Appendix A.6 - SDAP Code Responses

STATE CODE 1: DEVELOPMENT IN A STATE-CONTROLLED ROAD ENVIRONMENT

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**.	**Complies with AO1.1 & AO1.2** The development is not located within a state-controlled road. The legal point of entry to the SRAIP development is located off the Cunningham Highway via an existing access point. Maintenance to relevant infrastructure or the proposed 16 agri-industrial lots do not require additional access off the highway for maintenance purposes.
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.	**Complies with PO2** Appendix B.7 of the Revised Draft Impact Assessment Report (RDIAR) contains the SRAIP Road Impact Assessment Report. As part of the report, it was determined that the development will not adversely impact the structural integrity or physical condition of Cunningham Highway. A turn warrant assessment of the access form for Cunningham Highway / New Access intersection results in an AUL and a CHR. The proposed form is a seagull which will provide for these turn treatments.
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.	**Complies with PO3** As per the above response the Road Impact Assessment Report will not obstruct road transport infrastructure or

Performance outcomes	Acceptable outcomes	Response
		adversely impact the operating performance of the state-controlled road.
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.	**Complies with PO4** The SRAIP proposed estate sign has been located to ensure a safety hazard is not created along Cunningham Highway. Any future advertising signs for the proposed lots along the Cunningham Highway will be required to lodge operational works applications with Scenic Rim Regional Council under the SRAIP Codes with referral to State Government, where applicable under the *Planning Regulation 2017*.
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 **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.	**Complies with AO5.1, AO5.2, AO5.3 and AO5.4** The proposed structures that form part of this application which front on to the Cunningham Highway are part of Kalfresh's extension to their existing site on proposed lot 8, and their proposed onion shed on proposed lot 8. Structures will be made of non-reflective material, will not direct or reflect light sources into the face of oncoming traffic on the Cunningham Highway. External lighting will not be directed into the face of oncoming traffic and will not involve flashing or laser lights. Any future developments located within the SRAIP will be required to be assessed against the SRAIP Development Plan and require referral to State Government where applicable under the *Planning Regulation 2017*.

Performance outcomes	Acceptable outcomes	Response
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.	**N/A.** There will be no construction of road, pedestrian or bikeway bridges over state-controlled roads as part of this project.
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**. AND **AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**.	**N/A** Landscaping is not proposed within the State-controlled Road. Within the SRAIP Development Plan and Plan of Development, any boundary located along the Cunningham Highway is required to contain a 3m wide landscaping strip that acts as screening landscaping. This will be able to be maintained from the site and will not block or obscure sight lines for vehicles on, or accessing, the Cunningham Highway.
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.	**Complies PO8** The stormwater management strategy for the site is to detain the runoff generated from the developed site in the proposed flood conveyance channel running along the western site boundary. This conveyance channel will act as a detention basin and has largely been split into two (2) sub-basins (See Appendix B.4 - Integrated Water Management Plan).
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the	No acceptable outcome is prescribed.	**Complies PO9**

Performance outcomes	Acceptable outcomes	Response
state-controlled road or **road transport infrastructure**.		As above the proposal will not result in a material worsening of the operating performance of Cunningham Highway.
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.	**Complies PO10** The SRAIP will not adversely impact the structural integrity or physical condition of the Cunningham Highway.
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**.	**Complies AO11.1 to AO11.4** The SRAIP does not create any new points of discharge, concentrate flows to a state-controlled road. The ultimate legal point of discharge for the site is the existing drainage channel to the north of the site and this will not worsen the condition of the lawful point of discharge to the state controlled road.
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	**Complies PO12**

Performance outcomes	Acceptable outcomes	Response
	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**.	The pre-development and post-development flood modelling including impacts on the Cunningham Highway are assessed in Appendix B.4. In existing flooding scenarios greater than the 5% AEP floodwaters cross the highway from East to West, onto the proposed development site. Post-development, in the 10% and 5% AEP events, increases in flood levels are localised to the north of the subject site (Figure A.13-A.14 of Attachment B.4). The impacts are up to 60mm in magnitude and do not appear to encroach on the highway. Flooding adjacent to the highway has decreased in the 5% AEP event by up to 40mm. There are also decreases of up to 20mm upstream of the proposed development. Impacts in the swale drains adjacent to the highway are also noted during the 2% AEP event (refer Figure A.15 of Attachment A). These increases occur in locations where the existing 2% AEP flood depth is greater than 500mm deep. During the 1% AEP CC event, peak increases shown on the Eastern side of the highway (Attachment A.17) are approximately 60 mm adjacent to the Eastern swale drain. Water depths at this location are up to 700 mm deep during the existing case events with extensive flooded areas surrounding it. No noticeable changes to flood extents are noted as a result of the increases shown.

Performance outcomes	Acceptable outcomes	Response
		While there are increased impacts on the Highway (50 mm during 2%AEP event), the road will not be trafficable in existing conditions in those design events as depths in excess of 1m are predicted.
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**.	**Complies AO13.1 and AO13.2** The drainage infrastructure is wholly contained within the development site and the ultimate lawful point of discharge for the site is the existing drainage channel to the north of the site.
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.	**N/A.** The project drainage infrastructure is not associated with, or 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.	**Complies PO15** In accordance with *Appendix B.2 SRAIP Preliminary Engineering Report and B.7 Road Impact Assessment Report the proposed access to the development off the Cunningham Highway will not compromise the safety*

Performance outcomes	Acceptable outcomes	Response
		of users or the state-controlled road. Additionally, the project will enhance outcomes for the State Controlled road network by reducing 3 access points to 1,
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.	**Complies PO16** In accordance with *Appendix B.2 SRAIP Preliminary Engineering Report* and *B.7 Road Impact Assessment Report* the proposed access will 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.	**Complies PO17** The location of the access is consistent with the future intent of the state-controlled road and the proposed access off the Cunningham Highway will be consolidated from the existing 3 access points to the proposed 1 access point to the SRAIP.
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.	**Complies PO18** Changed access to the Cunningham HWY will facilitate shared access to the SRAIP project tenants and Frazerview Quarry with a single intersection to be constructed on the Cunningham HWY to facilitate the heavy vehicle transport tasks. This approach maximises the safety and efficiency of the state-controlled road network as the existing accesses to the subject site will be closed.
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.	**N/A.** No changes to local roads are proposed.
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.	**N/A.** No changes to local roads are proposed

Performance outcomes	Acceptable outcomes	Response
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.	**N/A** The location of the development does not contain any of public passenger transport infrastructure, public passenger services and active transport infrastructure.
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.	**N/A** The location of the development does not contain any of public passenger transport infrastructure, public passenger services and 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.	**N/A** The location of the development does not contain any of public passenger transport infrastructure, public passenger services and 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.	**N/A** The location of the development does not contain any of public passenger transport infrastructure, public passenger services and 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.	**Complies PO25** Appendix B.7 Road Impact Assessment Report determined the proposed development will not compromise the safety of users of the state-controlled road.
PO26 Development ensures **no net worsening** of the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies PO26** Appendix B.7 Road Impact Assessment Report determined the relevant standards for the access

Performance outcomes	Acceptable outcomes	Response
		upgrades to ensure no net worsening of the operating performance.
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.	**Complies PO27.** Project traffic will be restricted to site roads where possible, however it's location adjacent to the Cunningham HWY results in traffic being directed to the State Controlled network. It is proposed a service station and transport depot is included within the project site to service tenants and primary agricultural-industrial uses within the precinct. This will reduce trips on the SCR by ensuring heavy vehicles can refuel in the precinct and not have to drive to Aratula.
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.	**Complies PO28** Appendix B.7 Pavement Impact Assessment Report has assessed the proposed development and provided relevant pavement contribution amounts in accordance with GTIA.
PO29 Development does not impede delivery of **planned upgrades** of **state-controlled roads**.	No acceptable outcome is prescribed.	**Complies PO29** The development will not impede delivery of planned upgrades of the state-controlled road.
PO30 Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**.	No acceptable outcome is prescribed.	**Complies PO30** The development will not impede delivery of corridor improvements located entirely within the state-controlled road corridor.

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.	**Complies PO31** The proposed development and relevant earthworks required for the proposal will not impact the state-controlled road or road transport infrastructure.
PO32 Development does not adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies PO32.** The proposed development and relevant earthworks required for the proposal will not impact the state-controlled road or road transport infrastructure
PO33 Development does not undermine, damage or cause subsidence of a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies PO33.** Earthworks will not undermine, damage or cause subsidence of the SCR.
PO34 Development does not cause ground water disturbance in a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies PO34.** Construction of the project does not intersect groundwater.
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.	**Complies PO35.** Appendix B.7 of the Revised Draft Impact Assessment Report (RDIAR) contains the SRAIP Road Impact Assessment Report. As part of the report, it was determined that the development will not adversely impact the structural integrity or physical condition of Cunningham Highway.
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.	**Complies PO36.** Appendix B.7 of the Revised Draft Impact Assessment Report (RDIAR) contains the SRAIP Road Impact Assessment Report. As part of the report, it was determined that the development will not adversely impact the structural integrity or physical condition of Cunningham Highway.

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.	**Complies PO1** In accordance with Appendix B.17 Road Impact Assessment and Pavement Impact Assessment the proposed development will not compromise the safety of users of the state-controlled road.
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.	**Complies PO2** Appendix B.7 of the Revised Draft Impact Assessment Report (RDIAR) contains the SRAIP Road Impact Assessment Report. As part of the report, it was determined that the development will not adversely impact the structural integrity or physical condition of Cunningham Highway.
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies PO3** Appendix B.17 Road Impact Assessment Report has determined the required upgrades for the proposed intersection to ensure no net worsening of the operating performance of the state-controlled road.
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.	**Complies PO4** The proposal is not located in close proximity to a local 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.	**Complies PO5** Appendix B.7 Pavement Impact Assessment Report has assessed the proposed development and provided relevant pavement contribution amounts in accordance with GTIA.

Performance outcomes	Acceptable outcomes	Response
PO6 Development does not require a new **railway** level crossing.	No acceptable outcome is prescribed.	**N/A.** No railway level crossing is required as part of the development.
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	**N/A.** There are no railway crossings near or close to the project area.
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	**N/A.** There are no railway crossings near or close to the project area.
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.	**N/A.** There are no railway crossings near or close to the project area.
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	**N/A.** There are no railway corridors near or close to the project area.
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	**N/A.** There are no railway corridors near or close to the project area.
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**N/A.** There is no rail infrastructure near or close to the project area.
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.	**N/A.** There is no rail infrastructure near or close to the project area.
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.	**Complies PO14** Appendix B.4 Integrated Water Management Plan provides the stormwater management strategy which does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
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.	**Complies PO15** Appendix B.4 Integrated Water Management Plan provides the stormwater management strategy which does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure.
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.	**Complies PO16** Appendix B.4 Integrated Water Management Plan provides the stormwater management strategy which does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure.
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**. 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**.	**Complies AO17.1, AO17.2, AO17.3 and AO17.4** Appendix B.4 Integrated Water Management Plan provides the stormwater management strategy for the site, which is to detain the runoff generated from the developed site in the proposed flood conveyance channel running along the western site boundary. The ultimate lawful point of discharge for the site is the existing drainage channel to the north of the site.

Performance outcomes	Acceptable outcomes	Response
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure**	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **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**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	**Complies PO12** The pre-development and post-development flood modelling including impacts on the Cunningham Highway are assessed in Appendix B.4. In existing flooding scenarios greater than the 5% AEP floodwaters cross the highway from East to West, onto the proposed development site. Post-development, in the 10% and 5% AEP events, increases in flood levels are localised to the north of the subject site (Figure A.13-A.14 of Attachment B.4). The impacts are up to 60mm in magnitude and do not appear to encroach on the highway. Flooding adjacent to the highway has decreased in the 5% AEP event by up to 40mm. There are also decreases of up to 20mm upstream of the proposed development. Impacts in the swale drains adjacent to the highway are also noted during the 2% AEP event (refer Figure A.15 of Attachment A). These increases occur in locations where the existing 2% AEP flood depth is greater than 500mm deep. During the 1% AEP CC event, peak increases shown on the Eastern side of the highway (Attachment A.17) are approximately 60 mm adjacent to the Eastern swale drain. Water depths at this location are up to 700 mm deep during the existing case events with

Performance outcomes	Acceptable outcomes	Response
		extensive flooded areas surrounding it. No noticeable changes to flood extents are noted as a result of the increases shown. While there are increased impacts on the Highway (50 mm during 2%AEP event), the road will not be trafficable in existing conditions in those design events as depths in excess of 1m are predicted.
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a **state transport corridor**.	*For a **state-controlled road** environment, both of the following apply:* **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**. *For a **railway** environment both of the following apply:* **AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site. AND	**Complies** The proposal does not contain drainage infrastructure within the state-controlled road and will not require access to the state-controlled road for access to the drainage infrastructure.

Performance outcomes	Acceptable outcomes	Response
	AO19.4 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.	**N/A** The proposal does not contain drainage infrastructure within the state-controlled road and will not require access to the state-controlled road for access to the drainage infrastructure.
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposal will not impede delivery of planned upgrades of state transport infrastructure.

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.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.
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.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.

Performance outcomes	Acceptable outcomes	Response
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.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.
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.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.
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.	**N/A** Due to the rural location of the SRAIP there are no surrounding 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.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.
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;	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.

Performance outcomes	Acceptable outcomes	Response
	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; 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.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	**N/A**

Performance outcomes	Acceptable outcomes	Response
		Due to the rural location of the SRAIP there are no surrounding public passenger services that would be impacted requiring additional taxi services.
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.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger services that would be impacted requiring additional booked hire services.
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;	**N/A** Due to the rural location of the SRAIP there will be no demand for taxi services.

Performance outcomes	Acceptable outcomes	Response
	7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
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.	**N/A** Due to the rural location of the SRAIP there are no surrounding public passenger transport infrastructure or public passenger services.

STATE CODE 16: NATIVE VEGETATION CLEARING

Table 16.2: General

Performance outcomes	Acceptable outcomes	Response
PO1 Clearing of **vegetation** is consistent with any **notice requiring compliance** on the land subject to the development application, unless a **better environmental outcome** can be achieved.	No acceptable outcome is prescribed.	**NA** There are no existing notices requiring compliance.
PO2 Clearing of **vegetation** is consistent with **vegetation management requirements** for **particular regulated areas** unless a **better environmental outcome** can be achieved.	No acceptable outcome is prescribed.	**Complies with PO2** The proposed development involves clearing of native vegetation being the removal of 20 non-juvenile habitat koala trees. This clearing is does not occur within a particular regulated area and is consistent with the associated vegetation management requirements.
PO3 Clearing of **vegetation** in a **legally secured offset area**: 1. is consistent with the **offset** delivery plan; or 2. is consistent with an **agreement** for the **offset area** on the land subject to the development application; or 3. only occurs if an additional **offset** is provided.	No acceptable outcome is prescribed.	**Complies with PO3** The proposed development does not involve any clearing of vegetation in a legally secured offset area.

Table 16.7: Coordinated project (all other purposes)

Performance outcomes	Acceptable outcomes	Response
Clearing avoids and minimises impacts		
PO64 Clearing of **vegetation** and **adverse impacts of clearing vegetation** do not occur unless the application has demonstrated that the **clearing** and the **adverse impacts of clearing** have been:	No acceptable outcome is prescribed.	**Complies with PO64** The application has demonstrated that the clearing and the adverse impacts of clearing have been reasonably avoided and minimised. Refer to Section 7 of Appendix E.1.

Performance outcomes	Acceptable outcomes	Response
1. reasonably avoided; or 2. reasonably minimised where it cannot be reasonably avoided.		
Clearing associated with wetlands		
PO65 Clearing of **vegetation** within a natural **wetland** and/or within 100 metres of the **defining bank** of a natural **wetland** maintains the composition, structure and function of any **regional ecosystem** associated with any natural **wetland** to protect all of the following: 1. bank stability by protecting against bank erosion; 2. water quality by filtering sediments, nutrients and other pollutants; 3. aquatic habitat; 4. terrestrial habitat.	**AO65.1 Clearing** does not occur in a natural **wetland** or within 100 metres of the **defining bank** of any natural **wetland**. OR **AO65.2 Clearing** within 100 metres of the **defining bank** of any natural **wetland**: 1. does not occur within 10 metres of the **defining bank** of any natural **wetland**; and 2. does not exceed widths in table reference table 1 in this code.	**NA** No clearing of vegetation is proposed within 100 m of the defining bank of a natural wetland.
PO66 Where **clearing** of **vegetation** in a **regional ecosystem** associated with a natural **wetland** does not maintain the composition, structure and function of the **regional ecosystem**, and cannot be avoided and has been mitigated, an **offset** is provided for any acceptable **significant residual impact**.	No acceptable outcome is prescribed.	**NA** No clearing of vegetation is proposed in a regional ecosystem associated with a natural wetland.
Clearing associated with watercourses and drainage features		
PO67 Clearing of **vegetation** within a **watercourse** and/or **drainage feature** and/or within the relevant distance (listed in reference table 2) of a **watercourse** and/or **drainage feature,** maintains the composition,	**AO67.1 Clearing** does not occur in any of the following areas: 1. inside the **defining bank** of a **watercourse** or **drainage feature**; and	**Complies PO67** Construction of the Overland Flow Path is proposed which occurs within an existing drainage feature / watercourse on

Performance outcomes	Acceptable outcomes	Response
structure and function of the **regional ecosystem** associated with the **watercourse** and/or **drainage feature** to protect all of the following: 1. bank stability by protecting against bank erosion; 2. water quality by filtering sediments, nutrients and other pollutants; 3. aquatic habitat; 4. terrestrial habitat.	2. within the relevant distance of the **defining bank** of any **watercourse** or **drainage feature** in reference table 2 of this code. OR **AO67.2 Clearing** within any **watercourse** or **drainage feature**, or within the relevant distance of the **defining bank** of any **watercourse** or **drainage feature** in reference table 2 of this code: 1. does not exceed the widths in table reference table 1 of this code; and 2. does not occur within 10 metres of the **defining bank**, unless **clearing** is required into or across the **watercourse** or **drainage feature**.	the project site in accordance with Appendix B.8 and the operational works plan at Appendix B.1.4. As outlined in the RDIAR, these works will enhance the waterway features and are necessary to increase capacity associated with regional flood events and stormwater runoff from the Industry Precinct. Stormwater will be managed in accordance with the Integrated Water Management Plan provided at Appendix B.4.
PO68 Where **clearing** of **vegetation** in a **regional ecosystem** associated with a **watercourse** and/or **drainage feature** does not maintain the composition, structure and function of the **regional ecosystem**, and cannot be avoided and has been mitigated, an **offset** is provided for any acceptable **significant residual impact**.	No acceptable outcome is prescribed.	**NA** No clearing of vegetation in a regional ecosystem associated with a watercourse is proposed.
Connectivity		
PO69 Regional ecosystems on the subject land and any adjacent land retain sufficient **vegetation** to:	**AO69.1 Clearing** occurs in accordance with reference table 3 of this code.	**NA**

Performance outcomes	Acceptable outcomes	Response
1. maintain **ecological processes**; and 2. ensure the **regional ecosystem** remains in the landscape despite **threatening processes**.		No clearing of regional ecosystems is proposed. The removal of 20 NJHKT's are not associated with an RE and are fragmented individual specimens.
PO70 Where: 1. **clearing** of **vegetation** in a **regional ecosystem** does not maintain **ecological processes;** and 2. the **regional ecosystem**; and 3. the **clearing** cannot be avoided; and 4. the **clearing** has been mitigated an **offset** is provided for any acceptable **significant residual impact**.	No acceptable outcome is prescribed.	**NA** No clearing of regional ecosystems is proposed. The removal of 20 NJHKT's are not associated with an RE and are fragmented individual specimens.
Soil erosion if the local government is not the assessment manager for the development application		
PO71 Clearing does not result in **accelerated soil erosion** within or outside the land the subject of the development application.	**AO71.1 Clearing** only occurs if an **erosion and sediment control plan** is developed and implemented to prevent **soil erosion and instability** resulting from the **clearing**.	**NA** The local government will be assessment manager for the development application.
Salinity		
PO72 Clearing within 100 metres of a **salinity expression area** does not contribute to or accelerate **land degradation** through either of the following: 1. **waterlogging**; 2. the **salinisation** of **groundwater**, surface water or soil.	**AO72.1 Clearing** does not occur within 100 metres of a **salinity expression area**.	**NA** Salinity expression areas do not occur on site.
Conserving least concern regional ecosystems - Minimising clearing of areas temporarily required to enable construction of the infrastructure		
PO73 Clearing of **vegetation** for temporary use areas to construct necessary infrastructure, such as temporary use roads or access tracks, maintains the	**AO73.1 Clearing** for temporary use areas to construct necessary infrastructure does not occur in a **least concern regional ecosystem**.	**NA** Clearing proposed is not for temporary purposes.

Performance outcomes	Acceptable outcomes	Response
composition, structure and function of **least concern regional ecosystems**.	OR **AO73.2** Total **clearing** for temporary use areas to construct necessary infrastructure in any **regional ecosystem** combined does not exceed the widths prescribed in table reference table 1 of this code. OR **AO73.3** Total **clearing** for temporary use areas to construct necessary infrastructure in any **regional ecosystem** combined does not exceed areas prescribed in table reference table 1 of this code.	
PO74 Where **clearing** of **vegetation** in a **regional ecosystem** for temporary use areas to construct necessary infrastructure does not maintain the composition, structure and function of the **regional ecosystem**, and cannot be avoided and has been mitigated, the **cleared** area is **rehabilitated**.	No acceptable outcome is prescribed.	**NA** Clearing proposed is not for temporary purposes
Conserving endangered and of concern regional ecosystems		
PO75 Clearing of **vegetation** maintains the composition, structure and function of **endangered regional ecosystems** and/or **of concern regional ecosystems**.	**AO75.1 Clearing** does not occur in an **endangered regional ecosystem** or an **of concern regional ecosystem**. OR	**Complies AO75.1** Clearing does not occur in an endangered regional ecosystem of an of concern regional ecosystem.

Performance outcomes	Acceptable outcomes	Response
	AO75.2 Total **clearing** of **endangered regional ecosystems** and **of concern regional ecosystems** combined does not exceed the widths prescribed in table reference table 1 of this code. OR **AO75.3** Total **clearing** of **endangered regional ecosystems** and **of concern regional ecosystems** combined does not exceed areas prescribed in reference table 1 of this code.	
PO76 Where **clearing** of **vegetation** in an **endangered regional ecosystem** or an **of concern regional ecosystems** does not maintain the composition, structure and function of the **regional ecosystem**, and cannot be avoided and has been mitigated, the cleared area: 1. is **rehabilitated**; or 2. where the cleared area cannot be **rehabilitated**, an **offset** is provided for any acceptable **significant residual impact**.	No acceptable outcome is prescribed.	**NA** Clearing does not occur in an endangered regional ecosystem of an of concern regional ecosystem.
Essential habitat excluding essential habitat for *Phascolarctos cinereus* (koalas) if development is assessable under Schedule 10, Part 10 of the Planning Regulation 2017		
PO77 Clearing of **vegetation** in a **regional ecosystem** that is an area of **essential habitat** maintains the composition, structure and function of the **regional**	**AO77.1 Clearing** does not occur in **essential habitat**.	**Complies AO77.1** Clearing does not occur in essential habitat.

Performance outcomes	Acceptable outcomes	Response
ecosystem for each **protected wildlife** species individually.	OR **AO77.2 Clearing** in **essential habitat** does not exceed the widths prescribed in reference table 1 of this code. OR **AO77.3 Clearing** in **essential habitat** does not exceed the areas prescribed in reference table 1 of this code.	Although this is the case, removal of 20 NJKHT's is considered to be a SRI under the QEOP. To this end a financial contribution will be paid in accordance with the offset calculator.
PO78 Where **clearing** of **vegetation** in a **regional ecosystem** that is an area of **essential habitat** does not maintain the composition, structure and function of the **regional ecosystem**, and cannot be avoided and has been mitigated, an **offset** is provided for any acceptable **significant residual impact for** each **protected wildlife** species individually.	No acceptable outcome is prescribed.	**NA** Clearing does not occur in an endangered regional ecosystem of an of concern regional ecosystem. Although this is the case, removal of 20 NJKHT's is considered to be an SRI under the QEOP. To this end a financial contribution will be paid in accordance with the offset calculator.
Acid sulfate soils if the local government is not the assessment manager for the development application		
PO79 Clearing does not result in, or accelerate, disturbance of acid sulfate soils or changes to the hydrology of the location that will result in either of the following: 1. aeration of horizons containing iron sulphides 2. mobilisation of acid or metals.	**AO79.1 Clearing** does not occur in **land zone 1**, **land zone 2** or **land zone 3**. OR **AO79.2 Clearing** in **land zone 1**, **land zone 2** or **land zone 3** in areas below the five metre Australian Height Datum only occurs where:	**NA** The local government is intended to be assessment manager for the development application.

Performance outcomes	Acceptable outcomes	Response
	1. **mechanical clearing** does not disturb the soil to a depth greater than 30 centimetres; and 2. acid sulfate soils are managed consistent with the soil management guidelines in the Queensland Acid Sulfate Soil Technical Manual.	

STATE CODE 18: CONSTRUCTING OR RAISING WATERWAY BARRIER WORKS IN FISH HABITATS

Table 18.1 Operational work

Performance outcomes	Acceptable outcomes	Response
All development - Impacts on waterway		
PO1 Waterway barrier works do not result in adverse impacts on **waterways**.	No acceptable outcome is prescribed.	**Complies with PO1.** As per appendix B8, the construction of culverts, roads, and the development of an overland flow path are not expected to have any significant residual impacts. The proposed waterway barrier is expected to improve biodiversity by enhancing fish passage connectivity.
PO2 Development is designed, constructed and maintained to avoid and minimise impacts on **matters of state environmental significance**.	No acceptable outcome is prescribed.	**Complies with PO2.** The SRAIP has been designed to avoid impacts to MSES where possible. Additionally, the activity does not involve disturbance to MSES vegetation. An MSES high ecological significance wetland is located ~ 2 km downstream. No other declared high ecological value waters (watercourses or wetlands) are located within a 5 km radius.
PO3 Where development impacts on **matters of state environmental significance**, development mitigates impacts and provides an **offset** for any acceptable **significant residual impact** on **matters 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.	**N/A**. There will be no impact on any MSES associated with waterways that requires an offset. As per appendix E.1, the project is not within 100 m of an area identified as High Ecological Value Waters (watercourse or Wetland) or High Ecological Significance Wetlands.

Performance outcomes	Acceptable outcomes	Response
All development in general		
PO4 Aspects of development are only permitted within a **waterway** where there is a functional requirement and the development cannot be feasibly located elsewhere. Ancillary elements are to be located outside of the **waterway**.	No acceptable outcome is prescribed.	**Complies with PO4**. All proposed development within a waterway is required, and includes construction of the floodway, culverts to establish access roads..
PO5 For the life of the barrier, adequate **fish** passage must be provided and maintained at all **waterway barrier works** through: 1. **fish way(s)** that adequately provide for the movement of **fish**; or the movement of **fish** is adequately provided for in another way.	*For all crossings:* **AO5.1** Hydraulic conditions (depth, velocities and turbulence) from the downstream to the upstream limit of the structure allow for **fish** passage of all **fish** attempting to move through the crossing at all flows up to the **drownout** of the structure. AND **AO5.2** For the life of the crossing, the relative levels of: 1. a bed level crossing or a culvert invert; 2. bed erosion protection; 3. apron scour protection; and 4. the **waterway** bed are maintained to avoid drops in elevation at their joins. AND **AO5.3** The crossing and associated erosion protection structures are installed at no steeper gradient than the ***waterway*** bed gradient. AND	**Complies with PO5.** As per Appendix B.8, proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works. Operational works will be carried out in accordance with the drawings provided Appendix B.1.4. Drawings will be updated during detailed design to factor in any conditions of approval advised by the Coordinator-General through the Coordinator-General's Evaluation Report in conjunction with the Department of Agriculture and Fisheries .

Performance outcomes	Acceptable outcomes	Response
	AO5.4 The crossing and associated erosion protection structures are roughened throughout to approximately simulate natural bed conditions. AND **AO5.5** Design and maintenance measures are in place for the life of the crossing to keep crossings clear of blockages through a regular inspection program in order to retain **fish** passage through the crossing. AND *For **waterway** crossings other than bridges and culverts:* **AO5.6** The crossing is built at or below bed level so that the surface of the crossing is no higher than the stream bed at the site. AND **AO5.7** The lowest point of the crossing is installed at the level of the lowest point of the natural **waterway** bed (pre-construction), within the footprint of the proposed crossing. AND **AO5.8** There is a height difference between the lowest point of the crossing and the edges of the low flow section of the crossing so that water is channelled into the low flow section of the crossing.	

Performance outcomes	Acceptable outcomes	Response
	AND **AO5.9** The level of the remainder of the crossing is no higher than the lowest point of the natural **waterway** bed outside of the low flow channel. AND *For bridges:* **AO5.10** Bridge support piles are not constructed within the low-flow channel and do not constrict the edges of the low-flow channel, and the number of piles within the **waterway** are minimised. AND **AO5.11** Bridge abutments and bank revetment works do not extend into the ***waterway*** beyond the toes of the banks. AND **AO5.12** Suitable **fish habitats** are maintained within the low-flow channel. AND *For culverts:*	

Performance outcomes	Acceptable outcomes	Response
	AO5.13 Culverts are only installed where the site conditions do not allow for a bridge. AND **AO5.14** The combined width of the culvert cell apertures is equal to 100 percent of the ***main channel*** width. AND **AO5.15** The base of the culvert incorporates a low flow channel consistent with the natural low flow channel and: 1. is buried a minimum of 300 millimetres to allow bed material to deposit and reform the natural bed on top of the culvert base; or 2. the base of the culvert is the **waterway** bed; or 3. the base of the culvert cell and any instream scour protection within the **waterway** is roughened throughout to approximately simulate natural bed conditions. AND **AO5.16** The outermost culvert cells incorporate roughening elements such as baffles on their bankside sidewalls. AND	

Performance outcomes	Acceptable outcomes	Response
	AO5.17 Roughening elements are installed on the upstream wingwalls on both banks to the height of the upstream obvert or the full height of the wingwall. AND **AO5.18** Roughening elements provide a contiguous lower velocity zone (no greater than 0.3 metres/second) for at least 100 millimetres width from the wall through the length of the culvert and wingwalls. AND **AO5.19** Culvert alignment to the **waterway** flow minimises water turbulence. AND **AO5.20** There is sufficient light at the entrance to and through the culvert so that ***fish*** are not discouraged by a sudden darkness. AND **AO5.21** The depth of cover above the culvert is as low as structurally possible, except where culverts have an average recurrence interval (ARI) greater than 50 years. AND	

Performance outcomes	Acceptable outcomes	Response
	AO5.22 For culvert crossings designed with a flood immunity ARI greater than 50 years, ***fish*** passage is provided up to culvert capacity. *For all other development no acceptable outcome is prescribed.*	
PO6 W*aterway* barrier works are designed, constructed, operated and maintained to provide lateral and longitudinal *fish* passage for all members of the fish community.	*No acceptable outcome is prescribed.*	**Complies with PO6.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO7 The development is designed and operated so that all components of waterway barrier works and pathways of potential fish movement provide for safe *fish* passage. Stepped spillways are not acceptable.	*No acceptable outcome is prescribed.*	**Complies with PO7.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO8 The drownout characteristics of the waterway barrier works are designed and constructed to not result in adverse impacts to fish passage.	*No acceptable outcome is prescribed.*	**Complies with PO8.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO9 Development does not result in adverse impacts to fisheries resources.	*No acceptable outcome is prescribed.*	**Complies with PO9.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO10	*No acceptable outcome is prescribed.*	**Complies with PO10.**

Performance outcomes	Acceptable outcomes	Response
The design, construction and maintenance of the development does not result in non-essential hardening or unnatural modification of the main channel of the waterway.		The development will not result in any unnatural modification of the main waterway channel. All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO11 The development retains natural fish habitat and features such as shade, pools, riffles, rock outcrops and boulders, wherever possible.	*No acceptable outcome is prescribed.*	**Complies with PO11.** Natural fish habitat will be retained where possible. All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO12 The design, construction and maintenance of the development does not result in straightening of meandering waterways.	*No acceptable outcome is prescribed.*	**Complies with PO12.** The development will not result in the straightening of meandering waterways. All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO13 Where channels are to be significantly modified, the design and construction of the development replicates natural waterways and habitat features.	*No acceptable outcome is prescribed.*	**Complies with PO13.** The design and construction of the overland flow path will enhance the current irrigation diversion channel by replicating more natural waterway and including habit features. Refer to Appendix B.8
PO14 Where waterway barrier works will modify water levels or flow characteristics of the waterway, existing up and downstream structures are upgraded to provide	*No acceptable outcome is prescribed.*	**N/A.** Waterway barrier works will not modify water levels or flow characteristics of the waterway.

Performance outcomes	Acceptable outcomes	Response
adequate fish passage in accordance with the new levels or flow characteristics.		
PO15 The development is designed, constructed and maintained to provide water exchange sufficient to maintain or improve water quality and flow conditions on which fisheries resources depend.	*No acceptable outcome is prescribed.*	**Complies with PO15.** Historic culverts that were acting as a barrier will be removed or replaced. The construction of new culverts will improve biodiversity outcomes by creating more permanent water features in the existing diversion channel, providing greater connectivity of fish passage and establishing more suitable aquatic habitat for fish.
PO16 Development likely to cause drainage or disturbance to acid sulfate soils, prevents the release of contaminants and impacts on fisheries resources and fish habitats.	*No acceptable outcome is prescribed.*	**N/A.** Development is not likely to cause drainage disturbance or disturbance to acid sulfate soils.
PO17 The development is designed, constructed and maintained to not result in adverse impacts to beds, banks and vegetation adjacent to the permanent development footprint.	*No acceptable outcome is prescribed.*	**Complies with PO17.** Where possible, construction works will occur greater than 50 m distance from the banks of mapped waterways. All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works. Construction of the overland flow path will enhance the bed, banks and vegetation associated with the existing irrigation diversion channel.
PO18 After completion of works, disturbed areas of the bed and banks of the waterway outside the permanent development footprint are returned to their original profile and stabilised to promote regeneration of natural *fish habitats*.	*No acceptable outcome is prescribed.*	**Complies with PO18.** Disturbed areas near waterways will be stabilized following completion of works including enhanced habitat for natural fish.
PO19	*No acceptable outcome is prescribed.*	**Complies with PO19.** The natural substrate of the waterway bed will be maintained where possible.

Performance outcomes	Acceptable outcomes	Response
The development is designed and constructed to maintain or restore the natural substrate of the waterway bed.		
PO20 Development does not adversely impact on community access to tidal land and waterways.	*No acceptable outcome is prescribed.*	**N/A.** The project is located on privately owned land.
PO21 Development does not adversely impact on community access to fisheries resources and fish habitats including recreational and indigenous fishing access.	*No acceptable outcome is prescribed.*	**N/A.** The project is located on privately owned land and the waterways do not support fish species suitable for fishing.
PO22 Development does not adversely impact on commercial fishing access and linkages between a commercial fishery and infrastructure, services and facilities.	*No acceptable outcome is prescribed.*	**N/A.** The project is located on privately owned land and the waterways do not support fish species suitable for fishing..
Development involving fish ways		
PO23 Having regard to the hydrology of the site and **fish** movement characteristics, the **fish way** is capable of operating, and will operate: 1. for as long as the **waterway barrier work** is in position; and 2. whenever there are inflows into the impoundment or **waterway**, release out of the impoundment and during overtopping events; and **3.** when the impoundment is above dead storage level.	No acceptable outcome is prescribed.	**Complies with PO23.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO24 The development is designed, constructed and maintained to ensure the hydrology allows for fish movement for the life of the **waterway barrier works**.	No acceptable outcome is prescribed.	**Complies with PO24.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.

Performance outcomes	Acceptable outcomes	Response
PO25 **Fish ways** are designed, constructed and maintained to not adversely impact on **fish** and **fish** movement.	No acceptable outcome is prescribed.	**Complies with PO25.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO26 **Fish ways** are designed, constructed and operated to direct release water through the **fish way** as a priority over the outlet works.	No acceptable outcome is prescribed.	**Complies with PO26.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO27 **Fish ways** are designed, constructed and operated to ensure flows and releases of water do not result in adverse impacts to **fish** or **fish passage**.	No acceptable outcome is prescribed.	**Complies with PO27.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO28 The development is designed, constructed and operated to ensure **fishway** operational issues are promptly rectified for the life of the **fishway** including: 1. all components are designed to be durable, reliable and adequately protected from damage during high flow and flood events 2. all components can be replaced; and 3. a contingency plan ensures provision of alternate adequate **fish** passage during the **fish way** re-instatement process.	No acceptable outcome is prescribed.	**Complies with PO28.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO29 The development is designed to allow for installation of monitoring equipment and to allow access for monitoring and maintenance.	No acceptable outcome is prescribed.	**Complies with PO29.** Access to water for monitoring and maintenance will be allowed where possible.

Performance outcomes	Acceptable outcomes	Response
PO30 **Fish ways** are designed, constructed and operated to source water supply from surface water or equivalent water quality.	No acceptable outcome is prescribed.	**Complies with PO30.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
PO31 Tailwater control structures are designed, constructed and maintained to allow for **fish passage**.	No acceptable outcome is prescribed.	**Complies with PO31.** All proposed waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of waterway barrier works.
Development involving floodgates		
PO32 The design, construction and operation of a floodgate does not result in adverse impacts on ***fish, fish passage*** or ***fish habitat***.	No acceptable outcome is prescribed.	**N/A.** No floodgates are proposed as part of the development.
PO33 Floodgates are designed, constructed and maintained to ensure the invert is at bed level.	No acceptable outcome is prescribed.	**N/A.** No floodgates are proposed as part of the development.
Temporary waterway barrier works		
PO34 The temporary ***waterway barrier works*** will exist only for a specified temporary period.	No acceptable outcome is prescribed.	**Complies with PO34.** Temporary waterway barriers will be removed in accordance with timeframes specified in the ADR.
PO35 The temporary waterway barrier works provides adequate **fish** movement	No acceptable outcome is prescribed.	**Complies with PO35.** All proposed temporary waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR).
PO36 The development is designed, constructed and maintained to ensure temporary barriers are removed and the bed and banks are returned to their original profile and stability.	No acceptable outcome is prescribed.	**Complies with PO36.** All proposed temporary waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for

Performance outcomes	Acceptable outcomes	Response
		operational work that is the construction or raising of temporary waterway barrier works.
PO37 Temporary **waterway barrier works** are designed, constructed and maintained to allow for downstream movement during works, where required by species present.	No acceptable outcome is prescribed.	**Complies with PO37.** All proposed temporary waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of temporary waterway barrier works.
PO38 The condition and value of aquatic macrophytes and other **fish habitats** is maintained.	No acceptable outcome is prescribed.	**Complies with PO38.** All proposed temporary waterway barrier works will be constructed and maintained in compliance with the relevant accepted development requirement (ADR) for operational work that is the construction or raising of temporary waterway barrier works. No impact to the condition and value of aquatic macrophytes and other fish habitats is expected.

STATE CODE 22: ENVIRONMENTALLY RELEVANT ACTIVITIES

Table 22.1: All development

Performance outcomes	Acceptable outcomes	Response		
All ERAs		**ERA53(a) – Composting**	**ERA53(b) – Anaerobic Digester**	**ERA63(b) – Sewage Treatment Plant**
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.	'On the basis of the noise impact assessment conducted, the proposed SRAIP industrial development, anaerobic digester / biogas plant and composting facility can comply with appropriate noise criteria at surrounding sensitive land uses.[1] It is noted that the assessment undertaken is based upon certain assumptions that warrant review through the application phase and for future development applications as per section 2.5 Air and Noise Emissions in ERA 53(b) Anerobic Digestate Report.		The STP will be fully enclosed and has been appropriately distanced from potential sensitive receptors. The irrigation system will distribute effluent above ground via coarse droplet irrigation methods that minimise aerosols. Discussion on the above and other measures to mitigate air quality and noise impacts is provided in OWMR - Section 5 and Attachment D.[2]
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.	'Detailed air pollutant dispersion modelling of the proposed activities based upon currently available design information demonstrates that compliance with the relevant air quality guidelines can be achieved at sensitive receptors with the implementation of appropriate controls and management measures'.[3]		
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.	The composting area is located at the top of the sub-catchment. The facility incorporates a feedstock and windrow leachate containment system, and	The AD is located a sufficient distance from dams and surface waters (refer section 5.4 Geology and Hydrology Table 5 – Hydrology	The irrigation area is located 100 m east of an ephemeral gully, 75 m southeast of the closest dam and 1.2 km northwest of Warrill Creek as

[1] Draft Noise Impact Assessment SRAIP 6200 Cunningham Highway Kalbar (prepared by MWA Environmental, dated March 2020).
[2] Onsite Wastewater Management Report 6200 – 6206 Cunningham Highway, Kalbar, Queensland (prepared by Precise Environmental, dated 6 April 2020).
[3] Draft Air Quality Impact Assessment SRAIP 6200 Cunningham Highway Kalbar (prepared by MWA Environmental, dated March 2020).

Performance outcomes	Acceptable outcomes	Response		
		stormwater management system designed for a 1 in 10 year rain event as per model condition requirements. Discussion on the above and other measures to mitigate environmental harm to receiving waters is provided in section 5.4 Geology and Hydrology Table 5 – Hydrology details of the site and surrounds). [4]	details of the site and surrounds).[4] Discussion on the above and other measures to mitigate receiving water impacts potentially associated with the AD plant, and digestate liquid applications is provided in section 8.17 Environmental Monitoring and review.[4]	shown in OWMR - Attachment A, Figures 4 and 5.[2] The irrigation area has been specifically designed using MEDLI to maximise evapotranspiration in order to prevent ponding and runoff of effluent to surface waters. Discussion on the above and other measures to mitigate receiving water impacts is provided in OWMR - Section 5 and Attachment D.[2] This includes an Irrigation Area Management Plan.

[4] Proposed Environmentally Relevant Activity 53(b) - organic material processing by anaerobic digestion: Proposed SRAIP 6200 – 6206 Cunningham Highway, Kalbar, Qld (prepared by Precise Environmental, dated 6 April 2020).

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.	Design and management measures to mitigate potential impacts from hazardous contaminants are discussed in discussed in management measures Section 6.2.1 Feed Stock and Compost to 6.1 Emergency preparedness and response. These include, yet are not limited to implementation of: - Feedstock acceptance criteria and rejection of non-compliant materials - A feedstock and windrow leachate containment system designed for a 1 in 10 year rain event. - Quality assurance monitoring of compost in accordance with AS 4454-2012: Composts, soil conditioners and mulches - Storage of the limited, if any, HAZMAT within spill containment devices - Appropriate waste management receptacles and licensed disposal	Design and management measures to mitigate potential impacts from hazardous contaminants are discussed in management measures sections 8.21 to 8.7[4] These includes, yet are not limited to implementation of: - Feedstock acceptance criteria and rejection of non-compliant materials - Undercover feedstock and digestate solids storage leachate containment system - In process and end-product quality assurance monitoring of liquid digestate - Quality assurance monitoring of digestate solids in accordance with AS 4454-2012: Composts, soil conditioners and mulches. - Storage of HAZMAT within spill containment devices	Design and management measures to mitigate potential impacts from hazardous contaminants are discussed in OWMR - Section 4, Section 5 and Attachment D.[2] These includes, yet are not limited to: - Rejection of trade waste - Wet weather storage, or licensed disposal of effluent, when irrigation is not possible (e.g. during / following rain events), and high level alarm warning of potential overflows - Desludging and wash-down within a containment system - Removal of sludge and solid waste by licensed contractor - Storage of HAZMAT within spill containment devices - Emergency response including spills shall be incorporated in SOPs.

Performance outcomes	Acceptable outcomes	Response		
		- Emergency response including spills shall be incorporated in SOPs.	- Appropriate waste management receptacles and licensed disposal - Emergency response including spills shall be incorporated in SOPs.	

Performance outcomes	Acceptable outcomes	Response
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.	Qld Globe contour layer indicates site elevations of the operational areas are 90 – 120 m AHD. The developed flood level (6/12 hr critical duration) nearest to subject area has been modelled at 80 – 83 m AHD (Q10 and Q100).[5]
All development – matters of state environmental significance		

[5] Integrated Water Management Plan – Scenic Rim Agricultural Industrial Precinct (Draft) (prepared Cardno, dated 13 December 2019).

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.	The activity does not involve disturbance to MSES vegetation. An MSES high ecological significance wetland is located ~ 2 km downstream. No other declared high ecological value waters (watercourses or wetlands) are located within a 5 km radius. Measures mitigating impacts to any receiving waters including MSES are discussed in PO4.

STATE CODE 25: DEVELOPMENT IN SOUTH EAST QUEENSLAND KOALA HABITAT AREAS

Table 25.2 Material change of use, operational work, building work and plumbing or drainage work.

Performance outcomes	Response
PO1 Development supports connectivity between highly connected patches of mapped koala habitat areas.	**Complies with PO1.** The developable footprint of the Project is not within a Koala Assessable Development Area (KADA) mapping under the Planning Act 2016. The Project Site is also not mapped within a Koala Priority Area (KPA) or mapped under any Core Koala Habitat Area (CKHA). The removal of 20 individual NJKHT's is needed within the development footprint to establish the Project. These trees are highly fragmented and occur amongst the existing agricultural uses of cropping and grazing. The project will result in a financial offset contribution as well as voluntary plantings of Queensland Blue Gums across the project site (particularly within the proposed Overland Flow Path). This will enhance Koala movement around the outside of the industrial precinct.
PO2 Development supports safe koala movement by preventing fragmentation of patches of mapped koala habitat areas.	**Complies with PO2.** The developable footprint of the Project is not within a Koala Assessable Development Area (KADA) mapping under the Planning Act 2016. The Project Site is also not mapped within a Koala Priority Area (KPA) or mapped under any Core Koala Habitat Area (CKHA). The removal of 20 individual NJKHT's is needed within the development footprint to establish the Project. These trees are highly fragmented and occur amongst the existing agricultural uses of cropping and grazing. The project will result in a financial offset contribution as well as voluntary plantings of Queensland Blue Gums across the project site (particularly within the proposed Overland Flow Path). This will enhance Koala movement around the outside of the industrial precinct.
PO3 Development within a mapped koala habitat area is undertaken in a way that prevents the risk of injury or death of koalas.	**NA.** The developable footprint of the Project is not located within a Koala Assessable Development Area, or a Koala Priority Area. Further the Proposed Development does not occur within any mapped Core Koala Habitat Area. Notwithstanding, all clearing works will be undertaken generally in accordance with Schedule 11, Part 3 of the Planning Regulation 2017 and general best practice for clearing.

PO4 Development does not compromise safe koala movement through impediments that restrict movements between highly connected patches of mapped koala habitat areas.	**Complies with PO4.** developable footprint of the Project is not located within a Koala Assessable Development Area, or a Koala Priority Area. Further the Proposed Development does not occur within any mapped Core Koala Habitat Area. Notwithstanding, movement opportunities for the Koala will remain along the western boundary of Lot 9, through the central portion of the study area along the lower slopes of the undulated low hill, and through the south-western corner of Lot 9 into Lot 2.
PO5 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.*	**Complies with PO5.** The SRAIP has avoided impacts to MSES where possible and will result removal of 20 NJKHTs which constitutes a significant residual impact under the QEOP. The Applicant is committed to the provision of a financial offset to acquit the minor significant residual impact for Koala in accordance with the QEOP. The avoidance, minimisation and offset proposal is detailed in **Appendix E.1**. Generally, avoidance is demonstrated by siting the project away from the established Koala habitat areas located to the northwest of the subject property. The chosen development footprint is proposed due to topography constraints and maintaining direct access to the Cunningham HWY. Where possible, the development footprint minimises impacts to NJKHT's by changing the earthworks cut areas to avoid these trees.

Table 25.3 Reconfiguring a lot

Performance outcomes	Response
PO6 Development supports connectivity between highly connected patches of mapped koala habitat areas.	**Complies with PO6.** The Project Site is not within a Koala Assessable Development Area (KADA) mapping under the Planning Act 2016. The Project Site is also not mapped within a Koala Priority Area (KPA) or mapped under any Core Koala Habitat Area (CKHA). The removal of 20 individual NJKHT's is needed within the development footprint to establish the Project. These trees are highly fragmented and occur amongst the existing agricultural uses of cropping and grazing. The project will result in an financial offset contribution as well as voluntary plantings of Queensland Blue Gums across the project site (particularly within the proposed Overland Flow

Performance outcomes	Response
	Path). This will enhance Koala movement around the outside of the industrial precinct.
PO7 Interfering with koala habitat as a result of the development does not compromise safe koala movement by preventing fragmentation of patches of mapped koala habitat areas.	**Complies with PO7.** The Project Site is not within a Koala Assessable Development Area (KADA) mapping under the Planning Act 2016. The Project Site is also not mapped within a Koala Priority Area (KPA) or mapped under any Core Koala Habitat Area (CKHA). The removal of 20 individual NJKHT's is needed within the development footprint to establish the Project. These trees are highly fragmented and occur amongst the existing agricultural uses of cropping and grazing. The project will result in an financial offset contribution as well as voluntary plantings of Queensland Blue Gums across the project site (particularly within the proposed Overland Flow Path). This will enhance Koala movement around the outside of the industrial precinct.
PO8 Interfering with koala habitat as a result of the development supports connectivity between highly connected patches of mapped koala habitat areas.	**Complies with PO8.** The Site is not located within a Koala Assessable Development Area, or a Koala Priority Area. Further the Proposed Development does not occur within any mapped Core Koala Habitat Area. Notwithstanding, movement opportunities for the Koala will remain along the western boundary of Lot 9, through the central portion of the study area along the lower slopes of the undulated low hill, and through the south-western corner of Lot 9 into Lot 2. The project will result in an financial offset contribution as well as voluntary plantings of Queensland Blue Gums across the project site (particularly within the proposed Overland Flow Path). This will enhance Koala movement around the outside of the industrial precinct.
PO9 Development supports safe koala movement by preventing fragmentation of patches of mapped koala habitat areas.	**Complies with PO9.** Movement opportunities for the Koala will remain along the western boundary of Lot 9, through the central portion of the study area along the lower slopes of the undulated low hill, and through the south-western corner of Lot 9 into Lot 2. The project will result in a financial offset contribution as well as voluntary plantings of Queensland Blue Gums across the project site (particularly within the proposed Overland Flow Path). This will enhance Koala movement around the outside of the industrial precinct. This outcome will further support the safe movement of Koalas

Performance outcomes	Response
	by preventing fragmentation of mapped koala habitats on site and ensuring Koalas are not attracted to within the SRAIP Industrial Precinct.
PO10 Development within a mapped koala habitat area is undertaken in a way that prevents the risk of injury or death of koalas.	**Complies with P10.** The Site is not located within a Koala Assessable Development Area, or a Koala Priority Area. Further the Proposed Development does not occur within any mapped Core Koala Habitat Area. Notwithstanding, all clearing works should be undertaken generally in accordance with Schedule 11, Part 3 of the Planning Regulation 2017 and general best practice for clearing.
PO11 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.*	**Complies with P11.** The SRAIP has avoided impacts to MSES where possible and will result removal of 20 NJKHTs which constitutes a significant residual impact under the QEOP. The Applicant is committed to the provision of a financial offset to acquit the minor significant residual impact for Koala in accordance with the QEOP. The avoidance, minimisation and offset proposal is detailed in **Appendix E.1**. Generally, avoidance is demonstrated by siting the project away from the established Koala habitat areas located to the northwest of the subject property. The chosen development footprint is proposed due to topography constraints and maintaining direct access to the Cunningham HWY. Where possible, the development footprint minimises impacts to NJKHT's by changing the earthworks cut areas to avoid these trees.