

DSDIP Reference: RPI25/007

Santos Reference: EQ25_04

10 October 2025

Mr. Ian McHugh

Principal Planner – Appeals and Regional Interests

Department of State Development, Infrastructure and Planning

128 Margaret Street, Toowoomba QLD 4350

Email: Ian.McHugh@dsdilgp.qld.gov.au

Dear Mr. McHugh

REQUIREMENT NOTICE RESPONSE

RPI25/007: Santos - Yuleba

(given under section 44 of the *Regional Planning Interests Act 2014*)

Santos has prepared a response to the requirement notice (**RN**) issued to Santos on 12 August 2025 for the Regional Interest's Development Approval (**RIDA**) for a resource activity: petroleum and gas for the Yuleba Project in the Yuleba Priority Living Area (**PLA**). Responses to the RN are provided in Table 1 below.

Application details

Applicant	Bronco Energy Pty Limited (T/A Santos Ltd)
Project	Yuleba Project
Description	Petroleum and gas (activities associated with gas production)
Area of regional interest	PLA
Proposed disturbance area	22.8 ha
Site details	
Real property description	Lot 287 on WV459, Lot 271 on WV1113, Lot 50 on WAL53532, Lot 65 on WAL53531, Lot 119 on WV237, and Lot 109 on WV1081
Local government area	Maranoa Regional Council

Table 1: Information response for assessment against PLA criteria – Schedule 2, Part 3 of the RPI Regulation

#	DSDIP comment	Santos Response
1.	<u>Southwest Project Area Issue:</u> It is not clear in Figure 3 in the Assessment Report, prepared by Property Projects Australia Pty Ltd dated 16 June 2025, where the proposed activities are located in relation to the property boundaries and adjoining road network. <u>Actions:</u> Provide a revised Figure 3 showing the proposed activities relative to the boundaries of Lot 287 on WV459.	Figure 3 has been updated to show the proposed activities relative to the boundaries of Lot 287 on WV459.

2.	<u>Traffic Impacts Issue:</u> The application material indicates that the proposed activities may have the potential to introduce additional traffic impacts within the Priority Living Area, however no details have been provided to quantify the likely impacts and any required mitigation measures. <u>Actions:</u> (a) Provide details of the vehicle types and volumes of traffic generated by the proposed activities (during construction and operational phases), identifying the likely impacts on both local and state-controlled road networks. (b) Identify all proposed access locations and proposed upgrades/treatments at these locations, including the proposed use of the existing access to the Warrego Highway (Northwest Project Area). (c) Confirm that the location and extent of road reserve that will be impacted by the development is limited to the “New Access Road” identified as Item 8 in Figure 5 (Northeast Project Area). (d) Provide details of the proposed road construction for Item 8 “New Access Road” and any other road reserves if applicable (Northeast Project Area) (e) Provide design details for Item 9 “New Road Turnout” (Northeast Project Area).	(i) South-west project area – 2 wells will be accessed from Yuleba Surat Road in relation to the PLA, one of which is the well pad located partially within the PLA (identified as item 2 in section 4.4.1). It is expected that up to 15 light vehicles and 5 heavy vehicles per day for a duration of 1 month will be required during the construction phase, and up to 4 light vehicle movements per month for the life of the wells during the operational phase. Yuleba Surat Road is a secondary branch off the Warrego Highway which is a major highway linking Roma and Brisbane. As highly trafficked main roads, the proposed traffic will have a minimal impact on traffic flows in the PLA. ii) North-west project area - 2 wells located outside the PLA may be accessed from the Warrego Highway within the PLA (primary access will be from the existing road (Field Road) to the North. It is expected that up to 15 light vehicles and 5 heavy vehicles per day for a duration of 1 month will be required during the construction phase, and up to 4 light vehicle movements per month for the life of the wells during operational phase. The Warrego Highway is a major highway linking Roma and Brisbane. As a highly trafficked main road, the proposed traffic will have a minimal impact to existing traffic flows in the PLA. iii) North-east project area - 7 wells located outside the PLA will be accessed from the Yuleba Taroom Road within the PLA. It is expected that up to 16 light vehicles and 6 heavy vehicles per day for a duration of 3.5 months will be required during the construction phase, and up to 6 light vehicle movements per month for the life of the wells during operational phase. The Yuleba Taroom Road is a secondary branch off the Warrego Highway. The proposed traffic will have a minimal impact on existing traffic flows in the PLA. Likely impacts and mitigation measures The most intense traffic generated (during construction phases) will occur over a limited period and will utilise existing roads or temporary access tracks designed in a manner broadly consistent with the form and scale of traffic generated by the surrounding and existing rural infrastructure and land uses. As access will be via the Warrego Highway and other heavily trafficked roads (Yuleba Surat Road and
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		Yuleba Taroom Road), any change in the volume and type of vehicles going through the PLA will be minimal and temporary. Due to the temporary and short duration of construction activities, minimal impacts to the road condition, surrounding area or access by other road users is anticipated. (b) Section 4.4 of the application supporting information outlines all areas of access, road upgrades and treatments required. Including: • 4.4.1 – Item 1 - Construction of a temporary access road at the SW project area. • 4.4.2 – Item 2 – Use of existing access road. • 4.4.2 – Item 3 – Use of existing site access between project site and Warrego Highway. This identified existing turn-out from the Warrego Hwy (as per Figure 4) is not intended to be the primary access to the dam. Access for all areas North of the Warrego will access the water source using the existing road (Field Road) from the North. Highlighting the opportunity to use the Warrego turn out as a secondary or alternative route provides project resilience against weather impacted roads. Thus, the frequency of the use of this turn-out will be kept to a minimum. • 4.4.3 – Item 1 and 6 – Construction and use of a temporary access road. • 4.4.3 – Item 3 and 4 – Use of existing road. • 4.4.3 – Item 8 and 9 - Construction and use of a new road and road turnout. • Appendix 1 details the Santos Standard access road design. Items identified as 'use' will not undergo any changes. (c) Please see below snip showing the impacted area (blue shading) within the road reserve. This shows an approximate disturbance area of 0.04hectares, a road length of approximately 30m and the location of the centre of the road reserve as shown (yellow line). This road
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reserve is currently a paper road and no existing road infrastructure will be impacted by this development.



- (d) Road constructions will follow the Santos Standard access road design as per attached file 0007-040-GAR-0040_3 (Appendix 1, identified in the updated RIDA as Appendix D). Santos' road design and construction methods will meet relevant specifications stipulated by the Department of Transport and Main Roads (DTMR) and Maranoa Regional Council.
- (e) Please see attached Santos Standard turnout design drawing 0007-040-GAR-0072 (Appendix 2 identified in the updated RIDA as Appendix E).

	<u>Changes to the RIDA report</u>	The changes made to the RIDA are as follows – - An updated Figure 3 showing the proposed activities relative to the boundaries of Lot 287 on WV459. - Added a sentence at the end of section 4.4 —> “Santos standard access road design and turnout design drawings applicable to the below activities are provided as Appendix D and E respectively.” - Addition of <i>Appendix D – Santos Standard access road design 0007-040-GAR-0040_3</i> and <i>Appendix E - Santos Standard turnout drawing 0007-040-GAR-0072</i>. With reference to Appendix D in section 4.4.3 item 8 and Appendix E in 4.4.3 item 9.
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Please contact Sharna Burn, Senior Environmental Adviser, on 0421 360 589 or Sharna.Burn@contractor.santos.com should you have any questions in relation to the application.

Yours sincerely,



David Gornall

Manager Environment EA PNG

APPENDIX 1 - Santos Standard access road design 0007-040-GAR-0040_3

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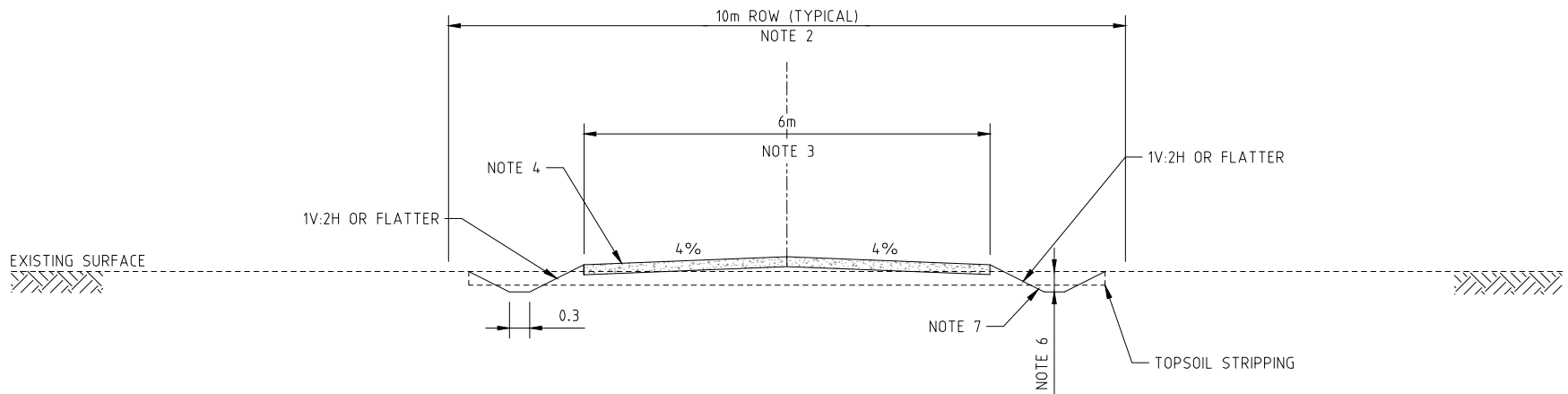
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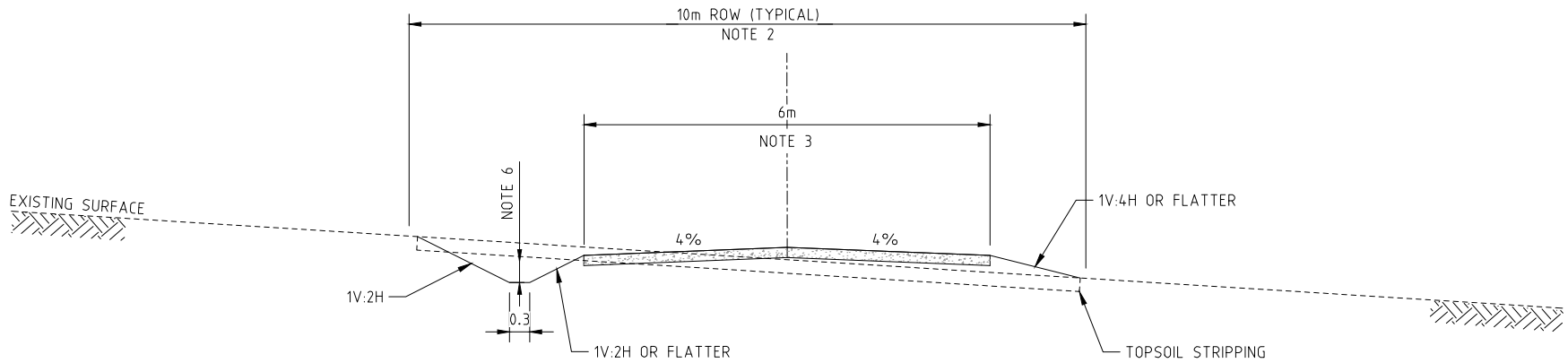
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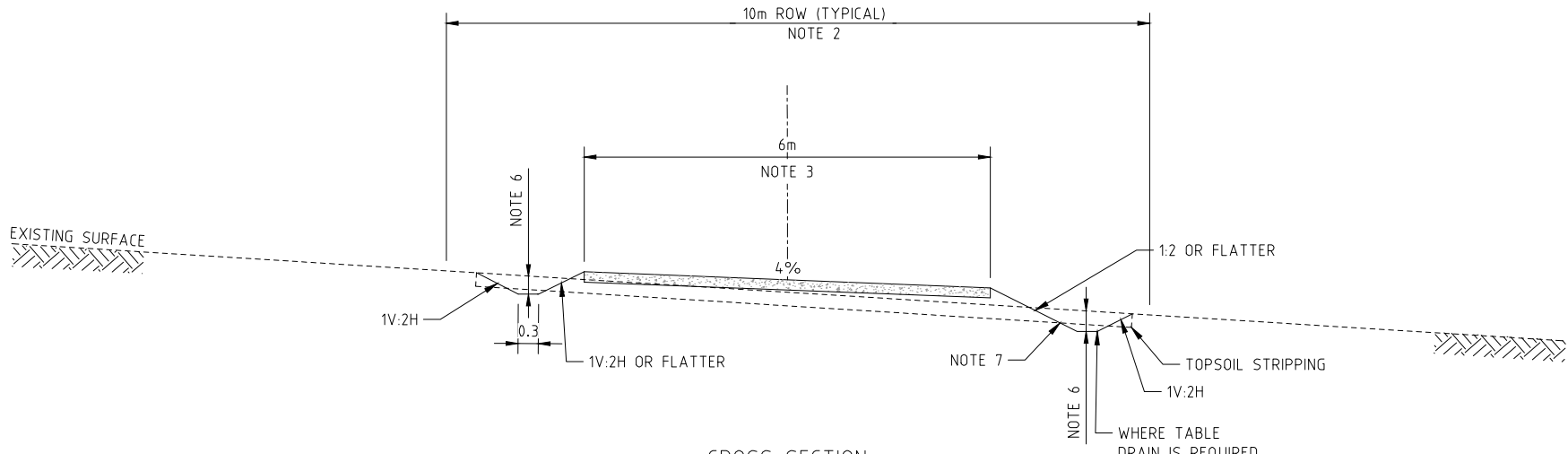
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CROSS SECTION
FOR EXISTING FLAT SURFACE



CROSS SECTION
FOR EXISTING SLOPED SURFACE



CROSS SECTION
SUPERELEVATED (ON CURVES)

NOTES:

- ROADWORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SANTOS SPECIFICATION 1540-120-SPC-0001.
- ROAD RIGHT OF WAY (ROW) CLEARING WIDTH SHALL BE 10m (UNLESS NOTED OTHERWISE) WITH ADDITIONAL CLEARING ON CORNERS AS REQUIRED AND PERMITTED. NO WORKS SHALL BE DONE OUTSIDE THE ROW.
- TYPICAL ROAD WIDTH IS 6m. ADDITIONAL WIDTH IS REQUIRED FOR VEHICLE SWEEP PATH ON CURVES.
- PAVEMENT THICKNESS TO CONSIST OF COMPACTED NOMINAL 150mm UNBOUND BEST AVAILABLE LOCAL MATERIAL AS SPECIFIED IN THE CIVIL SCOPE OR MATERIAL APPROVED BY SANTOS.
- ROAD CROSS SECTION MAY BE EITHER SINGLE CROSSFALL OR CROWNED TO ACHIEVE BEST DRAINAGE BASED ON TOPOGRAPHY AND OVERLAND FLOW.
- TABLE DRAIN DEPTH SHOULD BE 300mm TO 500mm AS REQUIRED.
- TABLE DRAIN TO BE CONSTRUCTED ON TWO SIDES ONLY WHERE REQUIRED DEPENDING ON SITE TOPOGRAPHY AND OVERLAND FLOW PATH
- WHERE ROAD IS CONSTRUCTED ADJACENT OR WITHIN THE GATHERING ROW (TOTAL ROW >10m), TABLE DRAIN SIDE SLOPE SHOULD BE 1V:4H OR FLATTER UNLESS NOTED OTHERWISE.
- TOPSOIL TO BE STRIPPED PRIOR TO ROAD CONSTRUCTION AND STORED AS PER SEP.
- ALL BATTER SLOPES SHALL BE 1(V):4(H) UNLESS NOTED OTHERWISE.
- CONDUCT ANY ADDITIONAL MEASURES TO ENSURE THAT THE ENVIRONMENTAL MANAGEMENT REQUIREMENTS OF APPLICABLE AUTHORITIES, SITE SPECIFIC SOIL MANAGEMENT PLANS AND ANY OTHER RELEVANT MANAGEMENT PLANS ARE COMPLIED WITH.
- SEEK APPROPRIATE ADVICE FOR STABILISATION WITH TABLE DRAINS WHERE SLOPES ARE >3%.
- STABILISE CUT AND FILL BATTERS AS PER RECOMMENDATIONS WITH SEP.

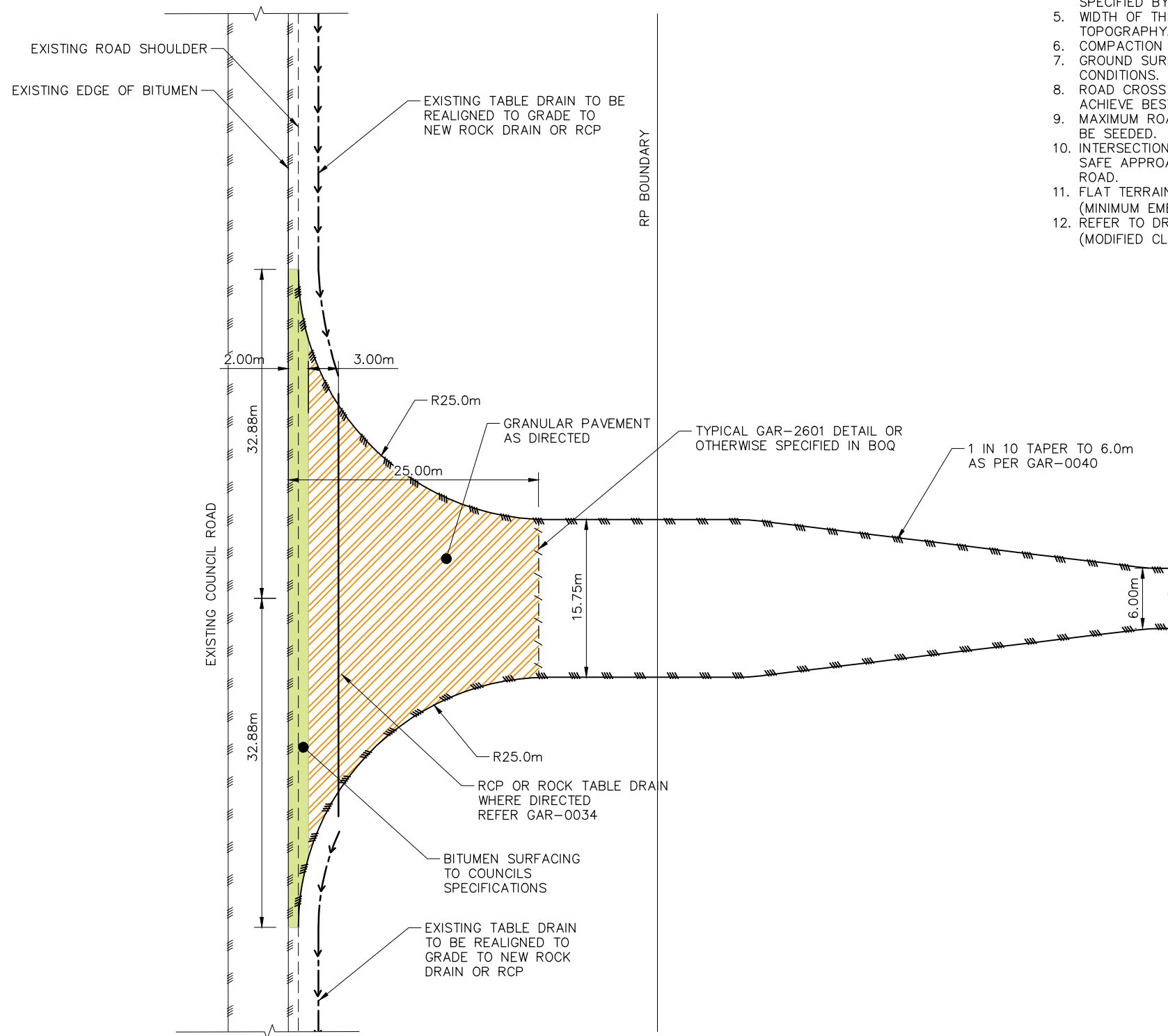
No	DATE	DRN	CHKD	ENG	SANTOS Q.A.	PROJ NO.	RE NAME	RE NO.	RE COMPANY	DESCRIPTION
3	12/09/23	FYF	VDS	JAL	MDG		J. LEONCIO	21541	FYFE	ISSUED FOR CONSTRUCTION
2	08/09/23	FYF	VDS	JAL	MDG		JAL	21541	FYFE	ISSUED FOR CONSTRUCTION
1	27/05/22	ARC	DC	DC	DC					ISSUED FOR CONSTRUCTION (SUPERSEDED BY 0007-040-GAR-0064)
0	16/11/17	FYF	BR	BR	BR					ISSUED FOR CONSTRUCTION

DRG No.	SUBJECT
	REFERENCE DRAWINGS

DRN: FYF	SANTOS Q.A.: BR
DATE: 16/11/17	PROJ NO.:
SCALE: NTS	RE NAME:
CHKD: BR	RE NO.:
ENG: BR	RE COMPANY:
A.B.N. 12 131 271 648	

AREA 0007 - STANDARD DRAWING	
WELLPAD FIELD ACCESS ROAD (MODIFIED CLASS E)	
TYPICAL CROSS SECTION	
Santos GLNG	DRAWING No. 0007-040-GAR-0040
	REV 3

Appendix 2 – Santos Standard turnout design drawing 0007-040-GAR-0072



- ## NOTES:
1. TABLE DRAIN DEPTH 0.3m TO 0.5m WHERE POSSIBLE, TABLE DRAIN TO BE KEPT BELOW ROAD SURFACE.
 2. FLAT BOTTOM/TRAPEZOIDAL DRAINS IN ALL LOCATIONS PREFERRED TO V-DRAINS IN EROSION PRONE AREAS.
 3. TYPICAL FORMATION WIDTH IS TO BE 15.75m WIDE. ADDITIONAL WIDTHS ON CREST AND CURVES AS REQUIRED.
 4. GRANULAR PAVEMENT DEPTH TO CONSIST OF COMPACTED NOMINAL 150mm UNBOUND MATERIAL AS SPECIFIED IN THE SCOPE. ELEVATION REQUIRED WHERE SPECIFIED BY THE SCOPE (INCLUDING AREAS ON INUNDATION).
 5. WIDTH OF THE TABLE DRAIN DEPENDENT ON DRAIN SLOPE REQUIREMENT AND SITE TOPOGRAPHY.
 6. COMPACTION STANDARD TO BE PROOF ROLLED TO SUPERVISORS SATISFACTION.
 7. GROUND SURFACE TREATMENT TO BE MINIMUM 150mm DEPENDING ON IN-SITU CONDITIONS.
 8. ROAD CROSS SECTION MAY BE EITHER SINGLE CROSS FALL OR CROWNED TO ACHIEVE BEST DRAINAGE BASED ON TOPOGRAPHY.
 9. MAXIMUM ROAD SIDE BATTER SLOPE IS TO BE 1 IN 4. BATTER IS NOT REQUIRED TO BE SEEDED.
 10. INTERSECTION MUST BE LOCATED TO ENSURE SAFE INTERSECTION SIGHT DISTANCE, SAFE APPROACH AND ENTERING SIGHT DISTANCE FOR THE DESIGN SPEED OF THE ROAD.
 11. FLAT TERRAIN, TABLE DRAINS CAN BE EXCLUDED AND PROVIDE EMBANKMENT (MINIMUM EMBANKMENT HEIGHT SHOULD BE 300mm).
 12. REFER TO DRAWING 0007-040-GAR-0040 FOR WELLPAD FIELD ACCESS ROAD (MODIFIED CLASS E) DETAILS.

[illegible]