabilitated.	AO32.2 Not applicable Refer AO32.1
	OR	
	AO32.3 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).	AO32.3 Not applicable Refer AO32.1
Conserving remnant vegetation that are regional ecosystems (necessary to control non-native plants or declared pests)		
PO33 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 all habitat and mature trees.	AO33.1 Mechanical clearing: 1. only occurs within 1.5 metres from the edge of the canopy of individual non-native plants, unless the clearing is required to provide necessary access to control a non-native plant or declared pest; and	AO33.1 Not applicable The Project does not involve clearing necessary for to control non-native plants or declared pests.

Performance outcomes	Acceptable outcomes	Response
	2. does not occur using two machines linked by chain or cable; and 3. retains all habitat trees and mature trees. AND	
	AO33.2 Clearing to provide necessary access to control non-native plants or declared pests does not exceed five metres in width. AND	AO33.2 Not applicable Refer AO33.1
	AO33.3 Any regional ecosystem burn is undertaken in accordance with the fire guideline for the regional ecosystem, as outlined in the Regional Ecosystem Description Database (REDD). AND	AO33.3 Not applicable Refer AO33.1
	AO33.4 Chemical clearing retains all of the following: 1. mature trees; and 2. habitat trees; and 3. at least 50 per cent of immature trees in each 50 metre by 50 metre area. AND	AO33.4 Not applicable Refer AO33.1
	AO33.5 Aerial application of a root-absorbed broad spectrum herbicides does not occur. AND	AO33.5 Not applicable Refer AO33.1
	AO33.6 Root-absorbed broad spectrum herbicides are not applied within whichever distance is the greater from a mature tree or a habitat tree; 1. 30 metres; or 2. the distance specified on the approved product label; or 3. the distance specified in the safety and use conditions issued by the Australian Pesticides and Veterinary Medicines Authority.	AO33.6 Not applicable Refer AO33.1

Performance outcomes	Acceptable outcomes	Response
Restoring the regional ecosystem (managing thickened vegetation)		
<p>PO34 Clearing activities:</p> <ol style="list-style-type: none"> restore the natural floristic composition and range of sizes of each species of the regional ecosystem evenly spaced across the application area; and retain mature trees, habitat trees and tall immature trees and thickets. 	<p>AO34.1 Clearing does not occur in thickets.</p> <p>AND</p>	<p>AO34.1 Not applicable</p> <p>The Project does not involve clearing necessary for to managing thickened vegetation.</p>
	<p>AO34.2 Clearing retains:</p> <ol style="list-style-type: none"> all mature trees and habitat trees; a full range of sizes and species typical of the regional ecosystem in the area; and where the number of mature trees plus habitat trees is less than 20 per hectare, tall immature trees to total 20 mature trees, habitat trees and tall immature trees per hectare. <p>AND</p>	<p>AO34.2 Not applicable</p> <p>Refer AO34.1</p>
	<p>AO34.3 Clearing does not result in debris stacked or pushed against a mature tree, habitat tree or tall immature tree.</p> <p>AND</p>	<p>AO34.3 Not applicable</p> <p>Refer AO34.1</p>
	<p>AO34.4 If clearing immature trees, retain immature trees in each 50 metre by 50 metre area to at least the density specified in table 16.3.4 of this code.</p>	<p>AO34.24 Not applicable</p> <p>Refer AO34.1</p>
	<p>AO34.5 If clearing low shrubs:</p> <ol style="list-style-type: none"> in regional ecosystems where clearing is restricted to low shrubs as specified in table 16.3.4 of this code – clearing retains all immature trees; in regional ecosystems where clearing is not restricted to low shrubs as specified in table 16.3.4 of this code – clearing retains at least 	<p>AO34.5 Not applicable</p> <p>Refer AO34.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>the number of immature trees specified in table 16.3.4 of this code; and</p> <p>3. clearing retains at least 10 per cent of the predominate species that have thickened.</p> <p>AND</p>	
	<p>AO34.6 Mechanical clearing does not occur within 5 metres of the trunk of a mature tree, habitat tree or tall immature tree.</p> <p>AND</p>	<p>AO34.6 Not applicable</p> <p>Refer AO34.1</p>
	<p>AO34.7 Clearing is not undertaken by:</p> <ol style="list-style-type: none"> 1. aerial application of any herbicide; 2. application of a root-absorbed broad spectrum herbicide. <p>AND</p>	<p>AO34.7 Not applicable</p> <p>Refer AO34.1</p>
	<p>AO34.8 Chemical clearing does not occur within five metres of the trunk of a mature tree, habitat tree or tall immature tree.</p> <p>AND</p>	<p>AO34.8 Not applicable</p> <p>Refer AO34.1</p>
	<p>AO34.9 Any regional ecosystem burn is undertaken in accordance with the fire guideline for the regional ecosystem, as outlined in the Regional Ecosystem Description Database (REDD).</p>	<p>AO34.8 Not applicable</p> <p>Refer AO34.1</p>
<p>Clearing limited to specific regional ecosystems and specific clearing methods (managing thickened vegetation)</p>		

Performance outcomes	Acceptable outcomes	Response
<p>PO35 Clearing must be for the purpose of restoring the remnant regional ecosystem and only occur if all of the following apply:</p> <ol style="list-style-type: none"> clearing is in regional ecosystems prescribed in table 16.3.4 of this code; and clearing is in accordance with the clearing restrictions for the regional ecosystem prescribed in table 16.3.4 of this code. retain mature trees, habitat trees and tall immature trees and thickets. 	No acceptable outcome is prescribed.	<p>PO35 Not applicable</p> <p>The Project does not involve clearing necessary for to managing thickened vegetation.</p>
Clearing limited to specific regional ecosystems (encroachment)		
<p>PO36 Clearing of encroachment does not occur, other than in the regional ecosystems listed in table 16.3.5 of this code.</p>	No acceptable outcome is prescribed.	<p>PO36 Not applicable</p> <p>The Project does not involve clearing necessary for encroachment.</p>
Conserving vegetation (encroachment)		
<p>PO37 Clearing activities:</p> <ol style="list-style-type: none"> result in the restoration of the regional ecosystem; and retain all habitat trees; and retain all groves; and retain species which make up the natural floristic composition of the regional ecosystem, distributed in a natural pattern. 	<p>AO37.1 Clearing retains all of the following:</p> <ol style="list-style-type: none"> all mature trees; and all habitat trees; and all woody vegetation within a grove, unless it is undertaken by a regional ecosystem burn. <p>AND</p>	<p>AO37.1 Not applicable</p> <p>The Project does not involve clearing necessary for encroachment.</p>
	<p>AO37.2 Any regional ecosystem burn is undertaken in accordance with the fire guideline for the regional ecosystem, as outlined in the Regional Ecosystem Description Database (REDD).</p> <p>AND</p>	<p>AO37.2 Not applicable</p> <p>Refer AO37.1</p>
	<p>AO37.3 Clearing does not result in debris being stacked or pushed against a mature tree or a habitat tree.</p> <p>AND</p>	<p>AO37.3 Not applicable</p> <p>Refer AO37.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO37.4 Mechanical clearing does not occur within 10 metres of a mature tree or a habitat tree.</p> <p>AND</p>	<p>AO37.4 Not applicable</p> <p>Refer AO37.1</p>
	<p>AO37.5 Aerial application of a herbicide does not occur.</p> <p>AND</p>	<p>AO37.5 Not applicable</p> <p>Refer AO37.1</p>
	<p>AO37.6 Chemical clearing does not occur within five metres of a mature tree or a habitat tree.</p> <p>AND</p>	<p>AO37.6 Not applicable</p> <p>Refer AO37.1</p>
	<p>AO37.7 Root-absorbed broad spectrum herbicides are not applied in any of the following areas:</p> <ol style="list-style-type: none"> 1. regional ecosystems 11.4.11 and 11.8.11; and 2. within whichever is the greater distance from a mature tree or a habitat tree: <ol style="list-style-type: none"> a. 10 metres; or b. the distance specified by the approved product label; or c. the safety and use conditions specified by the Australian Pesticides and Veterinary Medicines Authority; and 3. within whichever is the greater distance from a grove: <ol style="list-style-type: none"> 1. 30 metres; or 2. the distance specified by the approved product label; or 3. the distance specified in the safety and use conditions issued by the Australian Pesticides and Veterinary Medicines Authority. 	<p>AO37.7 Not applicable</p> <p>Refer AO37.1</p>
Limits to clearing for fodder harvesting (fodder harvesting)		
<p>PO38 Clearing is limited to:</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO38 Not applicable</p>

Performance outcomes	Acceptable outcomes	Response
<ol style="list-style-type: none"> 1. the extent necessary to provide fodder for stock; and 2. areas where the stock is located, and the stock have sufficient water. 		The Project does not involve clearing necessary for fodder harvesting
<p>PO39 Clearing must only occur:</p> <ol style="list-style-type: none"> 1. in regional ecosystems listed in table 16.3.6 or table 16.3.7 of this code; and 2. in accordance with the harvesting method limitations for the regional ecosystem listed in table 16.3.6 or table 16.3.7 of this code. 	No acceptable outcome is prescribed.	<p>PO39 Not applicable</p> <p>The Project does not involve clearing necessary for fodder harvesting</p>
<p>PO40 Clearing consists predominantly of fodder species.</p>	No acceptable outcome is prescribed.	<p>PO40 Not applicable</p> <p>The Project does not involve clearing necessary for fodder harvesting</p>
Conserving vegetation (fodder harvesting)		
<p>PO41 Clearing is carried out in a way that conserves:</p> <ol style="list-style-type: none"> 1. remnant vegetation in perpetuity; and 2. the regional ecosystem in which the vegetation is situated. 	<p>AO41.1 Clearing does not result in the removal of non-fodder species with a height of four metres or more.</p> <p>AND</p>	<p>AO41.1 Not applicable</p> <p>The Project does not involve clearing necessary for fodder harvesting.</p>
	<p>AO42.2 Selective harvesting:</p> <ol style="list-style-type: none"> 1. retains all non-fodder species except where the damage is an unavoidable consequence of clearing the selected fodder tree; and 2. when using a chainsaw in regional ecosystems listed in table 16.3.6 of this code, retains at least one fodder tree for every fodder tree cleared; and 3. in least concern regional ecosystems listed in table 16.3.7 of this code, retains at least one fodder tree for each fodder tree cleared; and 4. in of concern regional ecosystems listed in table 16.3.7 of this code, retains at least two fodder trees for each fodder tree cleared. 	<p>AO41.2 Not applicable</p> <p>Refer AO41.1</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO41.3 Strip harvesting and block harvesting:</p> <ol style="list-style-type: none"> 1. where fodder harvesting has previously occurred in an area of a lot, only occurs if all of the following apply: <ol style="list-style-type: none"> a. the vegetation has not been cleared in the last 10 years; and b. the average height of the fodder trees is at least 70 per cent of the height of the tallest stands of fodder species in the regional ecosystem; and c. the fodder trees that were previously harvested have now attained an average height of at least 4 metres; and 2. aligns clearing along the contour where practical; and 3. does not occur in patches of regional ecosystems that are less than 10 hectares in area or less than 500 metres wide. <p>AND</p>	<p>AO41.3 Not applicable</p> <p>Refer AO41.1</p>
	<p>AO41.4 Strip harvesting:</p> <ol style="list-style-type: none"> 1. does not result in any strip harvesting area exceeding 50 metres in width; and 2. results in all strip retention areas: <ol style="list-style-type: none"> a. being preserved along the length of strip harvest areas to a width of at least 1.5 times that of the adjacent strip harvest area; and b. containing fodder species with an average height of at least four metres; and 3. does not result in clearing for machinery access between strip harvest areas exceeding 15 metres in width. 	<p>AO41.4 Not applicable</p> <p>Refer AO41.1</p>

Performance outcomes	Acceptable outcomes	Response
	AND	
	<p>AO41.5 Block harvesting:</p> <ol style="list-style-type: none"> 1. does not result in any block harvest area exceeding one hectare; and 2. results in block retention areas: <ol style="list-style-type: none"> a. being preserved between block harvest areas in accordance with the widths specified in table 16.3.8 of this code; and b. containing fodder species with an average height of at least four metres; and 3. does not result in clearing for machinery access between block harvest areas exceeding 10 metres in width. 	<p>AO41.5 Not applicable</p> <p>Refer AO41.1</p>
Cleared vegetation (fodder harvesting)		
PO42 Fodder harvesting is carried out in a way that results in the woody biomass of the cleared vegetation remaining where it is cleared.	No acceptable outcome is prescribed.	<p>PO42 Not applicable</p> <p>The Project does not involve clearing necessary for fodder harvesting.</p>
Conserving the fodder resource (fodder harvesting)		
PO43 Fodder harvesting is carried out in a way that will conserve the fodder resource.	<p>AO43.1 Clearing does not occur:</p> <ol style="list-style-type: none"> 1. in an area that has been cleared in the previous 10-year period; and 2. more than once in the same area of a lot; and 3. in more than 50 per cent of the area of the regional ecosystem listed in table 16.3.6 and table 16.3.7 of this code on the lot; and 4. in areas required to be retained under this code, a development approval or any accepted development vegetation clearing code. 	<p>AO43.1 Not applicable</p> <p>The Project does not involve clearing necessary for fodder harvesting.</p>
Duration of clearing, preventing land degradation, and maintaining biodiversity, ecological processes and regional ecosystems (Vegetation retention purposes)		

Performance outcomes	Acceptable outcomes	Response
<p>PO44 The duration of clearing for a vegetation retention purpose occurs only for a period that:</p> <ol style="list-style-type: none"> 1. will not contribute to land degradation; and 2. ensures the ongoing maintenance of ecological processes and biodiversity; and 3. maintains the regional ecosystem. 	<p>No acceptable outcome is prescribed.</p>	<p>PO44 Not applicable</p> <p>The Project does not involve clearing necessary for vegetation retention purposes.</p>