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Bromelton SDA Development Scheme

Strategic Vision for the Bromelton SDA

Vision	Response
The vision for the Bromelton SDA is to: a) establish Bromelton as a major industrial area for industrial development of regional, State and national significance	Complies Cleanaway supports the Queensland Government's strategy to reduce waste disposed to landfill and seeks approval to establish an EfW facility (BERC) in the Bromelton SDA. The Project is located on a 63ha land parcel in the Bromelton SDA, specifically the Special Industry precinct. BERC aims to recover energy from residual municipal solid waste and residual commercial and industrial waste that would otherwise be disposed in a landfill. The Project is identified as a major industrial facility that has regional and state significance based on its scale, servicing catchment, stakeholder involvement and operational requirements. The Project contributes to the SDA vision by supporting national and state policy guidelines to transition to a circular economy and improve waste management. In addition, the Project supports existing and future industrial development in the Bromelton SDA on the following basis: ▪ Upgrade to the existing State controlled road network through establishment of a new signalised intersection and associated road design. improvements, which support safe access to the site and surrounding landholdings. ▪ Improvements to water infrastructure through extension of the reticulated supply network to the site which may potentially support future connections to surrounding properties. ▪ Creating potential business synergies in the locality through production of electricity supply and steam offtake. ▪ Employment generation through construction and operation.
b) encourage industrial development and support services to take advantage of the access to key rail and road networks	Complies Cleanaway specifically selected and acquired the site due to its locational characteristics and strategic positioning, including the proximity to state transport infrastructure. The site is highly accessible to Brisbane, Gold Coast, Ipswich and Logan. It has sole frontage to Beaudesert Boonah Road (State-controlled road) and

Vision	Response
	direct access is proposed via a new signalised intersection. The Project takes advantage of the road infrastructure to facilitate heavy vehicle movement to and from the site.
c) maximise opportunities for the clustering and co-location of synergistic developments, including supporting infrastructure	Complies The Project is located on a 63ha land parcel in the Bromelton SDA, specifically the Special Industry precinct. The broader Bromelton SDA area comprises a mix of established and emerging industrial land uses, including SOILCO, SCT Logistics, GELITA Australia, A.J Bush and Son's, Quickcell Technology Products, Bromelton quarry, Beaudesert Central Waste Management Facility and the Neilsen Group quarry. Cleanaway is open to exploring opportunities for precinct circularity including electricity and heat / steam and IBAA off takes for neighbouring industries. The Project maximises opportunities for clustering and co-location of synergistic developments. The cumulative impact of the developments operating in the area necessitates upgrades to the infrastructure network, including water servicing, enhancement of the electricity supply grid and road transport network upgrades.
d) maximise the utilisation of the rail network by establishing multi modal freight and logistics operations, manufacturing and warehousing facilities, and industries that are reliant on rail access	Complies The site also adjoins a State-controlled railway corridor (Sydney-Brisbane rail corridor) along the full length of the eastern property boundary. The Project operations are dependent upon vehicular / freight movements, including B-Doubles and ultimately A-Doubles. The Project does not require utilisation of the rail corridor adjacent to its eastern boundary. However, opportunity for future use or integration of rail transport infrastructure remains possible.
e) encourage activities that require large lots, separation distances or other specialist needs	Complies The Project is located on a 63ha land parcel within the Bromelton SDA, which is identified as a key location to support high impact and difficult to locate industries. The site is sufficiently separated from sensitive land uses and zones and can appropriately accommodate the proposed on-site activities.

Vision	Response
f) protect the continued operation and future development of existing industrial activities, appropriately located rural activities and the regionally significant extractive resources within the Bromelton SDA from incompatible development and encroachment	Complies The Project seeks SDA development approval for Special Industry land use within the Special Industry precinct of the Bromelton SDA. The Project is consistent with the land uses intended under the SDA Development Scheme and is not sensitive to other industrial land uses. It does not constitute the encroachment of incompatible development.
g) leverage the opportunities created by the proximity of the Bromelton SDA to the Beaudesert centre, by fostering synergies between industry and business activity clusters.	Complies The Project is located on a 63ha land parcel in the Bromelton SDA, specifically the Special Industry precinct. The broader Bromelton SDA area comprises a mix of established and emerging industrial land uses, including SOILCO, SCT Logistics, GELITA Australia, A.J Bush and Son's, Quickcell Technology Products, Bromelton quarry, Beaudesert Central Waste Management Facility and the Neilsen Group quarry. The Project maximises opportunities for clustering and co-location of synergistic developments. The cumulative impact of the developments operating in the area necessitates upgrades to the infrastructure network, including water servicing, the electricity supply grid and road transport network.

Overall Objectives

Overall Objectives for Development in the Bromelton SDA

Overall Objectives	Response
Development within the Bromelton SDA will:	Complies The Project is consistent with the strategic vision for the Bromelton SDA. Please refer to the response to the strategic vision above for further information.
a) be consistent with the strategic vision for the Bromelton SDA and the development precinct	
b) ensure the integrity and long-term functionality of the Bromelton SDA is maintained and protected from land uses and activities that may be incompatible with, or adversely affect, the continued use of the Bromelton SDA for industrial development of regional, State and national significance	Complies The Project seeks SDA development approval for Special Industry land use within the Special Industry precinct of the Bromelton SDA. The proposal is consistent with the land uses intended under the SDA Development Scheme and is not sensitive to other industrial land uses. It does not constitute the encroachment of incompatible development. Therefore, the Project ensures the integrity and long-term functionality of the continued use of the Bromelton SDA.
c) avoid new sensitive land uses and other incompatible land uses which could restrict the ability to establish and operate industrial development within the Bromelton SDA	Complies Project seeks SDA development approval for Special Industry land use within the Special Industry precinct of the Bromelton SDA. The proposal is consistent with the land uses intended under the SDA Development Scheme and is not sensitive to other industrial land uses. It does not constitute the encroachment of new sensitive land uses or incompatible development.
d) maximise the efficient use of land, and existing and planned infrastructure	Complies The Project seeks to facilitate the BERC within the northern portion of the site. The extent of the development footprint has considered the site topography, watercourses, vegetation and access. The intended development footprint seeks a consolidated outcome that is located outside of the mapped state interests and physical land constraints, maximising the efficient use of land. The Project has sole frontage to Beaudesert Boonah Road (State-controlled road) and direct access is proposed via a new signalised intersection as shown in the Traffic Impact Assessment (Appendix Q) . In addition to this, the Project necessitates improvements to the water infrastructure through extension of the reticulated supply network to the site which also supports future connections to surrounding properties and industrial / commercial development in the Bromelton SDA.

Overall Objectives	Response
e) minimise adverse impacts on infrastructure and infrastructure corridors	Complies The Project does not have adverse impacts on the State or local infrastructure and infrastructure corridors. <u>State Transport Infrastructure</u> The Project has sole frontage to Beaudesert Boonah Road and adjoins a railway corridor along the full length of the eastern property boundary. The Project involves a new signalised intersection at Beaudesert Boonah Road and Recycling Street. The Traffic Impact Assessment (Appendix Q) has included a turn warrant assessment, and traffic analysis to demonstrate the proposed access arrangement does not impede the structural integrity, operation or safety of the road network. In addition, the Project provides a 4.5m clear zone from the junction and does not impact on future widening of the road transport infrastructure. As per the Stormwater Management Plan and Flood Risk Assessment (Appendix R), the proposed stormwater strategy is to generally maintain the pre-development catchment distribution and stormwater discharge locations and flow rates via use of attenuation basin. The northern basin will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and the eastern basin will discharge into the existing overland flow path passing under the rail corridor via the 1.85m high culvert. The flood modelling of the post-development scenario demonstrates that the proposed development does not result in a material worsening of the operating performance of the state-controlled road or railway in the 1% AEP event. In addition to this, the buildings and storage of dangerous goods are appropriately managed and will not create a safety hazard in the railway corridor. Please refer to the Hazard and Risk Assessment (Appendix I) for further information. An Air Quality Technical Report (Appendix S) has addressed the potential dust impacts during construction and operation. Dust mitigation measures are proposed to ensure no impact to the users of the road and rail infrastructure.

Overall Objectives	Response
	A Noise and Vibration Technical Report (Appendix T) has been prepared and demonstrates that the vibration during construction is unlikely to cause structural damage to the railway corridor. Please refer to the responses to State Codes 1, 2 and 6 for further information. <u>Local Infrastructure</u> As outlined in Section 3.5 of the Planning Report, the Project requires upgrades to the water infrastructure to support the development and ultimately improve the servicing to the broader Bromelton SDA. Please refer to the Engineering (Infrastructure) Report at Appendix C for further information. Please refer to the response to Seqwater Development Guidelines for further detail.
f) support the safe and efficient function and operation of existing and planned transport infrastructure	Complies Cleanaway has undertaken substantial preliminary engagement with DTMR. The Development Assessment Mapping System identifies a Planned Upgrade for part of the State-controlled road from Waste Facility Road to Bromelton House Road. DTMR has advised that the planned upgrades are approved pursuant to Category C (Protect Planning) and there is no delivery timeframe for the planning arrangements. On this basis, the proposed development does not impede the delivery of planned upgrades for state-controlled roads. The Project involves a new signalised intersection at Beaudesert Boonah Road and associated road upgrades. It provides a 4.5m clear zone from the junction to allow for future road widening to support safe and efficient function of planned transport infrastructure. Please refer to the Traffic Impact Assessment (Appendix Q) and the Code Compliance Statements (Appendix Y) for a response to State Code 1 and State Code 6 for further detail.
g) include site specific stormwater and waste water controls to avoid potential adverse impacts on the water quality of receiving waters and water assets	Complies As per the Stormwater Management Plan and Flood Risk Assessment (Appendix R), the proposed stormwater strategy is to generally maintain the pre-development catchment distribution and stormwater discharge locations and flow rates via use of

Overall Objectives	Response
	attenuation basins. The northern basin will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and the eastern basin will discharge into the existing overland flow path passing under the rail corridor via the 1.85m high culvert. The flood modelling of the post-development scenario demonstrates that the proposed development does not result in a material worsening of the operating performance of the state-controlled road or railway in the 1% AEP event. Construction activities have the potential to impact off-site watercourses. To mitigate high volumes of sediment from the site, the following measures are proposed: ▪ Earthworks material will be stockpiled clear of temporary overland flow paths and surrounded with silt fences. ▪ A construction sediment and erosion control plan will be developed with ongoing monitoring of the water quality discharging from the site. ▪ Fuels and chemicals stored on site to support construction works will be securely stored to avoid accidental spillages discharging from the site. Please refer to the State code responses and response to the Seqwater Development Guideline for further information.
h) protect, and where possible, enhance the values of water supply catchments and key water supply infrastructure to ensure a safe and secure water supply	Complies The Project will connect into the trunk water main on Beaudesert Boonah Road which is planned to be operational by 2031. Given the period of inactivity, the water main will require quality assurance testing (including bacterial sampling) to ensure water quality compliance. Please refer to the Engineering (Infrastructure) Report (Appendix C) for further information. In addition, the site is located within the catchment of the proposed Wyaralong water treatment plant. The dam is located more than 5km northwest of the Project and runoff would likely come from areas further away from the facility. The estimated ground level air concentrations that might deposit onto the ground within the catchment for the drinking water treatment plant and dam contain low quantities of metals. The concentration change of these metals are expected to not be measurable and therefore the Project maintains the values of the water supply catchment and water supply infrastructure. Please refer to the Human Health Risk Assessment (Appendix U) for further detail.

Overall Objectives	Response
i) manage the risks associated with natural hazards, to protect people and property	Complies The State Planning Policy mapping identifies the site as containing areas of high and very high potential bushfire intensity predominantly in the southern portion of the site. The northern portion of the site contains medium, high, or very high potential bushfire intensity and potential impact buffer under the local mapping. A Bushfire Hazard Assessment (Appendix H) has been prepared to provide an assessment of the bushfire risk and provide appropriate mitigation measures to reduce the consequences of any bushfire events. It is concluded that the areas of vegetation are too small to develop a full fire front and the proposed site access provides efficient access for fire-fighting services and other emergency vehicles. On this basis, the proposal complies with the relevant assessment benchmarks contained in the SPP and the Bromelton SDA Development Scheme. The State Planning Policy mapping identifies the whole site within the Flood hazard area. A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared and identifies the development footprint is located approximately 8m higher than the detention basins and is not subject to flooding. The proposed stormwater management systems provide a post-development scenario that does not result in a material worsening and demonstrates a reduction to peak flows in the 1% AEP event. In addition, a Climate and Climate Change Assessment (Appendix N) has been prepared and assesses the potential hazards and vulnerability of the Project due to extreme weather events and climate change. It described feasible environmental management measures to cope with hazards and risks imposed by climate change.
j) avoid adverse impacts on environmental, cultural heritage and community values, or minimise and mitigate impacts where they can't be reasonably avoided	Complies The Project minimises adverse impacts on environmental, cultural heritage and community values. Please refer to the Human Health Risk Assessment (Appendix U), Greenhouse Gas Assessment (Appendix O), Biodiversity Technical Report (Appendix G), Aboriginal Cultural Heritage Assessment (Appendix J) and Community and Stakeholder Engagement Assessment (Appendix W) for further detail.
k) be located, designed and constructed in accordance with best practice principles	Complies

Overall Objectives	Response
	The Project uses EfW technology that is well-established internationally and numerous facilities operate successfully across Europe. It has been guided by the EfW guidelines and policy and relevant planning regulation. The Project will use best available techniques in the engineering design, operation, maintenance and monitoring activities. Please refer to the Technical Process Description (Appendix E) and Energy from Waste Policy Report (Appendix K) for further information.
l) be located and designed to avoid impacts on the ongoing operation of quarries within key resource areas and their haulage routes.	Complies The Project involves haulage exceeding 10,000 tonnes per year. It is unlikely that the Project will impact on the ongoing operation of quarries and their haulage routes.
Special Industry Precinct – Preferred Development Intent	
a) This precinct is to accommodate the development of high impact and special industries which require separation from incompatible uses due to the potential for offsite impacts.	Complies The Project seeks SDA development approval for Special Industry land use within the Special Industry precinct of the Bromelton SDA. The proposal is consistent with the land uses intended under the SDA Development Scheme.
b) The precinct will generally accommodate development which: i. may be difficult to locate in conventional industrial estates ii. may require separation from residential land, sensitive and/or incompatible land uses iii. are of a nature and scale to benefit from, and make efficient use of, well serviced, unconstrained industrial land.	Complies The Project seeks SDA development approval for Special Industry land use, which is identified as a ‘difficult to locate use’. The proposal is consistent with the land uses intended under the SDA Development Scheme and is physically separated from sensitive land uses and incompatible land uses.
c) Development does not compromise the long-term functionality of the Bromelton SDA or sterilise land allocated for special or high impact industry.	Complies The Project seeks SDA development approval for Special Industry land use within the Special Industry precinct of the Bromelton SDA. The proposal is consistent with the land uses intended under the SDA Development Scheme and is not sensitive to other industrial land uses. It does not constitute the encroachment of incompatible development.
d) Development does not result in emissions that would compromise the ability to develop other parts of the SDA for their intended purpose.	Complies The Project does not result in emissions that would compromise the ability to develop other parts of the SDA for their intended purpose. The Project imposes mitigation measures to minimise off-site emissions during construction and operation as outlined below.

Overall Objectives	Response
	<u>Construction</u> ▪ Machinery and dust causing activities are located away from sensitive receptors (as far as practically possible). ▪ Remove materials that have the potential to produce dust or cover, seed or fence stockpiles to prevent wind whipping. ▪ Develop and implement a construction dust management plan. ▪ Ensure materials are transported and stored appropriately. ▪ Development and implement a construction noise and vibration management plan. ▪ Development and implement a construction traffic management plan. <u>Operation:</u> ▪ Ongoing monitoring. ▪ Waste delivered to be transported in fully enclosed vehicles or loads. ▪ Intentional building design to include roller doors at the tipping hall to control odour emissions. ▪ Acoustic enclosure of buildings and a noise barrier to the main transformer. ▪ Prepare and implement an Operational Environmental Management Plan. ▪ Vibration mitigation including a detailed structural dynamics assessment of natural frequencies of the systems. ▪ Noise controls to the IBA conveyor, stack flue exhaust, main transformer, IBA extraction mechanical ventilation fans and emergency diesel generator. Please refer to the Air Quality Technical Report (Appendix S), Noise and Vibration Technical Report (Appendix E) and Greenhouse Gas Assessment (Appendix O) for further information.
e) Defined uses which are generally considered to meet the precinct intent include high impact industry and special industry.	Complies The Project seeks SDA development approval for Special Industry land use within the Special Industry precinct of the Bromelton SDA. The land use is consistent with Schedule 1 of the SDA Development Scheme.

SDA Wide Assessment Criteria

SDA Wide Assessment Criteria

Services	Response
1. Development maximises the use and minimises the costs for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy.	Complies The Project utilises the existing infrastructure and proposes various upgrades to service the EfW facility and surrounding development within the Bromelton SDA.
2. Development plans for and addresses the impacts of the development on existing and future planned telecommunications, transport, water, wastewater, recycled water and energy networks.	Complies The Project necessitates infrastructure improvements to support the ongoing operations, including: - Upgrade to the existing State controlled road network through the establishment of a new signalised intersection and associated road design improvements to support safe access to the site and surrounding landholdings. - Improvements to water infrastructure through extension to the reticulated supply network to the site which may potentially support future connections to surrounding properties. - Enhancement of the electricity supply grid. Please refer to the Traffic Impact Assessment (Appendix Q) and Engineering (Infrastructure) Report (Appendix C) for further information.
3. Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.	Complies The Project necessitates infrastructure improvements to support the ongoing operations, including: - Upgrade to the existing State controlled road network through the establishment of a new signalised intersection and associated road design improvements to support safe access to the site and surrounding landholdings. - Improvements to water infrastructure through extension to the reticulated supply network to the site which may potentially support future connections to surrounding properties. - Enhancement of the electricity supply grid. Please refer to the Traffic Impact Assessment (Appendix Q) and Engineering (Infrastructure) Report (Appendix C) for further information.

Services	Response
4. Development is to avoid or minimise adverse impacts on existing or proposed state or local government services.	Complies The Project does not have adverse impacts on existing State and local government services. <u>State Transport Infrastructure</u> The Project has sole frontage to Beaudesert Boonah Road and adjoins a railway corridor along the full length of the eastern property boundary. The Project involves a new signalised intersection at Beaudesert Boonah Road and Recycling Street. The Traffic Impact Assessment (Appendix Q) has included a turn warrant assessment, and traffic analysis to demonstrate the proposed access arrangement does not impede the structural integrity, operation or safety of the road network. In addition, the Project provides a 4.5m clear zone from the junction and does not impact on future widening of the road transport infrastructure. As per the Stormwater Management Plan and Flood Risk Assessment (Appendix R), the proposed stormwater strategy is to generally maintain the pre-development catchment distribution and stormwater discharge locations and flow rates via use of attenuation basin. The northern basin will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and the eastern basin will discharge into the existing overland flow path passing under the rail corridor via the 1.85m high culvert. The flood modelling of the post-development scenario demonstrates that the proposed development does not result in a material worsening of the operating performance of the state-controlled road or railway in the 1% AEP event. In addition to this, the buildings and storage of dangerous goods are appropriately managed and will not create a safety hazard in the railway corridor. Please refer to the Hazard and Risk Assessment (Appendix I) for further information. An Air Quality Technical Report (Appendix S) has addressed the potential dust impacts during construction and operation. Dust mitigation measures are proposed to ensure no impact to the users of the road and rail infrastructure.

Services	Response
	A Noise and Vibration Technical Report (Appendix T) has been prepared and demonstrates that the vibration during construction is unlikely to cause structural damage to the railway corridor. Please refer to the responses to State Codes 1, 2 and 6 for further information. <u>Local Infrastructure</u> As outlined in Section 3.5 of the Planning Report, the Project requires upgrades to the water infrastructure to support the development and ultimately improve the servicing to the broader Bromelton SDA. Please refer to the Engineering (Infrastructure) Report at Appendix C for further information. Please refer to the response to Seqwater Development Guidelines for further detail.
5. Development is located, designed and constructed to avoid or mitigate potential flood damage, ensure no net worsening, avoid risks to public safety, and not adversely impact on transport and service infrastructure.	Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. The proposed stormwater strategy is to maintain the pre-development catchment distribution and stormwater discharge locations and flow rates via use of attenuation basin. The northern basin will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and the eastern basin will discharge into the existing overland flow path passing under the rail corridor via the 1.85m high culvert. The flood modelling of the post-development scenario demonstrates that the proposed development does not result in a material worsening of the operating performance of the state-controlled road or railway in the 1% AEP event. Please refer to the responses to State Codes 1, 2 and 6 and the Seqwater Development Guidelines for further information (Code Compliance Statements at Appendix Y).
Transport	Response
1. Increased traffic arising from development is either able to be accommodated within existing road networks, or works are undertaken to minimise adverse impacts on existing and future infrastructure networks.	Complies The on-site operations of the Project are reliant of freight vehicle movements to transport waste to and from the facility. The Project involves a new signalised intersection at Beaudesert Boonah Road and associated road upgrades. It provides a

Transport	Response
	4.5m clear zone from the junction to allow for future road widening to support safe and efficient function of planned transport infrastructure. Please refer to the Traffic Impact Assessment (Appendix Q) and the Code Compliance Statements (Appendix Y) for a response to State Code 1 and State Code 6 for further detail.
2. Development is established to take advantage of proximity to appropriate transport routes and does not adversely impact on the safe and efficient functioning of the Sydney-Brisbane Rail corridor as well as integrated rail and road transport routes.	Complies Cleanaway specifically selected and acquired the site due to its locational characteristics and strategic positioning, including the proximity to state transport infrastructure. The site is highly accessible to Brisbane, Gold Coast, Ipswich and Logan. It has sole frontage to Beaudesert Boonah Road (State-controlled road) and direct access is proposed via a new signalised intersection. The Project takes advantage of the road infrastructure to facilitate heavy vehicle movement to and from the site. The Project does not adversely impact on the safe and efficient functioning of the railway corridor. Please refer to the responses to State Codes 1, 2 and 6 contained in the Code Compliance Statements (Appendix Y) for further information.
3. Local road networks within the Bromelton SDA are to be designed to accommodate the proposed vehicle type and predicted traffic volumes associated with the development and the precinct/s.	Not Applicable The Project has sole frontage to Beaudesert Boonah Road (State-controlled road) and does not rely on immediate local road network connections. Please refer to the Traffic Impact Assessment (Appendix Q) for further information.
4. The establishment and operation of existing and planned transport infrastructure is not compromised.	Complies Cleanaway has undertaken substantial preliminary engagement with DTMR. The Development Assessment Mapping System identifies a Planned Upgrade for part of the State-controlled road from Waste Facility Road to Bromelton House Road. DTMR has advised that the planned upgrades are approved pursuant to Category C (Protect Planning) and there is no delivery timeframe for the planning arrangements. On this basis, the proposed development does not impede the delivery of planned upgrades for state-controlled roads. The Project involves a new signalised intersection at Beaudesert Boonah Road and associated road upgrades. It provides a 4.5m clear zone from the junction to allow for

Transport	Response
	future road widening to support safe and efficient function of planned transport infrastructure. Please refer to the Traffic Impact Assessment (Appendix Q) and response to State Codes 1 and 6 for further detail.
5. Sufficient car parking, vehicular manoeuvring and off-street loading/unloading facilities, which are adaptable to a variety of uses, are provided within the development site.	Complies The Project is a purpose-built facility and is inclusive of 94 car parking spaces, predominantly located in the northern part of the site in the main staff and visitor carpark. Site access is obtained via a new signalised intersection in the north-western corner of the site to facilitate safe vehicle movements to the site and the broader SDA. Internal vehicular circulation is provided for heavy vehicles to ensure trucks can manoeuvre in forward gear and minimise conflict with passenger vehicles. Please refer to the Architecture and Landscape Design Strategy Report (Appendix A) and the Traffic Impact Assessment (Appendix Q) for further information.
6. Development is designed to facilitate safe and efficient vehicular ingress and egress and does not unduly impact on the safe and efficient operation of external roads, rail, transport infrastructure or services.	Complies The Project seeks to obtain direct access via a new signalised intersection at Beaudesert Boonah Road and Recycling Street. A Traffic Impact Assessment (Appendix Q) has been prepared by Arup and provides an assessment of the design outcomes of the new signalised intersection from a safety and efficiency perspective. A turn warrant assessment and traffic analysis have been used to demonstrate that the proposed new access does not worsen the safety or efficiency of the road network. It is demonstrated that the proposed new signalised intersection is required as a safety upgrade and achieves the following safety improvements: - Increases the safety of the surrounding road network by reducing the speed limit; - Allows vehicles exiting to Recycling Street to achieve compliant sight distance requirements; and - Reduces potential for accidents between through traffic and turning vehicles at both Recycling Street and SCT Logistics access. Please refer to the Traffic Impact Assessment (Appendix Q) and state code responses for further information.

Transport	Response
7. Rail spurs and sidings are designed in accordance with appropriate design standards.	Not Applicable The Project does not involve the establishment of, or extension to the existing rail network.
Character and Amenity	Response
1. Visual impacts of development are minimised through building design, materials and landscaping when viewed from a significant publicly accessible viewpoint such as major roads.	Complies A Landscape Character and Visual impact Assessment (Appendix D) has been prepared by Arup to consider the landscape character and visual impacts of the proposed development during the construction and operational phases of the proposal. Embedded mitigation measures in the form of planting are proposed to mitigate the visual impacts of the proposed development to various viewpoints. A summary of the assessment is provided in Section 7.2 of the Planning Report.
Emissions	Response
1. Development is designed to avoid or minimise: a) adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals and b) conflicts arising from (but not limited to), spray drift, odour, noise, dust, light spill, smoke or ash emissions with sensitive and/or incompatible land uses.	Complies The Project does not result in air, noise or other emissions that would affect the health and wellbeing of individuals. The Project imposes mitigation measures to minimise off-site emissions during construction and operation, including: ▪ Machinery and dust causing activities are located away from sensitive receptors (as far as practically possible). ▪ Remove materials that have the potential to produce dust or cover, seed or fence stockpiles to prevent wind whipping. ▪ Ensure materials are transported and stored appropriately. ▪ Pollution controls during operation, including ongoing monitoring. ▪ Acoustic enclosure of buildings and a noise barrier to the main transformer. ▪ Preparation of an Operational Environmental Management Plan. ▪ Vibration mitigation including a detailed structural dynamics assessment of natural frequencies of the systems. Please refer to the Air Quality Technical Report (Appendix S), Noise and Vibration Technical Report (Appendix T), Greenhouse Gas Assessment (Appendix O) and Human Health Risk Assessment (Appendix U) for further information.

Emissions	Response
2. Development supports the achievement of the relevant acoustic and air quality objectives of the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.	Complies An Air Quality Technical Report (Appendix S) has been prepared by Katestone and demonstrates compliance with the Environmental Protection (Air) Policy 2008. A Noise and Vibration Technical Report (Appendix T) has been prepared by Arup and demonstrates compliance with the Environmental Protection (Noise) Policy 2008.
3. Development with high levels of emissions is to, in accordance with current best practice, avoid adverse impacts on the cumulative air quality¹ of the Bromelton air shed.	Complies Please refer to the Air Quality Technical Report (Appendix S) prepared by Katestone for further information.
Natural Hazards – Flooding	Response
1. Development, in accordance with current best practice, is to: a) achieve an appropriate level of flood immunity b) not adversely affect existing flow rates, flood heights or cause or contribute to other flooding impacts on upstream, downstream or adjacent properties. This includes potential impacts from changes to stormwater flows and local flooding.	Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. The proposed stormwater strategy is to generally maintain the pre-development catchment distribution and stormwater discharge locations and flow rates via use of attenuation basin. The northern basin will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and the eastern basin will discharge into the existing overland flow path passing under the rail corridor via the 1.85m high culvert. The flood modelling of the post-development scenario demonstrates that the proposed development does not result in a material worsening of the operating performance of the state-controlled road or railway in the 1% AEP event.
2. The risk of, and the adverse impacts from, flooding are avoided, minimised or mitigated to protect people and property, and enhance the community's resilience to flooding.	Complies The State Planning Policy mapping identifies the whole site within the Flood hazard area. A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared and identifies the development footprint is located approximately 8m higher than the detention basins and is not subject to flooding. The proposed stormwater management systems provide a post-development scenario that does not result in a material worsening and demonstrates a reduction to peak flows in the 1% AEP event. On this basis, the Project protects people and property and ultimately enhances the community's resilience to flooding.

Natural Hazards – Flooding	Response
3. Development maintains the safety of noxious and hazardous materials and chemicals manufactured or stored in bulk during flood events.	Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared and identifies the development footprint is located approximately 8m higher than the detention basins and is not subject to flooding. The proposed stormwater management systems provide a post-development scenario that does not result in a material worsening and demonstrates a reduction to peak flows in the 1% AEP event. The storage of dangerous goods is not affected by flooding or overland flow.
Natural Hazards – Other	Response
1. Development, in accordance with current best practice: a) identifies relevant natural hazards that may impact upon the development b) appropriately manages risk associated with the identified hazards c) avoids increasing the severity of the natural hazard.	Complies The Project is mapped within the Bushfire prone area and Flood hazard area pursuant to the State Planning Policy mapping. A Bushfire Hazard Assessment (Appendix H) has been prepared to provide an assessment of the bushfire risk and provide appropriate mitigation measures to reduce the consequences of any bushfire events. It is concluded that the areas of vegetation are too small to develop a full fire front and the proposed site access provides efficient access for fire-fighting services and other emergency vehicles. On this basis, the proposal complies with the relevant assessment benchmarks contained in the SPP and the Bromelton SDA Development Scheme. A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared and identifies the development footprint is located approximately 8m higher than the detention basins and is not subject to flooding. The proposed stormwater management systems provide a post-development scenario that does not result in a material worsening and demonstrates a reduction to peak flows in the 1% AEP event. In addition, a Climate and Climate Change Assessment (Appendix N) has been prepared by Katestone and assesses the potential hazards and vulnerability of the Project due to extreme weather events and climate change. It described feasible environmental management measures to cope with hazards and risks imposed by climate change.

Natural Hazards – Other	Response
2. Development within the sunny day failure extent of the Bromelton Offstream Storage is designed and sited to be compatible with the risk to public safety and property associated with a failure of the facility.	Not Applicable As per Map 1 of the Bromelton Dam Emergency Action Plan, the Project site is not located within the Sunny Day Failure area of the Bromelton Offstream Storage.
Contaminated Land	Response
1. Development on land likely to be contaminated or recorded on the Environmental Management Register or Contaminated Land Register does not adversely impact on human health or the environment by exposure, management, or movement of contaminants.	Not Applicable The site does not contain Contaminated Land. Please refer to the Contaminated Land Register provided in the Site Searches (Appendix Z). This is confirmed in the Preliminary Site Investigation for Contamination (Appendix F).
2. Where required, develop a strategy to manage any existing contamination and the potential for additional contamination such that human health and the environment are not adversely affected.	Not Applicable The site does not contain Contaminated Land. Please refer to the Contaminated Land Register provided in the Site Searches (Appendix Z). This is confirmed in the Preliminary Site Investigation for Contamination (Appendix F).
Water Quality	Response
1. Development, consistent with the Environmental Protection (Water) Policy 2009, avoids potential adverse impacts on the environmental values and water quality objectives of receiving waters, arising from: a) altered stormwater quality or flow b) wastewater (other than contaminated stormwater and sewage) c) the creation or expansion of non-tidal artificial waterways.	Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup to consider water quality during construction and operation. It is identified that construction activities have the potential to impact off-site watercourses. To mitigate high volumes of sediment from the site, the following measures are proposed: ▪ Earthworks material will be stockpiled clear of temporary overland flow paths and surrounded with silt fences. ▪ A construction sediment and erosion control plan will be developed with ongoing monitoring of the water quality discharging from the site. ▪ Fuels and chemicals stored on site to support construction works will be securely stored to avoid accidental spillages discharging from the site. Through operation, the proposed development will incorporate water sensitive urban design elements to ensure the pollutant reduction targets are achieved. Please refer

Water Quality	Response
	to the response to the Seqwater Development Guidelines in the Code Compliance Statements (Appendix Y) for further detail.
2. Development protects the ecological and hydraulic function of water assets within and adjacent to the Bromelton SDA.	Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. The stormwater management strategy complies with the objectives of the Seqwater Development Guidelines which are more stringent than the stormwater quality design criteria outlined within Table 7 of the Bromelton SDA and Water Sensitive Urban Design guidelines. Please refer to the response to the Seqwater Development Guidelines in the Code Compliance Statements (Appendix Y) for further detail.
3. Development incorporates current best practice integrated water cycle management strategies and integrates water sensitive urban design principles.	Complies The stormwater management strategy is proposed in accordance with water sensitive urban design principles. Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.
Energy and Water Efficiency	Response
1. Where practicable, building, site design and layout maximises energy efficiency, having regard to: a) building orientation and passive solar design b) natural lighting opportunities c) maximising cross ventilation d) provision of sun shading devices at north, west and east facing windows and doors e) landscaping treatments to the western side of the building.	Complies The proposed site layout and built form design integrates sustainability principles to maximise energy efficiency. The design outcomes include the following – ▪ consolidation of building and pad footprints to minimise impervious area and avoid sprawl. ▪ The Main Waste Processing Building is oriented east-west to minimise the visual bulk. ▪ The north side of the Administration Building and Visitor Centre uses a façade system design to avoid direct sunlight from the east and west. ▪ Stormwater basin located at the lower areas of the site collects hardstand runoff for treatment. ▪ Rainwater capture from building footprint for use in the EfW process. ▪ The landscape outcomes consider the region's climatic condition. ▪ Transparent windows to allow natural light. ▪ Implement a material palette to mitigate heat sink.

Energy and Water Efficiency	Response
2. The use of reticulated water supply is minimised through the use of alternative water supply sources, including: a) rain water harvesting b) recycled water sources	Please refer to the Architecture and Landscape Design Strategy Report (Appendix A) and the Sustainability Management Plan (Appendix P) for further information. Complies The Project utilises roof rainwater collection via individual tanks intended to be used as a source of water in the EfW process. In total, four rainwater harvesting tanks are proposed: ▪ 2 x 100kL tanks at the Main Waste Processing Building, each serving half of the roof catchment. ▪ 1 x 100kL tank at IBA maturing building. ▪ 1 x 100kL tank at IBA sorting building. Each rainwater harvesting tank will have an overflow pipe which discharges to the trunk stormwater network. The MUSIC modelling demonstrates the re-use of run-off via rainwater harvesting reduces the quantity of water flowing from the Project area in regular rainfall events. Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.
Climate Change	Response
1. Development minimises its emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.	Complies A Climate and Climate Change Assessment (Appendix N) has been prepared by Katestone and assesses the potential hazards and vulnerability of the Project due to extreme weather events and climate change
Environment, Cultural Heritage and Community	Response
1. Environmental values, cultural heritage values and community values of the site on which the development is undertaken and immediate surrounds are identified and protected, consistent with current best practice.	Complies The Project has considered the environmental values, cultural heritage and community values of the site. An Aboriginal Cultural Heritage Assessment (Appendix J) has been prepared by Everick Heritage and confirms that Aboriginal cultural heritage is present on the site, including one artefact scatter of seven stone artefacts; three isolated stone artefacts; and three scarred trees. The representatives of the traditional owners advised that the southern portion of the site is culturally

Environment, Cultural Heritage and Community	Response
	sensitive due to historic trade and ceremonial routes. The Project is contained in the northern portion of the site and therefore retains the cultural heritage values of the site.
2. Development is designed to avoid the clearing of regulated vegetation. Where avoidance is not possible, minimise clearing to: a) avoid land degradation b) avoid the loss of biodiversity and c) maintain ecological processes.	Complies The Project requires minimal vegetation clearing in the northern portion of the site. The clearing does not result in land degradation or the loss of biodiversity. Please refer to the Biodiversity Technical Report (Appendix G) for further information.
3. Development is designed and sited to: a) minimise impacts on matters of local and state environmental significance b) maintain ecological connectivity and avoid fragmentation of matters of local and State environmental significance c) avoid or minimise impacts to the movement of fish (fish passage) along waterways.	Complies The site is highly degraded due to historic clearing and farming practices. The Project is located outside of mapped local and state environmental significance, and mapped waterways. Please refer to the Biodiversity Technical Report (Appendix G) for further information.
4. Where the development requires a buffer to mitigate the environmental impacts of the development, that buffer must be accommodated within the development site.	Not Applicable The Project does not require a buffer to mitigate environmental impacts.
5. Development avoids significant adverse environmental impacts on matters of national or State significance, or where significant impacts cannot be reasonably avoided they are minimised. Any residual significant adverse impacts are offset in accordance with the relevant commonwealth or Queensland environmental offset framework.	Complies The site is highly degraded due to historic clearing and farming practices. The Project is located outside of mapped local and state environmental significance, and mapped waterways. Please refer to the Biodiversity Technical Report (Appendix G) for further information.
6. The ecological values associated with the Logan River, Allan Creek and Sandy Creek shall be protected and enhanced.	Not Applicable Logan River, Allan Creek and Sandy Creek are not present on site. There is also no direct connection from the drainage channel to these waterways, as water flows downstream to Lake Brabazon.

Built Form	Response
1. The scale and character of built form is consistent with surrounding areas and the preferred land use intent of the precinct.	Complies The proposed built form is designed to represent the most efficient footprint and compact form to accommodate the functional operations of the facility, limiting redundant space and building heights, where possible. The building facades reflect the industrial context of the site and responds to the natural environment. Please refer to the Architecture and Landscape Design Strategy Report (Appendix A) for further information.
2. Development incorporates high quality urban design treatments to help integrate the building into the surrounding environment.	Complies Key public viewing corridors toward the site are established in the Landscape Character and Visual Impact Assessment (Appendix D). The Project incorporates high quality urban design treatments and a material palette that seamlessly integrates within its setting, particularly with respect to the mountains and vegetations. The built form has considered visual impacts, topographical and environmental constraints and climatic conditions. The Project utilises a simplified material palette and integrates horizontal branding to break up the bulk and mass of the building. It is inclusive of concrete along the lowest façade band, and the largest facades use lightweight cladding that changes in vertical panel size across the height of the facades. Please refer to the Architecture and Landscape Design Strategy Report (Appendix A) for further information.
3. Development contributes to a high standard of amenity.	Complies The Project is designed and sited to contribute to a high standard of amenity. Amenity is considered through enclosure of operational equipment where possible to control visual perception and acoustics. Please refer to the Architecture and Landscape Design Strategy Report (Appendix A) for further information.
4. Development must be designed and built in accordance with current best practice.	Complies The Project is designed and built in accordance with current best practice. Please refer to the Architecture and Landscape Design Strategy Report (Appendix A) for further information.

Other Government Matters	Response
1. Development is to demonstrate consistency with other relevant legislative requirements that may be required for the development to proceed and operate and to the extent practicable, be consistent with regional plans, the State Planning Policy and the State Development Assessment Provisions where the State interests articulated by these instruments are likely to be affected by the development.	Complies As outlined in Section 6 of the Planning Report, the Project has been assessed against the regulatory framework and is consistent with national and state legislative requirements.
2. Development is to avoid or minimise adverse impacts on existing or proposed state or local infrastructure.	Complies The Project does not have adverse impacts on both State and local infrastructure and infrastructure corridors. <u>State Transport Infrastructure</u> The Project has sole frontage to Beaudesert Boonah Road and adjoins a railway corridor along the full length of the eastern property boundary. The Project involves a new signalised intersection at Beaudesert Boonah Road and Recycling Street. The Traffic Impact Assessment (Appendix Q) has included a turn warrant assessment, and traffic analysis to demonstrate the proposed access arrangement does not impede the structural integrity, operation or safety of the road network. In addition, the Project provides a 4.5m clear zone from the junction and does not impact on future widening of the road transport infrastructure. As per the Stormwater Management Plan and Flood Risk Assessment (Appendix R), the proposed stormwater strategy is to generally maintain the pre-development catchment distribution and stormwater discharge locations and flow rates via use of attenuation basin. The northern basin will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and the eastern basin will discharge into the existing overland flow path passing under the rail corridor via the 1.85m high culvert. The flood modelling of the post-development scenario demonstrates that the proposed development does not result in a material worsening of the operating performance of the state-controlled road or railway in the 1% AEP event. In addition to this, the buildings and storage of dangerous goods are appropriately managed and will not create a safety hazard in the railway corridor. Please refer to the Hazard and Risk Assessment (Appendix I) for further information.

Other Government Matters	Response
	An Air Quality Technical Report (Appendix S) has addressed the potential dust impacts during construction and operation. Dust mitigation measures are proposed to ensure no impact to the users of the road and rail infrastructure. A Noise and Vibration Technical Report (Appendix T) has been prepared and demonstrates that the vibration during construction is unlikely to cause structural damage to the railway corridor. Please refer to the responses to State Codes 1, 2 and 6 for further information. <u>Local Infrastructure</u> As outlined in Section 3.5 of the Planning Report, the Project requires upgrades to the water infrastructure to support the development and ultimately improve the servicing to the broader Bromelton SDA. Please refer to the Engineering (Infrastructure) Report at Appendix C for further information. Please refer to the response to Seqwater Development Guidelines for further detail.
Landscaping	Response
1. Development provides landscaping that: a) minimises the visual impacts of the development b) incorporates at least 50% local species and c) is low maintenance.	Complies A Landscape Concept Plan is located within the Architecture and Landscape Design Strategy Report (Appendix A). The Landscape Concept Plan has been designed based on the following key aspects: ▪ Retention of existing mature trees to maintain the existing landscape character, where possible. ▪ Incorporation of a minimum 50% native species. ▪ Use vegetation as a screening element to frame and control views to and from the facility, with consideration to bushfire risk. ▪ Consider landscape treatments from the perspective of visitor and employees experience from their arrival point at the visitor centre and their journey within the facility. ▪ Incorporate Water Sensitive Urban Design elements. ▪ Mitigation of the urban heat island effect via planting and material selection.

Engineering Standards	Response
1. Development is to be designed and constructed in accordance with the relevant engineering standards (and any subsequent revisions to the relevant standards) stated in Table 7 below. Alternative, innovative solutions that demonstrate compliance with the relevant standards are encouraged.	Complies The Project will be designed and constructed in accordance with the relevant engineering standards outlined in Table 7 of the Development Scheme.

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

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road. AND AO1.2 Development can be maintained without requiring access to a state-controlled road.	PO1 – Complies The Project is not located in the state-controlled road. The site is adjacent to Beaudesert Boonah Road and seeks to obtain direct access via a new signalised intersection. A Traffic Impact Assessment (Appendix Q) has been prepared by Arup and provides an assessment of the design outcomes of the new signalised intersection from a safety and efficiency perspective. A turn warrant assessment and traffic analysis have been used to demonstrate that the proposed new access does not worsen the safety or efficiency. It is demonstrated that the proposed new signalised intersection is to achieve safe access from BERC to Beaudesert Boonah Road. The following safety improvements are achieved: ▪ Increases the safety of the surrounding road network by reducing the speed limit; ▪ Allows vehicles exiting to Recycling Street to achieve compliant sight distance requirements; and ▪ reduces potential for accidents between through traffic and turning vehicles at both Recycling Street and SCT Logistics access.

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Performance outcomes	Acceptable outcomes	Response
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	PO2 – Complies The Project is located greater than 3m to the front boundary and state-controlled road. Based on discussions with DTMR, a 4.5m offset from the junction is proposed and therefore does not impact on future widening of the road transport infrastructure.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	PO3 – Complies The Project is located within private property and does not obstruct road transport infrastructure or adversely impact the operating performance of Beaudesert Boonah Road. Refer to the Traffic Impact Assessment (Appendix Q) prepared by Arup.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	PO4 – Complies The Project is inclusive of branding signage on the northern elevation of the building. The sign is located on the main EfW building and is substantially setback from the state-controlled road and does not create a safety hazard for road users. A future entry statement sign will be proposed to assist with wayfinding and direction for users.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials. AND AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road . AND	An Architecture and Landscape Design Strategy Report (Appendix A) has been prepared by Arup. The report details the proposed development layout and the materiality of the building façade. AO5.1 – Complies The Project utilises a simplified material palette that is not reflective. The Main Waste Processing Building and Auxiliary Buildings are comprised of a concrete base and lightweight, non-reflective pre-finished metal cladding that aligns with the surrounding natural context. It includes horizontal banding to break up the mass and bulk of the building.

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Performance outcomes	Acceptable outcomes	Response
	AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road. AND AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.	As outlined in the above-described report, the proposed building facades fronting Beaudesert Boonah Road is not reflective and therefore do not create a safety hazard or distraction to road users. AO5.2 – Complies The Project is substantially setback from the state-controlled road corridor. The facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on Beaudesert Boonah Road. AO5.3 – Complies The Project is substantially setback from the state-controlled road and will not direct external lighting into the face of oncoming traffic. AO5.4 - Complies The Project does not involve flashing light or laser lights.
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	Not Applicable The Project does not seek the establishment of any road, pedestrian or bikeway bridges over Beaudesert Boonah Road.
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	AO7.1 Landscaping is not located in a state-controlled road. AND AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.	AO7.1 – Complies An Architecture and Landscape Design Strategy (Appendix A) has been prepared by Arup and shows that landscaping is not proposed to be located in the state-controlled road corridor.

Performance outcomes	Acceptable outcomes	Response
	AND A07.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.	A07.2 – Complies The proposed landscaping can be maintained without requiring access to Beaudesert Boonah Road. A07.3 - Complies The proposed landscaping is designed to ensure sightlines for vehicular access are maintained.
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	PO8 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. The flood modelling of the post-development scenario demonstrates that the proposed development does not result in a material worsening of the operating performance of the state-controlled road or railway in the 1% AEP event. The stormwater run-off does not create or exacerbate a safety hazard within the state transport corridor.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	PO9 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. Stormwater management measures, including rainwater harvesting tanks, on-site detention basins and flow control devices, have been integrated into the design to ensure that post-development flows are not greater than pre-development flows for events up to and including the 10-year ARI (10% AEP) event. The stormwater run-off does not create or exacerbate a safety hazard within the state transport corridor.

Performance outcomes	Acceptable outcomes	Response
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	PO10 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. Stormwater management measures, including rainwater harvesting tanks, on-site detention basins and flow control devices, have been integrated into the design to ensure that post-development flows are not greater than pre-development flows for events up to and including the 10-year ARI (10% AEP) event. There are no adverse impacts to the structure integrity of physical condition of the state-controlled road (Beaudesert Boonah Road).
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road. AND AO11.2 Development does not concentrate flows to a state-controlled road. AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	AO11.1 – Complies The Project maintains the existing points of discharge and does not create any new points of discharge to a state-controlled road. AO11.2 – Complies The Project does not concentrate flows to a state-controlled road. AO11.3 – Complies The Project does not worsen the condition of an existing lawful point of discharge. AO11.4 – Complies Stormwater management measures, including rainwater harvesting tanks, on-site detention basins and flow control devices, have been integrated into the design to ensure that post-development flows are not greater than pre-development flows for events up to and including the 10-year ARI (10% AEP) event.

Performance outcomes	Acceptable outcomes	Response
		Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road. AND AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road. AND AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.	AO12.1 – AO12.3 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. Flood risk modelling has been undertaken for the 20% AEP event through to the 1% AEP event. The peak flood depth results from existing conditions demonstrate the following: ▪ Flooding is generally contained within the stream corridors, with flows following the natural topography and collecting in the farm dams. Some ponding is observed against the rail and road embankments. ▪ A shallow overland flow path along a depression at the southeastern end of the development footprint. ▪ Beaudesert Boonah Road is shown to be overtopped in the 1% AEP event at the culvert crossing northwest of the site. ▪ The railway is shown to be flood free in the 1% AEP event. The proposed stormwater strategy is to generally maintain the pre-development catchment distribution and stormwater discharge locations and flow rates via use of attenuation basin. The northern basin will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and the eastern basin will discharge into the existing overland flow path passing under the rail corridor via the 1.85m high culvert.

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Performance outcomes	Acceptable outcomes	Response
		The proposed stormwater detention basins are shown to retain a portion of the local runoff flows within the site, resulting in a decrease in off-site flood flows. There is no worsening in flood hazard along Beaudesert Boonah Road in 1% AEP and no increase in peak flow off site as a result of the proposal.
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road.	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge. AND AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.	AO13.1 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. The drainage infrastructure is comprised of a northern basin that will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and an eastern basin that will discharge into the existing overland flow path passing under the rail corridor (via an existing culvert). The proposed drainage infrastructure is wholly contained within the development site. AO13.2 – Complies The proposed drainage infrastructure can be maintained without requiring access to a state-controlled road.
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	PO14 - Complies The proposed stormwater strategy is to maintain the legal point of discharge at Beaudesert Boonah Road and the culvert under the rail corridor. The Project does not propose new drainage infrastructure within a state-controlled road.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	PO15 – Complies The Project seeks to obtain direct access via a new signalised intersection at Beaudesert Boonah Road. A Traffic Impact Assessment (Appendix Q) has been prepared by Arup and provides an assessment of the design outcomes of the new signalised intersection from a safety and efficiency perspective. A turn warrant assessment and traffic analysis have been used to demonstrate that the proposed new access does not worsen the safety or efficiency. It is demonstrated that the proposed new signalised intersection is required as a safety upgrade and achieves the following safety improvements: ▪ Increases the safety of the surrounding road network by reducing the speed limit; ▪ Allows vehicles exiting to Recycling Street to achieve compliant sight distance requirements; and ▪ Reduces potential for accidents between through traffic and turning vehicles at both Recycling Street and SCT Logistics access. The Project does not create a safety hazard for users of Beaudesert Boonah Road.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	PO16 – Complies A Traffic Impact Assessment (Appendix Q) has been prepared by Arup and proposed new and changed access to Beaudesert Boonah Road.

Performance outcomes	Acceptable outcomes	Response
		New turn treatments are proposed including a Basic Right / Left Turn; Channelised Right Turn; Auxiliary Left Turn; and Channelised Left Turn to maintain the minimum turning requirements for safety on the state-controlled road network. The proposed access arrangements do not adversely impact the functional requirements of the state-controlled road.
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	PO17 – Complies The Project proposed a new signalised intersection at Beaudesert Boonah Road. The proposed development is inclusive of a 4.5m offset from the junction and is consistent with the future intent and future planned upgrades of the state-controlled road.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Not Applicable Beaudesert Boonah Road is not identified as a limited access road on the Development Assessment Mapping System.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Not Applicable The site does not involve new or changed access to a local road within 100m of an intersection with a state-controlled road.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Not Applicable The site does not involve new or changed access to a local road within 100m of an intersection with a state-controlled road.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	PO21 – Complies The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.

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Performance outcomes	Acceptable outcomes	Response
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	PO22 – Complies The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	PO23 – Complies The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	PO24 – Complies The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	PO25 – Complies The Project is not located in the state-controlled road. The Traffic Impact Assessment (Appendix Q) has been prepared by Arup and provides an assessment of the road network to ensure the Project upholds the safety of users. The distribution of traffic generated by the Project has been determined based on the location of waste transfer stations, population distribution and existing traffic patterns. The Project proposes that all heavy vehicles be routed via Beaudesert Bypass Road and Mt Lindesay Highway towards Brisbane. An intersection delay impact assessment has been undertaken to ensure the sum of intersection

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Performance outcomes	Acceptable outcomes	Response
		delays on base traffic does not significantly worsen as a result of the proposed development. The assessment is inclusive of the following intersections: ▪ Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street ▪ Beaudesert Boonah Road / Sandy Creek Road ▪ Beaudesert Boonah Road / Bromelton House Road ▪ Beaudesert Boonah Road / Ilbogan Road ▪ Beaudesert Boonah Road / Lupton Road ▪ Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street The modelling concluded that most intersections are expected to continue operating within the acceptable limits with and without the development traffic and with low levels of delays. The modelling for the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection has identified that mitigation is required to ensure the intersection operates within the acceptable limits for pre and post development scenarios. The two potential mitigation options include: ▪ Allowing right turns from both lanes on Brisbane Street (i.e. dual right turn) ▪ Increasing the turn lane length to 130m for the right turn lane on Beaudesert Bypass Road. This turn lane length can be accommodated within the existing median In addition, a road link capacity assessment was undertaken and concludes that the Project is not expected to cause any material degradation in the

Performance outcomes	Acceptable outcomes	Response
		road link efficiency within the local or regional road network. Lastly, a road safety impact assessment was carried out to determine the likelihood of any significant change to the level of road safety risks on the surrounding road network. The following mitigation measures are recommended to maintain the road safety at Beaudesert Boonah Road. ▪ The addition of a signalised intersection will reduce the time that eastbound travelling vehicles will be queuing to enter the site, reducing the likelihood of a collision occurring ▪ A separate left turning lane on Beaudesert Boonah Road, removing left turning trucks and vehicles from the through lane ▪ Additional turning lanes will be added to Beaudesert Boonah Road to accommodate the increase in turning vehicle ▪ A “Turning Vehicles” sign to be installed prior to the crest of the curve on Beaudesert Boonah Road to warn oncoming drivers of the potential for slowing vehicles ahead ▪ Reduced speed limit to 70km/hr and supporting signage to ensure drivers are aware of the speed change On this basis, the Project does not compromise the safety of users of the state-controlled road network.

Performance outcomes	Acceptable outcomes	Response
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	PO26 – Complies A Traffic Impact Assessment (Appendix Q) has been prepared by Arup and provides an assessment of the road network to demonstrate no net worsening of the operating performance. An intersection delay impact assessment has been undertaken to ensure the sum of intersection delays on base traffic does not significantly worsen as a result of the proposed development. The assessment is inclusive of the following intersections: ▪ Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street ▪ Beaudesert Boonah Road / Sandy Creek Road ▪ Beaudesert Boonah Road / Bromelton House Road ▪ Beaudesert Boonah Road / Ilbogan Road ▪ Beaudesert Boonah Road / Lupton Road ▪ Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street The modelling concluded that most intersections are expected to continue operating within the acceptable limits with and without the development traffic and with low levels of delays. The modelling for the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection has identified that mitigation is required to ensure the intersection operates within the acceptable limits for pre and post

Performance outcomes	Acceptable outcomes	Response
		development scenarios. The two potential mitigation options include: ▪ Allowing right turns from both lanes on Brisbane Street (i.e. dual right turn) ▪ Increasing the turn lane length to 130m for the right turn lane on Beaudesert Bypass Road. This turn lane length can be accommodated within the existing median The implementation of the above mitigation measures ensures the road network is not significantly worsened as a result of the proposed development.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Not Applicable The site has sole frontage to a state-controlled road, being Beaudesert Boonah Road.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	PO28 – Complies The Project involves haulage exceeding 10,000 tonnes per year. A Pavement Impact Assessment has been undertaken and considers the potential impacts to the state-controlled road.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies with PO29 Cleanaway has undertaken preliminary engagement with DTMR. The Development Assessment Mapping System identifies a Planned Upgrade for part of the State-controlled road from Waste Facility Road to Bromelton House Road. DTMR has advised that the planned upgrades are approved pursuant to Category C (Protect Planning) and there is no delivery timeframe for the planning arrangements. On this basis, the proposed development does not impede the delivery of planned upgrades for state-controlled roads.

Performance outcomes	Acceptable outcomes	Response
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	PO30 – Complies Beaudesert Boonah Road has not been identified as being subject to corridor improvements. Therefore, the proposed development will not impede the delivery of corridor improvements.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	PO31 – Complies The site is adjacent to Beaudesert Boonah Road. The proposed building footprint and extent of associated earthworks is contained within private property and will not create a safety hazard for users of the state-controlled road or road transport infrastructure. Based on preliminary discussion with DTMR, the Project involves a signalised intersection to obtain safe ingress and egress into the site. The intersection has been ‘future-proofed’ to allow for a potential upgrade of four lanes on Beaudesert Boonah Road. A total width of 8m (3.5m lane and 4.5m offset) has been allowed. It is anticipated that earthworks will be required to establish these works and is subject to detailed design.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	PO32 – Complies The proposed building footprint and extent of associated earthworks is contained within private property. It does not obstruct road transport infrastructure or adversely impact the operating performance of Beaudesert-Boonah Road.

Performance outcomes	Acceptable outcomes	Response
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	PO33 – Complies The Project is wholly contained within private property and does not undermine, damage or cause subsidence of a state-controlled road.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	PO34 – Complies The proposed earthworks, building foundations or retaining is not anticipated to cause ground water disturbance in the state-controlled road corridor.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	PO35 – Complies The proposed buildings are located wholly within the site and piling works associated with the EfW building is positioned more than 100m from the state-controlled road (Beaudesert Boonah Road). Earthworks associated with the Project are contained within the site and will not adversely impact the physical condition or structural integrity of the state-controlled road.
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	PO36 – Complies The proposed new intersection with Recycling Street will require some changes to the existing drainage infrastructure along Beaudesert Boonah Road. A concept drainage design has been developed refer drawing BERC-ARU-BNW_CICW_SKT-2010 in the Traffic Impact Assessment (Appendix Q) . The design includes: ▪ Construction of a new culvert below the BERC access roadway. ▪ New roadside drainage channels. ▪ Extension of the existing culvert west of the SCT Logistics site access.

Table 1.5 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 Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a state-controlled road .	AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. OR AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the	Not Applicable The proposed development does not involve the creation of residential lots.

Performance outcomes	Acceptable outcomes	Response
	full extent of the boundary closest to the state-controlled road .	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	Not Applicable The proposed development does not involve the creation of residential lots.
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item	Not Applicable The proposed development does not involve an accommodation activity.

Performance outcomes	Acceptable outcomes	Response
	2.2) for private open space at the ground floor level; 2. in accordance with: a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: a. 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;	Not Applicable The proposed development does not involve an accommodation activity.

Performance outcomes	Acceptable outcomes	Response
	b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve an accommodation activity.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	Not Applicable The proposed development does not involve an accommodation activity.
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve an accommodation activity.
Material change of use (other uses)		

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Performance outcomes	Acceptable outcomes	Response
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: - provides a noise barrier or earth mound that is designed, sited and constructed: - to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; - 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; - Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; - Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or - achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO45 Development involving a childcare centre or educational establishment : - provides a noise barrier or earth mound that is designed, sited and constructed: - to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
3. 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; - Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; - Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.		
PO46 Development involving: indoor education areas and indoor play areas; or - sleeping rooms in a childcare centre; or patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: a continuous solid gap-free structure or balustrade (excluding gaps required for	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas .		
PO48 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment ; or 2. sleeping rooms in a childcare centre ; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Air, light and vibration		
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road .	AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence , or other solid gap-free structure . OR AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence , or other solid gap-free structure .	Not Applicable The proposed development does not involve residential development.

Performance outcomes	Acceptable outcomes	Response
PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor .	AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not: - intrude into buildings during night hours (10pm to 6am); - create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road .	AO52.1 Development is not located in a future state-controlled road. OR ALL OF THE FOLLOWING APPLY: AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.	Not Applicable The site is not located in a future state-controlled road environment.

Performance outcomes	Acceptable outcomes	Response
	AND AO52.3 The intensification of lots does not occur within a future state-controlled road. AND AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.	
PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road .	AO53.1 Development does not include new or changed access to a future state-controlled road .	Not Applicable The site is not located in a future state-controlled road environment.
PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road .	No acceptable outcome is prescribed.	Not Applicable The site is not located in a future state-controlled road environment.
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The site is not located in a future state-controlled road environment.
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road. AND AO56.2 Development does not concentrate flows to a future state-controlled road. AND AO56.3 Stormwater run-off is discharged to a lawful point of discharge.	Not Applicable The site is not located in a future state-controlled road environment.

Performance outcomes	Acceptable outcomes	Response
	AND AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	

State code 2: Development in a railway environment

Guide to Development in a Transport Environment: Rail which provides direction on how to address this code.

Table 2.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Building, structures, infrastructure, services and utilities		
PO1 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	PO1 - Complies The Architecture and Landscape Design Strategy Report (Appendix A) shows the Project is contained to the northern portion of the site, on an elevated building pad. The buildings and dangerous goods are separated approximately 250m from the railway corridor and are supported with vegetated landscaping. A stormwater detention basin and associated battering adjoins the eastern property boundary. A Rail Specific Risk Assessment has been undertaken to review any risks for the railway. Refer to Appendix B of the Hazards and Risk Assessment (Appendix I). A security fence is proposed along the eastern property boundary to create a physical barrier to the railway corridor for safety and security.
PO2 Development does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	PO2 – Complies The Project is contained within the site and does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure. A Rail Specific Risk Assessment has been undertaken. Please refer Appendix B of the Hazard and Risk Assessment (Appendix I) for further information.

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State code 6: Protection of state transport networks

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Performance outcomes	Acceptable outcomes	Response
PO3 Development does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	PO3 – Complies The Project is contained within the site and does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure. A Rail Specific Risk Assessment has been undertaken. Please refer to Appendix B of the Hazard and Risk Assessment (Appendix I) for further information. An Air Quality Technical Report (Appendix S) has been prepared by Katestone and addresses the dust impacts during construction and operation. The Air Quality Report concludes that: ▪ By implementing the suggested mitigation measures, the risk of dust emissions from construction causing soiling or potentially adversely affecting human health and ecological receptors is low. ▪ By implementing the proposed control measures dust from the IBA/IBAA storage area is predicted to have an insignificant impact on air quality as measured against the relevant objectives. Please refer to Table 12 and Table 15 of the Air Quality Report for further information.
PO4 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	PO4 – Complies The Civil Engineering Drawings (Appendix B2), prepared by Arup show that the Project does not encroach into the railway corridor, nor does it change the ground levels within 5m of the eastern

Performance outcomes	Acceptable outcomes	Response
		boundary. On this basis, the Project does not interfere or obstruct the rail infrastructure.
PO5 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.	No acceptable outcome is prescribed.	Not Applicable The Project is contained within the northern part of the site and is not located above a railway.
PO6 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	PO6 – Complies The Architecture and Landscape Design Strategy Report (Appendix A) shows the Project is contained to the northern portion of the site, on an elevated building pad. The proposed development does not adversely impact the operating performance of the railway corridor as it appropriately mitigates dust emissions during construction and operation; and does not worsen any overland flow impacts to the railway corridor. Please refer to the Air Quality Technical Report (Appendix S) and Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information. A Rail Specific Risk Assessment has been undertaken to review any risks for the railway. Please refer to Appendix B of the Hazards and Risk Assessment (Appendix I) .
PO7 Buildings and structures in a railway corridor are designed and constructed to protect persons in the event of a derailed train.	No acceptable outcome is prescribed.	Not Applicable The Architecture and Landscape Design Strategy Report (Appendix A) shows the proposed development is contained to the northern portion of the site, on an elevated building pad. The buildings and structures are no located in a railway corridor and therefore protects all persons in the event of a derailed train.

Performance outcomes	Acceptable outcomes	Response
PO8 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are design and constructed to protect persons in the event of a derailed train.	AO8.1 Buildings and structures , in a railway corridor , including foundations, retaining and other support 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.	Not Applicable The Architecture and Landscape Design Strategy Report (Appendix A) shows that the proposed development is contained to the northern portion of the site and structures are not located within 10m of the railway track centreline. Therefore, all persons are protected in the event of a derailed train.
PO9 Buildings and structures are designed and constructed to protect people from electrocution.	AO9.1 The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment .	PO9 - Complies The Project is located in excess of 3m from the outermost projection of overhead line equipment.
PO10 Development in the railway corridor is designed and constructed to prevent projectiles being thrown onto the railway .	No acceptable outcome is prescribed.	PO10 – Complies The proposed development will have fencing along the interface with the railway corridor to prevent projectiles being thrown onto the railway.
PO11 Buildings, and structures with publicly accessible or communal areas within 20 metres from the centreline of the nearest railway track are designed and constructed to prevent projectiles from being thrown onto a railway .	AO11.1 Publicly accessible areas located within 20 metre from the centreline of the nearest railway do not overlook a railway . OR AO11.2 Buildings and structures are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest railway track and that overlook the railway may include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near railways , Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR008 Protection screens, Queensland Rail.	Not Applicable The proposed development does not involve publicly accessible areas.

Performance outcomes	Acceptable outcomes	Response
Stormwater and overland flow		
PO12 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a railway corridor .	No acceptable outcome is prescribed.	PO12 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup and demonstrates that an existing culvert is located under the railway corridor. The proposed development seeks to establish a stormwater detention basin adjacent to the eastern property basin and retain the 1.8m high culvert to discharge overland flow. The modelling demonstrates that the stormwater run-off does not create or exacerbate a safety hazard within state transport infrastructure, including the railway corridor.
PO13 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	PO13 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup and demonstrates that stormwater management measures, including rainwater harvesting tanks, on-site detention basins and flow control devices, have been integrated into the design to ensure that post-development flows are not greater than pre-development flows for events up to and including the 10-year ARI (10% AEP) event. Therefore, the proposed development does not result in a material worsening to the railway corridor, rail transport infrastructure or other rail infrastructure.
PO14 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	PO14 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup and demonstrates the post-development flows are not greater than the pre-development flows for events up to and including the 10-year ARI (10% AEP) event. The Project does not worsen the condition of an existing lawful point of discharge and

Performance outcomes	Acceptable outcomes	Response
		stormwater management measures are implemented to avoid interference with the structural integrity of the rail corridor or rail infrastructure.
Flooding		
PO15 Development does not result in a material worsening of flooding impacts within a railway corridor .	No acceptable outcome is prescribed.	PO15 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. The stormwater run-off is managed via detention basins to limit post-development flows to pre-development rates resulting in no adverse impacts to the operating performance of the railway corridor or rail infrastructure. The flood modelling demonstrates no material worsening of flood impacts within the railway corridor.
Drainage Infrastructure		
PO16 Drainage infrastructure does not create a safety hazard in a railway corridor .	AO16.1 Drainage infrastructure is wholly contained within the development site. AND AO16.2 Drainage infrastructure can be maintained without requiring access to a railway corridor .	AO16.1 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. It demonstrates that stormwater infrastructure associated with the Project is wholly contained within the site. AO16.2 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. It demonstrates that the drainage infrastructure can be maintained via private property.
Construction Impacts		
PO17 Construction activities do not cause ground movement or vibration impacts in a railway corridor .	No acceptable outcome is prescribed.	PO17 – Complies A Noise and Vibration Technical Report (Appendix T) has been prepared Arup. The report demonstrates that vibration during construction is unlikely to cause structural damage to the railway corridor as a result of the typical equipment vibration mitigation measures.

Performance outcomes	Acceptable outcomes	Response
Access		
PO18 Development prevents unauthorised access to the railway corridor .	AO18.1 Development abutting the railway corridor incorporates fencing along the property boundary with the railway corridor in accordance with the railway manager's standards. AND AO18.2 A road barrier designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers. AND AO18.3 Vehicle manoeuvring areas, driveways, loading areas and carparks abutting the railway corridor incorporate rail interface barriers along the boundary to the railway corridor.	PO18 – Complies The Project will incorporate fencing along the property boundary with the railway corridor. This can be ensured via condition of approval. The vehicle manoeuvring areas are physically separated from the railway corridor as shown on the Architecture and Landscape Design Strategy Report (Appendix A), and therefore a road barrier or rail interface barrier is not required.
PO19 Development maintains existing maintenance and authorised access to the railway corridor .	AO19.1 Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.	AO19.1 – Complies The Project does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.
PO20 Development does not impede the maintenance of a railway bridge or authorised access to a railway bridge .	AO20.1 Buildings and other structures are set back horizontally a minimum of 3 metres from a railway bridge. AND AO20.2 Permanent structures are not located below or abutting a railway bridge. AND	AO20 - Complies The Project is sited in excess of 3m from a railway bridge. AO20.2 – Complies The proposed development does not locate permanent structures below or abutting a railway bridge.

Performance outcomes	Acceptable outcomes	Response
	AO20.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor .	AO20.3 – Not Applicable The Project does not involve temporary activities.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure or active transport infrastructure.
PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure or active transport infrastructure.
PO23 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure , public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.
Planned upgrades		
PO25 Development does not impede delivery of planned upgrades of rail transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable There are no planned upgrades to the railway corridor at this location.
Network safety		
PO26 Development involving dangerous goods does not adversely impact on the safety or operations of the railway and rail transport infrastructure .	AO26.1 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	Please refer to the RailSpecific Risk Assessment in the Hazard and Risk Assessment (Appendix I) for further information.

Performance outcomes	Acceptable outcomes	Response
	Relations, Department of Justice and Attorney-General, 2016.	

Table 2.2 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO27 Development does not create a safety hazard for users of the railway or other rail infrastructure .	No acceptable outcome is prescribed.	PO27 – Complies The Project does not encroach into the railway corridor and piles required to support the main EfW building are located greater than 250m from the railway corridor. Therefore, the Project does not create a safety hazard for users of the railway corridor or other rail infrastructure.
PO28 Development does not adversely impact on the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	PO28 – Complies The Architecture and Landscape Design Strategy Report (Appendix A) shows the proposed development is contained to the northern portion of the site, on an elevated building pad. The Project does not adversely impact the operating performance of the railway corridor as it appropriately mitigates dust emissions during construction and operation; and does not worsen any overland flow impacts to the railway corridor. Please refer to the Air Quality Technical Report (Appendix S) and Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.
PO29 Development does not undermine, damage, or cause subsidence of, the railway corridor .	No acceptable outcome is prescribed.	PO29 – Complies The Architecture and Landscape Design Strategy Report (Appendix A) shows the Project is contained to the northern portion of the site, on an elevated building pad. It does not undermine, damage or cause subsidence of the railway corridor.
PO30 Development does not adversely impact the structural integrity or physical condition of the	No acceptable outcome is prescribed.	PO30 – Complies

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railway, other rail infrastructure or the railway corridor by adding or removing loading .		The Project does not add or remove loading to the railway corridor or rail infrastructure.
PO31 Development does not cause ground water disturbance in the railway corridor .	No acceptable outcome is prescribed.	PO31 – Complies Preliminary site investigations indicate that excavations will primarily be in residual clay aside from the lower part of the waste bunker which may reach bedrock. The Project does not cause ground water disturbance in the railway corridor.
PO32 Development does not adversely impact the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	PO32 – Complies The Architecture and Landscape Design Strategy Report (Appendix A) shows the Project is contained to the northern portion of the site, on an elevated building pad. The Project does not adversely impact the railway or other rail infrastructure within the rail corridor. The proposed development appropriately discharges stormwater as outlined in the Stormwater Management Plan and Flood Risk Assessment (Appendix R) and mitigates dust emissions during construction as per the Air Quality Technical Report (Appendix S) .
PO33 Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	PO33 – Complies As per the Civil Engineering Drawings (Appendix B2) , the Project does not encroach into the railway corridor, nor does it change ground levels at the eastern boundary. The fill batters near the eastern boundary of the site tie into existing ground levels at a minimum of 5m inside the lot boundary. The piles required to support the main EfW building are located greater than 250m from the railway corridor and therefore do not adversely impact the operating performance of the railway corridor.
PO34 Filling and excavation material does not cause an obstruction or nuisance in the railway corridor .	AO34.1 Fill, spoil or any other material is not stored in, or adjacent to, the railway corridor .	AO34.1 – Complies

		A Stormwater Management Plan and Flood Risk Assessment (Appendix R) prepared by Arup identifies that earthworks material during construction will be suitably stockpiled, clear of temporary overland flow paths and surrounding with silt fences to prevent sediments being washed out. An Air Quality Technical Report (Appendix S) has been prepared by Katestone and addresses the dust impacts during construction and operation. The potential impacts of dust emissions during construction of the proposed development have been assessed using a risk-based methodology. It is appropriate due to the temporary nature of the proposed construction activities and well established mitigation measures that can be applied to minimise potential dust emissions. As outlined in Table 12 of the Air Quality Report, dust mitigation measures include communications, site management, monitoring, site layout, operating vehicle / machinery, waste management, earthworks, construction, track out. On this basis, the proposed earthworks will not cause an obstruction or nuisance in the railway corridor.
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Table 2.3 Railway crossings

Performance outcomes	Acceptable outcomes	Response
PO35 Development does not require a new level railway crossing .	No acceptable outcome is prescribed.	PO35 – PO38 - Complies The Project does not require a new level railway crossing. It will rely on vehicle access to Beaudesert Boonah Road to access the higher order road network to the east of the site. It is further noted that Beaudesert Boonah Road passes over the railway line via an existing bridge crossing and therefore construction and operational traffic will not impact this crossing. On this basis, there is no adverse impact to the operating performance or safety of railway corridor / crossing.
PO36 Development does not adversely impact on the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	
PO37 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	
PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	

Table 2.4 Environmental emissions

Statutory note: Where development is adjacent to a **railway** with 15 or fewer passing trains per day, compliance with table 2.4 is not required.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a Lot		
Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO39 Development minimises free field noise intrusion from a railway .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: - to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); - in accordance with: - Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; - Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;	Not Applicable The proposed development does not involve the creation of residential lots.

	c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO39.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. OR AO39.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to a railway.	
Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO40 Reconfiguring a lot minimises free field noise intrusion from a railway .	AO40.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO40.2 Development achieves the maximum free field acoustic levels in reference table 2 (item	Not Applicable The proposed development does not involve the creation of residential lots.

	2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor		
PO41 Development minimises noise intrusion from a railway in private open space at the ground floor.	AO41.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO41.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	Not Applicable The proposed development does not involve an accommodation activity.
PO42 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from the railway in habitable rooms at the facade of the ground floor level.	AO42.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed: 3. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level;	Not Applicable The proposed development does not involve an accommodation activity.

	4. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;. c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO42.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve an accommodation activity.
Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor		
PO44 Balconies, podiums and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve an accommodation activity.

PO45 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve an accommodation activity.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO46 Development: 2. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 3. achieves the maximum free field acoustic level in reference table (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO47 Development involving a childcare centre or educational establishment : 1. provides a noise barrier or earth mound that is designed, sited and constructed:	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

a. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; or 2. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.		
PO48 Development involving: 1. indoor education areas and indoor play areas; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital; achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO49 Development involving a childcare centre; or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from the railway are provided with: 3. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); and 4. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated outdoor play areas.	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

PO50 Development including: 4. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 5. sleeping rooms in a childcare centre; or 6. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Air, light and vibration		
PO51 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a railway.	AO51.1 Each dwelling or unit has access to a private open space which is shielded from a railway by a building, noise barrier, solid gap-free fence, or other solid gap-free structure. OR AO51.2 Each outdoor education area and outdoor play area is shielded from a railway by a building, noise barrier, solid gap-free fence, or other solid gap-free structure.	Not Applicable The proposed development does not involve a residential development.
PO52 Patient care areas within hospitals are protected from vibration impacts from a railway.	AO52.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s^{1.75}. AND AO52.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of 0.4m/s^{1.75}.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO53 Development is designed and sited to ensure light from infrastructure within, and use of, a railway does not: 3. intrude into buildings during night hours (10pm to 6am); and 4. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Table 2.5 Development in a future railway corridor

Performance outcomes	Acceptable outcomes	Response
PO54 Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor .	AO54.1 Development is not located in a future railway corridor. OR both of the following acceptable outcomes apply: AO54.2 The intensification of lots does not occur within a future railway corridor. AND AO54.3 Development does not result in the landlocking of parcels once a future railway corridor is delivered.	Not Applicable The railway is not identified as a future railway corridor of the Development Assessment Mapping System.
PO55 Development, including filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future railway corridor .	No acceptable outcome is prescribed.	Not Applicable The railway is not identified as a future railway corridor of the Development Assessment Mapping System.
PO56 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future railway corridor .	No acceptable outcome is prescribed.	Not Applicable The railway is not identified as a future railway corridor of the Development Assessment Mapping System.

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	PO1 – Complies The Project is not located in the state-controlled road. The Traffic Impact Assessment (Appendix Q) has been prepared by Arup and provides an assessment of the road network to ensure the Project upholds the safety of users. The distribution of traffic generated by the Project has been determined based on the location of waste transfer stations, population distribution and existing traffic patterns. The Project proposes that all heavy vehicles be routed via Beaudesert Bypass Road and Mt Lindesay Highway towards Brisbane. An intersection delay impact assessment has been undertaken to ensure the sum of intersection delays on base traffic does not significantly worsen as a result of the proposed development. The assessment is inclusive of the following intersections: ▪ Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street ▪ Beaudesert Boonah Road / Sandy Creek Road ▪ Beaudesert Boonah Road / Bromelton House Road ▪ Beaudesert Boonah Road / Ilbogan Road ▪ Beaudesert Boonah Road / Lupton Road ▪ Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street

Performance outcomes	Acceptable outcomes	Response
		The modelling concluded that most intersections are expected to continue operating within the acceptable limits with and without the development traffic and with low levels of delays. The modelling for the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection has identified that mitigation is required to ensure the intersection operates within the acceptable limits for pre and post development scenarios. The two potential mitigation options include: ▪ Allowing right turns from both lanes on Brisbane Street (i.e. dual right turn) ▪ Increasing the turn lane length to 130m for the right turn lane on Beaudesert Bypass Road. This turn lane length can be accommodated within the existing median In addition, a road link capacity assessment was undertaken and concludes that the Project is not expected to cause any material degradation in the road link efficiency within the local or regional road network. Lastly, a road safety impact assessment was carried out to determine the likelihood of any significant change to the level of road safety risks on the surrounding road network. The following mitigation measures are recommended to maintain the road safety at Beaudesert Boonah Road. ▪ The addition of a signalised intersection will reduce the time that eastbound travelling vehicles will be queuing to enter the site, reducing the likelihood of a collision occurring ▪ A separate left turning lane on Beaudesert Boonah Road, removing left turning trucks and vehicles from the through lane ▪ Additional turning lanes will be added to Beaudesert Boonah Road to accommodate the increase in turning vehicle

Performance outcomes	Acceptable outcomes	Response
		- A “Turning Vehicles” sign to be installed prior to the crest of the curve on Beaudesert Boonah Road to warn oncoming drivers of the potential for slowing vehicles ahead - Reduced speed limit to 70km/hr and supporting signage to ensure drivers are aware of the speed change On this basis, the Project does not compromise the safety of users of the state-controlled road network.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	PO2 – Complies The Project is located greater than 3m to the front boundary and state-controlled road. Based on discussions with DTMR, a 4.5m offset from the junction is proposed and therefore does not impact on future widening of the road transport infrastructure.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	PO26 – Complies A Traffic Impact Assessment (Appendix Q) has been prepared by Arup and provides an assessment of the road network to demonstrate no net worsening of the operating performance. An intersection delay impact assessment has been undertaken to ensure the sum of intersection delays on base traffic does not significantly worsen as a result of the proposed development. The assessment is inclusive of the following intersections: - Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street - Beaudesert Boonah Road / Sandy Creek Road - Beaudesert Boonah Road / Bromelton House Road - Beaudesert Boonah Road / Ilbogan Road - Beaudesert Boonah Road / Lupton Road

Performance outcomes	Acceptable outcomes	Response
		- Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street The modelling concluded that most intersections are expected to continue operating within the acceptable limits with and without the development traffic and with low levels of delays. The modelling for the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection has identified that mitigation is required to ensure the intersection operates within the acceptable limits for pre and post development scenarios. The two potential mitigation options include: - Allowing right turns from both lanes on Brisbane Street (i.e. dual right turn) - Increasing the turn lane length to 130m for the right turn lane on Beaudesert Bypass Road. This turn lane length can be accommodated within the existing median The implementation of the above mitigation measures ensures the road network is not significantly worsened as a result of the proposed development.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Not Applicable The site has sole frontage to a state-controlled road, being Beaudesert Boonah Road.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	PO5 – Complies The Project involves haulage exceeding 10,000 tonnes per year. A Pavement Impact Assessment has been undertaken and considers the potential impacts to the state-controlled road.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	PO6 - Complies The proposed development does not require a new railway level crossing.

Performance outcomes	Acceptable outcomes	Response
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	PO7 – Complies Beaundesert Boonah Road passes over the railway line via an existing bridge crossing and therefore construction and operational traffic will not impact this crossing. As such, there is no adverse impact to the operating performance or safety of the existing railway corridor / crossing.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	PO8 – Complies Beaundesert Boonah Road passes over the railway line via an existing bridge crossing and therefore construction and operational traffic will not impact this crossing. As such, there is no adverse impact to the operating performance or safety of the existing railway corridor / crossing.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	PO9 – Not Applicable Beaundesert Boonah Road passes over the railway line via an existing bridge crossing and therefore construction and operational traffic will not impact this crossing. As such, there is no adverse impact to the operating performance or safety of the existing railway corridor / crossing.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	PO10 – Complies The Architecture and Landscape Design Strategy Report (Appendix A) shows the Project is contained to the northern portion of the site, on an elevated building pad. The buildings and dangerous goods are separated approximately 250m from the railway corridor and are supported with vegetated landscaping. A stormwater detention basin and associated battering adjoins the eastern property boundary. A Rail Specific Risk Assessment has been undertaken to review any risks for the railway. Refer to Appendix B of the Hazards and Risk Assessment (Appendix I) .

Performance outcomes	Acceptable outcomes	Response
		A security fence is proposed along the eastern property boundary to create a physical barrier to the railway corridor for safety and security.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	PO11 – Complies The Architecture and Landscape Design Strategy Report (Appendix A) shows the Project is contained to the northern portion of the site, on an elevated building pad. The proposed development does not adversely impact the operating performance of the railway corridor as it appropriately mitigates dust emissions during construction and operation; and does not worsen any overland flow impacts to the railway corridor. Please refer to the Air Quality Technical Report (Appendix S) and Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information. A Rail Specific Risk Assessment has been undertaken to review any risks for the railway. Please refer to Appendix B of the Hazards and Risk Assessment (Appendix I).
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	PO12 – Complies The Project is contained within the site and does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure. A Rail Specific Risk Assessment has been undertaken. Please refer to Appendix B of the Hazard and Risk Assessment (Appendix I) for further information. An Air Quality Technical Report (Appendix S) has been prepared by Katestone and addresses the dust impacts during construction and operation.

Performance outcomes	Acceptable outcomes	Response
		The Air Quality Report concludes that: - By implementing the suggested mitigation measures, the risk of dust emissions from construction causing soiling or potentially adversely affecting human health and ecological receptors is low - By implementing the proposed control measures dust from the IBA/IBAA storage area is predicted to have an insignificant impact on air quality as measured against the relevant objectives. Please refer to Table 12 and Table 15 of the Air Quality Report for further information.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	PO13 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. The proposed buildings are located wholly within the site and piling works associated with the EfW building is positioned more than 100m from the state-controlled road (Beaudesert Boonah Road). Earthworks associated with the Project are contained within the site and will not adversely impact the physical condition or structural integrity of a railway corridor or rail transport infrastructure.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	PO14 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. The flood modelling of the post-development scenario demonstrates that the proposed development does not result in a material worsening of the operating performance of the state-controlled road or railway in the 1% AEP event. The

Performance outcomes	Acceptable outcomes	Response
		stormwater run-off does not create or exacerbate a safety hazard within the state transport corridor.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	PO15 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. Stormwater management measures have been integrated into the design to detain flows to ensure the post-development flows are not greater than the pre-development flows. The stormwater run-off does not create or exacerbate a safety hazard within the state transport corridor.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	PO16 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. The stormwater run-off is managed via detention basis to limit post-development flows to pre-development rates, resulting in no adverse impacts to the structural integrity or physical condition of the state-controlled road (Beaudesert Boonah Road).
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure. AND AO17.2 Development does not concentrate flows to a state transport corridor. AND AO17.3 Stormwater run-off is discharged to a lawful point of discharge.	AO17.1 – Complies The Project maintains the existing points of discharge and does not create any new points of discharge to a state-controlled road. AO17.2 – Complies The Project does not concentrate flows to a state transport corridor. AO17.3 – Complies The Project does not worsen the condition of an existing lawful point of discharge.

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Performance outcomes	Acceptable outcomes	Response
	AND AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.	AO17.4 – Complies Stormwater management measures are integrated into the design to detain flows to ensure post-development flows are not greater than pre-development flows. Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	<i>For a state-controlled road or road transport infrastructure, all of the following apply:</i> AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor. AND AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor. AND AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor.	AO18.1 – AO18.3 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. Flood risk modelling has been undertaken for the 20% AEP event through to the 1% AEP event. The peak flood depth results from existing conditions demonstrate the following: ▪ Flooding is generally contained within the stream corridors, with flows following the natural topography and collecting in the farm dams. Some ponding is observed against the rail and road embankments. ▪ A shallow overland flowpath along a depression at the southeastern end of the development footprint. ▪ Beaudesert Boonah Road is shown to be overtopped in the 1% AEP event at the culvert crossing northwest of the site. ▪ The railway is shown to be flood free in the 1% AEP event. The proposed stormwater strategy is to generally maintain the pre-development catchment distribution and stormwater discharge locations and flow rates via use of attenuation basin. The northern basin will discharge into an existing swale within the road corridor passing under

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Performance outcomes	Acceptable outcomes	Response
	<i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i>	Beaudesert Boonah Road via the box culverts, and the eastern basin will discharge into the existing overland flow path passing under the rail corridor via the 1.85m high culvert. The proposed stormwater detention basins are shown to retain a portion of the local runoff flows within the site, resulting in a decrease in off-site flood flows. There is no worsening in flood hazard along Beaudesert Boonah Road in 1% AEP and no increase in peak flow off site as a result of the proposal.
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	<i>For a state-controlled road environment, both of the following apply:</i> AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge. AND AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor. <i>For a railway environment both of the following apply:</i> AO19.3 Drainage infrastructure associated with a railway corridor or rail transport	AO19.1 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) (inclusive of civil drawings) has been prepared by Arup. The drainage infrastructure is comprised of a northern basin that will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and an eastern basin that will discharge into the existing overland flow path passing under the rail corridor (via an existing culvert). The proposed drainage infrastructure is wholly contained within the development site. AO19.2 – Complies The proposed drainage infrastructure can be maintained without requiring access to a state-transport corridor. AO19.3 – Not Applicable The Project does not involve drainage infrastructure in a railway corridor. AO19.4 – Complies

Performance outcomes	Acceptable outcomes	Response
	infrastructure is wholly contained within the development site. AND AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.	The proposed site drainage infrastructure can be maintained without requiring access to a state-transport corridor.
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	PO20 – Complies The new intersection with Recycling Street will require some changes to the existing drainage infrastructure along Beaudesert Boonah Road. A concept drainage design has been developed refer drawing BERC-ARU-BNW_CICW_SKT-2010 in the Traffic Impact Assessment (Appendix Q). The design includes: ▪ Construction of a new culvert below the BERC access roadwayNew roadside drainage channel ▪ Extension of the existing culvert west of the SCT Logistics site access
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure.	No acceptable outcome is prescribed.	PO21 - Complies The Applicant has undertaken preliminary engagement with DTMR. The Development Assessment Mapping System identifies a Planned Upgrade for part of the State-controlled road from Waste Facility Road to Bromelton House Road. DTMR has advised that the planned upgrades are approved pursuant to Category C (Protect Planning) and there is no delivery timeframe for the planning arrangements. On this basis, the proposed

Performance outcomes	Acceptable outcomes	Response
		development does not impede the delivery of planned upgrades for state-controlled roads.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure or active transport infrastructure.
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure or public passenger services.
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management;	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure, public passenger services or active transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
	AND AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport infrastructure or active transport infrastructure.
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport services.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve taxi facilities.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	Not Applicable The site is located outside the urban service network and does not have public passenger transport services.

Performance outcomes	Acceptable outcomes	Response
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND AO34.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	Not Applicable The proposed development does not involve taxi facilities.
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services , pedestrian and cyclist access and active transport infrastructure .	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Not Applicable The proposed development does not involve an educational establishment.

State code 22: Environmentally relevant activities

Guideline – SDAP State code 22: Environmentally Relevant Activities provides direction on how to address this code.

Table 22.1: All development

Performance outcomes	Acceptable outcomes	Response
All ERAs		
PO1 Development is suitably located and designed to avoid or mitigate environmental harm to the acoustic environment .	AO1.1 Development meets the acoustic quality objectives for sensitive receptors identified in the Environmental Protection (Noise) Policy 2019.	PO1 – Complies A Noise and Vibration Technical Report (Appendix T) has been prepared by Arup and demonstrates compliance with the Environmental Protection (Noise) Policy 2019 for noise at surrounding sensitive receptors.
PO2 Development is suitably located and designed to avoid or mitigate environmental harm to the air environment .	AO2.1 Development meets the air quality objectives of the Environmental Protection (Air) Policy 2019.	PO2 - Complies An Air Quality Technical Report (Appendix S) has been prepared by Katestone and demonstrates compliance with the air quality objectives of the Environmental Protection (Air) Policy 2019.
PO3 Development (other than intensive animal industry for poultry farming), is suitably located and designed to avoid or mitigate environmental harm on adjacent sensitive land uses caused by odour.	No acceptable outcome is prescribed.	Not Applicable The site is not located adjacent to any sensitive land uses.
PO4 Development is suitably located and designed to avoid or mitigate environmental harm to the receiving waters environment .	AO4.1 Development meets the management intent, water quality guidelines and objectives of the Environmental Protection (Water and Wetland Biodiversity) Policy 2019.	AO4.1 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup and has demonstrated compliance with the water quality guidelines and objectives of the Environmental Protection (Water and Wetland Biodiversity) Policy 2019.

Performance outcomes	Acceptable outcomes	Response
PO5 Development is designed to include elements which: 1. prevent or minimise the production of hazardous contaminants and waste as by-products; or 2. contain and treat hazardous contaminants on-site rather than releasing them into the environment; and 3. provide secondary containment to prevent the accidental release of hazardous contaminants to the environment from spillage or leaks.	No acceptable outcome is prescribed.	PO5 - Complies A Resource and Waste Management Technical Report (Appendix M) has been prepared by Arup to assess the potential impacts related to the generation, storage and handling of waste materials at construction and operation. A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup to consider water quality during construction and operation. Section 6.2.4 identifies runoff from sensitive areas and outlines mitigation measures to ensure that spills and potentially contaminated surface water are captured, contained and appropriately treated prior to release to the environment. Key measures include: ▪ Diesel storage tanks will be double-skinned and designed in accordance with AS 1940:2017. Spill response kits will be provided on site to enable immediate containment and clean-up of any accidental releases. ▪ An oil and water separator is incorporated at the point of discharge from the HV substation area to treat runoff prior to entering the stormwater system. ▪ The IBAA hardstand will be hydraulically separated and drained to a lined retention basin, designed to contain and manage potentially contaminated runoff. This runoff will not be released into the environment. ▪ Recovered water from the lined retention basin is to be pumped into storage tanks

Performance outcomes	Acceptable outcomes	Response
		with minimum capacity 150 kL., treated and reused to maintain moisture levels in IBAA stockpiles and for stockpile dust suppression and hardstand wetting. In the event of the lined retention basin approaching its capacity the operator will make provision to tanker off-site collected runoff to a licensed facility.
PO6 Environmentally hazardous materials located on-site are stored to avoid or minimise their release into the environment due to inundation during flood events.	No acceptable outcome is prescribed.	PO6 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup and indicates that the proposed development will be located on a raised pad. The finished floor levels of all buildings will sit more than 10m higher than the 1% AEP flood level. On this basis, hazardous materials will not be released into the environment due to inundation during flood events.
All development – matters of state environmental significance		

Performance outcomes	Acceptable outcomes	Response
PO7 Development is designed and sited to: 1. avoid impacts on matters of state environmental significance; or 2. minimise and mitigate impacts on matters of state environmental significance after demonstrating avoidance is not reasonably possible; and 3. provide an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable significant residual impact on a matter of state environmental significance. Statutory note: For Brisbane core port land, an offset may only be applied to development on land identified as E1 Conservation/Buffer, E2 Open Space or Buffer/Investigation in the Brisbane Port LUP precinct plan.	No acceptable outcome is prescribed.	PO7 – Complies A Biodiversity Technical Report (Appendix G) has been prepared by Arup and confirms the proposed development is designed and sited to avoid impacts to matters of state environmental significance. An offset under the Environmental Offsets Act 2014 is unlikely to be required as a significant residual impact to Matters of State Environmental Significance are unlikely.
Intensive animal industry – poultry farming (ERA 4(2))		
PO8 Poultry farming development (where farming more than 200,000 birds) is suitably located and designed to avoid or mitigate environmental harm on adjacent sensitive land uses, caused by odour.	AO8.1 For poultry farming involving 300,000 birds or less, development meets the separation distances as determined using the S-factor methodology to: 1. a sensitive land use in a rural zone; and 2. boundary of a non-rural zone. OR AO8.2 Development meets the separation distances as determined by odour modelling using the following criteria: 1. 2.5 odour units, 99.5 percent, 1 hour average for a sensitive land use in a rural zone; or 2. 1.0 odour units, 99.5 percent, 1 hour average for the boundary of a non-rural zone.	Not Applicable The proposed development does not involve poultry farming.

SEQ Water Development Guidelines

Assessment Benchmarks for Assessable Development

Table 4: Assessment Benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Separation distances		
PO1 Development maintains adequate separation distances to watercourses and water bodies and avoids areas of flood inundation to protect drinking water source areas .	AO1.1 Development complies with the separation distances and other locational criteria specified in Table 5.	AO1.1 – Complies An existing watercourse traverses the site (Stream order 1). The site masterplan layout has been developed such that all buildings and operational hardstands, used to stockpile materials, are located more than 100m from Stream Order 1 watercourse in accordance with Table 5 of Development Guidelines. Refer Stormwater Management Plan and Flood Risk Assessment (Appendix R) .
Wastewater (other than sewerage)		
PO2 Development does not discharge wastewater unless demonstrated to not compromise the drinking water supply environmental values. Note: Schedule 1 of the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 references the relevant basin for water in a particular sub-region. The drinking water Environmental Values and Water Quality Objectives are outlined in the corresponding policy document for the basin.	AO2.1 Development does not generate wastewater. Or AO2.2 If development generates wastewater, the wastewater is collected and contained on-site, and is: a) lawfully disposed to sewer; b) transferred off-site for treatment/disposal to an appropriately licensed facility;	PO2 – Complies Runoff associated with the IBA maturing hardstand is stored within a lined retention basin and re-used on site in a closed cycle irrigation scheme to wet maturing stockpiles of bottom ash material (aggregate). In rare occasions, runoff will be transferred off-site when the lined retention basin is nearing capacity. Refer Stormwater Management Plan and Flood Risk Assessment (Appendix R) .

Performance outcomes	Acceptable outcomes	Response
	c) reused on-site in a closed-cycle irrigation scheme, industrial processes, washing/cleaning or other purpose; or d) treated to meet the drinking water supply water quality objectives prior to release. Note: Where development involves the release of wastewater, a Wastewater Management Plan (WWMP) is to be prepared by a suitably qualified person. Plans are to provide an assessment of all risks and associated mitigation strategies for preventing adverse impact on the quality of drinking water and may require a water quality monitoring program.	
PO3 Where treated wastewater is irrigated to land, it will: a) be confined to a dedicated area of land on-site; b) be suitably located and sized; and c) use irrigation practices that will not harm groundwater and on-site surface water quality. Note: Developments involving the irrigation of wastewater will need to provide a MEDLI modelling Report demonstrating the nominated land area for wastewater irrigation is suitably located and sized to accommodate design wastewater loads, storages are suitably sized to accommodate design wastewater loads, and proposed irrigation practices will not damage water quality. It is recommended the modelling	No acceptable outcome is nominated.	Not Applicable The proposed development will be serviced with on-site septic retention systems for wastewater.

Performance outcomes	Acceptable outcomes	Response
exercise incorporate scenarios based on both a 10-year and 20-year planning horizon.		
Solid Waste		
PO4 Solid wastes generated by the development must be managed, stored and disposed in a manner that does not adversely impact on the quality of any surface water or groundwater.	Land uses only. For all other development, only Performance Outcome PO4 is relevant AO4.1 The stockpiling of waste litter, manure and other organics is undertaken as follows: a) on surfaces constructed with permanent impervious underlay to prevent leaching (groundsheets will only be accepted where stockpiling is temporary); b) located outside of an effluent irrigation area; c) located 3m above the seasonal high-water table and away from recharge areas; d) sized to accommodate the proposed disposal timeframes; e) designed with run-off diversion drainage upstream to prevent uncontaminated stormwater movement into the area; f) bunded to capture contaminated run-off for appropriate treatment and disposal; and g) covered, desirably within a shed but otherwise with weatherproof material. And AO4.2	Not Applicable The proposed development does not involve the stockpiling of waste litter, manure or other organics.

Performance outcomes	Acceptable outcomes	Response
	The reuse of waste litter, manure and other organics as soil conditioners or fertilizers is not undertaken on-site. And AO4.3 Composting activities are not undertaken on-site. And AO4.4 Carcasses are not buried on-site except as required in accordance with any emergency animal disease management plan required by a biosecurity agency.	
PO5 Intensive animal industries within water resource catchments do not create a microbial risk to public health or the environment.	AO5.1 Development involving stockpiling of manure wastes with microbial risks are to be pasteurised for pathogen kill-off before it leaves the site.	Not Applicable The proposed development does not involve stockpiling of manure wastes.
Sewage treatment and disposal (where development is located within a local government's priority infrastructure area)		
PO6 Development is connected to the reticulated sewerage network.	AO6.1 No acceptable outcome is nominated.	Not Applicable The proposed development is located outside of a local government's priority infrastructure area.
Sewage treatment and disposal (where development is located outside of a local government's priority infrastructure area)		
PO7 Development provides an on-site sewage management system that is designed, constructed and managed in a way that does not compromise the environmental values for the supply of drinking water.	AO7.1 Development is connected to the reticulated sewerage network. Or AO7.2	AO7.5 – Complies The Project will have two sewer holding tanks, with minimum 7 day capacity will be provided as part of the development. These tanks are located above the 0.5% AEP flood event (including climate change factors). No discharge from these holding tanks to the water supply source is proposed.

Performance outcomes	Acceptable outcomes	Response
Note: For a system under 21 Equivalent Persons, to demonstrate compliance with this performance outcome, it is recommended the applicant prepares a report using the Land Use Risk Tool and submits this as part of their application. Note: Developments involving the irrigation of sewage for a system over 21 Equivalent Persons will need to provide a MEDLI Modelling Report demonstrating the nominated land area for irrigation is suitably located and sized to accommodate design sewage loads, storages are suitably sized to accommodate design sewage loads and proposed irrigation practices will not result in any adverse impact on water quality. It is recommended the modelling exercise incorporate scenarios based on both a 10-year and 20-year planning horizon and incorporate a minimum of three irrigation concepts.	Where the combined total peak design capacity of sewage treatment is less than 21 Equivalent Persons (EP), the design of the system achieves a Medium or lower risk classification in accordance with Seqwater's Land Use Risk Tool for on-site sewage facilities. Or Where the combined total peak design capacity of sewage treatment is 21EP or greater, the system is located and designed in the following manner: a) at or above the 0.5% AEP flood event (including climate change factors); b) the hydraulic capacity of the system is five times the average dry weather flow (ADWF); c) no direct discharge of sewage to a waterway or water supply source occurs, unless during a bypass event that exceeds peak hydraulic capacity and sewage is screened and disinfected before release; d) where treated effluent will be used in irrigation, application is: i. confined to a dedicated area of land suitably located and sized, and using irrigation practices that will not adversely affect groundwater and surface water quality; and ii. located at or above the 0.5% AEP flood event; and e) where the combined total peak design capacity of sewage treatment is 1500EP or greater, and direct discharge to a waterway is the only	The Proponent will enter into a contract with a licensed waste removal contractor for scheduled pump out of sewage.

Performance outcomes	Acceptable outcomes	Response
	reasonably practical disposal option, the contribution of flow from the system must be modelled over the range of reasonably expected flow events. If the proportion of flow is: i. <10% of the total-flow, 3-log reduction bacteria and virus, and 4-log reduction protozoa, minimum pathogen log-reduction values apply; or ii. >10% of the total flow, it must demonstrate compliance with the Australian Guidelines for Water Recycling: Managing Health and Environmental Risks (Phase 2) - Augmentation of Drinking Water Supplies (to be undertaken in consultation with Seqwater). Note: Developments involving the irrigation of sewage will need to provide a MEDLI Modelling Report demonstrating the nominated land area for irrigation is suitably located and sized to accommodate design sewage loads, storages are suitably sized to accommodate design sewage loads and proposed irrigation practices will not result in any adverse impact on water quality. It is recommended the modelling exercise incorporate scenarios based on both a 10-year and 20-year planning horizon and incorporate a minimum of three irrigation concepts. Or A07.4	

Performance outcomes	Acceptable outcomes	Response
	A holding tank associated with the on-site sewage management system: a) complies with the siting and setbacks in accordance with Table 5 'all other development types'; b) has at least one (1) week of holding capacity; c) is an above ground tank to enable detection of leaks; and d) is located on a concrete hardstand, with suitable spill well, bunded edge / lip. Or AO7.5 For effluent holding tanks, the landowner must enter into a contract with a licensed waste removal contractor for scheduled pump out of sewage. Or AO7.6 Where utilising an existing on-site sewage management system, provide certification from a licenced plumber that the on-site wastewater treatment and disposal facilities are functioning efficiently, have been regularly inspected and serviced, are of adequate capacity and in good condition to service the development. Note: A Site and Soil Evaluation with Wastewater Design is to be submitted with any application requiring new on-site wastewater management facilities in an unsewered location or where additional hydraulic loads are proposed to be directed to an existing on-site	

Performance outcomes	Acceptable outcomes	Response
	wastewater treatment system and effluent disposal area.	
PO8 Solid and liquid wastes are managed and disposed of so that no increased risk of nuisance or environmental harm to drinking water source areas is created.	No acceptable outcome is prescribed.	PO8 – Complies A Resource and Waste Management Technical Report (Appendix M) has been prepared by Arup which details the management of solid and liquid waste during construction and operation. The report demonstrates there is no risk of nuisance or environmental harm to drink water source areas.
PO9 Development handling pollutants is designed and operated to ensure spills and on-site surface water is captured and treated prior to release to the environment.	No acceptable outcome is prescribed.	PO9 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup to consider water quality during construction and operation. Section 6.2.4 identifies runoff from sensitive areas and outlines mitigation measures to ensure that spills and potentially contaminated surface water are captured, contained and appropriately treated prior to release to the environment. Key measures include: ▪ Diesel storage tanks will be double-skinned and designed in accordance with AS 1940:2017. Spill response kits will be provided on site to enable immediate containment and clean-up of any accidental releases. ▪ An oil and water separator is incorporated at the point of discharge from the HV substation area to treat runoff prior to entering the stormwater system. ▪ The IBAA hardstand will be hydraulically separated and drained to a lined retention basin, designed to contain and manage potentially contaminated runoff. This runoff will not be released into the environment.

Performance outcomes	Acceptable outcomes	Response
		Recovered water from the lined retention basin is to be pumped into storage tanks with minimum capacity 150 kL., treated and reused to maintain moisture levels in IBAA stockpiles and for stockpile dust suppression and hardstand wetting. In the event of the lined retention basin approaching its capacity the operator will make provision to tanker off-site collected runoff to a licensed facility.
Vegetation management		
PO10 Development protects and enhances riparian vegetation so that it protects against bank erosion and filters sediments, nutrients and other pollutants to ensure the environmental values for the supply of drinking water are not compromised.	AO10.1 Vegetation Clearing does not occur within the following separation distances: a) 25m to a stream order 1–3; b) 50m to a stream order 4 or greater; and c) 200m to a full supply level of a dam, lake or reservoir or watercourse that serves as a potable water supply. And AO10.2 Vegetation Clearing is not undertaken at or below the 1% AEP flood event (including climate change factors) or on a slope greater than 15%. Note: In addition to the above Acceptable Outcomes, prior to any clearing, development must ensure compliance with relevant legislation including Vegetation Management Act 1999, Nature Conservation Act 1992, Environmental Offset Act 2014, Planning Act 2016 and Planning Regulation 2017.	PO10 - Complies The development footprint is shown to be >25m from a Stream Order 1 hydroline. The proposal includes landscaping treatment on fill batters to stabilise slopes and protect against bank erosion.
Stormwater quality and hydrology		

Performance outcomes	Acceptable outcomes	Response
PO11 Stormwater drainage conveys run-off in a manner that: a) minimises risk to public safety, the environment and drinking water source areas; and b) provides a lawful point of discharge from each lot; and c) does not worsen drainage impacts on neighbouring sites.	No acceptable outcome is prescribed.	PO11 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup to consider water quality during operation. The stormwater design complies with the Acceptable Outcomes listed in AO14.3 within Seqwater’s development guidelines GDE-00001 V2. The stormwater designs maintains existing points of discharge from site with the stormwater basins provided restricting post-development flows to pre-development rates. The flood impact assessment completed demonstrates no adverse impacts on neighbouring sites. Through operation, the proposed development will incorporate water sensitive urban design elements to ensure the pollutant reduction targets are achieved. On this basis, the proposed development minimises risk to public safety, the environment and drink water source areas.
PO12 Development is sited, designed, constructed and managed to avoid or, where it is not possible to avoid, minimise adverse impacts on the environmental values and water quality of surface and ground water from: a) altered quality and hydrology; and b) the release and mobilisation of nutrients and sediments. Note: A hydrological assessment and erosion and sediment control plan undertaken by a suitably qualified person may be required to	No acceptable outcome is prescribed.	PO12 – Complies The stormwater design complies with the Acceptable Outcomes listed in AO14.3 within Seqwater’s development guidelines GDE-00001 V2, minimising the release of nutrients and sediments. A preliminary erosion and sediment control plan has been prepared. This will be developed and modified by the General Contractor at the construction stage. Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.

Performance outcomes	Acceptable outcomes	Response
demonstrate no adverse impacts to surface and ground water quality and hydrology.		
PO13 Manage stormwater at the construction phase to protect drinking water supply environmental values and facilitate the achievement of water quality objectives for receiving waters. Note: Schedule 1 of the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 references the relevant basin for waters in a particular sub-region. The drinking water Environmental Values and Water Quality Objectives are outlined in the corresponding policy document for the basin.	AO13.1 At the construction stage, an erosion and sediment control program (ESCP) demonstrates that stormwater achieves the design objectives listed in Table A of the SPP (Appendix 2): Construction Phase – Stormwater management design objectives (all parts). Or AO13.2 An ESCP demonstrates how stormwater quality will be managed at the construction stage in accordance with an acceptable regional or local guideline so that target contaminants are treated to a design objective at least equivalent to Table A of the SPP (all parts). Or AO13.3 Stormwater run-off generated during construction is captured and transferred off-site or captured and treated to any applicable re-use standards and reused on-site.	PO13 – Complies A preliminary erosion and sediment control plan has been prepared. This will be developed and modified by the General Contractor at the construction stage to demonstrate compliance with the objectives listed in Table A of the SPP. Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.
PO14 Development is located and designed to improve stormwater quality so that water source areas achieve aquatic ecosystem water quality objectives including drinking water supply environmental values.	AO14.1 Development does not involve an aggregate impervious area greater than 1,000m². Or AO14.2 Development is for reconfiguring a lot that:	PO14 – Complies The development's stormwater design incorporates stormwater quality improvement devices including rainwater harvesting, GPT's and bio-retention basins. MUSIC modelling completed demonstrates that the design achieves the stormwater management design objectives outlined in Acceptable Outcome AO14.3

Performance outcomes	Acceptable outcomes	Response
Note: Schedule 1 of the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 references the relevant basin for waters in a particular sub-region. The drinking water Environmental Values and Water Quality Objectives are outlined in the corresponding policy document for the basin.	a) will not create more than two additional lots; or b) involves a land area less than 1000m². Or AO14.3 Stormwater run-off generated during operation (post-construction) demonstrates a minimum reduction in mean annual load from unmitigated development that achieves the following stormwater management design objectives: • 85% reduction in total suspended solids; • 65% reduction in total phosphorus; • 45% reduction in total nitrogen; and • 95% reduction in gross pollutants. Or AO14.4 Stormwater run-off generated during operation is captured and transferred off-site or captured and treated to any applicable re-use standards and reused on-site. Note: A Site-based Stormwater Quality Management Plan is to be prepared by a suitably qualified individual such as a Civil Engineer or an Environmental Professional and is to be certified by a Registered Professional Engineer (RPEQ) (Civil or Environmental) to demonstrate compliance with the stormwater design objectives.	Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) and MUSIC modelling for further detail.
PO15 Development adopts measures that exclude livestock from entering a waterbody or	No acceptable outcome is nominated.	Not Applicable The site is not proposed to be used for intensive animal keeping, husbandry or grazing activities.

Performance outcomes	Acceptable outcomes	Response
watercourse where a site is being used for intensive animal keeping, husbandry or grazing activities, to ensure the maintenance or improvement of the quality of surface water.		
PO16 Development avoids and minimises changes to the existing surface water natural hydrological regime to ensure: a) there is no change to the reference high-flow and low-flow duration frequency curves, low-flow spells frequency curve and mean annual flow to and from waterways as a result of the development; b) any relevant flows into waterways comply with the relevant flow objectives of the applicable water plan for the area; and c) the collection and re-use of stormwater occurs so there is no increase to the velocity or volume of stormwater flows entering a waterway.	No acceptable outcome is nominated.	PO16 – Complies The site layout is focused on the northern portion of the site avoiding any changes to the southern catchments on the site. The existing overland flow path and farm dams are retaining in their present condition. The design maintains existing points of stormwater discharge to the site with stormwater basins detaining flows such post developments flows do not exceed pre-development flows. The stormwater design complies with the Acceptable Outcomes listed in AO14.3 within Seqwater’s development guidelines GDE-00001 V2, minimising the release of nutrients and sediments. Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.
PO17 Development does not create or modify watercourses within a water supply buffer area.	No acceptable outcome is nominated.	PO17 – Complies The Project is located outside of the mapped watercourse and does not intend to modify the watercourse.
PO18 Development maintains the existing groundwater hydrological regime.	AO18.1 Development does not change the existing groundwater hydrological regime by lowering or raising the water table and hydrostatic pressure outside the bounds of variability of existing pre-development conditions. And	AO18.1 - Complies The Project does not change the existing groundwater hydrological regime. Site investigations completed to date indicate that excavations will primarily be in residual clay aside from the lower part of the waste bunker which may reach bedrock.

Performance outcomes	Acceptable outcomes	Response
	AO18.2 Development does not result in the ingress of saline water into freshwater aquifers. Note: Where development is likely to impact on the water table, a hydrological assessment undertaken by a suitably qualified professional may be required to demonstrate no adverse impact on the groundwater hydrological regime.	AO18.2 – Not Applicable The site does not comprise freshwater aquifers.
PO19 Development is not located within the defining bank of a watercourse or on steep, unstable or erosion prone land. Note: Where development is undertaken on land exceeding 15%, a geotechnical assessment must be undertaken by a suitably qualified and experienced geotechnical engineer and certified by a Registered Professional Engineer of Queensland (RPEQ) with geotechnical qualifications.	AO19.1 Development does not involve in-stream extractive industries (e.g. commercial removal of sand or gravel materials). AO19.2 Development does not occur on a slope greater than 15%.	Not Applicable The proposed development does not involve in-stream extractive industries.
Development over groundwater aquifers		
PO20 Development in drinking water source areas does not: a) compromise the water treatment process or treatment barriers; b) create a public health risk; c) increase operational and water treatment costs; d) impact ground water quality; e) exceed the capacity of water treatment plants; and	No acceptable outcome is prescribed.	PO20 – Not Applicable The Project does is not located over groundwater aquifers.

Performance outcomes	Acceptable outcomes	Response
f) result in significant upgrades or expansion of water treatment infrastructure.		
PO21 Development involving the handling, storage or disposal of hazardous materials and chemicals, does not occur over or near land with a groundwater aquifer, bore fields or drawdown sites used for sourcing drinking water to avoid localised contamination of the groundwater aquifer.	No acceptable outcome is prescribed.	PO21 – Not Applicable The Project does is not located over groundwater aquifers.
PO22 Development protects the water quality, supply and security and environmental values of groundwater aquifers. Note: A groundwater model and development staging or sequencing plan should be prepared by an appropriately qualified person to demonstrate this outcome.	AO22.1 Development is set back from groundwater aquifers, borefields and drawdown sites by 500m from the defined wellhead protection zone.	PO22 – Not Applicable The Project does is not located over groundwater aquifers.
PO23 Groundwater aquifers, borefields and drawdown sites are protected from the intrusion of human and animal waste, including pollution from on-site wastewater management facilities.	AO23.1 An exclusion zone is established between groundwater aquifers, borefields and drawdown sites, and on-site wastewater management systems. AO23.2 Animal keeping does not occur within 500m of the defined wellhead protection zone for groundwater aquifers, borefields and drawdown sites.	PO23 – Not Applicable The Project does is not located over groundwater aquifers.
PO24 Development is not proposed in the groundwater flow path of a groundwater	No acceptable outcome is prescribed.	PO24 – Not Applicable The Project does is not located over groundwater aquifers.

Performance outcomes	Acceptable outcomes	Response
aquifer's capture zone or in proximity to its production bores.		
Operational Works – Excavation and filling		
PO25 The siting and design of earthworks minimises impacts on the natural landform that may cause contamination or interfere with the flow of an overland flow path, watercourse, waterbody or water supply source.	AO25.1 Earthworks do not occur within: a) 25m setback to a stream order 1–3; b) 50m setback to a stream order 4 or greater; and c) 200m setback to a full supply level of a dam, lake or reservoir or watercourse which serves as a potable water supply. And AO25.2 Earthworks are not undertaken at or below the 1% AEP flood event or on a slope greater than 15%	PO25 – Complies The site layout is focused on the northern portion of the site avoiding any changes to the southern catchments on the site. The existing overland flow path and farm dams are retaining in their present condition. Earthworks are not located within 25m of a Stream Order 1. Earthworks are not located below the 1% AEP event of primary overland flow paths. Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.
PO26 Any earthworks minimise erosion and the movement of sediment off-site. Note: A Erosion and Sediment Control Plan is to be prepared by a suitably qualified and experienced professional in accordance with best practice such as IECA 2008, Best Practice Erosion and Sediment Control.	No acceptable outcome is prescribed.	PO26 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup to consider water quality during construction. As outlined in Section 7.1.1 of the report, construction activities have the potential to impact off-site watercourses. To mitigate high volumes of sediment from the site, the following measures are proposed: ▪ Earthworks material will be stockpiled clear of temporary overland flow paths and surrounded with silt fences. ▪ A construction sediment and erosion control plan will be developed with ongoing monitoring of the water quality discharging from the site.

Performance outcomes	Acceptable outcomes	Response
		Fuels and chemicals stored on site to support construction works will be securely stored to avoid accidental spillages discharging from the site.
Operational work – Vegetation clearing		
PO27 Clearing of vegetation is avoided in a watercourse, waterbody or buffer areas, to protect natural ecosystems and processes so that water quality is not adversely impacted.	No acceptable outcome is prescribed.	PO27 – Complies The Project does not involve vegetation clearing in a watercourse. Please refer to the Biodiversity Technical Report (Appendix G) prepared by Arup for further information.
Dangerous goods, hazardous substances or environmentally hazardous materials		
PO28 Development either: a) does not involve the manufacturing or storage of hazardous materials and chemicals within drinking water source areas; or b) is designed so dangerous goods, hazardous substances or environmentally hazardous materials are stored and handled in a manner that minimises the potential for the release of hazardous materials and chemicals to drinking water source areas during a potential contamination event.	AO28.1 The storage or handling of dangerous goods, hazardous substances or environmentally hazardous materials involves an aggregate quantity less than 200L or 200kg. Or AO28.2 The storage or handling of dangerous, hazardous substances or environmentally hazardous materials with an aggregate quantity greater than 200L or 200kg and less than 1000L or 1000kg maintains the following separation distances: a) 100m to a watercourse; and b) 800m to a full supply level of a dam, lake or reservoir or watercourse that serves as a potable water supply. And AO28.3 Dangerous goods, hazardous substances or environmentally hazardous materials are located and stored in the following manner:	PO28 – Complies The design has been developed such that the primary EfW building, which is where hazardous materials and chemicals are located, has been positioned within the central, high point of the developed area. This means that dangerous goods, hazardous materials are located a minimum 100m from a watercourse and located above the 1% AEP flood event (including climate change factors). Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) and the Hazard and Risk Report (Appendix I) prepared by Arup for further information.

Performance outcomes	Acceptable outcomes	Response
	a) at or above the 1% AEP flood event (including climate change factors); b) undercover in a building or similar structure; c) in or on a dedicated impervious secondary containment store or device that permits full recovery of spills; d) in a manner that prevents the movement of packages/containers from their place of storage during an event where flood impacts the premises; and e) in accordance with Australian Standard AS 1940:2017 The Storage and Handling of Flammable and combustible Liquids. Or AO28.4 The storage of dangerous goods, hazardous substances or environmentally hazardous materials (other than petroleum products) in aggregate quantities greater than 1000L or 1000kg is not undertaken unless a site-specific risk assessment presents minimal risk to drinking water quality	
Additional requirements for petroleum products		
PO29 – PO33 - Not applicable The proposed development does not involve petroleum products.		
For reconfiguring a lot only		
PO34 – PO35 – Not Applicable The proposed development does not involve reconfiguring a lot.		

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9.3.7 General Development Provisions Code



9.3.7.1 Application

This code applies to development identified as requiring assessment against the General Development Provisions Code by the tables of assessment in **Part 5 Tables of Assessment**.

9.3.7.2 Purpose

1. The purpose of the General Development Provisions Code is to ensure development maintains community health and well-being, and protects environmental values by preventing or mitigating environmental emissions.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development;
 - i. ensures adjacent lands and environmental values are protected by preventing or minimising emissions that have the potential to cause environmental harm or environmental nuisance resulting from the release of contaminants, particularly noise, odour, light, dust and particulates;
 - ii. maintains neighbouring amenity and lifestyle values;
 - iii. operates in a manner that protects the health of the community both on and adjacent to the site;
 - iv. manages waste and recyclables to protect the health and amenity of persons;
 - v. being a sensitive land use, does not impact on the operation or long term viability of adjacent existing lawful uses;
 - vi. does not impact on stormwater flooding or the drainage of properties external to the site;
 - vii. is provided with sufficient on-site wastewater disposal, that is determined by a suitably qualified person, to meet the needs of residents and users; and
 - viii. is provided with sufficient on-site water supply to meet the needs of the development where located outside a drinking water connection area.

Table 9.3.7.3.1— Criteria for Assessable Development Only

Performance Outcomes	Acceptable Outcomes	Applicant Comments	Assessment Officer
Acoustic Amenity and Noise			
PO1 Development is located, designed, constructed and operated to ensure that noise emissions do not cause environmental harm or environmental nuisance to sensitive receivers. <i>Note - this performance outcome also applies to noise emissions generated by sensitive land uses, from sources such as communal areas, service areas, plant and equipment.</i>	AO1 1. Development involves activities that are inaudible from an adjacent sensitive receiver or would not cause noise related environmental harm or environmental nuisance sensitive receiver; or 2. The emission of noise from the premises must not exceed the following levels:	PO1 – Complies A Noise and Vibration Technical Report (Appendix T) has been prepared by Arup. The assessment concludes there are no exceedances expected of the EPP Noise limits for operational noise to surrounding sensitive receptors. The noise modelling also indicates that there is not a significant risk of noise exceedances to sensitive receptors during the construction stage of the Project. A Construction Noise and Vibration	

	Time Period	At A Sensitive Land Use	At Commercial Premises	Management Plan will be prepared to manage noise and vibration during the construction stage.	
	7:00am-10:00pm	Background +5dB(A)	Background +10dB(A)		
	10:00pm-7:00am (sleeping areas)	35dB(A)	Background +8dB(A)		
	10:00pm-7:00am (living areas)	40dB(A)	Background +8dB(A)		
	10:00pm-7:00am (unless otherwise specified)	Background +3dB(A)	Background +8dB(A)		
Note - 1. Levels are measured as the adjusted maximum sound pressure level as defined in the Noise Measurement Manual (Environmental Protection Agency, 2000). 2. Noise generated from vehicle movements on the site, including noise from entering or exiting the vehicle, shall not be considered when assessing the Acceptable Outcome AO1. 3. Background=LA90 or; 3. Development achieves the Acoustic Quality Objectives for Sensitive Receptors listed within the					

	Environmental Protection (Noise) Policy 2008. <i>Note - where the adjacent sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development will achieve the noise levels specified in AO1 (2)</i>		
PO2 Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive receivers.	AO2 Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to maintain the background noise levels (L90) at the nearest sensitive receiver.	AO2 - Complies External noise emissions from non-factory spaces such as rooftop plant and services on the administration/office building (north side of the main facility building) are not developed at this stage. However, these noise emissions are unlikely to be dominant noise sources during normal operation of the overall BERC facility. Appropriate equipment selection and standard noise mitigations are to be considered during detailed design stage to maintain compliance with established project noise limits at each receiver.	
PO3 Development does not involve activities that would cause vibration related environmental harm or environmental nuisance to a sensitive receiver.	AO3 No Acceptable Outcome is prescribed. <i>Editor's Note - the proponent may need to obtain a vibration impact assessment or alternatively include vibration details within an environmental impact report for the site which demonstrates that the acceptable outcomes come be achieved.</i>	PO3 – Complies A Noise and Vibration Technical Report (Appendix T) has been prepared by Arup. The assessment concludes that the most vibration generating construction activity expected is piling and the anticipated locations are in the centre of the site, well separated from the boundaries and sensitive receptors. A Construction Noise and Vibration Management Plan to be implemented prior to construction. From an operational perspective, the assessment concludes there are several vibration generating equipment items identified as potentially having vibration impacts during the startup / shutdown sequence or while operating at typical speed. It is identified that the Project is significantly separated	

		from sensitive receptors and mitigation measures ensure the vibration criteria can be achieved.	
Air Emissions - Dust, Particulates and Odour			
PO4 Development (excluding Intensive animal industry) is sited, designed and operated to avoid the generation of odour emissions of a level that have the potential to cause environmental harm to a sensitive receiver. <i>Editor's Note - The Intensive Animal Industry Code contains the assessment benchmarks for Air Emissions - Dust, Particulates and Odour applicable to Intensive animal industries.</i>	AO4 No Acceptable Outcome is prescribed. <i>Note - An applicant is likely to be required to provide an Assessment Report prepared by a suitably qualified person in relation to odour impacts. The assessment is to be prepared in accordance with the Guideline - Odour Impact Assessment for Developments - Department of Environment and Heritage Protection, for modelled odour concentrations.</i>	PO4 – Complies An Air Quality Technical Report (Appendix S) has been prepared by Katestone Environmental. The report has concludes that the risk of odour impacts from activities at the Project is low taking into consideration the odour management measures and the separation of the activities from sensitive receptors. A Level 2 odour risk assessment for the Project has been undertaken in accordance with Vic EPA Publication 1883 (2022). This methodology was adopted as dispersion modelling would not accurately reflect the highly intermittent minor odour releases from opening and closing the fast-acting rolling doors. Key controls for odour to be implemented by the Project include: • Waste deliveries will arrive onsite either in fully enclosed vehicles or loads. • Waste deliveries must be in accordance with the site WAP. • Good housekeeping within the tipping hall area. Waste placed in the inspection area will be moved to the waste bunker or returned to the delivery vehicle if unacceptable as quickly as possible (~1 hr). Waste dropped in front of the waste bunkers will be regularly cleared into the bunker using a front-end loader.	

		• Primary odour controls, including building design to segregate the tipping hall and waste bunker areas from other plant areas, the use of fast acting roller doors on entry and exit of tipping hall and maintaining a negative pressure in the tipping hall by extracting combustion air from within the waste bunker area, and pre-mixing of waste within the waste bunker (to avoid potential anaerobic conditions) are highly effective in managing odour during normal operation. • Redundancy is also provided as there will be at least two air intakes for the combustion air drawn from the bunker and tipping hall, that is, one for each boiler line.	
PO5 Development (excluding Intensive animal industry) does not create dust or particulate nuisance at any point beyond the boundary of the site. <i>Editor's Note - The Intensive Animal Industry Code contains the assessment benchmarks for Air Emissions - Dust, Particulates and Odour applicable to Intensive animal industries.</i>	AO5 Development (excluding Intensive animal industry) does not involve activities that would cause dust related environmental harm or environmental nuisance; or <i>Note - in assessing potential dust emissions, consideration will include emissions from the use itself, on site unsealed roads or parking sites, and any other incidental source associated with the development.</i> 1. Development (excluding Intensive animal industry); a. does not result in particle emissions that exceed any of the acceptable levels specified within the Environmental Protection (Air) Policy 2008; b. generates dustfall, averaged over a 30 day period of time, that does	PO5 - Complies An Air Quality Technical Report (Appendix S) has been prepared by Katestone. A construction dust risk assessment was undertaken that concludes: ▪ Without mitigation, the preliminary risk of dust soiling associated with the construction of the Project is low. ▪ Construction dust mitigation measures are proposed (refer Table 15 of Air Quality Technical Report) ▪ A Construction Dust Management Plan (CDMP) will be prepared and implemented by the construction contractor. The CDMP will include mitigation measures for controlling dust. By implementing the CDMP, the risk of dust emissions from construction causing soiling or potentially adversely affecting human health and ecological receptors is low.	

	not exceed 130mg/m²/day when measured at the site boundary. Note - An applicant is likely to be required to provide an Assessment Report prepared by a suitably qualified person in relation to dust and particulate impacts. Note - Where development is likely to create ongoing significant dust issues an Applicant may be required to provide a 'site based management plan' which adequately addresses dust mitigation measures including: 1. an adequate water supply available at all times in order to undertake proactive dust reduction measures e.g. watering of access roads; 2. areas within the site that are frequently used for vehicular purposes are imperviously sealed or treated to reduce dust emissions; and 3. activities undertaken on site that create dust are performed in an enclosed structure with suitable dust extraction and filtration systems.	Dust emission during operation are related to IBA / IBAA areas. This is discussed in Section 7.2 of the Air Quality Technical Report. Air quality modelling results demonstrate that with the proposed control measures the IBA/IBAA storage area is predicted to have an insignificant impact on air quality as measured against the relevant objectives. The IBA/IBAA Dispersion modelling results are provided in section 7.2.2.	
PO6 Air emission vents or stacks are sited to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	AO6 Exhaust stacks are located the maximum practical distance away from the boundary of the development site.	AO6 – Complies As per the Architecture and Landscape Design Strategy Report (Appendix A) the stacks are located centrally to the EfW facility. It is painted concrete and is located a practical distance from the boundary of the development site. Notwithstanding this, the Air Quality Technical Report (Appendix S) has identified the Project has insignificant impact air quality, as measured against the relevant health-based and environmental based air quality objectives.	
Outdoor Lighting and Glare			

PO7 Development does not impact on the amenity of nearby sensitive receivers as a result of light spill.	AO7.1 Development: 1. provides no outdoor lighting as part of the development; or 2. provides only minor external lighting devices, located, designed and installed to: a. be consistent with and appropriate to the surrounding character and amenity; and b. minimise the impact of direct and indirect light spillage on surrounding sensitive land uses; or Note - <i>Effective methods to comply with outcome AO7.1 (2) include:</i> a. <i>providing covers or shading around lights that prevent direct light spillage on neighbouring premises or roadways; or</i> b. <i>directing lights downwards to prevent direct light spillage on neighbouring premises or road ways; and</i> c. <i>positioning and/or directing lights away from sensitive land uses; and</i> d. <i>enabling the brightness of lights to be adjusted to lower output levels where appropriate; and</i> e. <i>use of motion sensor lights or electronic controls to switch off lights when not required.</i>	AO7.1 – Complies The Project will provide external lighting in accordance with the Australian Standards. This can be ensured by condition.	
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	3. provides external lighting which is compliant with the technical parameters, design, installation, operation and maintenance standards of the following as applicable: a. outdoor lighting complies with the requirements of Australian Standard AS4282-1997 Control of the Obtrusive Effects of Outdoor Lighting; and b. sporting fields and sporting courts, comply with the requirements of Australian Standard AS4282-1997 — Control of the Obtrusive Effects of Outdoor Lighting and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4). <i>Note - An applicant may be required to provide a lighting proposal and impact assessment (environmental and amenity) as part of the application to demonstrate that the lighting will not create nuisance issues for surrounding sensitive land uses.</i>	AO7.2 – Not Applicable The Project does not adjoin residential dwellings.	
	AO7.2 Development operating at night; 1. provides that the alignment of streets, driveways and parking areas avoid light from vehicle headlights falling directly upon any window or outdoor		

	recreational area of adjacent residential dwellings; or 2. provides a solid screen fence prevents light from vehicle headlights falling directly upon any window or outdoor recreational area of adjacent residential dwellings.		
PO8 Development does not impact on the amenity of the surrounding area or cause nuisance as a result of glare or reflection.	AO8 No Acceptable Outcome is prescribed.	PO8 – Complies An Architecture and Landscape Design Strategy Report (Appendix A) has been prepared by Arup. The report detailed the proposed development layout and materiality of the building façade. The Project utilizes a simplified material palette with concrete and a non-reflective metal façade. The Project is substantially setback from all property boundaries and is supported by vegetation and landscaping to minimise glare or reflection. A Landscape Character and Visual Impact Assessment (Appendix D) has been prepared by Arup to assess the visual impacts of the facility during construction and operation.	
Waste Management			
PO9 Development provides: - sufficient area for the storage of waste and recyclables; and - for the separation of wastes to maximise alternatives to disposal.	AO9.1 All waste produced on site is stored in approved containers of a sufficient capacity to receive all waste generated by the development. AO9.2	PO9 – Complies A Resource and Waste Management Technical Report (Appendix M) has been prepared by Arup. The assessment details how waste will be generated and managed.	

	Waste and recyclables are managed in accordance with the Waste Reduction and Recycling Act 2011. AO9.3 Waste and recyclables produced on site are managed in accordance with the waste and resource management hierarchy* specified in the Waste Reduction and Recycling Act 2011. <i>*Editor's Note - The waste and resource management hierarchy is the following precepts, listed in the preferred order in which waste and resource management options should be considered—</i> a. AVOID unnecessary resource consumption; b. REDUCE waste generation and disposal; c. RE-USE waste resources without further manufacturing; d. RECYCLE waste resources to make the same or different products; e. RECOVER waste resources, including the recovery of energy; f. TREAT waste before disposal, including reducing the hazardous nature of waste; g. DISPOSE of waste only if there is no viable alternative.		
PO10 Development is designed to ensure that waste storage and collection can be undertaken in a safe and convenient manner.	AO10.1 Development: 1. has a street frontage (exclusive of driveways) of 1 metre per 240L wheeled bin service required; or 2. provides waste container/s which are able to be accessed on site by collection vehicles being able to enter	PO10 – Complies A Resource and Waste Management Technical Report (Appendix M) has been prepared by Arup. The assessment details how waste will be generated and managed. The report confirms the waste storage and collection can be undertaken in a safe and convenient manner.	

	and leave the premises in forward gear, or sufficient and accessible road frontage exists to allow the containers to be placed kerbside for collection; or 3. provides an alternate storage and collection method for adequate storage capacity and safe collection of waste in accordance with the Waste Reduction and Recycling Act 2011.		
	AO10.2 Development provides unobstructed access to the container for removal of the waste by the local government or waste collection entity.		
	AO10.3 Development, which includes the provision of roads including private or public roads, designs and constructs such roads to provide access by waste collection vehicles to each tenancy or the container storage area/s.		
PO11 Development ensures the placement of waste containers does not create a health or amenity nuisance.	AO11 Development provides: 1. a dedicated area for refuse storage that is screened or otherwise located to avoid visual impacts on streetscapes, public spaces and adjoining properties; and 2. an: a. elevated stand for holding all waste containers at the premises; or	AO11 – Complies The project has refuse bins associated with the administration building and uses. A dedicated area has been provided on the ground floor of the administration building labelled Waste Management for bin storage. Refer BERC-ARUP-BNE-ARAR_DRG-023001.	

	b. imperviously paved and drained area, upon which can be stood all waste containers at the premises; and c. a hose cock and hose in the vicinity of the stand or paved area.		
PO12 Putrescible waste generated as a result of the development does not cause odour nuisance issues for surrounding land uses.	AO12 Development stores all putrescibles waste in a manner that prevents odour nuisance and fly breeding and is disposed of at intervals not exceeding seven (7) days. <i>Note - Examples of acceptable outcomes may, either permanently or as required, include:</i> a. storing putrescible waste at low temperatures; and/or b. increased frequency of collection to avoid the generation of odours.	PO12 – Complies A Resource and Waste Management Technical Report (Appendix M) has been prepared by Arup. The assessment details how waste will be generated and managed.	
PO13 Development involving: 1. reconfiguring of a lot creating 4 or more new lots; 2. the construction or demolition of buildings over 400m² GFA; 3. Multiple dwellings being 4 or more dwellings; 4. Intensive animal industry; 5. regulated waste; manages waste and recycling from the development to ensure optimum resource recovery and waste minimisation.	AO13 Development provides and implements a Waste Management Plan (WMP) for pre-construction, construction and post-construction stages addressing: 1. the management of waste and recyclables in accordance with the Waste Reduction and Recycling Act 2011; 2. waste and recyclables produced on site are managed in accordance with the waste and resource management hierarchy specified in the Waste Reduction and Recycling Act 2011; 3. optimisation of resource recovery;	AO13 – Complies Please refer to the Resource and Waste Management Technical Report (Appendix M) has been prepared by Arup.	

	4. waste minimisation and disposal procedures; 5. management of: a. construction and demolition waste; b. organic waste including vegetation clearing; c. hazardous waste; 6. ongoing waste and resource recovery measures to be provided once the development is operational; 7. access and infrastructure required to enable waste and recycling services to be effectively provided; and 8. review process for the WMP to allow for ongoing flexibility, adaptability and new innovation.		
General Amenity			
PO14 The use of vehicles associated with the development does not impact on the safe or convenient use of the road network.	AO14.1 Loading or unloading activities are undertaken within the site.	AO14.1 – AO14.3 – Complies As per the Architecture and Landscape Design Strategy Report (Appendix A) , all buildings, ancillary structures and development infrastructure are wholly contained within the site. A constructed circulation road for vehicles is proposed to connect to Beaudesert Boonah Road via a new signalised intersection.	
	AO14.2 Development provides that all vehicles associated with the use can be parked on the site.		
	AO14.3 Development has access to the road network is via a constructed road. <i>Note - Acceptable Outcome AO14.3 does not reduce or eliminate the need to comply with other Performance Outcomes that may require a higher or specific standard of road.</i>		

Reverse Amenity			
PO15 Development involving a sensitive land use in close proximity to existing lawful land uses that generate noise, dust, odour and other emissions, are located and designed to not impede the operation of the existing lawful use. Editor's Note - Development design principles may include; 1. locating open space and roadways to increase separation distances; 2. use of dense landscaping as a visual and particulate barrier; 3. reducing residential densities adjacent to impacting sites; 4. building design, including air conditioning; and 5. providing barriers to impacting sites.	AO15 No Acceptable Outcome is prescribed.	Not Applicable The Project does not involve a sensitive land use.	
Stormwater - Quantity			
PO16 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	AO16.1 A site based stormwater quantity management plan (SQMP) is prepared by a suitably qualified person and demonstrates achievable stormwater quantity control measures for discharge during operational phases of development designed in accordance with the Queensland Urban Drainage Manual (QUDM).	AO16.1 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup and demonstrates suitable stormwater quality and quantity solutions. AO16.2 – Complies Stormwater management measures, including rainwater harvesting tanks, on-site detention basins and flow control devices, have been	
	AO16.2 Stormwater flows discharged from development are either within the capacity of the downstream drainage system such that		

	non-worsening occurs, or are mitigated to pre-development characteristics.	integrated into the design to ensure that post-development flows are not greater than pre-development flows for events up to and including the 10-year ARI (10% AEP) event. This is in line with requirements stipulated within Bromelton SDA and QUDM. The flood risk assessment further demonstrates that the stormwater management measures are shown to reduce peak flows exiting the site in the 1% AEP event. The Project does not result in a material worsening of the operating performance of the state controlled road or railway corridor adjacent to the site in the 1% Annual Exceedance Probability (AEP) event. Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.	
On-site Wastewater Disposal			
PO17 Where located outside a wastewater connection area, development is provided with sufficient on-site wastewater disposal, that is determined by a suitably qualified person, to meet the needs of residents and users.	AO17 No Acceptable Outcome is Prescribed	PO17 – Complies The Project will have an effluent holding tank. The landowner will enter into a contract with a licensed waste removal contractor for scheduled pump out of sewage.	
On-site Water Supply			
PO18 Where reticulated water supply is unavailable, the development is provided with sufficient on-site water supply to meet the needs of residents and users.	AO18 No Acceptable Outcome is Prescribed.	PO18 – Not Applicable As per the Engineering (Infrastructure) Report (Appendix C) , the Project intends to connect to an existing water main to the east of the premises via an extension of the water main.	

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9.4.2 Earthworks, Construction and Water Quality Code



9.4.2.1 Application

This code applies to development identified as requiring assessment against the Earthworks, Construction and Water Quality Code by the tables of assessment in **Part 5 Tables of Assessment**.

9.4.2.2 Purpose

1. The purpose of the Earthworks, Construction and Water Quality Code is to protect premises, people and the natural environment from adverse impacts associated with excavation, filling and construction activities.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development involving filling and excavation is safe, protects infrastructure, does not increase hazards and provides for the safety of the community;
 - b. Construction activities are undertaken safely and protect the existing amenity of the locality and the natural environment;
 - c. Development contributes to protecting or enhancing the environmental values of receiving waters;
 - d. Development avoids or minimises disturbance to natural drainage, erosion risk, salinity, and landscape features and mitigates any impacts from disturbance to receiving waters to maintain environmental values;
 - e. The water quality of both surface and groundwaters and the ecological and hydrological processes of catchments is protected;
 - f. Stormwater is managed to maintain or re-create natural hydrological processes and minimise impacts from altered run-off regimes;
 - g. Environmental values of receiving waters are protected from adverse development impacts arising from the creation or expansion of artificial waterways;
 - h. Development adopts best practice water-sensitive urban design and integrated water-cycle management approaches to ensure;
 - i. Life-cycle costs of water quality infrastructure are considered and minimised; and
 - ii. Development facilitates the achievement of water quality objectives for waterways.

Note: Water quality objectives for waterways are outlined in the Environmental Protection (Water) Policy 2009.

9.4.2.3 Assessment Benchmarks

Table 9.4.2.3.1—Criteria for Assessable Development

Performance Outcomes	Acceptable Outcomes	Applicant Comments	Assessment Officer
Earthworks			
PO1 Earthworks do not result in increased instability of the subject or adjoining lands.	AO1.1 Retaining walls: 1. are designed and certified by a suitably qualified person; and	AO1.1 – Complies The Project requires 1-1.5m retaining walls as shown at the Architectural and Civil Engineering Drawings (Appendix B) . The retaining walls are located internal to the site and are sufficiently setback from the property boundaries.	

	2. do not include timber products where located or proposed to be: - located on public land; or - set back from a boundary adjoining public land a distance less than the height of the retaining wall.		
	AO1.2 All areas of fill are compacted in accordance with: - Australian Standard 3798:1996 - Guidelines on Earthworks for Commercial and Residential Developments; and - Australian Standard 2870:1996 - Residential Slabs and Footings - Construction.	AO1.2 – Complies This can be ensured by condition.	
PO2 Development undertaken in areas of existing traffic flow provides for traffic to continue to be able to reach its destination without significant delay.	AO2 Development ensures that where the temporary diversion of traffic is necessary: - permission for a temporary road closure is obtainable from the Police, and a detour is provided via existing roads; or - a temporary detour is provided within or adjoining the site; or - if no detour is available, traffic flows are managed to ensure minimum disturbance to road users.	AO2 – Not Applicable Beaudesert Boonah Road is identified as a State-Transport corridor, managed by the Department of Transport and Main Roads (DTMR). The traffic management will be administered by DTMR to ensure traffic flow is not affected by the construction of the Project.	
Damage to Existing Infrastructure			
PO3	AO3	AO3 – Complies This can be ensured by condition.	

Earthworks do not result in an unnecessary disturbance to existing infrastructure.	1. Development is designed to maintain the location of existing infrastructure, including depth of cover to underground infrastructure; or 2. Where disturbance to existing infrastructure is unavoidable: a. underground infrastructure that is covered to a greater depth is provided with access for maintenance and inspection purposes; or b. underground infrastructure that is uncovered, or has cover reduced to less than the applicable standard, is relocated or otherwise protected from damage; or c. above ground infrastructure is repositioned to a location that complies with the applicable standards.		
Removal of Vegetation, Stumps and Dumped Waste			
PO4 Disposal of waste generated from construction activities: 1. is managed in a manner not to cause environmental harm; 2. complies with relevant legislation; and 3. does not to occur on site.	AO4.1 Vegetation waste involving development sites of more than 5 hectares is chipped or burnt in an approved pit burner. <i>Editor's Note - Chipping is the preferred method of vegetation disposal. Chipped vegetation can be used as soil cover for exposed areas to assist sediment control.</i>	PO4 – Complies A Resource and Waste Management Technical Report (Appendix M) prepared by Arup details the waste management of the Project during the construction phase. The construction waste will be managed in line with industry best practice to minimise potential off-site impacts. A Construction Waste Management Plan will be prepared prior to starting on-site works.	
	AO4.2 Small quantities of waste are taken to an appropriate landfill facility.		

	AO4.3 Development involving contaminated waste is disposed of in an approved manner under the Environmental Protection Act 1994. AO4.4 All unconsolidated fill, builder's rubble, or other waste is removed from the site prior to the completion of works.		
Siting and Removal of Dams			
PO5 Existing dams: - do not create a safety hazard; - are located on a single lot; and - where removed, the land is shaped and compacted back to its natural state.	AO5.1 Development in urban areas results in the removal of all dams. AO5.2 Development in the Rural Zone or Rural Residential Zone only retains dams where they are fully contained within one lot. AO5.3 The land affected by a dewatered dam shall be returned to its natural state by: - shaping the land to its natural form or in accordance with a development approval; and - compaction of the soil.	PO5 – Complies The Project seeks to retain the existing farm dams that traverse through the centre of the land (east-west direction). The dams are wholly contained within one lot and are located outside of the development footprint.	
Amenity			
PO6 Earthworks are conducted in a manner which minimises disruption to nearby sensitive receivers having regard to: hours of operation;	AO6 No acceptable outcome is prescribed.	PO6 – Complies This can be ensured by condition.	

2. traffic movement on access roads and within the site; 3. minimising timeframes for earthworks.			
PO7 Earthworks are conducted in a manner which reduces their visual impact.	AO7 Earthwork areas are grassed or landscaped immediately upon completion to a standard commensurate with their surrounds.	AO7 – Complies This can be ensured by condition.	
Dust Management			
PO8 Dust from development does not create environmental harm and minimises impacts on sensitive receivers.	AO8.1 Development provides for the suppression of dust during construction or earthworks.	AO8.1- Complies An Air Quality Technical Report (Appendix S) has been prepared by Katestone Environmental and includes a construction dust risk assessment. A Construction Dust Management Plan will be developed and implemented to mitigate dust impacts. AO8.2 – Complies This can be ensured by condition.	
	AO8.2 Haul routes for bulk earthworks are located as far as practical from sensitive receivers.		
PO9 Spoil piles, stockpiles and borrow pits are located and managed to not create a dust nuisance and to minimise impacts on sensitive receivers.	AO9.1 Spoil piles, stockpiles and borrow pits are located as far as practical from sensitive receivers.	AO9.1 – Complies An Air Quality Technical Report (Appendix S) has been prepared by Katestone Environmental and includes a construction dust risk assessment. A Construction Dust Management Plan will be developed and implemented to mitigate dust impacts. AO9.2 – Complies This can be ensured by condition	
	AO9.2 Spoil piles, stockpiles and borrow pits, operating for greater than one week, are covered.		
Stormwater Management — Protecting Water Quality and Hydrological Processes			
PO10 Development is planned and designed considering site land-use constraints to allow	AO10.1 Development demonstrates it has minimised disturbance to:	AO10.1 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. The drainage infrastructure is comprised of a	

the provision of stormwater management systems that avoid or minimise adverse impacts on environmental values of receiving waters. Editor's Note: A site stormwater quality management plan prepared by a suitably qualified person is required to inform the layout of the development and to demonstrate compliance with the requirement	1. natural drainage; 2. areas with erosive, dispersive, sodic and/or saline soils; 3. acid sulfate soils; 4. groundwater levels; and 5. landscape features and vegetation. AO10.2 A stormwater management system has sufficient site area to service the requirements of the development. AO10.3 Stormwater management systems: 1. are located outside of wetlands, waterways and riparian areas; and 2. prevent increased channel bed and bank erosion. Editor's Note: The approximate location of wetlands and waterways can be found on Environmental Significance Overlay Map — Wetlands and Waterways OM-04-D and Environmental Significance Overlay Map — Local Watercourses OM-04-E	northern basin that will discharge into an existing swale within the road corridor passing under Beaudesert Boonah Road via the box culverts, and an eastern basin that will discharge into the existing overland flow path passing under the rail corridor (via an existing culvert). MUSIC modelling, as detailed in Stormwater Management Plan and Flood Risk Assessment (Appendix R) Section 6.2, has been completed which demonstrates that the proposed water sensitive urban design and water recycling measures achieve pollution reduction targets stipulated by Seqwater. A concept sediment and erosion control measures have been developed. Refer the engineering plans contained in the Civil Engineering Drawings (Appendix B2). A detailed Soil and Water Management Plan is to be developed for the construction stage, with reference to relevant guidelines. AO10.2 – Complies Please refer to the Stormwater Management Plan and Flood Risk Assessment (Appendix R) prepared by Arup AO10.3 – Complies As per the Stormwater Management Plan and Flood Risk Assessment (Appendix R) prepared by Arup, the stormwater design intends to retain the existing farm dams serving the southern part of the central catchment allowing undeveloped areas of this catchment to maintain existing drainage	
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		regime. Velocity control measures are proposed to reduce scouring. Outlet scour protection will be developed at the next design stage.	
PO11 Construction activities for the development avoid or minimise adverse impacts on sediment mobilisation, stormwater quality and hydrological processes.	AO11.1 An erosion and sediment control program (ESCP) demonstrates that release of sediment-laden stormwater is avoided or minimised by achieving the design objectives listed in Table 9.4.2.3.2 - Construction Phase — Stormwater Management Design Objectives. OR AO11.2 The ESCP demonstrates how stormwater quality will be managed so that target contaminants are treated to a design objective at least equivalent to Table 9.4.2.3.2 - Construction Phase — Stormwater Management Design Objectives.	AO11.1 – Complies This can be ensured by condition. A concept sediment and erosion control measures have been developed. Refer the engineering plans contained in the Civil Engineering Drawings (Appendix B2). Site won earthworks materials will be suitably stockpiled, clear of temporary overland flow paths and surrounded with silt fences, to prevent sediments being washed out. A construction sediment and erosion control plan will be developed by the Contractor that considers the construction phasing and site topography.	
PO12 Development manages stormwater to avoid or minimise the environmental impacts of stormwater discharge on the quality and waterway hydrology of receiving waters. <i>Editor's Note: A site stormwater management plan prepared by a suitably qualified person is provided that demonstrates development can be managed to achieve compliance with the stormwater management design objectives.</i>	AO12 Development is managed so that it meets the objectives in Table 9.4.2.3.4 - Post Construction Phase — Stormwater Management Design Objectives.	AO12 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. A detailed Soil and Water Management Plan will be developed for the construction stage and can be ensured by way of condition.	
PO13 Development prevents increased bed and bank erosion in receiving waterways by	AO13 The development is designed to: 1. minimise impervious areas;	PO13 - Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. The report detailed that a Soil and Water Management Plan will be implemented, comprising	

limiting changes in run-off volume and peak flows.	2. maximise opportunities for capture and reuse of stormwater; 3. incorporate natural channel design principles; and 4. achieve the waterway stability objectives listed in Table 9.4.2.3.4 - Post Construction Phase — Stormwater Management Design Objectives. <i>Note: The waterway stability objective listed in Table 9.4.2.3.4 applies if development drains to an unlined waterway within or downstream of the site where there is an increased risk of erosion due to changes in hydrology.</i>	suitable erosion and sediment control measures (i.e. cut-off drains, shaker pads, check dams and sediment basins).	
PO14 Development protects in-stream ecology by maintaining pre-development low-flow discharge regimes.	AO14 No acceptable outcome is prescribed.	PO14 – Complies A Stormwater Management Plan and Flood Risk Assessment (Appendix R) has been prepared by Arup. Stormwater management measures, including rainwater harvesting tanks, on-site detention basins and flow control devices, have been integrated into the design to ensure that post-development flows are not greater than pre-development flows for events up to and including the 10-year ARI (10% AEP) event. This is in line with requirements stipulated within Bromelton SDA and QUDM. The flood risk assessment further demonstrates that the stormwater management measures are shown to reduce peak flows exiting the site in the 1% AEP event. The Project does not result in a material worsening of the operating performance of the state controlled road or railway corridor adjacent to the site in the 1% Annual Exceedance Probability (AEP) event.	
PO15	AO15 No acceptable outcome is prescribed.	PO15 – Complies An Erosion Sediment Control Plan will be implemented at the construction stage to reduce	

Development ensures that the entry and transport of contaminants into stormwater is avoided. <i>Note: Prescribed water contaminants are defined in the Environmental Protection Act 1994.</i>		contaminants into the stormwater. Stormwater quality design measures are proposed during operation of the facility. Please refer to the A Stormwater Management Plan and Flood Risk Assessment (Appendix R) for further information.	
Point Source Wastewater Management (Other than Contaminated Stormwater and Sewage)			
PO16 Development involving wastewater discharge (other than contaminated stormwater and sewage) to a waterway avoids or minimises adverse impacts to ecological processes, riparian vegetation, waterway integrity, and downstream ecosystem health.	AO16.1 Where the development involves the discharge of wastewater (other than contaminated stormwater and sewage), a wastewater management plan (WWMP) is prepared by a suitably qualified person and addresses: 1. wastewater type; 2. climatic conditions; 3. water quality objectives; 4. soil conditions and natural hydrology; and 5. best practice environmental management. <i>Note - Development is designed to achieve the prescribed water quality objectives for Waterways in accordance with the Environmental Protection (Water) Policy 2009.</i>	AO16.1 – Complies This can be ensured by condition.	
	AO16.2 The WWMP prepared in AO16.1 provides that wastewater is managed in accordance with a waste-management hierarchy that: 1. avoids wastewater discharges to waterways; or 2. if wastewater discharge to waterways cannot practicably be avoided, minimises wastewater discharge to		

	waterways by reuse, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.		
Non-tidal artificial waterways			
PO17 The location of artificial waterways: 1. avoids groundwater-recharge areas; 2. incorporates low lying areas of a catchment connected to an existing waterway; 3. does not disturb natural wetlands and any associated buffer areas; 4. minimises disturbing soils or sediments; and 5. avoids altering the natural hydrologic regime in nutrient hazardous areas.	AO17 No acceptable outcome is prescribed.	PO17 – Not Applicable The Project does not involve artificial waterways.	
PO18 Stormwater is treated before discharge into a non-tidal artificial waterway.	AO18 Before being discharged into an artificial waterway, stormwater is treated to achieve the applicable stormwater management design objectives outlined in: 1. Table 9.4.2.3.2- Construction Phase — Stormwater Management Design Objectives; 2. Table 9.4.2.3.3 - Construction phase — Stormwater Management Design Objectives for Temporary Drainage Works; and 3. Table 9.4.2.3.4 - Post Construction Phase — Stormwater Management Design Objectives.	PO18 – Not Applicable The Project does not involve artificial waterways.	
PO19	AO19	PO19 – Not Applicable The Project does not involve artificial waterways.	

Any artificial waterway is designed, constructed and managed in a way that avoids or minimises adverse impacts on ecological processes, water quality, flood capacity, waterway integrity, and ecosystem and human health. Editor's Note: A suitably qualified registered professional engineer, Queensland (RPEQ) with specific experience in establishing artificial waterways is required to demonstrate compliance with the requirement.	No acceptable outcome is prescribed.		
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SCENIC RIM PLANNING SCHEME 2020

CODE TEMPLATE

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8.2.9 Regional Infrastructure Overlay Code



8.2.9.1 Application

This code applies to development:

1. within the Regional Infrastructure Overlay as identified on the overlay maps contained in **Schedule 2 Mapping**; and
2. identified as requiring assessment against the Regional Infrastructure Overlay Code by the tables of assessment in **Part 5 Tables of Assessment**.

8.2.9.2 Purpose and Overall Outcomes

1. The purpose of the Regional Infrastructure Overlay Code is to ensure that development is compatible with, and does not adversely affect the viability, operation and maintenance of the following existing and planned Regional Infrastructure:
 - a. Bulk Water Supply Infrastructure;

- b. Wastewater Treatment Plants;
 - c. Major electricity infrastructure;
 - d. Future Roads; and
 - e. Rail Network.
2. The purpose of the code will be achieved through the following overall outcomes:
- a. Development located on land identified on the **Regional Infrastructure Overlay Map - Water and Wastewater Infrastructure OM-09-A** and **Regional Infrastructure Overlay Map - Electricity, Roads and Rail Infrastructure OM-09-B** is located, designed, constructed and operated to:
 - i. avoid compromising the efficiency, integrity, operation and maintenance of existing and planned Regional Infrastructure;
 - ii. protect the amenity, health and safety of people and property; and
 - iii. identify, protect and manage key infrastructure sites and corridors.

Editor's note - Bulk Water Supply Infrastructure is defined within the State Planning Policy. The following Bulk Water Supply Infrastructure is the infrastructure applicable in the Scenic Rim Planning Scheme area;

- pump station facilities and reservoir facilities;
- water treatment plants and water quality facilities;
- pipelines and channels; and
- bulk water storage infrastructure.

Editor's note - Road Investigation Corridors are for the preservation of road corridors which may be required at some stage in the future to support road network efficiency. The identification of these corridors does not commit the local government nor State government to deliver the roads within a specific timeframe. They do not represent State Government planned or funded infrastructure projects.

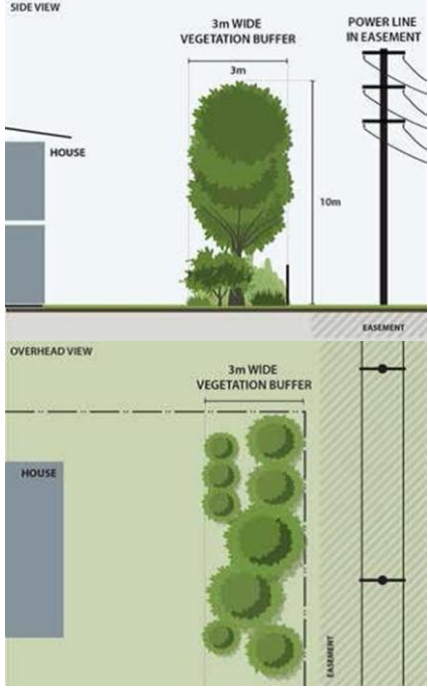
8.2.9.3 Assessment Benchmarks

Table 8.2.9.3.1 — Regional Infrastructure Overlay Code - for Accepted and Assessable Development

Performance Outcomes	Acceptable Outcomes	Applicant Comments	Assessment Officer
Major Electricity Infrastructure			
PO1 Development in a Major electricity infrastructure Buffer Area does not increase: 1. risk to community health or safety; or	AO1.1 Development being a sensitive land use (excluding class 10 buildings) maintains the following separation distances:	Not Applicable The Project does not involve a sensitive land use.	

2. risk to the operation and reliability of Major electricity infrastructure. Editor's note - Applicants should contact the relevant electrical provider for further information regarding setbacks for buildings and structures in and near an easement.	20m either side of the centre line for 110kV Transmission Lines; 10m either side of the centre line for 33kV Transmission Lines; or 10m from the shared boundary of an Electricity Substation property. AO1.2 Development is not located within a transmission line easement. AO1.3 Development other than a sensitive land use maintains a setback of at least 10m from any lot containing an Electricity Substation.		
PO2 Residential buildings, other than where they are separated from the infrastructure by a road, are oriented to avoid direct overlooking of Major electricity infrastructure.	AO2.1 Windows and balconies of residential buildings do not face easements and infrastructure sites. Editor's note - the figure below provides an illustration of buildings oriented away from infrastructure  AO2.2 Views from residential buildings to infrastructure are screened by devices attached to the building.	Not Applicable The Project does not involve a sensitive land use or residential buildings.	

PO3 Landscaping is provided within sites adjoining Major electricity infrastructure which substantively assists in screening and softening of the Major electricity infrastructure.	AO3.1 A minimum 3m wide densely planted landscaping buffer is provided along the boundary adjoining Major electricity infrastructure (excluding Electricity Substation), including provision for advanced trees and shrubs that will grow to a minimum height of 10m. <i>Editor's Note - Applicants may find guidance in Powerlink's "Screening your home from powerlines - a guide to planting trees and shrubs outside of easements to screen powerlines".</i> AO3.2 A minimum 2m wide densely planted landscaping buffer is provided along the boundary adjoining an Electricity Substation, including provision for advanced trees and shrubs that will grow to a height which blocks direct views from habitable rooms to an Electricity Substation. <i>Editor's note - The figures below provide an example but are not drawn to scale. Applicants may find guidance in Powerlink's "Screening your home from powerlines—a guide to planting trees and shrubs outside of easements to screen powerlines". Applicants should also note that vegetation will need to maintain statutory clearances (for further guidance, refer to Ergon's Standard for Vegetation Management and Standard for Vegetation Clearance Profile)</i>		
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	 The diagram consists of two parts: a 'SIDE VIEW' and an 'OVERHEAD VIEW'. In the side view, a house is on the left, followed by a 3m wide vegetation buffer containing a large tree. To the right of the buffer is a 10m wide easement containing a power line. The overhead view shows the house, the 3m wide vegetation buffer with several trees, and the 10m wide easement with the power line running through it.		
P04 Development is located and designed to maintain access to Major electricity infrastructure.	A04 Development does not limit or interfere with access on existing or proposed Major electricity infrastructure easements with: 1. landscaping; 2. fencing; 3. storage of equipment or materials; 4. construction of buildings; or 5. earthworks which alter levels along the boundaries of or within easements by more than 100mm; and	Not Applicable The site does not contain any existing Major electricity infrastructure easements.	

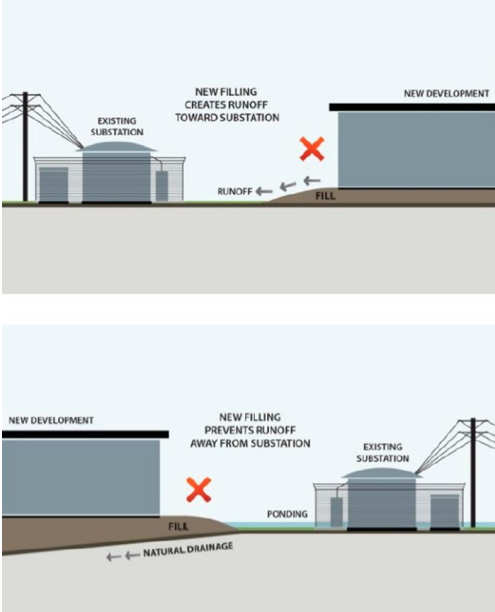
	6. earthworks which cause a worsening of inundation or retention of water.		
Wastewater Treatment Plants and Bulk Water Supply Infrastructure			
PO5 Development in a Bulk Water Supply Buffer Area or Wastewater Treatment Plant Buffer Area: 1. does not increase risk to community health or safety; 2. does not increase risk to the operation and reliability of Bulk Water Supply Infrastructure and Wastewater Treatment Plants; and 3. is separated from Bulk Water Supply Infrastructure to protect the integrity and safety of the infrastructure.	AO5.1 Development being a sensitive land use is not located or intensified within a Bulk Water Supply Buffer Area.	AO5.1 – Not Applicable The Project does not involve a sensitive land use.	
	AO5.2 Development, other than a sensitive land use, does not occur within: 1. 20m of Pipelines and Channels; and 2. 50m of a: a. Pump Station Facility; b. Bulk Water Storage Infrastructure; or c. Bulk Water Facility.	AO5.2 – Complies The Project is not located within the distances stated.	
	AO5.3 Development including a major hazard facility, Extractive industry or any use involving explosive blasting does not occur within: 1. 50m of a Pipelines and Channels; and 2. 100m of a: a. Pump Station Facility; b. Bulk Water Storage Infrastructure; or c. Bulk Water Facility.	AO5.3 – Complies The Project is not located within the distances stated.	
	AO5.4 Development is not located or intensified within a Wastewater Treatment Plant Buffer Area.	AO5.4 – Complies The Project is not located within a Wastewater Treatment Plant Buffer Area.	

Future Roads and Rail Network			
PO6 Road Investigation Corridors and the Rail Network are: 1. protected from development to facilitate the ongoing operation and maintenance of existing major road and rail infrastructure; 2. protected from development that may adversely affect the safety and efficiency of the infrastructure, corridors and networks; and 3. protected from development to facilitate the construction and operation of future major road and rail infrastructure.	AO6 No buildings or permanent structures (excluding fencing) are located or constructed within: 1. a Road Investigation Corridor; or 2. a Rail Buffer Area.	PO6 – Complies The Project is inclusive of a permanent stormwater detention basin and landscaping within the Rail Buffer Areas. The SDA Application requires referral to DTMR as the site is located within 25m of a State Transport Corridor and a response to State Code 2 is provided within the Code Compliance Statements (Appendix Y). The proposed development does not adversely impact the operating performance of the railway corridor as it appropriately mitigates dust emissions during construction and operation; and does not worsen any overland flow impacts to the railway corridor. Please refer to the Air Quality Technical Report (Appendix S) and Stormwater Management Plan and Flood Risk Assessment (Appendix R) and the Rail Specific Risk Assessment in the Hazard and Risk Assessment (Appendix I) for further information.	
PO7 Sensitive land uses are not significantly impacted by environmental emissions generated by (existing or future) major road or rail infrastructure. <i>Editor's note - Environmental emissions include noise, air, vibration and light emissions.</i>	AO7 Sensitive land uses are not located within a Rail Buffer Area or Road Investigation Corridor.	AO7 – Complies The Project does not involve a sensitive land use.	
PO8 Ensure development does not undermine the structural integrity of the Existing Rail Network.	AO8 Development (excluding fences) is set back at least 25m from any boundary or easement of an Existing Rail Network.	AO8 – Complies The Project buildings and structures are not located within 25m of the railway boundary. The SDA Application requires referral to DTMR as the site is located within 25m of a State Transport Corridor and a response to State Code 2 is	

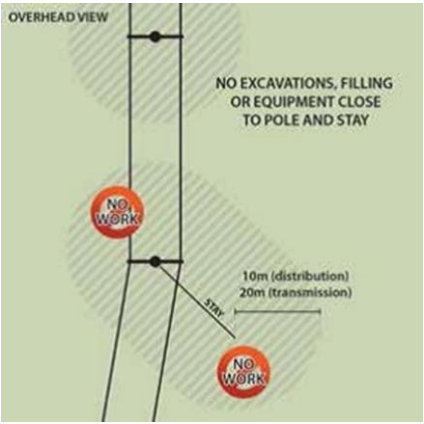
		provided within the Code Compliance Statements (Appendix Y) .	
PO9 Development involving the handling, use or storage of hazardous and dangerous goods is not located adjacent to: 1. Road Investigation Corridor; or 2. Existing Rail Network; or 3. Future rail network.	AO9 Development involving the handling, use or storage of hazardous and dangerous goods is located at least 100m from a: 1. Road Investigation Corridor; or 2. Existing Rail Network; or 3. Future Rail Network.	AO9 - Complies The Architecture and Landscape Design Strategy Report (Appendix A) shows the Project is contained to the northern portion of the site, on an elevated building pad. The buildings and dangerous goods are separated approximately 250m from the railway corridor. A Rail Specific Risk Assessment has been undertaken to review any risks for the railway. Refer to Appendix B of the Hazards and Risk Assessment (Appendix I) .	

Table 8.2.9.3.2 — Regional Infrastructure Overlay Code - for Assessable Development

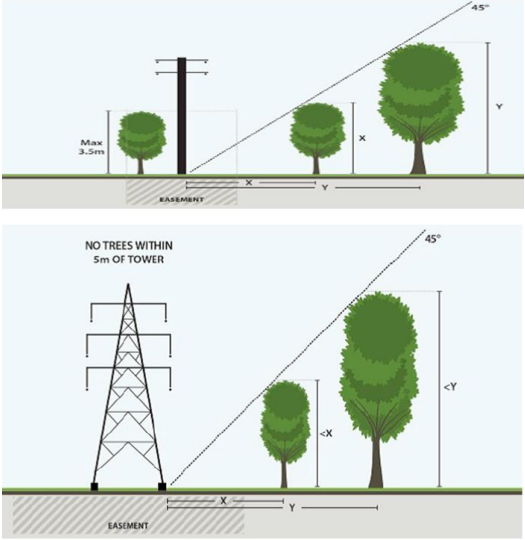
Performance Outcomes	Acceptable Outcomes	Applicant Comments	Assessment Officer
Major Electricity Infrastructure			
PO1 Major electricity infrastructure on private land is protected by an easement in favour of the service provider.	AO1 No Acceptable Outcome is prescribed.	Not Applicable The Project is not located in proximity to existing Major electricity infrastructure.	
PO2 Development does not compromise or adversely impact upon the efficiency and integrity of Major electricity infrastructure networks.	AO2 No Acceptable Outcome is prescribed.	Not Applicable The Project is not located in proximity to existing Major electricity infrastructure.	
PO3 Earthworks do not restrict access to Major electricity infrastructure.	AO3 For Operational Works only Earthworks:	Not Applicable The Project is not located in proximity to existing Major electricity infrastructure.	

	- do not alter levels along the boundaries of or within existing or proposed Major electricity infrastructure easements by more than 100mm; and - do not cause the worsening of inundation to Major electricity infrastructure.		
PO4 There is no worsening of flooding, drainage or erosion conditions affecting the Major electricity infrastructure. <i>Editor's note - The figures below illustrate the concept.</i> 	AO4 No Acceptable Outcome is prescribed.	Not Applicable The Project is not located in proximity to existing Major electricity infrastructure.	
PO5	AO5	Not Applicable	

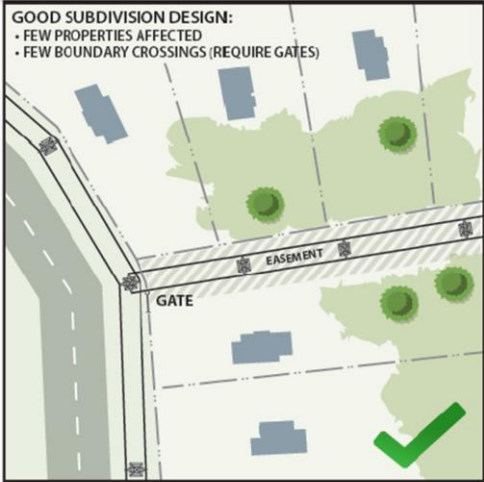
Development maintains a safe clearance from all powerlines.	For Operational Works only Development maintains the clearances required under Schedules 4 and 5 of the Electrical Safety Regulations 2013.	The Project is not located in proximity to existing Major electricity infrastructure.	
PO6 Any earthworks are undertaken in a way which: 1. ensures stability of the land on or adjoining Major electricity infrastructure; 2. does not otherwise impact on the safety and reliability of the Major electricity infrastructure; and 3. does not restrict the placement or use of the Major electricity infrastructure provider's equipment.	AO6.1 For Operational Works only No earthworks are undertaken: 1. within 20m either side of the centre line of 110kV Transmission Line; or 2. within 10m either side of the centre line of 33kV Transmission Line; or 3. 10m from the shared boundary of an Electricity Substation property. Editor's note - The figures below illustrate the concept. 	Not Applicable The Project is not located in proximity to existing Major electricity infrastructure.	

	 AO6.2 For Operational Works only No earthworks are undertaken, or other loading or displacement of earth caused, within the easement of an underground power line.		
PO7 Other services and infrastructure works (which may include stormwater, sewerage or water) do not impact on the safety and reliability of Major electricity infrastructure.	AO7.1 For Operational Works only Underground services are not located within: 1. 20m of a tower, pole or stay for a 110kV Transmission Line; 2. 10m of a tower, pole or stay for a 33kV Transmission Line; 3. a vacant Major electricity infrastructure easement; or 4. 10m of an Electricity Substation property boundary. AO7.2 For Operational Works only	Not Applicable The Project is not located in proximity to existing Major electricity infrastructure.	

	No valve pits occur within: 1. 60m of a tower, pole or stay for a 110kV Transmission Line; or 2. 10m of a tower, pole or stay for a 33kV Transmission Line.		
	A07.3 For Operational Works only Underground services traversing an easement, cross at angles between 60 and 90 degrees to the overhead or underground lines.		
	A07.4 For Operational Works only Trenches for services are backfilled to be compacted in 150 mm layers to at least 95% modified dry density compaction ratio.		
	A07.5 For Operational Works only Trenches under construction are not left open overnight.		
PO8 Vegetation does not pose a risk to the safety or reliability of Major electricity infrastructure.	A08.1 For Operational Works only Where vegetation is planted near or under an overhead power line (whether located in an easement or otherwise) it must be planted: 1. at least 5m either side of the area directly below the conductors where not within the area of influence of a power line; and 2. where within 20m of a power line structure, pole or stay, has a mature height of not more than 3.5m.	Not Applicable The Project is not located in proximity to existing Major electricity infrastructure.	

	AO8.2 For Operational Works only Vegetation planted within an underground powerline easement has a mature root system less than 150 mm in depth and is not located within 1 metre of the area directly above the powerline. AO8.3 For Operational Works only Vegetation adjoining easements complies with the clearance dimensions illustrated in the figures below.  AO8.4 For Operational Works only Planting complies with (as relevant to the infrastructure concerned) either:		
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	1. Energex's Safe Tree Guidelines; 2. Ergon's Plant Smart brochures; or 3. Powerlink's Screening Your Home from Powerlines information sheet		
PO9 Lot reconfiguration integrates Major electricity infrastructure within the overall neighbourhood layout. In particular, the neighbourhood design: 1. ensures land of sufficient size and suitability is located to accommodate the existing and future major infrastructure network; 2. minimises the likely visual prominence of major infrastructure; and 3. provides for an interface or relationship with surrounding land uses that minimises the potential for nuisance (including noise and odour), health and safety concerns.	AO9 For Reconfiguring a Lot only No Acceptable Outcome is prescribed.	Not Applicable The Project does not involve Reconfiguring a Lot.	
PO10 Reconfiguration does not intensify development within an easement for Major electricity infrastructure in a way that would impede access to the infrastructure by a responsible entity.	AO10 For Reconfiguring a Lot only The number of lots within an easement is not increased. <i>Editor's note - The images below provide examples of subdivision design near an easement.</i>	Not Applicable The Project does not involve Reconfiguring a Lot.	

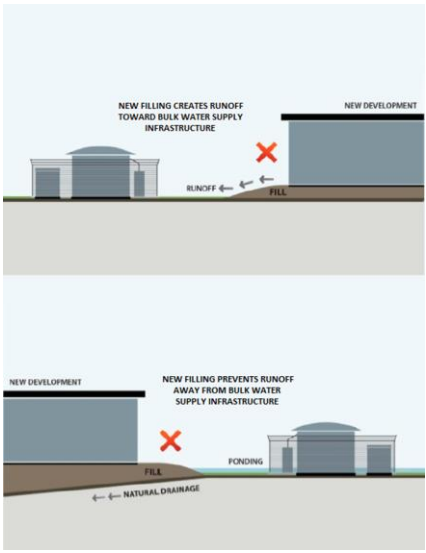
	GOOD SUBDIVISION DESIGN: • FEW PROPERTIES AFFECTED • FEW BOUNDARY CROSSINGS (REQUIRE GATES)  POOR SUBDIVISION DESIGN: • MANY PROPERTIES AFFECTED • MANY BOUNDARY CROSSINGS AND GATES 		
PO11	AO11 For Reconfiguring a Lot only	Not Applicable The Project does not involve Reconfiguring a Lot.	

Where the reconfiguration involves a Major electricity infrastructure corridor, the corridor is incorporated within a useable public open space network wherever possible.	No Acceptable Outcome is prescribed.		
P012 Where Major electricity infrastructure is located within public open space, the dimensions and characteristics of the open space area are sufficient to accommodate the electricity easement on site, in combination with compatible recreational facilities and landscaping, which ensure: 1. it has an open and expansive character, with landscaping design which assists in breaking up the linear and vertical dominance of the infrastructure; 2. landscaping is located outside the easement area and substantively screens and softens the appearance of poles, towers or other structures; 3. recreational facilities and landscaping are compatible with the electricity infrastructure, having regard to safety, height, the conductivity of materials and access to the electricity infrastructure by the electricity provider; and 4. the design is such that the function of the open space for recreation purposes is maintained.	AO12 For Reconfiguring a Lot only No Acceptable Outcome is prescribed. <i>Editor's note - The figures below provide examples of a well-integrated transmission corridor.</i>	Not Applicable The Project does not involve Reconfiguring a Lot.	

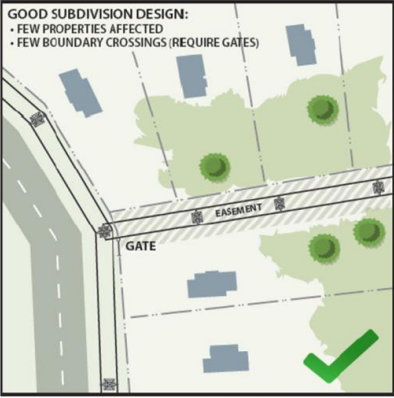
			
Wastewater Treatment Plants and Bulk Water Supply Infrastructure			
PO13 Development in a Bulk Water Supply Buffer Area or Wastewater Treatment Plant Buffer Area: 1. does not increase risk to community health or safety;	AO13 For Reconfiguring a Lot only Reconfiguring a lot within a Bulk Water Supply Buffer Area or Wastewater Treatment Plant Buffer Area:	Not Applicable The Project does not involve Reconfiguring a Lot.	

2. does not increase risk to the operation and reliability of Bulk Water Supply Infrastructure and Wastewater Treatment Plants; and 3. is separated from Bulk Water Supply Infrastructure to protect the integrity and safety of the infrastructure.	1. does not result in the creation of additional lots used or capable of being used for sensitive land uses; and 2. where realigning boundaries, does not worsen the existing situation with respect to the distance between sensitive land uses and the Bulk Water Supply Infrastructure and Wastewater Treatment Plant.		
PO14 Development: 1. is screened from Bulk Water Supply Infrastructure and Wastewater Treatment Plant; and 2. ensures that the location and type of planting does not have an adverse effect on Bulk Water Supply Infrastructure or Wastewater Treatment Plant infrastructure (including any associated buildings)	AO14.1 A minimum 3m wide screen landscaping buffer is provided between development and the Bulk Water Supply Infrastructure or Wastewater Treatment Plant. AO14.2 Planting is not undertaken within an easement. AO14.3 Plant species will not damage Bulk Water Supply Infrastructure or Wastewater Treatment Plant infrastructure (including any associated buildings).	Not Applicable The Project does not involve a Bulk Water Supply Infrastructure or Wastewater Treatment Plant.	
PO15 Bulk Water Supply Infrastructure and Wastewater Treatment Plant infrastructure on private land is protected by an easement in favour of the service provider.	AO15 Existing Bulk Water Supply Infrastructure and Wastewater Treatment Plant easements are maintained and where none currently exist, new easements are created which are sufficient for the provider's requirements.	Not Applicable The Project does not involve a Bulk Water Supply Infrastructure or Wastewater Treatment Plant.	
PO16 Development is located and designed to maintain access to Bulk Water Supply	AO16 Development does not limit access to Bulk Water Supply Infrastructure or Wastewater Treatment Plant infrastructure with:	Not Applicable The Project does not involve a Bulk Water Supply Infrastructure or Wastewater Treatment Plant.	

Infrastructure and Wastewater Treatment Plant infrastructure.	1. landscaping along boundaries of, or traversing existing or proposed infrastructure easements; 2. fences constructed along the boundaries of, or traversing existing or proposed infrastructure easements; 3. storage of equipment or materials within or along the boundaries of existing or proposed infrastructure easements; 4. construction of buildings within or along the boundaries of existing or proposed infrastructure easements; or 5. earthworks which alter levels along the boundaries of or within easements by more than 100mm and do not cause any worsening of inundation to existing infrastructure.		
PO17 There is no worsening of flooding, drainage or erosion conditions affecting the Bulk Water Supply Infrastructure or Wastewater Treatment Plants. <i>Editor's note - The figures below illustrate the concept.</i>	AO17 For Operational Works only No acceptable outcome is nominated.	Not Applicable The Project does not involve a Bulk Water Supply Infrastructure or Wastewater Treatment Plant.	

			
PO18 Any earthworks undertaken adjoining Bulk Water Supply Infrastructure or Wastewater Treatment Plant ensures no adverse impacts the infrastructure.	AO18.1 For Operational Works only Excavation and filling activities are undertaken in a manner to minimise erosion and sediment movement.	Not Applicable The Project does not involve a Bulk Water Supply Infrastructure or Wastewater Treatment Plant.	
	AO18.2 For Operational Works only There is no worsening of flooding drainage or erosion conditions affecting the Bulk Water Supply Infrastructure or Wastewater Treatment Plant.		
	AO18.3 For Operational Works only No permanent barrier is to be constructed that:		

	- limits access to Bulk Water Supply Infrastructure or Wastewater Treatment Plant; or - prevents legal access from a public place for the purpose of maintenance.		
PO19 Lot reconfiguration integrates Bulk Water Supply Infrastructure or Wastewater Treatment Plant within the overall neighbourhood layout. In particular, the neighbourhood design: - ensures land of sufficient size and suitability is located to accommodate the existing and future major infrastructure network; - minimises the likely visual prominence of major infrastructure; and - provides for an interface or relationship with surrounding land uses that minimises the potential for nuisance (including noise and odour), health and safety concerns.	AO19 For Reconfiguring a Lot only No Acceptable Outcome is prescribed.	Not Applicable The Project does not involve Reconfiguring a Lot.	
PO20 Reconfiguration does not intensify development within an easement for Bulk Water Supply Infrastructure or Wastewater Treatment Plant in a way that would impede access to the infrastructure by a responsible entity.	AO20 For Reconfiguring a Lot only The number of lots within an easement is not increased. <i>Editor's note: - The images below provide examples of subdivision design near an easement.</i>	Not Applicable The Project does not involve Reconfiguring a Lot.	

	GOOD SUBDIVISION DESIGN: • FEW PROPERTIES AFFECTED • FEW BOUNDARY CROSSINGS (REQUIRE GATES)  POOR SUBDIVISION DESIGN: • MANY PROPERTIES AFFECTED • MANY BOUNDARY CROSSINGS AND GATES 		
PO21 Where the reconfiguration involves additional lots encroaching Bulk Water Supply Infrastructure or Wastewater Treatment Plant, development ensures there are no adverse impacts on the infrastructure.	AO21.1 For Reconfiguring a Lot only Development: 1. does not limit access to Bulk Water Supply Infrastructure or Wastewater Treatment Plant infrastructure; and 2. maintains legal access from a public place for the purpose of maintenance.	Not Applicable The Project does not involve Reconfiguring a Lot.	

	AO21.2 For Reconfiguring a Lot only Stormwater management does not cause an adverse impact on drinking water quality.		
Future Roads and Rail Network			
P022 Road Investigation Corridors and the Rail Network are: - protected from development to facilitate the ongoing operation and maintenance of existing major road and rail infrastructure; - protected from development that may adversely affect the safety and efficiency of the infrastructure, corridors and networks; and - protected from development to facilitate the construction and operation of future major road and rail infrastructure.	AO22.1 For Reconfiguring a Lot only No additional lots are created within a Rail Buffer Area.	AO22.1 - Not Applicable The Project does not involve Reconfiguring a Lot.	
	AO22.2 No buildings or permanent structures (excluding fencing) are located or constructed within: - a Road Investigation Corridor; or - a Rail Buffer Area.	AO22.2 – Complies No buildings or permanent structures (excluding fencing) are located in Rail Buffer Area. The Project locates a stormwater detention basin and landscaping within the Rail Buffer Area.	
	AO22.3 For Reconfiguring a Lot only Where a site contains a Road Investigation Corridor, the subdivision layout dedicates a road corridor wide enough to facilitate a sub-arterial or arterial road along the corridor.	AO22.3- Not Applicable The Project does not involve Reconfiguring a Lot.	
	AO22.4 For Reconfiguring a Lot only Where involving realigning boundaries, development does not result in additional lots within a Rail Buffer Area.	AO22.4 - Not Applicable The Project does not involve Reconfiguring a Lot.	
P023 Development in a Rail Buffer Area does not increase risk to: community health or safety; and	AO23.1 No Acceptable Outcome is prescribed.	P023 – Complies A Rail Specific Risk Assessment has been undertaken to review risk to the railway. Refer Appendix B of the Hazards and Risk Assessment (Appendix I) . It concluded that all identified risks are low, having regard to the implemented control	

2. the operation and maintenance of the existing or future rail network.		measures. This reflects the robust control framework for the project and the adequate separation between operational components and the rail corridor. For information on community health refer to A Human Health Risk Assessment (Appendix U) . health for the off-site community.	
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