
FW: Temporary camp and batch plant approval - Kidston connection project

From Catherine Hobbs <Catherine.Hobbs@coordinatorgeneral.qld.gov.au>

Date Mon 1/31/2022 12:02 PM

To NQSARA <NQSARA@dsdilgp.qld.gov.au>

 3 attachments (4 MB)

Genex Kidston Connection Project_state controlled roads.pdf; Genex Kidston Connection Project_vegetation_watercourses.pdf; Ancillary infrastructure register_SARA.xlsx;

Hey Kris

Can you please upload this as Written advice as 2 SPLs (refer to the xls file).

SPL 1 – 2 camps

SPL 2 – 6 Mobile Concrete batching plants

Call me if you have any questions.

Thanks

Catherine

From: [Sch. 4(4)(6) - Disclosing personal information]@ugllimited.com>

Sent: Friday, 14 January 2022 5:36 PM

To: Catherine Hobbs <Catherine.Hobbs@dsdilgp.qld.gov.au>

Subject: RE: Temporary camp and batch plant approval - Kidston connection project

Hi Catherine,

I hope you had a great Christmas and New Year break. I've put together the information you've requested below and that we spoke about on the phone last year. A few points to note:

- I've attached two sets of plans I have developed. The first shows all infrastructure in relation to state or local controlled roads and which the access will be off. The second file highlights each infrastructure and how much clearing is required, what category of vegetation (using regulated vegetation management mapping from QLD Globe), nearby watercourses (both DAF and water act) and also shows nearby roads.
- I have updated the register to include
 - Vegetation category
 - Amount of clearing (HA) and vegetation category
 - If access is from state or local road
 - Fuel storage requirements
 - ERA requirements
 - Assessment manager
- Advice from Charters Towers Shire suggests that because the camp is more than 21 equivalent persons an EP 63 will be required. I don't believe the batch plants require an ERA.
- I can confirm Charters Towers Shire will be assessment manager for both camp 1 and camp 2. Regarding the batch plants I'm still awaiting advice. I have recently spoken to Etheridge shire as well and they are seeking advice but have suggested as they don't have a planning department that SARA will likely be the assessment manager.
- I'm still awaiting advice from my project team for the location and details of Batch plant 1.

- I'm still awaiting advice from our client Powerlink regarding water and what existing land owners surface water we may be allowed to use however I would suggest it highly likely we will be required to construct several new ground water bores and also utilise "spear pumps" in addition to the take of surface water from watercourses where possible. I will endeavour to provide more details on this matter ASAP. I understand that as a constructing authority Powerlink and any of its contractors are entitled to the take of water without a water entitlement which comes with conditions.

I hope the above and attached information can assist you in offering permit and approval advice for the proposed temporary batch plants and camps. Happy for you to provide advice on the camps separately to the batch plants as well if any information is missing which you may require.

Feel free to give me a buzz if you have any questions or concerns. Again thanks for your assistance

Cheers,

Sch. 4(4)(6) - Disclosing p

Environmental Advisor

Projects

UGL Pty Limited



Level 7, 199 Grey St | South Brisbane QLD 4101 | Australia

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E Sch. 4(4)(6) - Disclosing @ugllimited.com

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From: Catherine Hobbs <Catherine.Hobbs@dsdilgp.qld.gov.au>

Sent: Tuesday, 21 December 2021 10:35 AM

To: Sch. 4(4)(6) - Disclosing personal information @ugllimited.com>

Cc: NQSARA <NQSARA@dsdilgp.qld.gov.au>

Subject: FW: Temporary camp and batch plant approval - Kidston connection project

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Hi Sch. 4(4)(6) -

Thanks for your time earlier today to discuss the project. We are happy to provide pre-lodgement advice, however in order to provide specific advice, can you please provide the following –

Camp 1 and Camp 2

- Plan showing location of each camp in relation to any state controlled roads
- Identification of access location (specifically is access to / from the camp via a local road or state controlled road)
- Extent of native vegetation clearing, including access tracks (plan / ha)
- Council advice to determine who is the Assessment Manager – Council or SARA (ie is it assessable in the planning scheme)
- Quantity of fuel storage
- Water treatment ERA?

- Any sewage treatment (EPs) for ERA?
- Waterway location?

Batch Plant 1 to 6

- Plan showing location of each camp in relation to any state controlled roads
- Identification of access location (specifically is access to / from the camp via a local road or state controlled road)
- Any ERAs required?
- Extent of native vegetation clearing, including access tracks (plan / ha)
- Council advice to determine who is the Assessment Manager – Council or SARA (ie is it assessable in the planning scheme)
- Location of concrete batching plant in relation to any waterways (including any waterway track crossings for access)

Once this information is provided we will be able to provide one advice for the 2 camps and a second advice for the 6 batching plants.

Talk in the new year

Thanks

Catherine



Catherine Hobbs

Principal Planning Officer

Planning and Development Services

Department of State Development, Infrastructure,
Local Government and Planning

Microsoft teams – [meet now](#)

P 4758 3412

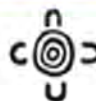
Level 4, 445 Flinders Street, Townsville QLD 4814

PO Box 5666, Townsville QLD 4810

statedevelopment.qld.gov.au



*I acknowledge the traditional custodians of the lands and waters of Queensland.
I offer my respect to elders past, present and emerging as we work towards a just,
equitable and reconciled Australia.*



From: NQSARA <NQSARA@dsdilgp.qld.gov.au>

Sent: Tuesday, 21 December 2021 9:36 AM

To: Catherine Hobbs <Catherine.Hobbs@dsdilgp.qld.gov.au>

Subject: FW: Temporary camp and batch plant approval - Kidston connection project

Kind regards

Kris Jennings

From: [Sch. 4(4)(6) - Disclosing personal information]@ugllimited.com>

Sent: Monday, 20 December 2021 5:04 PM

To: NQSARA <NQSARA@dsdip.qld.gov.au>

Subject: Temporary camp and batch plant approval - Kidston connection project

Good afternoon,

I recently spoke on the phone to a member of your team regarding permit and approval requirements for the Genex Kidston connection transmission line project (running from Kidston to Mt fox). To give some background, our client Powerlink are obtaining EPBC approval and also state approval via Ministerial Infrastructure Designation application. I'm the environmental advisor for UGL who are constructing the project and we are required to obtain all secondary approvals not included in the MID application.

The following temporary infrastructure I will be seeking to obtain all required permits and approvals to construct. The sites will generally need to be fully cleared and in some instances a hardstand surface (quarry material) required to be laid. All will be temporary with a vision to reinstate the land upon completion of the project (unless otherwise requested by the landholder). The expected infrastructure requirements are :

- Construction of two temporary workers camps
- six temporary concrete batching plants
- Possible helicopter landing pads and laydown site to store project steel.

I understand under the *planning act 2016* development applications will require to be submitted to the relevant local government area's the above infrastructure is proposed to be constructed in and as such I have began communicating with the Charters Towers Shire, Hinchinbrook Shire and Etheridge Shire.

To provide some detail around these discussions, Charters Towers Shire have suggested they are happy to provide a Temporary Use Agreement in Lieu of a development application as the developments are only of a temporary nature and the sites can be rehabilitated following use. The Etheridge Shire have suggested they are likely to forward any applications directly onto SARA and I'm still awaiting advice from the Hinchinbrook shire.

The purpose of this email is to provide you with an understanding of the infrastructure that we may need constructed that is additional to what is included in the current MID approvals and work with you to ensure these are approved. To assist with these details I have attached a spreadsheet of proposed infrastructure requirements and their location in addition to a KMZ outlining their proposed location and footprint. The KMZ includes the proposed transmission line and you will see the addition camps and batch plant layers which I'm seeking approval for embedded within the file (you may need to expand the file to make the layers visible). Please note I'm currently working with our client to gain land owner consent for these sites and as such they may be subject to change.

If you can please assist with the following information it would be greatly appreciated:

- In addition to local government development applications, are there any further permits or approvals the attached infrastructure may trigger?
- Some of the properties the infrastructure will be located on are leasehold land, what is the process for obtaining state consent for constructing either temporary camps or batch plants on leasehold land?
- Will consultation be required with any further government agencies or will assessment from both SARA and local government identify all matters which could trigger a permit or approval?

Feel free to contact me on the below details should you have any further questions or require more information. I'm also happy have a Microsoft Teams meeting to discuss any requirements if that might be more suitable.

Any assistance you can offer is greatly appreciated,

Cheers,

[Sch. 4(4)(6) - Disclosing personal information]

Environmental Advisor

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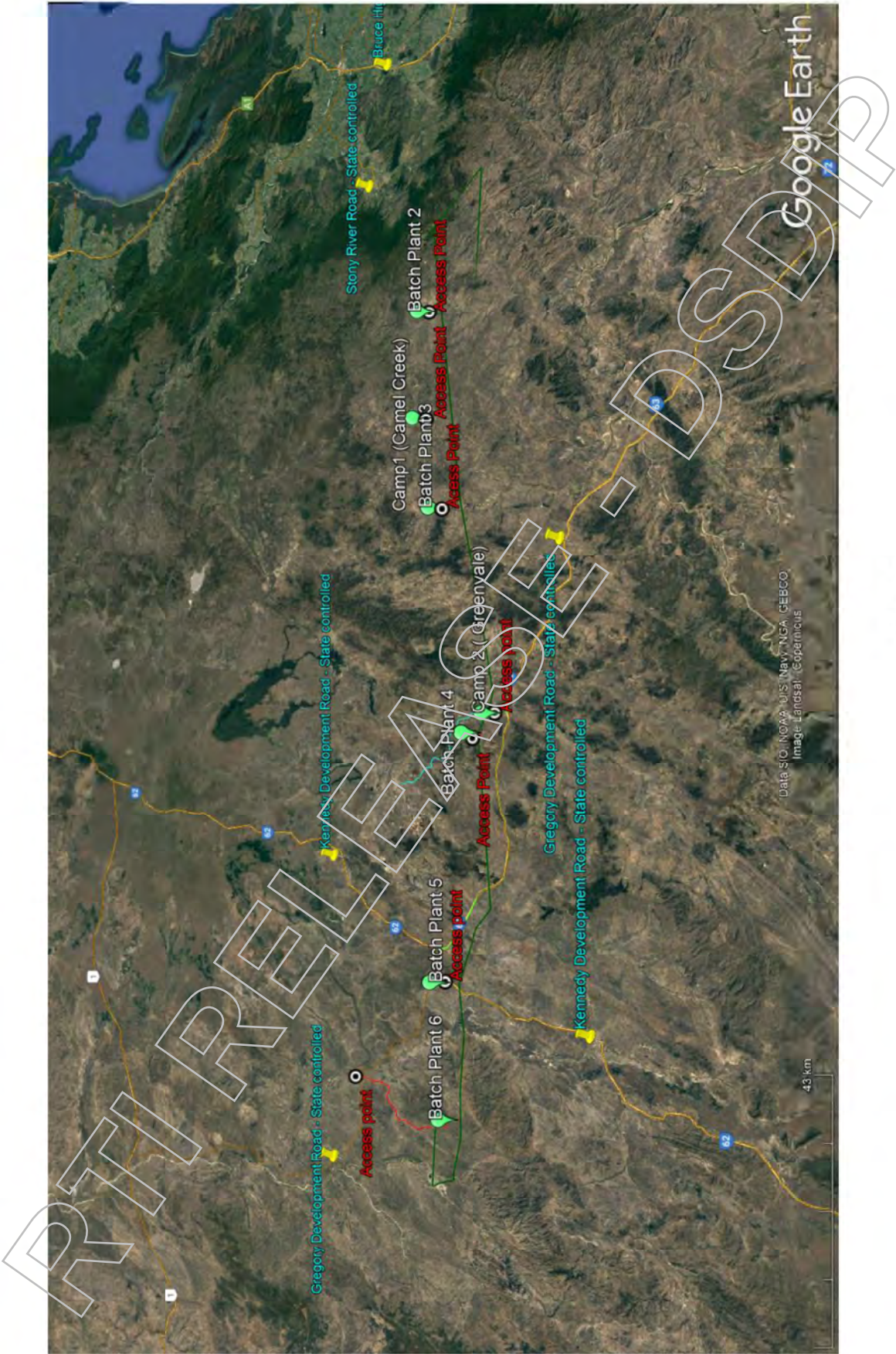
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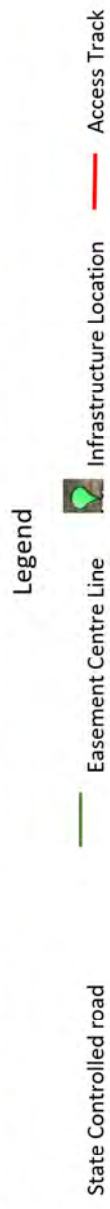
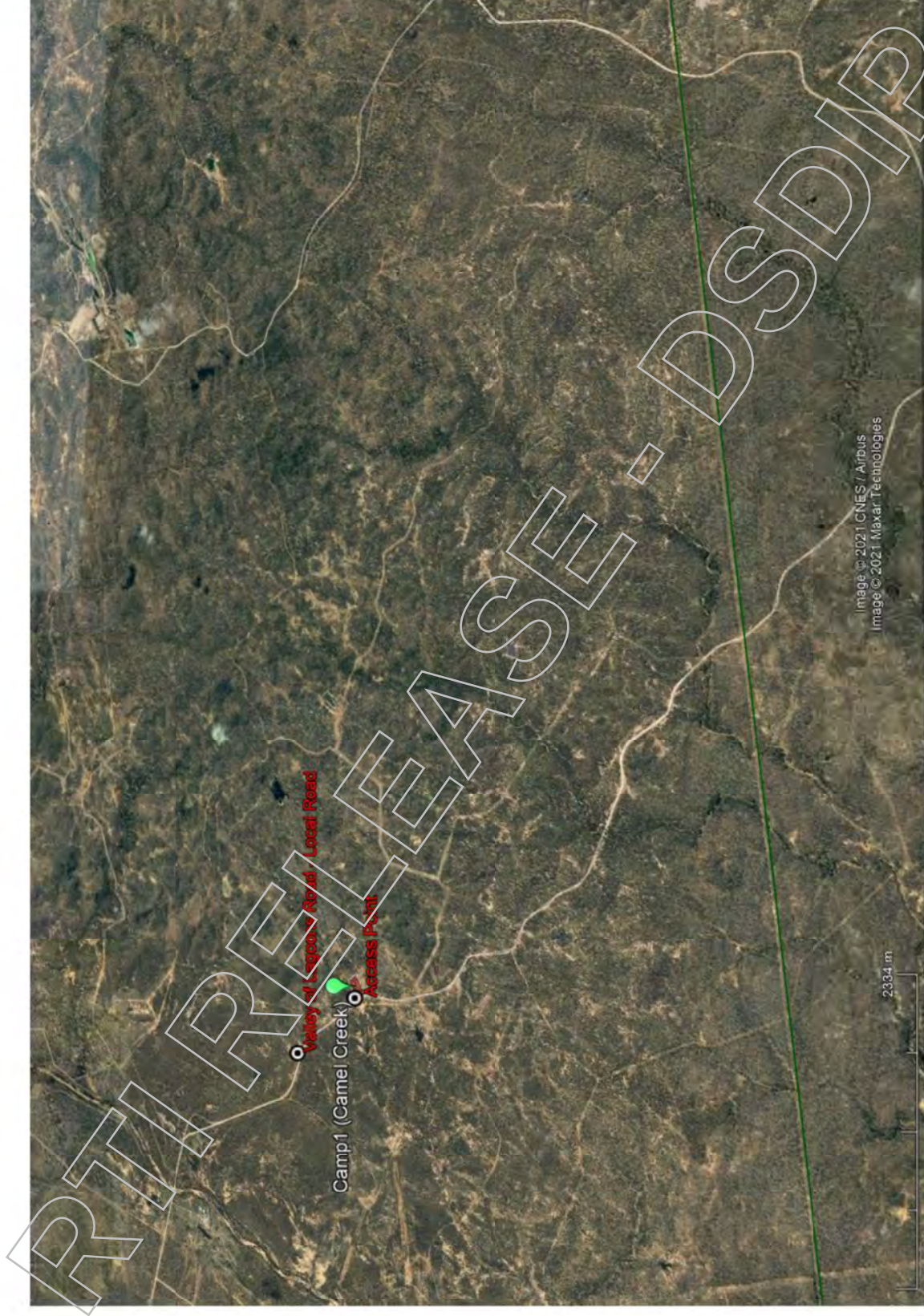
Legend

- State Controlled road
- Easement Centre Line
- Infrastructure Location
- Access Track



Legend

- State Controlled road
- Easement Centre Line
- Infrastructure Location
- Access Track



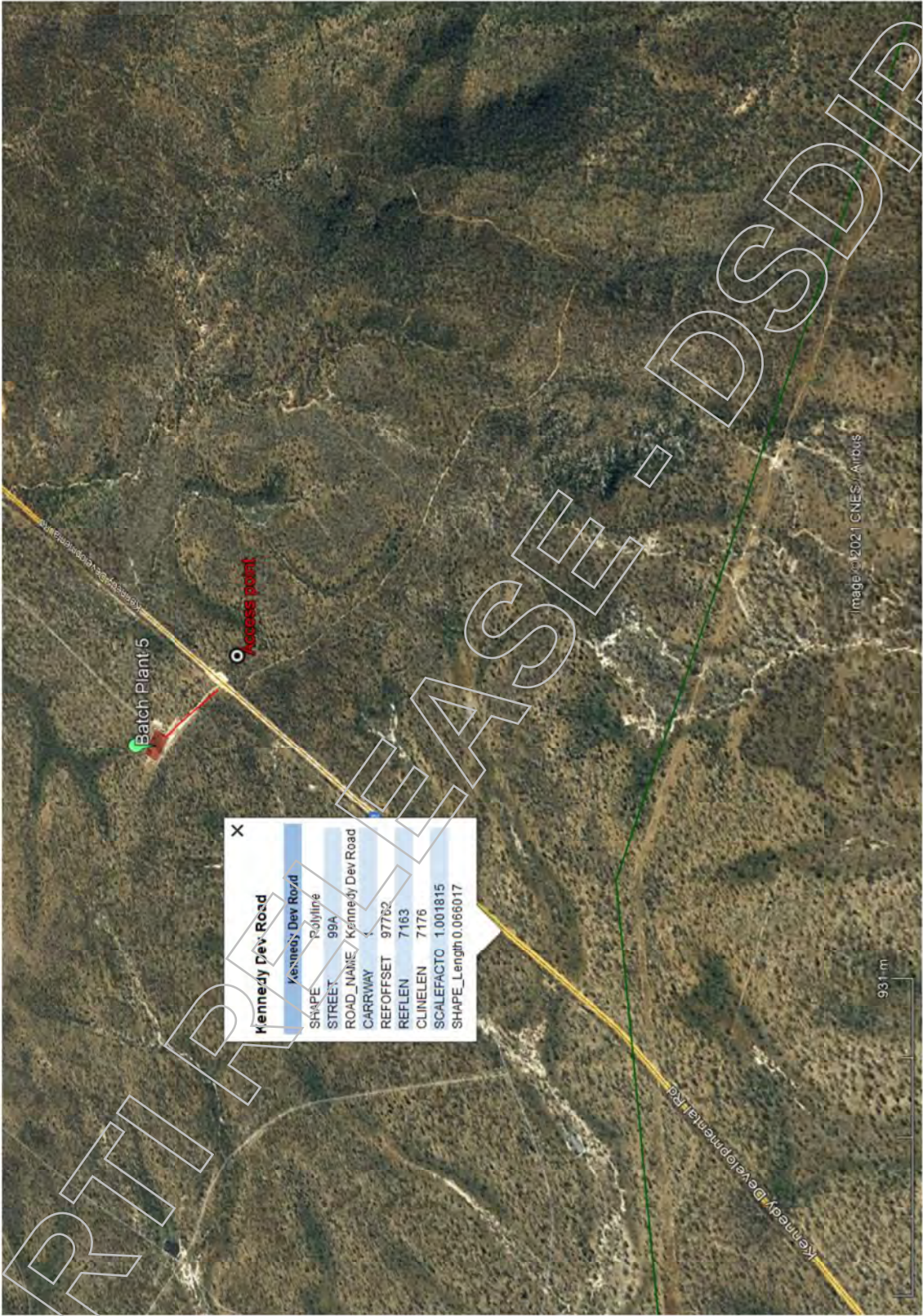
Genex Kidston Connection Project – Infrastructure proximity to state controlled roads
Map 4



- Legend
- State Controlled road
 - Easement Centre Line
 - Infrastructure Location
 - Access Track







- Legend
- State Controlled road
 - Easement Centre Line
 - Infrastructure Location
 - Access Track







Legend

Queensland waterways for waterway barrier works

Major
High
Moderate
Low

Watercourse line

Major - perennial
Major - non perennial
Minor - perennial
Minor - non perennial

RVM category B - remnant vegetation

--

Road

Highway
Main
Local
Private



Legend

Queensland waterways for waterway barrier works	
Major	—
High	—
Moderate	—
Low	—

Watercourse line	
Major - perennial	—
Major - non perennial	—
Minor - perennial	—
Minor - non perennial	—

RVM category B - remnant vegetation	
Remnant vegetation	—

Road	
Highway	—
Main	—
Local	—
Private	—



Legend

Queensland waterways for
waterway barrier works

- Major
- High
- Moderate
- Low

Watercourse line

- Major - perennial
- Major - non perennial
- Minor - perennial
- Minor - non perennial

Road

- Highway
- Main
- Local
- Private

RVM category B - remnant
vegetation

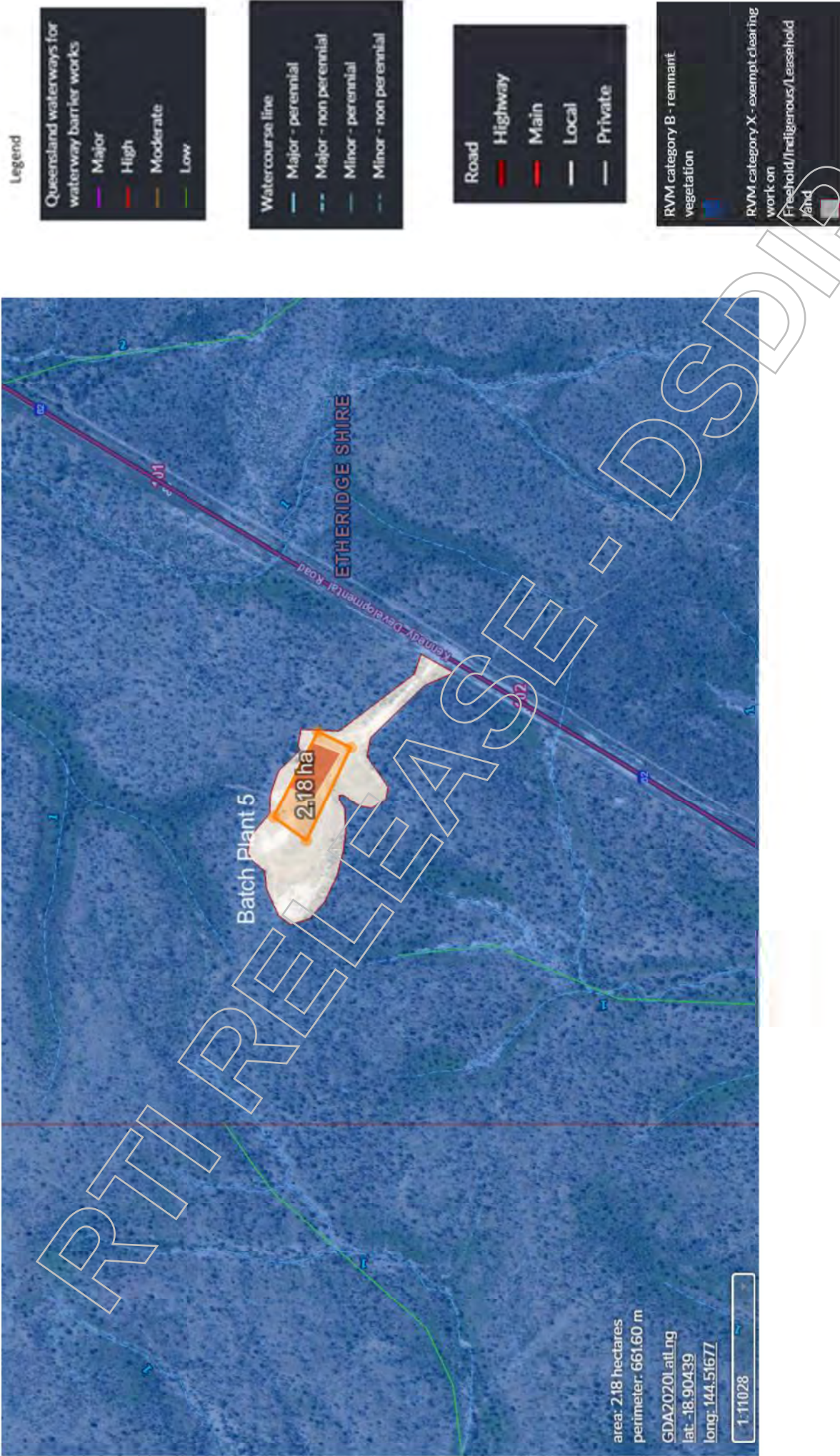
RVM category C - high-value
regrowth vegetation

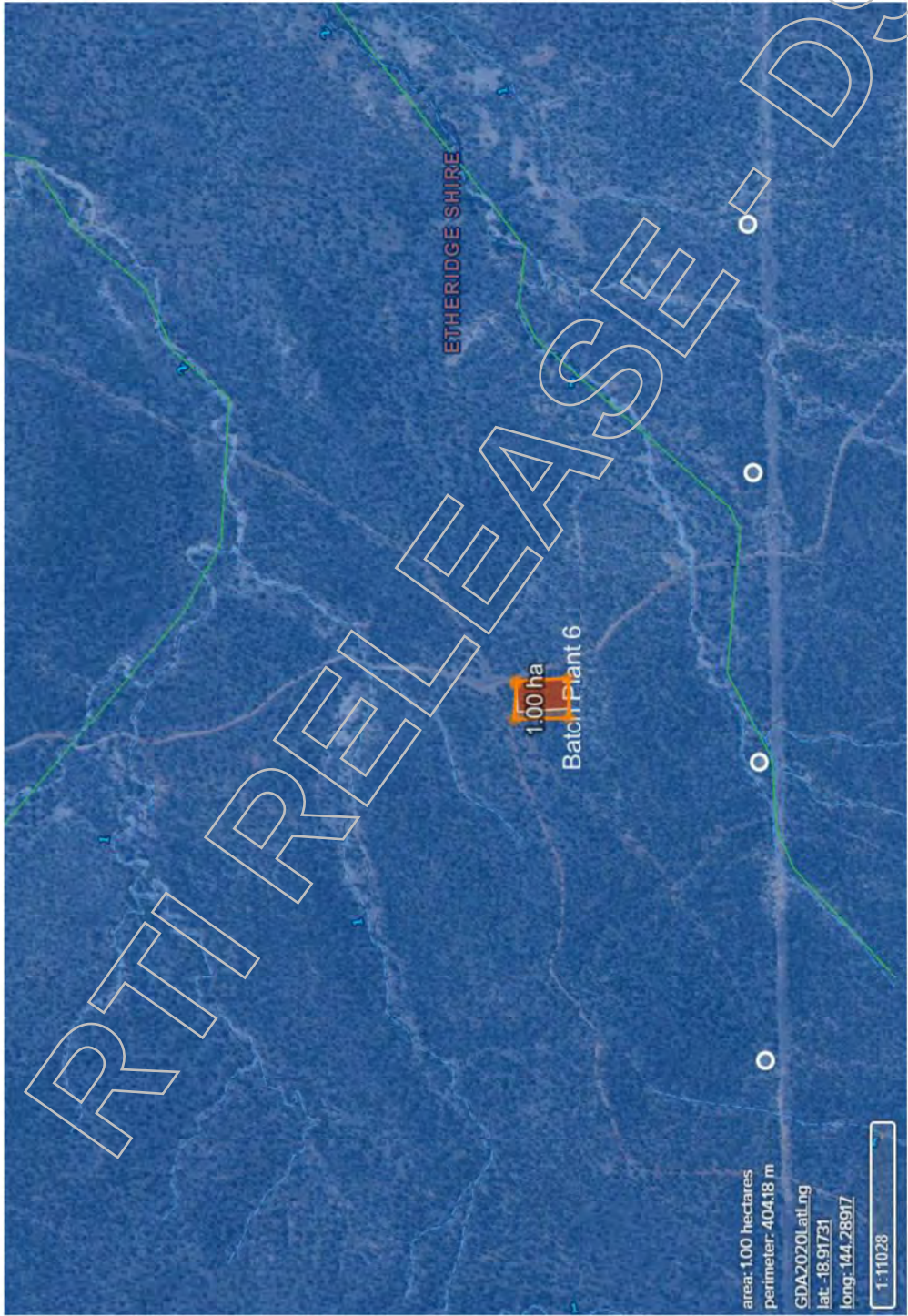
RVM category R - roof-regrowth
watercourse vegetation

RVM category X - exempt clearing
work on

Freehold/Indigenous/Leasehold
land







Legend

Queensland waterways for
waterway barrier works

Major
High
Moderate
Low

Watercourse line:

Major - perennial
Major - non perennial
Minor - perennial
Minor - non perennial

RVM category B - remnant
vegetation

Road

Highway
Main
Local
Private

Genex Ancillary Infrastructure

Infrastructure Type	Infrastructure name	Commission date	Decommission date	Duration	Details	Clearing limits	Vegetation category (FVM)	Access and type of clearing	Access	Location	GPS	LGA	Fuel storage	ERA?	Assessment manager	Comments
Camp	Camp 1	1st July 2022	25th November 2023	16 Months	140+ Mini Camp Access to -yardbow -Bull fuel storage -WWTP -VTP 140+ Mini Camp Access to -yardbow -Bull fuel storage -WWTP -VTP	175M X 100M 0 for access - existing	B	75% of category B off Valley of Lagoon road	Local Road Access - Directly off Valley of Lagoon road	8WUSC Carnit Creek	-18.85324° 145.495349°	Charters Towers Shire	No bulk fuel storage	EP 63 required	Charters Towers Shire Council - Temporary Use Agreement	
Camp	Camp 2	1st July 2022	25th November 2023	16 Months	140+ Mini Camp Access to -yardbow -Bull fuel storage -WWTP -VTP	175M X 100M 0 for access - existing	B	75% of category B off Valley of Lagoon road	Local Road Access - Directly off Valley of Lagoon road	8WUSC Carnit Creek	-18.85324° 145.495349°	Charters Towers Shire	No bulk fuel storage	EP 63 required	Charters Towers Shire Council - Temporary Use Agreement	
Batch Plant	Batch Plant 1	TBA	TBA	TBA	Mobile concrete batching plant	175M X 100M 0 for access - existing	B	75% of category B off Valley of Lagoon road	Local Road Access - Directly off Valley of Lagoon road	8WUSC Carnit Creek	-18.85324° 145.495349°	Charters Towers Shire	No bulk fuel storage	EP 63 required	Charters Towers Shire Council - Temporary Use Agreement	
Batch Plant	Batch Plant 2	TBA	TBA	TBA	Mobile concrete batching plant	175M X 100M 0 for access - existing	B	75% of category B off Valley of Lagoon road	Local Road Access - Directly off Valley of Lagoon road	8WUSC Carnit Creek	-18.85324° 145.495349°	Charters Towers Shire	No bulk fuel storage	EP 63 required	Charters Towers Shire Council - Temporary Use Agreement	
Batch plant	Batch plant 3	TBA	TBA	TBA	Mobile concrete batching plant	175M X 100M 0 for access - existing	B	75% of category B off Valley of Lagoon road	Local Road Access - Directly off Valley of Lagoon road	8WUSC Carnit Creek	-18.85324° 145.495349°	Charters Towers Shire	No bulk fuel storage	EP 63 required	Charters Towers Shire Council - Temporary Use Agreement	
Batch plant	Batch plant 4	TBA	TBA	TBA	Mobile concrete batching plant	175M X 100M 0 for access - existing	B	75% of category B off Valley of Lagoon road	Local Road Access - Directly off Valley of Lagoon road	8WUSC Carnit Creek	-18.85324° 145.495349°	Charters Towers Shire	No bulk fuel storage	EP 63 required	Charters Towers Shire Council - Temporary Use Agreement	
Batch plant	Batch plant 5	TBA	TBA	TBA	Mobile concrete batching plant	175M X 100M 0 for access - existing	B	75% of category B off Valley of Lagoon road	Local Road Access - Directly off Valley of Lagoon road	8WUSC Carnit Creek	-18.85324° 145.495349°	Charters Towers Shire	No bulk fuel storage	EP 63 required	Charters Towers Shire Council - Temporary Use Agreement	
Batch plant	Batch plant 6	TBA	TBA	TBA	Mobile concrete batching plant	175M X 100M 0 for access - existing	B	75% of category B off Valley of Lagoon road	Local Road Access - Directly off Valley of Lagoon road	8WUSC Carnit Creek	-18.85324° 145.495349°	Charters Towers Shire	No bulk fuel storage	EP 63 required	Charters Towers Shire Council - Temporary Use Agreement	

RE: 2202-27085 SPL — Request TA assessment (pre-application request)

From Calvin Quick <Calvin.Quick@des.qld.gov.au>

Date Wed 2/2/2022 11:19 AM

To NQSARA <NQSARA@dsdilgp.qld.gov.au>

Good morning Catherine,

We are currently experiencing a really high volume of work which has limited our resourcing availability. I'm wondering if it is possible to have an extension on this one until 16 February 2022?

Thanks for your consideration.

Warm regards,
Calvin



Calvin Quick

A/Manager (Assessment)

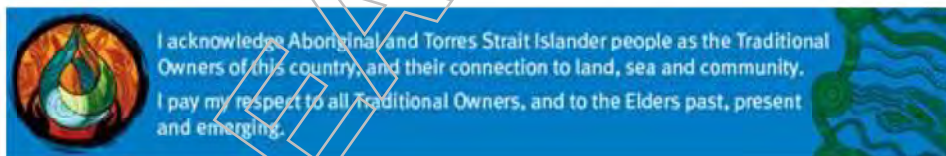
Remote Pilot, Remotely Piloted Aircraft Systems

Utilities and Government Organisations | Waste, Development & Southeast Compliance

Environmental Services & Regulation | Department of Environment and Science

P 07 5459 6114 E calvin.quick@des.qld.gov.au W www.des.qld.gov.au

[Contact me on Microsoft Teams](#) | PO Box 7230, Cairns Qld 4870



From: No Reply <mydas-notifications-prod2@qld.gov.au>

Sent: Tuesday, 1 February 2022 3:01 PM

To: Sara-DES; catherine.hobbs@dsdilgp.qld.gov.au

Subject: 2202-27085 SPL — Request TA assessment (pre-application request)

The State Assessment and Referral Agency received a request for pre-application advice on 1 February 2022 from Powerlink - Genex Kidston.

Description of proposal: Genex Kidston connection transmission line project running from Kidston to Mt fox
2 x 140+ man camp including laydown/ bulk fuel storage/ WWTP/ WTP/ offices

Local government area: Charters Towers Regional Council

The department is seeking your technical assessment of this request and advice on the following matters:

1. DES - ERA 63

A technical agency assessment response template is now available for download from the Manage Documents section of the application dashboard (reference [2202-27085 SPL](#)) in MyDAS2.

Please provide your written response by 8 February 2022

For more information, please contact Catherine Hobbs, Principal Planning Officer, on 47583412 or via email NQSARA@dsdip.qld.gov.au.

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PA3-E



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2202-27085 SPL - Works Camp - Genex Kidston

From Catherine Hobbs <Catherine.Hobbs@coordinatorgeneral.qld.gov.au>

Date Tue 2/1/2022 3:01 PM

To dorplanning@resources.qld.gov.au <dorplanning@resources.qld.gov.au>

Hi Team

I have just sent this one through to Resources, I noted that it will require Vegetation advice but it will also need Tenure advice.

Thanks
Catherine



Catherine Hobbs

Principal Planning Officer

Planning and Development Services

Department of State Development, Infrastructure,
Local Government and Planning

Microsoft teams – [meet now](#)

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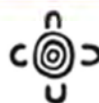
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*I acknowledge the traditional custodians of the lands and waters of Queensland.
I offer my respect to elders past, present and emerging as we work towards a just,
equitable and reconciled Australia.*



RE: Extension Request: 2202-27085 SPL - Genex Kidston Transmission Line

From Catherine Hobbs <Catherine.Hobbs@coordinatorgeneral.qld.gov.au>
Date Tue 2/8/2022 10:33 AM
To Imogen Healy <Imogen.Healy@resources.qld.gov.au>
Cc dorplanning@resources.qld.gov.au <dorplanning@resources.qld.gov.au>

Hi Imogen

I am happy to extend til 16/02/2022 (this will align with the DES extension.

Thanks
Catherine

From: Imogen Healy <Imogen.Healy@resources.qld.gov.au>
Sent: Tuesday, 8 February 2022 10:08 AM
To: Catherine Hobbs <Catherine.Hobbs@dsdip.qld.gov.au>
Cc: DoR Planning <dorplanning@resources.qld.gov.au>
Subject: Extension Request: 2202-27085 SPL - Genex Kidston Transmission Line

Good morning Catherine,

I tried calling you earlier, is there any chance we could get an extension for the 2202-27085 SPL – Genex Kidston Transmission line job, our Land Services team are a bit light at the moment. Could we get this request back to you by **COB tomorrow 9th of February**?

Thank-you,



Imogen Healy
Natural Resource Officer
Planning Services
Department of Resources
P: 4999 6844
E: imogen.healy@resources.qld.gov.au
A: 44 Nelson Street, Mackay QLD 4740

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PA8-TA

**SARA technical agency assessment response—pre-lodgement
Technical agency (TA)— Department of Resources (Vegetation Management)**

SARA reference: 2202-27085 SPL
SARA regional office: North and North West regional office
SARA email: NQSARA@dasilgp.qld.gov.au

TA reference: 2022/000409
TA contact name: Imogen Healy
TA contact details: dorplanning@resources.qld.gov.au

1.0 Pre-lodgement request details

Street address: Lynd Highway, Greenvale; 11040 Valley Of Lagoons Road, Valley Of Lagoons

Real property description: 6CLK25; 6WU50

Local government area: Charters Towers Regional Council

Applicant name: Powerlink - Genex Kidston

Applicant contact details: L7, 199 Grey St
South Brisbane QLD 4101
bradley.harbort@ugllimited.com

Development description: Genex Kidston connection transmission line project running from Kidston to Mt fox 2 x 140+ man camp including laydown/ bulk fuel storage/ WWTP/ WTP/ offices

2.0 Matters of interest to the state

The development proposal has the following matters of interest to the department under the provisions of the Planning Regulation 2017:

Trigger	Description	Technical agency	Possible fast track?
-	-	-	-

3.0 Documents considered

The following documentation was relied upon in providing this advice:

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Genex Kidston Connection Project_state controlled roads	Genex	-	-	-
Genex Kidston Connection Project_vegetation_waterc ourses	Genex	-	-	-

4.0 Assessment

4.1 Considerations and assessment

1. The pre-lodgement request seeks vegetation management advice in relation to two worker's camps. Each camp will include:
 - a. 140+ man camp;
 - b. Laydown areas;
 - c. Bulk fuel storage;
 - d. Wastewater treatment plant and water treatment plant;
 - e. Offices.
2. Camp 1 will be approximately 1.75ha (Lot 6 CLK25) in area and Camp 2 (Lot 6 WU50) will be approximately 4.04ha in area.
3. The subject lots are tenured as leasehold land (grazing) - Lot 6 CLK25, and leasehold land (no purpose – Lot 6 WU50. Both subject lots are zoned as Rural under the Charters Towers Regional Town Plan.
4. There is a certified PMAV over the subject lots:
 - a. Lot 6 CLK25 – 2009/006253;
 - b. Lot 6 WU50 – 2007/012457.
5. There are no other development approvals over the subject lot.
6. The RVM map indicates the development areas are mapped as containing:
 - a. Category B areas;
 - b. Category R areas; and
 - c. Category X areas.
7. Certified vegetation management maps identified the development area for the camps are mapped as containing the following relevant features:
 - a. Least concern regional ecosystems (RE) – RE 9.3.22, RE 9.11.2, RE 9.11.5;
 - b. Stream order 1 and 2 watercourses or drainage features;
8. The regional ecosystems mapped on the properties are described as the following:
 - a. RE 9.3.22, very sparse - *Eucalyptus crebra* or *E. cullenii* +/- *Corymbia* spp. open woodland on alluvial levees and terraces;
 - b. RE 9.11.2, sparse - *Eucalyptus crebra* (or several other ironbark species) +/- *Corymbia* spp. woodland on shallow texture contrast soils on low metamorphic hills and lowlands;
 - c. RE 9.11.5, sparse - *Eucalyptus persistens* +/- *E. crebra* woodland on low metamorphic hills.

5.0 Pre-lodgement advice

The Department of Resources (Resources) recommends the following advice be provided to the applicant:

Vegetation Management

1. Resources recommends that the application does not require referral because the proposed clearing of native vegetation may be undertaken as Accepted Development, as the proposal involves:
 - a. Clearing that is Exempt Clearing Work (Schedule 21, part 2, section 4 of *Planning Regulation 2017*):
 - i. For Lot 6 CLK25 - (1) For land leased under the Land Act for agriculture or grazing purposes, clearing vegetation – (e) that is necessary for routine management in an area of the land, if the vegetation is – (ii) a least concern regional ecosystem in a category B area;
 - ii. For Lot 6WU50 – (2) For land leased under the Land Act, other than for agriculture or grazing purposes, clearing vegetation that is consistent with the purposes of the lease, if the clearing – (f) is necessary for routine management in an area of the land and the vegetation is (ii) a least concern regional ecosystem in a category B area.
2. If the proposed development is unable to be undertaken under Exempt Clearing Works, the application requires referral for the clearing of native vegetation as the proposal will involve clearing of native vegetation other than regulated regrowth vegetation (category C and/or category R areas), that is Assessable under the *Planning Act 2016*, or will result in accepted operational work under Schedule 21 of the *Planning Regulation 2017*.
3. The development application will need to address and meet the requirements of the State Development Assessment Provisions – State code 16: Native vegetation clearing (code).
4. Guidance on how to comply with this code is provided in the State Development Assessment Provisions Guidance material: State code 16: Native vegetation clearing, Department of Natural Resources, Mines and Energy, 2020. This guideline is available online at https://www.resources.qld.gov.au/data/assets/pdf_file/0010/1258075/state-code-16-veg-clearing-guide.pdf. Appendix 2 of this guideline provides details on the standard application information for all development applications involving the clearing of native vegetation.
5. Prior to submitting the development application to clear native vegetation, the applicant must first obtain written confirmation from Resources that the proposed development is for a relevant purpose under section 22A of the *Vegetation Management Act 1999*. Requests for a relevant purpose determination must be lodged in writing to Resources, and can be sent to either your nearest business centre <http://www.resources.qld.gov.au/?contact=vegetation> or via email to vegetation@resources.qld.gov.au. There is no fee for these requests. The application form and further information and assistance to apply for a section 22A determination is available online at <https://www.qld.gov.au/environment/land/management/vegetation/clearing-approvals/development>.
6. Please note, clearing vegetation to the extent the clearing is in any category C or category R areas is not for a relevant purpose under the *Vegetation Management Act 1999*. Accordingly, clearing of vegetation in these areas cannot be approved under a development approval. If your proposed development includes clearing vegetation in any category C or category R areas, you should ensure the clearing can be undertaken as exempt clearing work or in accordance with an Accepted Development Vegetation Clearing Code (ADVCC). Clearing vegetation in any category C or category R areas that is not exempt or in accordance with an ADVCC, is prohibited development. Information on exempt clearing work or ADVCCs is available online at <https://www.qld.gov.au/environment/land/management/vegetation/clearing-approvals>.

Land Services

Lot 6 on CLK25

Tenure: Rolling Term Lease – TL 0/218580
 Lessees: Mark Damien Oldith and Raeleen Mae Oldith
 Term: 20 years extended to 9 December 2042

Purpose: Grazing

Lot 6 on WU50

Tenure: Rolling Term Lease PPH 24/5125

Lessees: Keith Ronald Atkinson and Alma Elisabeth Gwynneth Atkinson

Term: 30 years extended to 31 March 2049

Purpose: Pastoral

- A lease issued under the Land Act 1994 may only be used for its granted purpose (section 199A of the Act). Pastoral purposes can be used for either grazing and/or agricultural purposes (section 199A(3) of the Act). The proposed development is not consistent with the purpose of the above Rolling Term Leases.
- Freehold tenure is considered the most appropriate tenure for any proposed development not consistent with the purpose of the lease.
- A lessee may apply to convert a Rolling Term Lease to freehold tenure subject to a number of requirements being complied with including payment of purchase price, provision of plan of survey and addressing native title for the surrender of Native Title rights and interests over the land.

Sublease

- A sublease of a lease issued under the Act must be consistent with the purpose of the lease (section 332(3)(a) of the Act).

Owners Consent

- If a Development application is required under the Planning Act 2016 for a 'Material Change of Use' on State land, Owners Consent from Department of Resources will be required. However, owners consent will not be provided unless the applicant has the appropriate tenure or has made an application for tenure and the application has been approved and an offer made and accepted.

LASS is willing to work with the applicants to enable the proposed development to proceed. It is highly recommended the applicants arrange for a pre-lodgement meeting with LASS to discuss the project in more details and provide possible alternate options. Please contact Mrs Deanna Holder, Senior Land Officer, Land and Surveying Services, on telephone 4016 1903 or mobile 0436 698 052 or by email Deanna.Holder@resources.qld.gov.au

6.0 Endorsement

Officer	Imogen Healy	Natural Resource Officer	07 4999 6844	dorplanning@resources.qld.gov.au
Approver	Deanna Holder	Senior Land Officer	07 4016 1903	Deanna.Holder@resources.qld.gov.au
Approver	Jessica Deo	Natural Resource Management Officer	07 4837 3439	Jessica.deo@resources.qld.gov.au

TMR22-035352 - TMR correspondence for lynd Highway, Greenvale QLD 4816 (Reference Numbers TMR22-035352; 2202-27085 SPL; ...)

From eDAMdonotreply <donotreply@edammail.tmr.qld.gov.au>

Date Fri 2/11/2022 1:30 PM

To NQSARA <NQSARA@dsdilgp.qld.gov.au>

Cc Lisa BROOKS <Lisa.M.Brooks_tmr.qld.gov.au#EXT#@dsd.qld.gov.au>;
North.Queensland.IDAS@tmr.qld.gov.au <North.Queensland.IDAS@tmr.qld.gov.au>

 2 attachments (5 MB)

PA - Pre-lodgement - Advice_1.docx; PA - Pre-lodgement - Advice_1.pdf;

Our Reference: TMR22-035352

Application Street Address: lynd Highway, Greenvale QLD 4816

Please see the attached [PA - Pre-lodgement - Advice_1.pdf] from the Department of Transport and Main Roads.

PLEASE DO NOT REPLY TO THIS EMAIL AS THE MAILBOX IS NOT MONITORED

If you require any further information or clarification, please contact TMR Townsville Region on (07) 4421 8711, or via email North.Queensland.IDAS@tmr.qld.gov.au who will be able to assist.

Regards,
eDAM System | Department of Transport and Main Roads

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Prelodgement Advice

SARA reference: 2202-27085 SPL
SARA role Referral Agency
SARA regional office: SARA North QLD
SARA email: NQSARA@dsdilgp.qld.gov.au
TA reference: TMR22-035352
TA contact name: Peter Tarlinton
TA contact details: (07) 4421 8702
TA approver: Signatory.Name

1.0 Application details

Street address: lynd Highway, Greenvale QLD 4816
Real property description: 6CLK25, 6WU50
Local government area: Charters Towers Regional Council
Applicant name: Powerlink - Genex Kidston
Applicant contact details: L7, 199 Grey St
South Brisbane QLD 4101
bradley.harport@ugllimited.com
Description of Proposal: Genex Kidston connection transmission line project running from Kidston to Mt fox 2 x 140+ man camp including laydown/ bulk fuel storage/ WWTP/ WTP/ offices

2.0 Matters of interest to the state

The development application has the following matters of interest to the state under the provisions of the *Planning Regulation 2017*:

Trigger Mode	Trigger Number	Trigger Description
State-Controlled Roads	10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection

3.0 Documents considered

The following documentation was relied upon in providing this advice:

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Temporary Camp and Batch Plant Approval – Kidson Connection Project (email)	UGL Limited	14 January 2022	-	-
Genex Kidson Connection Project – Infrastructure Proximity to State-controlled Roads (Maps 1 – 8)	UGL Limited	Received 1 February 2022	-	-
Genex Ancillary Infrastructure Register	UGL Limited	Received 1 February 2022	-	-

4.0 Assessment

4.1 Considerations and assessment

4.1.1 Subject Site Details

- This pre-lodgement advice relates to land located on the Lynd Highway in Greenvale QLD 4816 and at 11040 Valley of Lagoons Road, Valley of Lagoons QLD 4850 and more particularly described as Lot 6 on CLK25 and Lot 6 on WU50 respectively.
- The above parcels are non-contiguous properties within the Charters Towers Regional Council (**Council**) local government area
- Neither of the subject properties benefit from a direct frontage to a State-controlled road (**SCR**), with both properties comprising large rural lots under a leasehold tenure.
- Lot 6 on CLK25 is illustrated within **Figure 1** below.

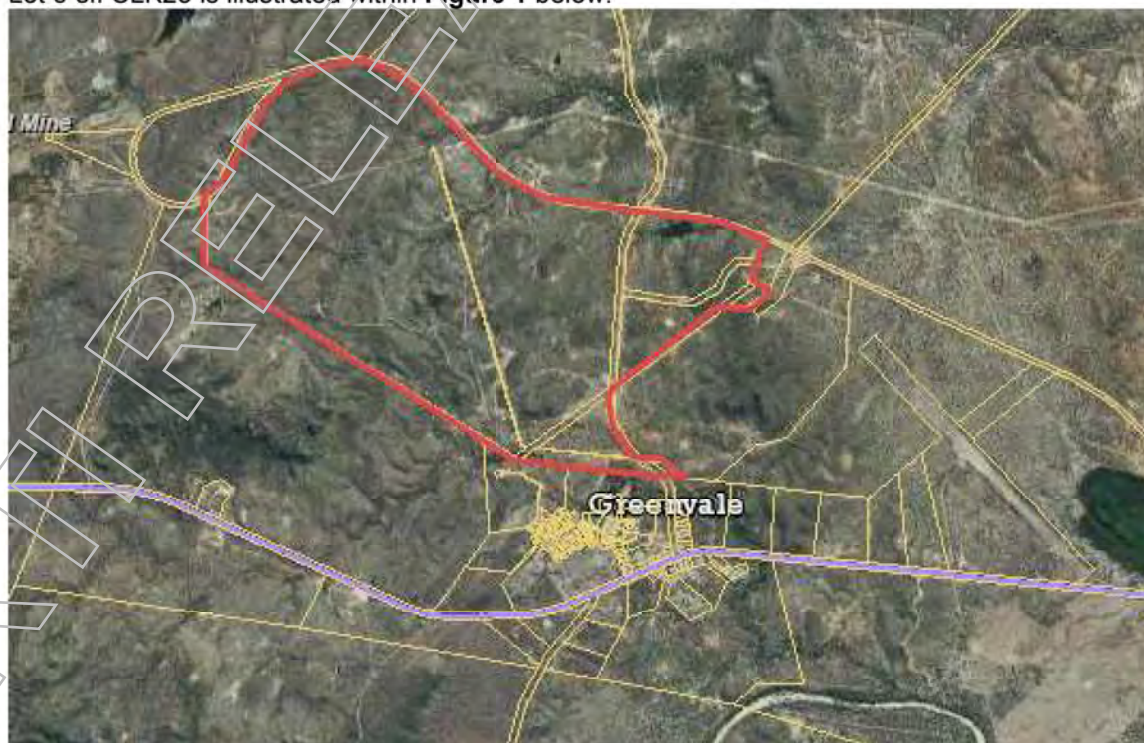


Figure 1: Aerial Photograph of Lot 6 on CLK25 (Source: iMaps, 2022)



Figure 2: Aerial Photograph of Lot 6 on WU50 (Source: iMaps, 2022)

- The nearest SCR to the above sites, and that will be relied upon for ultimate access to the land is the Gregory Developmental Road (Road ID: 98C).

4.1.2 Summary of Proposed Development

- The Applicant is seeking pre-lodgement advice regarding the establishment of non-resident workers accommodation camps within both of the abovementioned sites.
- It is understood that each camp will accommodate upwards of 140 persons, and are supported by laydown areas, bulk fuel storage facilities, waste water and water treatment plants, and offices.
- It is further understood that the non-resident workers accommodation camps are intended to support the construction of the Genex Kidston connection transmission line project.
- TMR has previously provided comments with regard to the greater Genex Kidston connection transmission line project.
- It is noted that separate pre-lodgement advice has also been sought with regard to six (6) mobile concrete batching plant sites (TMR22-035353).
- Accordingly, this pre-lodgement advice relates solely to the establishment and construction of the two (2) non-resident workforce accommodation camps at the above sites.
- Limited information has been provided in support of the pre-lodgement advice request.
- However, Figure 3 and Figure 4 below illustrate the approximate extent of the proposed camps.



Figure 3: Camp 1 (Valley of Lagoons Road) (Source: UGL Limited, 2022)

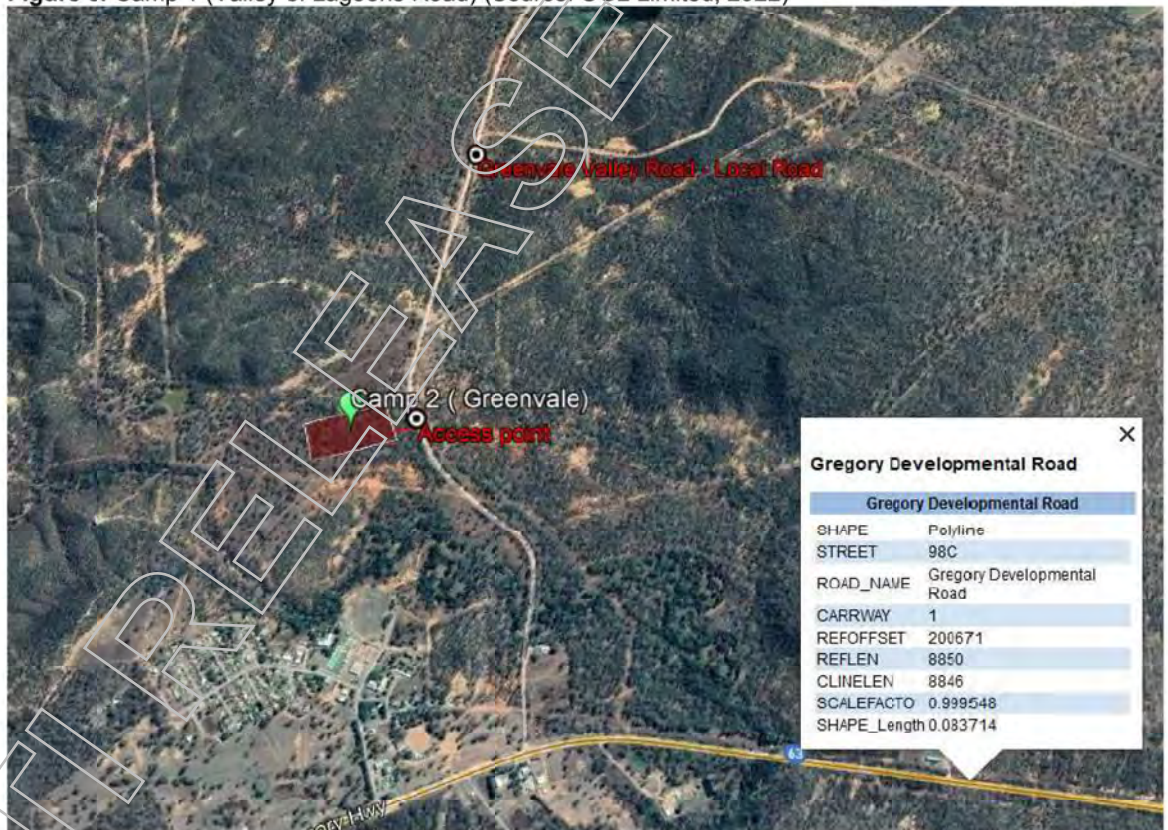


Figure 4: Camp 2 (Greenvale) (Source: UGL Limited, 2022)

4.2

Preliminary Assessment of State Development Assessment Provisions

- The proposed development results in the establishment of two (2) non-resident workforce accommodation camps, both of which result in a minimum of 140 persons being accommodated within each property.
- Accordingly, both future development applications to establish the non-resident workforce accommodation camps will trigger referral pursuant to the *Planning Regulation 2017*, Schedule

10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 due to exceeding the thresholds of Schedule 20.

- The site also adjoins the railway corridor (Greenvale Branch Line) along its southern boundary.
- As such, both applications will require consideration against the *State Development Assessment Provisions – version 2.6 (SDAP)*, and more specifically, State code 2 – Development in a Railway Environment (**State code 2**) and State code 6: Protection of State Transport Networks (**State code 6**).
- A preliminary assessment of the relevant codes has been undertaken below.

4.2.1 State code 2: Development in a Railway Environment

PO1 to PO15, PO18, PO19

- The proposed camps do not appear to be in proximity to the future railway corridor, however the submitted plans are difficult to decipher and an exact location cannot be determined.
- Detailed plans are required to be submitted as part of a formal development application to determine compliance with PO1-PO15, PO18 and PO19.

PO16 to PO17 - Stormwater and flooding

- The site is currently vacant, therefore development will increase the impervious areas on-site.
- No stormwater information was submitted with the prelodgement advice request.
- Therefore, upon submission of a formal development application, stormwater information is required to determine compliance with PO16 to PO17.

PO21 – Public Passenger Transport

- There is no public passenger transport infrastructure located on the road frontage of the site.

PO22 – Planned Upgrades

- The Greenvale Branch Line is identified as a future railway corridor as shown on the State's Development Assessment Mapping System (DAMS). This project is classified as Category C within TMR's PRISM planning, and the corridor is subleased to AgriPower for the purposes of a \$633 million rail project.
- The proposed camps do not appear to be in proximity to the future railway corridor, however the submitted plans are difficult to decipher and an exact location cannot be determined.
- Detailed plans are required to be submitted as part of a formal development application to determine compliance with PO22.

PO23 – Dangerous Goods

- N/A - The development is for workers camps which is unlikely to involve dangerous goods.

PO20 and PO24 – railway level crossing safety

- The project may involve significant traffic generation during construction and operation.
- It is likely that construction traffic travelling to the project site will cross a number of railway level crossings.
- No information was submitted to provide an assessment of the development's impact on state transport infrastructure.
- State transport infrastructure may be adversely impacted on as a result of machinery, materials, and equipment being transported during the establishment and construction stage.
- There are two (2) applicable railway managers, which will have an interest in the construction management of this project: Queensland Rail and Aurizon.
- To ensure the safety and operational integrity of railway level crossings, a Traffic Management Plan will need to be submitted with a formal development application to determine compliance with PO20 and PO24.

- Advice should also be provided regarding overdimensional road load

Table 2.2.2 – Noise – N/A – the railway corridor is a future railway corridor in this location which does not carry rail traffic.

4.2.2 State code 6: Protection of State Transport Networks

PO1 – PO6 (Network Impacts – SCR)

- Limited information has been provided in support of the pre-lodgement advice request in order to demonstrate compliance with the above provisions.
- Notwithstanding, based upon general knowledge of the greater Genex Kidston project, it is understood that workers are to be transported to the properties from Townsville via buses.
- Whilst neither of the above sites are directly accessed via a SCR, further consideration is required regarding each of the intersections of the local roads with the Gregory Developmental Road which are relied upon to access the workers camps.
- In particular, the Applicant is required to demonstrate that intersections with the SCR are sufficiently sized and designed to cater for the largest design vehicle required to service and construct the workers camps, in addition to being able to safely accommodate the volumes of vehicles required to transport workers to and from the camps.
- Similarly, the Applicant will be required to demonstrate that the volumes of traffic travelling to and from the subject site will not adversely impact upon the infrastructure condition, in particular at these intersections, of the SCR network.
- It is recommended that the Applicant provide a comprehensive Traffic Impact Assessment, prepared by a suitably qualified RPEQ in accordance with the requirements of TMR's *Guide to Traffic Impact Assessment – December 2018 (GTIA)*.

PO7 – PO9 (Network Impacts – State-controlled Railway Infrastructure)

- Refer to assessment for State code 2: PO20 and PO24.

PO10 – PO12 (Stormwater and Drainage)

- The subject sites are not directly adjoining a SCR.
- Accordingly, the proposed development within the subject site is unlikely to result in an adverse impact upon the SCR.

PO13 (Planned Upgrades)

- The subject site does not directly adjoin a SCR, and therefore is not located on land identified as being required for planned upgrades.
- The proposed development is therefore expected to comply with PO13.
- However, it should be noted that the department has commenced the construction of series of pavement widening and strengthening projects on the Gregory Developmental Road. Whilst this development may not impact on these works, the proponent should be made aware of the departments project.

PO14 – PO23 (Public Passenger Transport Infrastructure)

- The subject sites are located rurally, and are therefore not within close proximity to existing or proposed public passenger transport infrastructure.
- As such, the provisions of PO14 to PO23 do not apply in this instance.

5.0 Pre-lodgement advice

Our agency recommends the following:

- (a) information be submitted with the development application.

Item	Information requested
General	

Item	Information requested
1.	The <i>Planning Regulation 2017</i> (Planning Regulation) sets out the referral triggers for the State's concurrence agency assessment of development applications. Based on the information provided to date, it is understood that the proposed development involves the establishment of two (2) non-resident workforce accommodation camps, both of which exceed 140 persons residing within the land. As such, the proposed development is expected to exceed the thresholds of Schedule 20 of the Planning Regulation. The proposed development is therefore understood to trigger referral to the State pursuant to the requirements of the Planning Regulation, Schedule 10, Part 9, Division 4, Subdivision 1, Table 1. The proposed development therefore requires consideration against the <i>State Development Assessment Provisions version 2.6</i> (SDAP). More specifically, consideration against the following SDAP codes will be necessary: • State code 2: Development in a Railway Environment (State code 2) • State code 6: Protection of State Transport Networks (State code 6). Further guidance on what information needs to be supplied with a formal development application can be obtained from the Department of Transport and Main Roads' (TMR) SDAP Supporting Information available at: https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Planning-and-development-assessment-under-the-Planning-Act/Assessable-development
Traffic Impact Assessment	
2.	Limited information was provided by the Applicant in support of the request for pre-lodgement advice. As such, further information is required in support of the future development application in order to sufficiently demonstrate compliance with the relevant provisions of State code 6. In particular, the Applicant will be required to identify all State-controlled roads to be relied upon to access the sites (notably the Gregory Developmental Road, and Hervey Range Road), and should confirm that the proposed development will not impact upon the safety, operating capacity, or infrastructure condition of the State-controlled roads. Of specific concern are the intersections of the State-controlled roads with the local access roads. The Applicant is required to identify these intersections, and confirm that the intersections are able to safely and efficiently accommodate the increase in traffic generation associated with the proposed development (including during construction and operation). As such, in order to demonstrate compliance with PO1 to PO6 of State code 6, it is recommended that a Traffic Impact Assessment be prepared by a suitably qualified RPEQ in accordance with the requirements of TMR's <i>Guide to Traffic Impact Assessment – December 2018</i> (GTIA). GTIA is available at: https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Guide-to-Traffic-Impact-Assessment. The Traffic Impact Assessment should confirm that the proposed development aligns with the existing traffic generation, and at a minimum, include information demonstrating: - Identify the extent of impacts generated by development traffic per impact type and impact assessment area. For example, demonstrate the spatial extent where development traffic exceeds 5% of the base traffic. - The type and size of vehicles required to access the subject site;

Item	Information requested
	(c) The number of and frequency at which vehicles will be required to access the subject site; (d) Identify the operational phases and duration of the expected life of the proposed development; (e) Identify the number of employees (if any) associated with the development along with expected shift times (if relevant); (f) Identify the expected traffic that will be generated by the development. (g) Identify peak hour trips; (h) Identify the expected traffic distribution on the road network as a result of the development, including destinations; (i) Provide a swept path assessment for the largest vehicle proposed for the development; (j) Identify the impact the development may have on the safety, efficiency and condition of the surrounding State transport network; (k) Provide pavement and road cross sections for any proposed upgrade to the State transport network; (l) Ensure any proposed upgrade works have taken into consideration the current speed limit of the road network; (m) Demonstrate that the development will not impose traffic loadings on the state-controlled road which could be accommodated on the local road network; (n) Recommend mitigation measures to ensure no adverse impact on the safety and efficiency of the State-controlled road network, and how they comply with relevant TMR Design requirements and with TMR's Road Planning and Design Manual (2nd Edition).
Future State-controlled Railway Corridors	
3.	Proposal Plans When lodging a formal development application, the applicant is required to provide scaled and sufficiently detailed plans and supporting documentation which clearly identify all aspects of the proposed development in relation to the railway corridor. In particular, this should include the following amongst other relevant considerations: - any existing and future railway corridor boundaries should be clearly shown. Works should be located outside the railway corridor and future railway corridor. - the layout, design and extent of all proposed buildings and structures, including details of height and minimum setback of all buildings and structures from the railway corridor and future railway corridor. - vehicle access points, maintenance access tracks, design vehicle manoeuvring areas/driveways, loading zones/ construction zones and carparks in relation to the railway corridor and future railway corridor. In particular, refer to AO18.2 and AO18.3. - the existing and proposed fencing arrangements along the site boundary with the railway corridor and future railway corridor. In particular, refer to AO18.1. - proposed service and utility connections in relation to the railway corridor and future railway corridor. Any proposed connections to services and utilities in the railway corridor (including stormwater discharge) will rely on gaining relevant approvals from the railway manager under section 225 of the <i>Transport Infrastructure Act 1994</i>. - the extent of any works in relation to the railway corridor and future railway corridor such as for earthworks and stormwater management. This information is required to assess the proposal against the provisions of State Code 2: Development in a Railway Environment of the State Development Assessment Provisions. Once proposal plans are provided illustrating the proposed development on the site, further additional information may need to be provided.

Item	Information requested
4.	Earthworks, Retaining and Ground Disturbance When lodging a formal development application, the applicant should provide further information to demonstrate compliance with PO11 - PO15, Table 2.2.1 of State Code 2: Development in a Railway Environment of the State Development Assessment Provisions. In particular, the applicant is requested to provide an earthworks plan, including cross sections/elevations, and any required supporting technical details clearly showing: - the location and extent of proposed excavation and filling (earthworks), including likely volumes of cut and fill adjacent to the railway corridor or future railway corridor; - the maximum depth of any excavation and maximum height of any proposed filling and the gradient and height of any proposed batters adjacent to the railway corridor or future railway corridor; - the maximum height and intended form/design of any proposed retaining walls or structures adjacent to the railway corridor or future railway corridor; - where proposed excavations, filling/backfilling or retaining works will be greater than 1m in depth or height abutting the railway corridor, RPEQ certified drawings should be provided demonstrating that the works will not de-stabilise the railway corridor or future railway corridor; and - demonstrate that any retaining structures, excavations, and filling/backfilling will be located outside the railway corridor or future railway corridor. Scaled cross sections and elevations should clearly show the interface with the railway corridor or future railway corridor as a result of the proposed earthworks. The difference between existing site levels and finished/design levels should be clearly shown.
5.	Stormwater and Flooding Upon submission of a formal development application, the applicant should provide a Stormwater Management Plan to demonstrate compliance with PO16 - PO17, Table 2.2.1, State Code 2: Development in a Railway Environment of the State Development Assessment Provisions. The Stormwater Management Plan should demonstrate that the management of stormwater and flooding post development can achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% Annual Exceedance Probability (AEP). This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. Stormwater management for the proposed development must ensure no worsening or actionable nuisance to the railway corridor or future railway corridor caused by peak discharges, flow velocities, water quality, sedimentation and scour effects. The report should also demonstrate that flood storage capacity is maintained on the site with the development. Overland flow paths/ hydraulic conveyance should be maintained on the site as part of the proposed development. In particular, the following should be addressed: (i) <i>Site Detail and Contour Survey.</i> A site detail and contour survey is required to verify the existing drainage characteristics of the site, particularly in relation to the railway corridor and future railway corridor. All relevant legal points of discharge for the development site should be identified. (i) <i>Catchment Analysis.</i> Provide pre-development and post-development catchment plans that clearly identify all internal catchments on the site, external catchments draining into the site, the flow paths (direction of flow) within each catchment, the size of each catchment and the legal point of discharge for each catchment.

Item	Information requested
	(ii) <i>Flood impact assessment.</i> If the development locations are floodprone, provide a hydraulic and hydrological analysis demonstrating the design flood peak discharges for the site and surrounding area which exist in the pre and post development scenarios for all flood and stormwater events up to a 1% Annual Exceedance Probability. This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. The flood model needs to adequately encompass the railway corridor and future railway corridor. Mapping (afflux, water level/depth and velocity impact maps) should be provided to clearly illustrate the pre-development scenario, and the post development impacts for all relevant design events. (iii) <i>Water quantity assessment.</i> The peak discharge analysis should provide adequate details of the pre and post development impervious area of the site and give adequate consideration to the detention basin requirements of the QUDM, Fourth Edition. (iv) <i>Maintain the pre-development condition.</i> The pre-development flow scenario will need to be replicated in the post development condition. The proposed development should not impede or interfere with any drainage, stormwater or floodwater flows, including sheet flows, from the railway corridor/future railway corridor or vice versa. Retaining structures, filling/excavation, landscaping, buildings and structures or any other works to the land should be designed to include provision for drainage so as not to adversely impact on the railway corridor or future railway corridor. The development design will need to address any concentration of flows, potential for back-up/ponding and scour/erosion which may undermine the railway corridor or future railway corridor. (v) <i>Conceptual drainage layout.</i> Provide a conceptual stormwater drainage layout plan showing the proposed internal stormwater network on the site, including roofwater connections, pit and pipe network, field inlets and any detention basins/tanks and demonstrating how all roof and surface water flows will be collected and conveyed to the legal points of discharge. (vi) <i>Mitigation measures.</i> include details of the mitigation measures proposed to address any potential stormwater and flooding impacts of the proposed development. The design flood peak discharges should be shown for the mitigated case to demonstrate there is no worsening impact on the railway corridor or future railway corridor. All mitigation measures must be located on the site and not in the railway corridor or future railway corridor.
6.	Railway Level Crossing Safety Railway level crossings could be adversely impacted on by development generated traffic. Upon submission of a formal development application, the applicant is requested to provide RPEQ certified traffic information demonstrating how the proposal will comply with PO20 and PO24 of State Code 2: Development in a Railway Environment of the State Code of the State Development Assessment Provisions. In particular, the traffic information will be required to address the following: - the expected traffic distribution on the road network as a result of the proposed development. This should identify the roads intended to be used by development generated traffic, including the likely origin and destination of vehicles accessing the development. - identification of any railway level crossing/s likely to be impacted on by development generated traffic (including construction and operational traffic and staff movements). The proportion of development generated traffic that is likely to use the identified railway level crossing/s should be identified.

Item	Information requested																								
	Should the transportation routes likely to be used by development generated traffic involve existing railway level crossing/s, the following information should be provided: (a) <u>ALCAM</u> - the expected timeframe for the delivery of the proposed development including the commencement of construction and the completion of the development (including any stages); - existing traffic flows (expressed as vehicles per day) over the impacted railway level crossing/s, including daily (peak hour) fluctuations, and number and percentage of heavy vehicles; - the expected background traffic growth (expressed as vehicles per day) over the impacted railway level crossing/s, including the number and percentage of heavy vehicles. This should include background traffic growth from the anticipated commencement of construction and each development stage to a ten year horizon; - the expected development generated traffic (expressed as vehicles per day), including daily fluctuations (peak hour) and percentage of heavy vehicles, that will pass over the impacted railway level crossing/s from the commencement of construction, and each development stage to a ten year design horizon; - the maximum size and type of vehicle (including length, width, height and weight) anticipated over the impacted railway level crossings as a result of the development during construction and on-going operation (including any stages); - the following data table is required to be populated for each impacted railway level crossing: <table><tr><th colspan="4">AADT over railway level crossing (Prepare table for each impacted railway level crossing)</th></tr><tr><th>Year</th><th>Without development (background growth)</th><th>With development</th><th>No. and dimensions/type of heavy vehicles</th></tr><tr><td>2022 (current scenario)</td><td></td><td></td><td></td></tr><tr><td>Commencement of Construction (prepare for each stage)</td><td></td><td></td><td></td></tr><tr><td>Commencement of the use (prepare for each stage)</td><td></td><td></td><td></td></tr><tr><td>Ten year design horizon</td><td></td><td></td><td></td></tr></table> (b) <u>Short stacking</u> - clarify the maximum design vehicle for the development (length, height and width); - demonstrate how the development generated traffic will not worsen vehicular queuing (short stacking) issues over the impacted railway level crossing/s. In particular, demonstrate that there is sufficient clearance between the railway level crossing and the relevant intersection/access point to allow the maximum size of vehicle used in the operation to queue. The minimum clearance should be 5m from the edge running rail (of the closest railway track) as per Section 5.4 – Short Stacking and Figure 3.2 – Yellow Box Marking of AS1742.7:2016 <i>Manual of Uniform Traffic Control Devices, Part 7: Railway</i> plus the length of the maximum design vehicle. It is recommended that the available clearances are confirmed by a registered surveyor.	AADT over railway level crossing (Prepare table for each impacted railway level crossing)				Year	Without development (background growth)	With development	No. and dimensions/type of heavy vehicles	2022 (current scenario)				Commencement of Construction (prepare for each stage)				Commencement of the use (prepare for each stage)				Ten year design horizon			
AADT over railway level crossing (Prepare table for each impacted railway level crossing)																									
Year	Without development (background growth)	With development	No. and dimensions/type of heavy vehicles																						
2022 (current scenario)																									
Commencement of Construction (prepare for each stage)																									
Commencement of the use (prepare for each stage)																									
Ten year design horizon																									

Item	Information requested
	provide a RPEQ certified swept path analysis based on the maximum design vehicle for turns into and out of the railway level crossing.
7.	Overdimensional Road Loads (Queensland Rail and Aurizon) Under the <i>Transport Infrastructure (Rail) Regulation 2006</i> permission from the relevant railway manager is required to take overdimensional road loads across rail infrastructure (e.g. rail level crossings and rail bridges). Further information can be obtained at: <u>Queensland Rail</u> http://www.queenslandrail.com.au/forbusiness/overdimensionalloads <u>Aurizon</u> http://www.aurizon.com.au/network/overdimensional-loads

- (i) The reasons this information is required are:
- Insufficient detail has been provided by the Applicant to appropriately demonstrate compliance with the relevant performance outcomes of State Code 2: Development in a Railway Environment and State code 6: Protection of State Transport Networks.
 - The additional information is required for TMR to complete a thorough assessment of the proposed development, and to determine the extent of any impacts upon the surrounding State-controlled road network.

(b) recommends the following advice be provided to the applicant:

Item	Advice
General	
1.	This pre-lodgement advice has been prepared on 10/02/2022 and is subject to change at the time of lodgement of a formal development application.
2.	This pre-lodgement advice provides initial advice on nominated major issues relevant to a development proposal to assist in the timely processing of applications. It cannot replace the in-depth investigation normally associated with the formal assessment of an application. While the advice is given in good faith, it in no way binds the Department of Transport and Main Roads.
3.	To assist with the preparation of a Traffic Impact Assessment, TMR (Northern Region) can provide road information such as traffic volumes and road safety data on request. Please email North.Queensland.IDAS@tmr.qld.gov.au for advice on what is required to prepare a traffic Impact Assessment and/or Road Safety Review.
4.	The Applicant should be aware that version 3.0 of the State Development Assessment Provisions is due to be adopted on 18 February 2022. SDAP version 3.0 introduces new or changed assessment benchmarks. This pre-lodgement advice has been prepared in accordance with SDAP version 2.6. Should the Applicant intend to lodge their development application after 18 February 2022, it is recommended that further pre-lodgement advice be sought regarding the latest version of SDAP.
5.	The Department of Transport and Main Roads has commenced a package of works on the Gregory Developmental Road (Charters Towers – Lynd). Construction commenced in mid-2021 and are due to be completed in late 2023 (weather and construction conditions permitting). The package of works includes 3 separate projects. Further information on the package of works can

Item	Advice
	be found on the department's website at https://www.tmr.qld.gov.au/projects/gregory-developmental-road-charters-towers-lynd-package-of-works

6.0 Endorsement

Officer

Peter Tarlinton
A/Senior Town Planner
(07) 4421 8702
North.Queensland.IDAS@tmr.qld.gov.au

Approver

edam.letter.signature
Signatory.Name
Signatory.Title
Signatory.Telephone
North.Queensland.IDAS@tmr.qld.gov.au
Signature.Date

Prelodgement Advice

SARA reference: 2202-27085 SPL
SARA role Referral Agency
SARA regional office: SARA North QLD
SARA email: NQSARA@dsdip.qld.gov.au
TA reference: TMR22-035352
TA contact name: Peter Tarlinton
TA contact details: (07) 4421 8702
TA approver: Lisa Brooks

1.0 Application details

Street address: Lynd Highway, Greenvale QLD 4816
Real property description: 6CLK25, 6WU50
Local government area: Charters Towers Regional Council
Applicant name: Powerlink - Genex Kidston
Applicant contact details: L7, 199 Grey St
South Brisbane QLD 4101
bradley.harbord@ugllimited.com
Description of Proposal: Genex Kidston connection transmission line project running from Kidston to Mt Fox 2 x 140+ man camp including laydown/ bulk fuel storage/ WWTP/ WTP/ offices

2.0 Matters of interest to the state

The development application has the following matters of interest to the state under the provisions of the *Planning Regulation 2017*:

Trigger Mode	Trigger Number	Trigger Description
State-Control led Roads	10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection

3.0 Documents considered

The following documentation was relied upon in providing this advice:

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Temporary Camp and Batch Plant Approval – Kidson Connection Project (email)	UGL Limited	14 January 2022	-	-
Genex Kidson Connection Project – Infrastructure Proximity to State-controlled Roads (Maps 1 – 8)	UGL Limited	Received 1 February 2022	-	-
Genex Ancillary Infrastructure Register	UGL Limited	Received 1 February 2022	-	-

4.0 Assessment

4.1 Considerations and assessment

4.1.1 Subject Site Details

- This pre-lodgement advice relates to land located on the Lynd Highway in Greenvale QLD 4816 and at 11040 Valley of Lagoons Road, Valley of Lagoons QLD 4850 and more particularly described as Lot 6 on CLK25 and Lot 6 on WU50 respectively.
- The above parcels are non-contiguous properties within the Charters Towers Regional Council (Council) local government area.
- Neither of the subject properties benefit from a direct frontage to a State-controlled road (SCR), with both properties comprising large rural lots under a leasehold tenure.
- Lot 6 on CLK25 is illustrated within Figure 1 below.



Figure 1: Aerial Photograph of Lot 6 on CLK25 (Source: iMaps, 2022)



Figure 2: Aerial Photograph of Lot 6 on WU50 (Source: iMaps, 2022)

- The nearest SCR to the above sites, and that will be relied upon for ultimate access to the land is the Gregory Developmental Road (Road ID: 98C)

4.1.2 Summary of Proposed Development

- The Applicant is seeking pre-lodgement advice regarding the establishment of non-resident workers accommodation camps within both of the abovementioned sites.
- It is understood that each camp will accommodate upwards of 140 persons, and are supported by laydown areas, bulk fuel storage facilities, waste water and water treatment plants, and offices.
- It is further understood that the non-resident workers accommodation camps are intended to support the construction of the Genex Kidston connection transmission line project.
- TMR has previously provided comments with regard to the greater Genex Kidston connection transmission line project.
- It is noted that separate pre-lodgement advice has also been sought with regard to six (6) mobile concrete batching plant sites (TMR22-035353).
- Accordingly, this pre-lodgement advice relates solely to the establishment and construction of the two (2) non-resident workforce accommodation camps at the above sites.
- Limited information has been provided in support of the pre-lodgement advice request.
- However, Figure 3 and Figure 4 below illustrate the approximate extent of the proposed camps.



Figure 3: Camp 1 (Valley of Lagoons Road) (Source: UGL Limited, 2022)

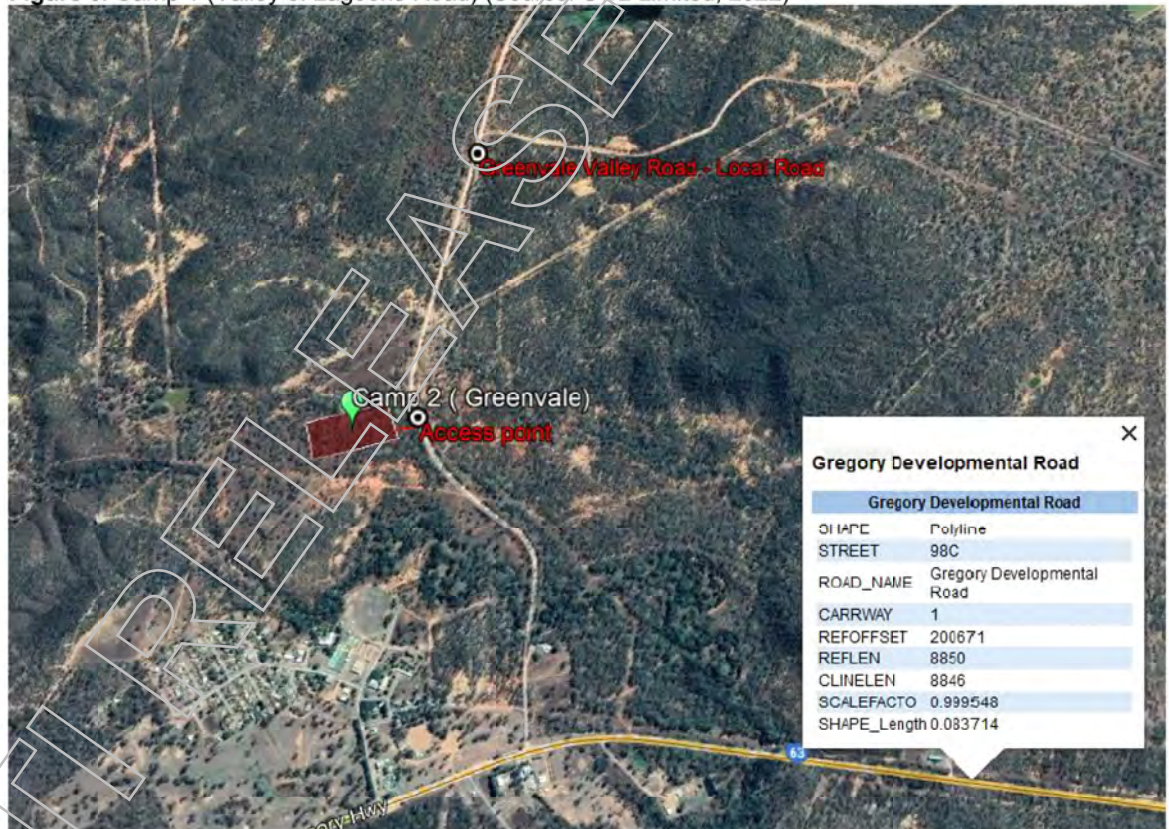


Figure 4: Camp 2 (Greenvale) (Source: UGL Limited, 2022)

4.2

Preliminary Assessment of State Development Assessment Provisions

- The proposed development results in the establishment of two (2) non-resident workforce accommodation camps, both of which result in a minimum of 140 persons being accommodated within each property.
- Accordingly, both future development applications to establish the non-resident workforce accommodation camps will trigger referral pursuant to the *Planning Regulation 2017*, Schedule

10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 due to exceeding the thresholds of Schedule 20.

- The site also adjoins the railway corridor (Greenvale Branch Line) along its southern boundary.
- As such, both applications will require consideration against the *State Development Assessment Provisions – version 2.6 (SDAP)*, and more specifically, State code 2 – Development in a Railway Environment (**State code 2**) and State code 6: Protection of State Transport Networks (**State code 6**).
- A preliminary assessment of the relevant codes has been undertaken below.

4.2.1 State code 2: Development in a Railway Environment

PO1 to PO15, PO18, PO19

- The proposed camps do not appear to be in proximity to the future railway corridor, however the submitted plans are difficult to decipher and an exact location cannot be determined.
- Detailed plans are required to be submitted as part of a formal development application to determine compliance with PO1-PO15, PO18 and PO19.

PO16 to PO17 - Stormwater and flooding

- The site is currently vacant, therefore development will increase the impervious areas on-site.
- No stormwater information was submitted with the prelodgement advice request.
- Therefore, upon submission of a formal development application, stormwater information is required to determine compliance with PO16 to PO17.

PO21 – Public Passenger Transport

- There is no public passenger transport infrastructure located on the road frontage of the site.

PO22 – Planned Upgrades

- The Greenvale Branch Line is identified as a future railway corridor as shown on the State's Development Assessment Mapping System (DAMS). This project is classified as Category C within TMR's PRISM planning, and the corridor is subleased to AgriPower for the purposes of a \$633 million rail project.
- The proposed camps do not appear to be in proximity to the future railway corridor, however the submitted plans are difficult to decipher and an exact location cannot be determined.
- Detailed plans are required to be submitted as part of a formal development application to determine compliance with PO22.

PO23 – Dangerous Goods

- N/A - The development is for workers camps which is unlikely to involve dangerous goods.

PO20 and PO24 – railway level crossing safety

- The project may involve significant traffic generation during construction and operation.
- It is likely that construction traffic travelling to the project site will cross a number of railway level crossings.
- No information was submitted to provide an assessment of the development's impact on state transport infrastructure.
- State transport infrastructure may be adversely impacted on as a result of machinery, materials, and equipment being transported during the establishment and construction stage.
- There are two (2) applicable railway managers, which will have an interest in the construction management of this project: Queensland Rail and Aurizon.
- To ensure the safety and operational integrity of railway level crossings, a Traffic Management Plan will need to be submitted with a formal development application to determine compliance with PO20 and PO24.
- Advice should also be provided regarding overdimensional road load

Table 2.2.2 – Noise – N/A – the railway corridor is a future railway corridor in this location which does not carry rail traffic.

4.2.2 State code 6: Protection of State Transport Networks

PO1 – PO6 (Network Impacts – SCR)

- Limited information has been provided in support of the pre-lodgement advice request in order to demonstrate compliance with the above provisions.
- Notwithstanding, based upon general knowledge of the greater Genex Kidston project, it is understood that workers are to be transported to the properties from Townsville via buses.
- Whilst neither of the above sites are directly accessed via a SCR, further consideration is required regarding each of the intersections of the local roads with the Gregory Developmental Road which are relied upon to access the workers camps.
- In particular, the Applicant is required to demonstrate that intersections with the SCR are sufficiently sized and designed to cater for the largest design vehicle required to service and construct the workers camps, in addition to being able to safely accommodate the volumes of vehicles required to transport workers to and from the camps.
- Similarly, the Applicant will be required to demonstrate that the volumes of traffic travelling to and from the subject site will not adversely impact upon the infrastructure condition, in particular at these intersections, of the SCR network.
- It is recommended that the Applicant provide a comprehensive Traffic Impact Assessment, prepared by a suitably qualified RPEQ in accordance with the requirements of TMR's *Guide to Traffic Impact Assessment – December 2018 (GTIA)*.

PO7 – PO9 (Network Impacts – State-controlled Railway Infrastructure)

- Refer to assessment for State code 2: PO20 and PO24.

PO10 – PO12 (Stormwater and Drainage)

- The subject sites are not directly adjoining a SCR.
- Accordingly, the proposed development within the subject site is unlikely to result in an adverse impact upon the SCR.

PO13 (Planned Upgrades)

- The subject site does not directly adjoin a SCR, and therefore is not located on land identified as being required for planned upgrades.
- The proposed development is therefore expected to comply with PO13.
- However, it should be noted that the department has commenced the construction of series of pavement widening and strengthening projects on the Gregory Developmental Road. Whilst this development may not impact on these works, the proponent should be made aware of the departments project.

PO14 – PO23 (Public Passenger Transport Infrastructure)

- The subject sites are located rurally, and are therefore not within close proximity to existing or proposed public passenger transport infrastructure.
- As such, the provisions of PO14 to PO23 do not apply in this instance.

5.0 Pre-lodgement advice

Our agency recommends the following:

- (a) information be submitted with the development application.

Item	Information requested
General	
1.	The <i>Planning Regulation 2017</i> (Planning Regulation) sets out the referral triggers for the State's concurrence agency assessment of development applications. Based on the information provided

Item	Information requested
	to date, it is understood that the proposed development involves the establishment of two (2) non-resident workforce accommodation camps, both of which exceed 140 persons residing within the land. As such, the proposed development is expected to exceed the thresholds of Schedule 20 of the Planning Regulation. The proposed development is therefore understood to trigger referral to the State pursuant to the requirements of the Planning Regulation, Schedule 10, Part 9, Division 4, Subdivision 1, Table 1. The proposed development therefore requires consideration against the <i>State Development Assessment Provisions version 2.6</i> (SDAP). More specifically, consideration against the following SDAP codes will be necessary: • State code 2: Development in a Railway Environment (State code 2) • State code 6: Protection of State Transport Networks (State code 6). Further guidance on what information needs to be supplied with a formal development application can be obtained from the Department of Transport and Main Roads' (TMR) SDAP Supporting Information available at: https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Planning-and-development-assessment-under-the-Planning-Act/Assessable-development
Traffic Impact Assessment	
2.	Limited information was provided by the Applicant in support of the request for pre-lodgement advice. As such, further information is required in support of the future development application in order to sufficiently demonstrate compliance with the relevant provisions of State code 6. In particular, the Applicant will be required to identify all State-controlled roads to be relied upon to access the sites (notably the Gregory Developmental Road, and Hervey Range Road), and should confirm that the proposed development will not impact upon the safety, operating capacity, or infrastructure condition of the State-controlled roads. Of specific concern are the intersections of the State-controlled roads with the local access roads. The Applicant is required to identify these intersections, and confirm that the intersections are able to safely and efficiently accommodate the increase in traffic generation associated with the proposed development (including during construction and operation). As such, in order to demonstrate compliance with PO1 to PO6 of State code 6, it is recommended that a Traffic Impact Assessment be prepared by a suitably qualified RPEQ in accordance with the requirements of TMR's <i>Guide to Traffic Impact Assessment – December 2018</i> (GTIA). GTIA is available at: https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Guide-to-Traffic-Impact-Assessment. The Traffic Impact Assessment should confirm that the proposed development aligns with the existing traffic generation, and at a minimum, include information demonstrating: (a) Identify the extent of impacts generated by development traffic per impact type and impact assessment area. For example, demonstrate the spatial extent where development traffic exceeds 5% of the base traffic. (b) The type and size of vehicles required to access the subject site; (c) The number of and frequency at which vehicles will be required to access the subject site;

Item	Information requested
	(d) Identify the operational phases and duration of the expected life of the proposed development; (e) Identify the number of employees (if any) associated with the development along with expected shift times (if relevant); (f) Identify the expected traffic that will be generated by the development. (g) Identify peak hour trips; (h) Identify the expected traffic distribution on the road network as a result of the development, including destinations; (i) Provide a swept path assessment for the largest vehicle proposed for the development; (j) Identify the impact the development may have on the safety, efficiency and condition of the surrounding State transport network; (k) Provide pavement and road cross sections for any proposed upgrade to the State transport network; (l) Ensure any proposed upgrade works have taken into consideration the current speed limit of the road network; (m) Demonstrate that the development will not impose traffic loadings on the state-controlled road which could be accommodated on the local road network; (n) Recommend mitigation measures to ensure no adverse impact on the safety and efficiency of the State-controlled road network, and how they comply with relevant TMR Design requirements and with TMR's Road Planning and Design Manual (2nd Edition).
Future State-controlled Railway Corridors	
3.	Proposal Plans When lodging a formal development application, the applicant is required to provide scaled and sufficiently detailed plans and supporting documentation which clearly identify all aspects of the proposed development in relation to the railway corridor. In particular, this should include the following amongst other relevant considerations: • any existing and future railway corridor boundaries should be clearly shown. Works should be located outside the railway corridor and future railway corridor. • the layout, design and extent of all proposed buildings and structures, including details of height and minimum setback of all buildings and structures from the railway corridor and future railway corridor. • vehicle access points, maintenance access tracks, design vehicle manoeuvring areas/driveways, loading zones/ construction zones and carparks in relation to the railway corridor and future railway corridor. In particular, refer to AO18.2 and AO18.3. • the existing and proposed fencing arrangements along the site boundary with the railway corridor and future railway corridor. In particular, refer to AO18.1. • proposed service and utility connections in relation to the railway corridor and future railway corridor. Any proposed connections to services and utilities in the railway corridor (including stormwater discharge) will rely on gaining relevant approvals from the railway manager under section 225 of the <i>Transport Infrastructure Act 1994</i>. • the extent of any works in relation to the railway corridor and future railway corridor such as for earthworks and stormwater management. This information is required to assess the proposal against the provisions of State Code 2: Development in a Railway Environment of the State Development Assessment Provisions. Once proposal plans are provided illustrating the proposed development on the site, further additional information may need to be provided.
4.	Earthworks, Retaining and Ground Disturbance

Item	Information requested
	When lodging a formal development application, the applicant should provide further information to demonstrate compliance with PO11 - PO15, Table 2.2.1 of State Code 2: Development in a Railway Environment of the State Development Assessment Provisions. In particular, the applicant is requested to provide an earthworks plan, including cross sections/elevations, and any required supporting technical details clearly showing: - the location and extent of proposed excavation and filling (earthworks), including likely volumes of cut and fill adjacent to the railway corridor or future railway corridor; - the maximum depth of any excavation and maximum height of any proposed filling and the gradient and height of any proposed batters adjacent to the railway corridor or future railway corridor; - the maximum height and intended form/design of any proposed retaining walls or structures adjacent to the railway corridor or future railway corridor; - where proposed excavations, filling/backfilling or retaining works will be greater than 1m in depth or height abutting the railway corridor, RPEQ certified drawings should be provided demonstrating that the works will not de-stabilise the railway corridor or future railway corridor; and - demonstrate that any retaining structures, excavations, and filling/backfilling will be located outside the railway corridor or future railway corridor. Scaled cross sections and elevations should clearly show the interface with the railway corridor or future railway corridor as a result of the proposed earthworks. The difference between existing site levels and finished/design levels should be clearly shown.
5.	Stormwater and Flooding Upon submission of a formal development application, the applicant should provide a Stormwater Management Plan to demonstrate compliance with PO16 - PO17, Table 2.2.1, State Code 2: Development in a Railway Environment of the State Development Assessment Provisions. The Stormwater Management Plan should demonstrate that the management of stormwater and flooding post development can achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% Annual Exceedance Probability (AEP). This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. Stormwater management for the proposed development must ensure no worsening or actionable nuisance to the railway corridor or future railway corridor caused by peak discharges, flow velocities, water quality, sedimentation and scour effects. The report should also demonstrate that flood storage capacity is maintained on the site with the development. Overland flow paths/ hydraulic conveyance should be maintained on the site as part of the proposed development. In particular, the following should be addressed: (i) <i>Site Detail and Contour Survey.</i> A site detail and contour survey is required to verify the existing drainage characteristics of the site, particularly in relation to the railway corridor and future railway corridor. All relevant legal points of discharge for the development site should be identified. (i) <i>Catchment Analysis.</i> Provide pre-development and post-development catchment plans that clearly identify all internal catchments on the site, external catchments draining into the site, the flow paths (direction of flow) within each catchment, the size of each catchment and the legal point of discharge for each catchment. (ii) <i>Flood impact assessment.</i> If the development locations are floodprone, provide a

Item	Information requested
	hydraulic and hydrological analysis demonstrating the design flood peak discharges for the site and surrounding area which exist in the pre and post development scenarios for all flood and stormwater events up to a 1% Annual Exceedance Probability. This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. The flood model needs to adequately encompass the railway corridor and future railway corridor. Mapping (afflux, water level/depth and velocity impact maps) should be provided to clearly illustrate the pre-development scenario, and the post development impacts for all relevant design events. (iii) <i>Water quantity assessment.</i> The peak discharge analysis should provide adequate details of the pre and post development impervious area of the site and give adequate consideration to the detention basin requirements of the QUDM, Fourth Edition. (iv) <i>Maintain the pre-development condition.</i> The pre-development flow scenario will need to be replicated in the post development condition. The proposed development should not impede or interfere with any drainage, stormwater or floodwater flows, including sheet flows, from the railway corridor/future railway corridor or vice versa. Retaining structures, filling/excavation, landscaping, buildings and structures or any other works to the land should be designed to include provision for drainage so as not to adversely impact on the railway corridor or future railway corridor. The development design will need to address any concentration of flows, potential for back-up/ponding and scour/erosion which may undermine the railway corridor or future railway corridor. (v) <i>Conceptual drainage layout.</i> Provide a conceptual stormwater drainage layout plan showing the proposed internal stormwater network on the site, including roofwater connections, pit and pipe network, field inlets and any detention basins/tanks and demonstrating how all roof and surface water flows will be collected and conveyed to the legal points of discharge. (vi) <i>Mitigation measures.</i> include details of the mitigation measures proposed to address any potential stormwater and flooding impacts of the proposed development. The design flood peak discharges should be shown for the mitigated case to demonstrate there is no worsening impact on the railway corridor or future railway corridor. All mitigation measures must be located on the site and not in the railway corridor or future railway corridor.
6.	Railway Level Crossing Safety Railway level crossings could be adversely impacted on by development generated traffic. Upon submission of a formal development application, the applicant is requested to provide RPEQ certified traffic information demonstrating how the proposal will comply with PO20 and PO24 of State Code 2: Development in a Railway Environment of the State Code of the State Development Assessment Provisions. In particular, the traffic information will be required to address the following: - the expected traffic distribution on the road network as a result of the proposed development. This should identify the roads intended to be used by development generated traffic, including the likely origin and destination of vehicles accessing the development. - identification of any railway level crossing/s likely to be impacted on by development generated traffic (including construction and operational traffic and staff movements). The proportion of development generated traffic that is likely to use the identified railway level crossing/s should be identified.

Item	Information requested																								
	Should the transportation routes likely to be used by development generated traffic involve existing railway level crossing/s, the following information should be provided: (a) <u>ALCAM</u> - the expected timeframe for the delivery of the proposed development including the commencement of construction and the completion of the development (including any stages); - existing traffic flows (expressed as vehicles per day) over the impacted railway level crossing/s, including daily (peak hour) fluctuations, and number and percentage of heavy vehicles; - the expected background traffic growth (expressed as vehicles per day) over the impacted railway level crossing/s, including the number and percentage of heavy vehicles. This should include background traffic growth from the anticipated commencement of construction and each development stage to a ten year horizon; - the expected development generated traffic (expressed as vehicles per day), including daily fluctuations (peak hour) and percentage of heavy vehicles, that will pass over the impacted railway level crossing/s from the commencement of construction, and each development stage to a ten year design horizon; - the maximum size and type of vehicle (including length, width, height and weight) anticipated over the impacted railway level crossings as a result of the development during construction and on-going operation (including any stages); - the following data table is required to be populated for each impacted railway level crossing: <table><tr><th colspan="4">AADT over railway level crossing (Prepare table for each impacted railway level crossing)</th></tr><tr><th>Year</th><th>Without development (background growth)</th><th>With development</th><th>No. and dimensions/type of heavy vehicles</th></tr><tr><td>2022 (current scenario)</td><td></td><td></td><td></td></tr><tr><td>Commencement of Construction (prepare for each stage)</td><td></td><td></td><td></td></tr><tr><td>Commencement of the use (prepare for each stage)</td><td></td><td></td><td></td></tr><tr><td>Ten year design horizon</td><td></td><td></td><td></td></tr></table>	AADT over railway level crossing (Prepare table for each impacted railway level crossing)				Year	Without development (background growth)	With development	No. and dimensions/type of heavy vehicles	2022 (current scenario)				Commencement of Construction (prepare for each stage)				Commencement of the use (prepare for each stage)				Ten year design horizon			
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Ten year design horizon																									

(b) Short stacking

- clarify the maximum design vehicle for the development (length, height and width);
- demonstrate how the development generated traffic will not worsen vehicular queuing (short stacking) issues over the impacted railway level crossing/s. In particular, demonstrate that there is sufficient clearance between the railway level crossing and the relevant intersection/access point to allow the maximum size of vehicle used in the operation to queue. The minimum clearance should be 5m from the edge running rail (of the closest railway track) as per Section 5.4 – Short Stacking and Figure 3.2 – Yellow Box Marking of AS1742.7:2016 *Manual of Uniform Traffic Control Devices, Part 7: Railway* plus the length of the maximum design vehicle. It is recommended that the available clearances are confirmed by a registered surveyor.

provide a RPEQ certified swept path analysis based on the maximum design vehicle for turns into and out of the railway level crossing.

Item	Information requested
7.	Overdimensional Road Loads (Queensland Rail and Aurizon) Under the <i>Transport Infrastructure (Rail) Regulation 2006</i> permission from the relevant railway manager is required to take overdimensional road loads across rail infrastructure (e.g. rail level crossings and rail bridges). Further information can be obtained at: <u>Queensland Rail</u> http://www.queenslandrail.com.au/forbusiness/overdimensionalloads <u>Aurizon</u> http://www.aurizon.com.au/network/overdimensional-loads

(i) The reasons this information is required are:

- Insufficient detail has been provided by the Applicant to appropriately demonstrate compliance with the relevant performance outcomes of State Code 2: Development in a Railway Environment and State code 6: Protection of State Transport Networks.
- The additional information is required for TMR to complete a thorough assessment of the proposed development, and to determine the extent of any impacts upon the surrounding State-controlled road network.

(b) recommends the following advice be provided to the applicant:

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1.	This pre-lodgement advice has been prepared on 10/02/2022 and is subject to change at the time of lodgement of a formal development application.
2.	This pre-lodgement advice provides initial advice on nominated major issues relevant to a development proposal to assist in the timely processing of applications. It cannot replace the in-depth investigation normally associated with the formal assessment of an application. While the advice is given in good faith, it in no way binds the Department of Transport and Main Roads.
3.	To assist with the preparation of a Traffic Impact Assessment, TMR (Northern Region) can provide road information such as traffic volumes and road safety data on request. Please email North.Queensland.IDAS@tmr.qld.gov.au for advice on what is required to prepare a traffic Impact Assessment and/or Road Safety Review.
4.	The Applicant should be aware that version 3.0 of the State Development Assessment Provisions is due to be adopted on 18 February 2022. SDAP version 3.0 introduces new or changed assessment benchmarks. This pre-lodgement advice has been prepared in accordance with SDAP version 2.6. Should the Applicant intend to lodge their development application after 18 February 2022, it is recommended that further pre-lodgement advice be sought regarding the latest version of SDAP.
5.	The Department of Transport and Main Roads has commenced a package of works on the Gregory Developmental Road (Charters Towers – Lynd). Construction commenced in mid-2021 and are due to be completed in late 2023 (weather and construction conditions permitting). The package of works includes 3 separate projects. Further information on the package of works can be found on the department's website at https://www.tmr.qld.gov.au/projects/gregory-developmental-road-charters-towers-lynd-package-of

Item	Advice
	-works

6.0 Endorsement

Officer

Peter Tarlinton
A/Senior Town Planner
(07) 4421 8702
North.Queensland.IDAS@tmr.qld.gov.au

Approver

Sch. 4(4)(b) - Disclosing personal information

Lisa Brooks
Senior Planner
(07) 4421 8783
North.Queensland.IDAS@tmr.qld.gov.au
11 February 2022

RE: 2202-27085 SPL — Request TA assessment (pre-application request)

From Brendan Tyndall <Brendan.Tyndall@des.qld.gov.au>

Date Tue 2/15/2022 2:53 PM

To NQSARA <NQSARA@dsdilgp.qld.gov.au>

 3 attachments (2 MB)

pr-ap-site-specific-prescribed (2).docx; EDOCS - 16361112 - SARA 20220215 Pre Lodgement 2202-27085 SPL Powerlink - Genex Kidston-PA8-TA Assessment response pre-lodgement - 1.PDF; EDOCS - 16326041 - SARA 20220202 Pre Lodgement 2202-27085 SPL Powerlink - Genex Kidston - PA8-TA Assessment response pre-lodgement_4 - 1.DOCX;

Attention: Catherine Hobbs, Principal Planning Officer

Hi Catherine,

Please find attached pre-application advice relating to STPs at two workers camps related to the upcoming Genex-Kidston Transmission line project.

From the information given, it looks like they will be making the EA application straight to DES, therefore I have attached the DES application form.

Let me know if you have any questions.

Thanks

Brendan Tyndall

Senior Environmental Officer

Utilities and Government Organisations Assessment

Waste, Development & Southeast Compliance

Environmental Services & Regulation

Department of Environment and Science

P 07 3330 6372

GPO Box 2454, Brisbane QLD 4000

From: No Reply <mydas-notifications-prod2@qld.gov.au>

Sent: Tuesday, 1 February 2022 3:01 PM

To: Sara-DES; catherine.hobbs@dsdilgp.qld.gov.au

Subject: 2202-27085 SPL — Request TA assessment (pre-application request)

The State Assessment and Referral Agency received a request for pre-application advice on 1 February 2022 from Powerlink - Genex Kidston.

Description of proposal: Genex Kidston connection transmission line project running from Kidston to Mt fox
2 x 140+ man camp including laydown/ bulk fuel storage/ WWTP/ WTP/ offices

Local government area: Charters Towers Regional Council

The department is seeking your technical assessment of this request and advice on the following matters:

1. DES - ERA 63

A technical agency assessment response template is now available for download from the Manage Documents section of the application dashboard (reference [2202-27085 SPL](#)) in MyDAS2.

Please provide your written response by 8 February 2022

For more information, please contact Catherine Hobbs, Principal Planning Officer, on 47583412 or via email NQSARA@dsdip.qld.gov.au.

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PA3-E



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Application form

Environmental Protection Act 1994

Site-specific application for a new environmental authority for a prescribed ERA

This is the approved form to make a site-specific application for an environmental authority (EA) under sections 124 and 125 of the Environmental Protection Act 1994 (EP Act) for an environmentally relevant activity (ERA) which is prescribed under section 19 of the EP Act.

For applications to the Department of Environment and Science, you can apply through Online Services at: <https://business.qld.gov.au/running-business/environment/online-services>.

Note: For applications to the Department of Environment and Science, the only way to pay fees by credit card is by completing the application through Online Services. For other fee payment options see Question 16.

It is recommended that prior to making an application for a new environmental authority (EA) for an environmentally relevant activity (ERA), you read the information on what to provide with an application. This information is located on the Business Queensland website (formerly the Queensland Government's Business and Industry Portal) at www.business.qld.gov.au (use the search term "Environmental licence"). This website also has a diagnostic tool called the "forms and fees finder" which will help identify any fees and supporting information you need to make an application.

Only use this application form if you are applying for a new environmental authority (EA) where:

- ☒ All applicants are registered as suitable operators¹. A suitable operator is a person or a corporation assessed under section 318I of the EP Act as being suitable to carry out an ERA and is listed on the suitable operator register².
- ☒ The ERA/s being applied for do not form part of an ERA project under an existing EA.
- ☒ If more than one ERA is being applied for, the ERAs must be carried out as part of a single integrated operation:
 - the ERAs will be carried out under the day to day management of a single responsible individual (e.g. a site manager or operations manager); and
 - all of the ERAs are operationally interrelated, that is, the operation cannot function without all of the ERAs. Separate applications will need to be made for the ERAs that cannot be carried out as a single integrated operation; and
 - the ERA/s are, or will be, carried out at one or more places; and
 - the places where the ERAs will be carried out are close enough to make the integrated day to day management of the activities feasible.
- ☒ The ERA/s being applied for are prescribed under section 19 of the *Environmental Protection Act 1994* (EP Act).
- ☒ The ERA/s being applied for do not require a development permit for a material change of use under the *Planning Act 2016*, unless an application for the required development permit has been made.

¹ Your EA application must be refused if you are not a registered suitable operator when the application is decided. To become a registered suitable operator, apply using the form "Application to be a registered suitable operator - ESR/2015/1771" (available at www.qld.gov.au, using the publication number ESR/2015/1771 as a search term)).

² The register is available on the Queensland Government website at www.qld.gov.au, using the search term "suitable operator register".

Site-specific application for a new environmental authority for a prescribed ERA

- ☒ The ERA/s being applied for do not require a State development area approval (SDA approval) under the *State Development and Public Works Organisation Act 1971*, unless an application for the required SDA approval has been made or a current SDA approval is in effect and has not lapsed.
- ☒ The application is not to dredge or extract more than 10,000 tonnes of material a year in the North Stradbroke Island region.

If you would like to have a pre-lodgement meeting:

- for prescribed ERAs 2, 3 and 4—contact the Department of Agriculture and Fisheries by email at **livestockregulator@daf.qld.gov.au**
- for any other ERA—please complete and lodge the form “Application for pre-lodgement services” (ESR/2015/1664³), prior to lodging this application for an environmental authority.

³ This application form is available at www.qld.gov.au, using the publication number ESR/2015/1664 as a search term.

Application form

Site-specific application for a new environmental authority for a prescribed ERA

The fields marked with an asterisk * are mandatory, if they are not completed then your application may be considered not properly made under section 128 of the *Environmental Protection Act 1994*.

1. Applicant details

To nominate a site or application contact for this application please provide details at Questions 14 and 15.

Is there more than one applicant? *	☐ No—provide applicant's details below. ☐ Yes—provide the principal applicant's details below and all other applicants' details in Attachment 1—"Joint applicants and appointment of principal applicant"
Name - individual or contact person if applicant is a organisation*	Suitable Operator Reference Number*
Organisation name, including any trading name (*if an organisation)	ABN/ACN (*if an organisation)
Residential or registered business address (not a post office box)*	Phone*
Postal address (if same as above, write "AS ABOVE")*	Facsimile
Email*	☐ Indicate if you want to receive correspondence via email

1.1 Nomination of an agent for this application

I/we nominate the below agent to act on my/our behalf and to receive correspondence relating to this application.

Do you want to nominate an agent for this application?*	
☐ No → Go to Question 2 ☐ Yes → Complete the agent's details here.	
Name of agent – individual or contact person if agent is an organisation	
Organisation name, including trading name if an organisation	ABN/ACN (if an organisation)
Postal address	Phone
Email	☐ Indicate if you do not want to receive correspondence via email

2. Details of the ERA(s) being applied for

Complete the table below by advising which ERA(s) you are applying for. If the ERA has eligibility criteria and standard conditions⁴, identify whether you can comply with them. Select "N/A" where there are no eligibility criteria and standard conditions for that ERA. If you cannot comply with all of the applicable standard conditions, select "no" and attach details of the standard conditions you cannot comply with.

ERA number*	Threshold*	Name of ERA*	I can comply with the eligibility criteria*	I can comply with all the standard conditions*
			☐ Yes ☐ N/A	☐ Yes ☐ No
			☐ Yes ☐ N/A	☐ Yes ☐ No
			☐ Yes ☐ N/A	☐ Yes ☐ No
			☐ Yes ☐ N/A	☐ Yes ☐ No
			☐ Yes ☐ N/A	☐ Yes ☐ No
			☐ Yes ☐ N/A	☐ Yes ☐ No
			☐ Yes ☐ N/A	☐ Yes ☐ No
			☐ Yes ☐ N/A	☐ Yes ☐ No

☐ I have attached details of the standard conditions that I cannot comply with.

3. Description of land where the ERA/s will be carried out

Where activities will be undertaken at more than one location, provide details in Appendix 2.

Will the ERA(s) be carried out at a fixed location?*				
☐ Yes NOTE: If there is more than one location please complete Attachment 2	Number*	Street Name*	Suburb/Town*	Postcode*
	Real Property Description*		Specific area within the location ie GPS or other descriptor*	
	Lot _____ Plan _____ Port (*if applicable) _____		Project Name (*if applicable) _____	
☐ No	Where there is no fixed location, the location will be recorded as "State of Queensland"			

⁴ ERAs with eligibility criteria and standard conditions are listed at: www.business.qld.gov.au (use the search term "eligibility criteria").

6. Existing environmental authorities at the location

Do you have any existing environmental authorities at this location?*		
☐ No	Go to Question 7.	
☐ Yes	Existing EA number(s)*	Certification*
		☐ I certify that the ERA(s) being applied for do not form part of any existing environmental authority/ies

7. Other related approvals

To avoid the possibility of your environmental authority application being invalid, you need to ensure any other required applications have been made prior to lodging this application. If you are not sure what approvals are required you should contact the planning area of your local government authority or if the area is within a State development area, visit the Department of State Development, Infrastructure, Local Government and Planning website at: <http://www.statedevelopment.qld.gov.au> (search for state development area).

Are you required to obtain any of the following approvals to conduct the ERA(s)?*					
- A development approval from your Local Government Authority (for ERA/s which may trigger within the local planning scheme the need for an approval under the <i>Planning Act 2016</i>), or - An approval for the use of land under the <i>State Development and Public Works Organisation Act 1971</i>?					
☐ No	Go to Question 8				
☐ Yes	Approval name*	Legislation*	Application number*	Date lodged*	Approval status*

8. Environmental offsets

An environmental offset, under the *Environmental Offsets Act 2014*, may be required for an ERA where, despite all reasonable measures to avoid and minimise impacts on certain environmental matters, there is still likely to be significant residual impact on one or more of those matters.

You must verify the presence, whether temporary or permanent, of those environmental matters. For more information refer to the Queensland Environmental Offsets Policy and the Significant Residual Impact Guideline at the Queensland Government website at www.qld.gov.au, using the search term "environmental offsets".

Will the ERA(s) being applied for result in a significant residual impact to a matter of State environmental significance (MSES)?*	
☐ No	Go to Question 9.
☐ Yes	You must attach supporting information that: - Details the magnitude and duration of the likely significant residual impact on each prescribed environmental matter (other than matters of local environmental significance) for the entire activity; and - Demonstrates that all reasonable measures to avoid and minimise impacts on each of those matters will be undertaken.

8.1 Notice of election

Has a notice of election been submitted to the administering authority, or is being submitted as part of this application?	
☐ No	Go to Question 8.2.
☐ Yes	☐ You can attach the notice of election, if it has not been submitted to the department. Go to Question 8.3.

8.2 Staged environmental offsets

Offset delivery can be staged, however for this to occur, the condition of any approved environmental authority needs to state that both the activity and the offset may be staged. As part of your notice of election for each stage under the *Environmental Offsets Act 2014*, you are required to provide a detailed assessment of the quantum of impact of that stage and the offset obligation requirement to be delivered for that stage.

Will the proposed ERA(s) and delivery of an environmental offset be undertaken in stages?	
☐ No	Go to <i>Question 8.3</i>
☐ Yes	You must attach supporting information that details of how the activity/activities are proposed to be staged.

8.3 Nature conservation environmental offset

Has another authority issued under the <i>Nature Conservation Act 1992</i> required an environmental offset for the same, or substantially the same, impact and the same, or substantially the same, MSES?	
☐ No	Go to <i>Question 8.4</i>
☐ Yes	Provide permit number:

8.4 Marine parks environmental offset

Has marine park permit issued under the <i>Marine Parks Act 2004</i> required an environmental offset for the same, or substantially the same, impact and the same, or substantially the same, MSES?	
☐ No	Go to <i>Question 9</i>
☐ Yes	☐ You must attach a copy of the marine park permit to this application.

9. Matters of national environmental significance

There are currently nine matters of national environmental significance (MNES) which have been defined in the *Environment Protection and Biodiversity Conservation Act 1999 (Cth)* (EPBC Act). These are:

- world heritage properties
- national heritage places
- wetlands of international importance (listed under the Ramsar Convention)
- listed threatened species and ecological communities
- migratory species protected under international agreements
- Commonwealth marine areas
- the Great Barrier Reef Marine Park
- nuclear actions (including uranium mines)
- a water resource, in relation to coal seam gas development and large coal mining development

To determine whether the proposed ERA(s) will have a significant impact on MNES and for referral requirements, please refer to the guidance provided by the Federal Government's Department of Environment on www.environment.gov.au.

Would the carrying out of the proposed ERA(s) be likely to have a significant impact on a MNES?*	
☐ No	Go to <i>Question 10</i> .
☐ Yes	Has the proposal been referred to the Federal Department of Environment for formal assessment and approval? ☐ No → Go to <i>Question 10</i>. ☐ Yes → Go to <i>Question 9.1</i>.

9.1 EPBC Act approval for environmental offsets

Has an approval issued under the EPBC Act required an environmental offset for the same, or substantially the same, impact and the same, or substantially the same, MSES?	
☐ No	Go to <i>Question 10</i> .
☐ Yes	I have attached a copy of the approval under the EPBC Act. Are there any MNES which were assessed under the EPBC Act which are the same, or substantially the same as an MSES, but that were not conditioned in the approval? ☐ No → Go to <i>Question 10</i> ☐ Yes → List these MNES:

10. Environmental impact statement under the *State Development and Public Works Organisation Act 1971*

Certain stages of the EA application process may not apply if the proposed activities were assessed as part of a coordinated project declared under the *State Development and Public Works Organisation Act 1971* (State Development Act), you are only required to answer Questions 10 to 10.1 if you have a current Co-ordinator General's (CG's) evaluation report for the project.

Has an environmental impact statement (EIS) process under State Development Act been completed?*	
☐ No	Go to <i>Question 11</i> .
☐ Yes	What is the title and project name of the completed EIS?*
	☐ The EIS was completed for all activities that are the subject of this application. ☐ The environmental risks or the way the activity/activities are proposed to be carried out have not changed since the EIS was completed. ☐ The environmental risks or the way the activity/activities are proposed to be carried out have changed since the EIS was completed.
	☐ The EIS was not completed for all activities that are the subject of this application. ☐ The environmental risks or the way the activity/activities are proposed to be carried out have not changed since the EIS was completed. ☐ The environmental risks or the way the activity/activities are proposed to be carried out have changed since the EIS was completed.
	Was the EIS completed for all activities that are the subject of this application?*
	Please list the activities that were not included in the EIS or attach documentation with this information to this application:
☐ I have attached the required supporting information.	

10.1 Coordinator-General's conditions

Are there CG's conditions that relate to the ERA(s) being applied for?*	
☐ No →	Go to <i>Question 11</i> .
☐ Yes →	Name of the CG's evaluation report:

11. Assessment of the environmental impact

This question is **not applicable** if an EIS process under the State Development Act has been completed for all the ERA(s) that are the subject of this application and the environmental risks of the activities **and** the way they are proposed to be carried out has not changed since the EIS was completed.

You must attach to this application an assessment of the likely impact of each ERA on environmental values (*if applicable), including:

- a description of the environmental values likely to be affected by each relevant activity
- details of any emissions or releases likely to be generated by each relevant activity
- a description of the risk and likely magnitude of impacts on the environmental values
- details of the management practices proposed to be implemented to prevent or minimise adverse impacts
- details of how the land the subject of the application will be rehabilitated after each relevant activity ceases

☐ I have attached an assessment of the environmental impact and specific supporting information.

12. Details of waste management

Describe the proposed measures for minimising and managing waste generated by the activity/ies below *

☐ I have attached the proposed measures.

13. Take effect date (when fees will commence being charged)

You may nominate when the EA will take effect should it be approved. The date the environmental authority takes effect will be the date from which you can commence the activities as well as the date your annual fees will commence to be charged (your anniversary date). Under section 200 of the EP Act, if a development permit for a material change of use under the *Planning Act 2016* or a State development area (SDA) approval is required in order to carry out the ERA the EA cannot take effect until the development permit or SDA approval takes effect (known as taking effect pending development approval).

Do you want the EA to take effect on the decision date, nominated date, or pending development approval?*	
☐ Decision date	The take effect date will be the date of the decision.
☐ Nominated date	Details of nominated take effect date:
☐ Pending development approval	The take effect date will be the day the development approval is granted. You must notify the administering authority when the development approval takes effect.

14. Nomination of site contact

An alternative contact nominated by the legal person which holds, or will in future hold, a relevant authority issued by the department. The department may direct correspondence relating to actual or potential compliance matters to the site contact.

Do you want to nominate a site contact?*			☐ No
			☒ Yes, provide details below
Title*	First Name*	Surname*	
Email Address*			☐ Indicate if you want to receive correspondence via email
Phone			

15. Nomination of application contact

An alternative contact nominated by the legal person which has submitted, or will in future submit, applications to be assessed by the department. All departmental correspondence relating to the assessment of applications will be directed to the application contact, however, if the application results in the issuing of a relevant authority, the relevant authority will be sent to the applicant.

Name or Position*
Primary Phone*
Secondary Phone
Email Address*

16. Payment of fees

You are required to pay an application fee at the time of application. If your application is approved you will be required to pay a fee annually. Each ERA has a regulated fee and the annual fee will be the highest annual fee of any ERA associated with the project. The first annual fee will be invoiced when the permit becomes effective. Information on fees is available on the Business Queensland website at www.business.qld.gov.au.

The application fee is*: \$

Please select your payment method for the application fee below:

For fees payable to the Department of Environment and Science:

- ☐ Cheque or money order payable to the Department of Environment and Science (attached).
- ☐ For credit card payments for applications to the Department of Environment and Science you must complete the application using Online Services at <https://business.qld.gov.au/running-business/environment/online-services>.

For fees payable to the Department of Agriculture and Fisheries:

- ☐ Cheque or money order payable to the Department of Agriculture and Fisheries (attached).
- ☐ Please contact me (the applicant) for credit card payment, (Department of Agriculture and Fisheries only):

Phone number:

17. Applicant declaration

I declare that the information I have provided is true and correct. I understand that it is an offence under the *Environmental Protection Act 1994* to give information that I know is false, misleading or incomplete.

I will comply with all conditions on my environmental authority as well as any relevant provisions in the *Environmental Protection Act 1994*.

I understand that I am responsible for managing the environmental impacts of these activities, and that approval of this application is not an endorsement by the administering authority of the effectiveness of the management practices proposed or implemented.

Applicant's full name*	Applicant's position*
Applicant's signature*	Date*

Submit your completed application:

for ERA 2, ERA 3 or ERA 4 via email to livestockregulator@daf.qld.gov.au or:

Post:

Senior Environmental Scientist
Department of Agriculture and Fisheries
GPO Box 102
TOOWOOMBA QLD 4350

Further information:

www.business.qld.gov.au
Email: livestockregulator@daf.qld.gov.au
Phone: 13 25 23
Fax: (07) 4529-9233

for all other ERAs via email to palm@des.qld.gov.au or:

Post:

Permit and Licence Management
Department of Environment and Science
GPO Box 2454
BRISBANE QLD 4001

Further information:

www.business.qld.gov.au
Email: palm@des.qld.gov.au
Phone: 13 QGOV (13 74 68)

Privacy statement

The Department of Environment and Science (the Department) and the Department of Agriculture and Fisheries are collecting the information on this form in accordance with and as authorised by Chapter 5 of the *Environmental Protection Act 1994* (EP Act).

Pursuant to section 540 of the EP Act, the Department is required to maintain a register of certain documents and information authorised under the EP Act. A copy of this document will be kept on the public register. The register is available for inspection by members of the public who are able to take extracts, or copies of the documents from the register. Documents that are required to be kept on the register are published in their entirety, unless alteration is required by the EP Act. There is no general discretion allowing the Department to withhold documents or information required to be kept on the public register. For more information on the Department's public register, search 'public register' at www.qld.gov.au. For queries about privacy matters please email privacy@des.qld.gov.au or telephone 13 74 68.

RTI RELEASE - DSDIP

Attachment 1**Joint applicants and appointment of principal applicant**

We are joint applicants for this environmental authority application and hereby appoint _____ as the principal applicant to receive statutory documents relating to this application.

Name - individual or contact person if applicant is an organisation*	Suitable Operator Reference Number*
Organisation name, including trading name (*if an organisation)	ABN/ACN (*if an organisation)
Residential or registered business address (not a post office box)*	Phone*
Postal address (if same as above, state "AS ABOVE") *	Facsimile
Email*	☐ Indicate if you want to receive correspondence via email
Signature*	Date*

Name - individual or contact person if applicant is an organisation*	Suitable Operator Reference Number*
Organisation name including trading name (*if an organisation)	ABN/ACN (*if an organisation)
Residential or registered business address (not a post office box)*	Phone*
Postal address (if same as above, state "AS ABOVE")*	Facsimile
Email*	☐ Indicate if you want to receive correspondence via email
Signature*	Date*

Name - individual or contact person if applicant is an organisation*	Suitable Operator Reference Number*
Business name including trading name (*if an organisation)	ABN/ACN (*if an organisation)
Residential or registered business address (not a post office box)*	Phone*
Postal address (if same as above, state "AS ABOVE")*	Facsimile
Email*	☐ Indicate if you want to receive correspondence via email
Signature*	Date*

Attachment 2**List of locations where the ERA(s) will be carried out.**

Where there is more than one location list all locations and which ERA(s) will be conducted at each location.

Number*	Street Name*	Suburb/Town*	Postcode*	ERA/s*
Real Property Description*		Specific area within the location ie GPS or other descriptor (*if applicable e.g. dredging)		
Lot	Plan			

Number*	Street Name*	Suburb/Town*	Postcode*	ERA/s*
Real Property Description*		Specific area within the location ie GPS or other descriptor (*if applicable e.g. dredging)		
Lot	Plan			

Number*	Street Name*	Suburb/Town*	Postcode*	ERA/s*
Real Property Description*		Specific area within the location ie GPS or other descriptor (*if applicable e.g. dredging)		
Lot	Plan			

Number*	Street Name*	Suburb/Town*	Postcode*	ERA/s*
Real Property Description*		Specific area within the location ie GPS or other descriptor (*if applicable e.g. dredging)		
Lot	Plan			

Number*	Street Name*	Suburb/Town*	Postcode*	ERA/s*
Real Property Description*		Specific area within the location ie GPS or other descriptor (*if applicable e.g. dredging)		
Lot	Plan			

Number*	Street Name*	Suburb/Town*	Postcode*	ERA/s*
Real Property Description*		Specific area within the location ie GPS or other descriptor (*if applicable e.g. dredging)		
Lot	Plan			

Number*	Street Name*	Suburb/Town*	Postcode*	ERA/s*
Real Property Description*		Specific area within the location ie GPS or other descriptor (*if applicable e.g. dredging)		
Lot	Plan			

**SARA technical agency assessment response—pre-lodgement
 Technical agency (TA)—Department of Environment and Science**

SARA reference: 2202-27085 SPL
 SARA regional office: North and North West regional office
 SARA email: NQSARA@dsdilgp.qld.gov.au

 TA reference: 101/0038529
 TA contact name: Brendan Tyndall
 TA contact details: Brendan.Tyndall@des.qld.gov.au; 07 3330 6372
 TA approver: Calvin Quick

1.0 Pre-lodgement request details

Street address: Lynd Highway, Greenvale; 11040 Valley Of Lagoons Road, Valley Of Lagoons

 Real property description: 6CLK25; 6WU50

 Local government area: Charters Towers Regional Council

 Applicant name: Powerlink - Genex Kidston
 Applicant contact details: L7, 199 Grey St
 South Brisbane QLD 4101
 bradley.harbort@ugllimited.com

 Development description: Genex Kidston connection transmission line project running from Kidston to Mt fox 2 x 140+ man camp including laydown/ bulk fuel storage/ WWTP/ WTP/ offices

2.0 Matters of interest to the state

The development proposal has the following matters of interest to the department under the provisions of the Planning Regulation 2017:

Trigger	Description	Technical agency	Possible fast track?
Part 5, Division 2 - 4	Environmentally relevant activities	DES	N/A

3.0 Documents considered

The following documentation was relied upon in providing this advice:

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
All documents uploaded to MyDas as of 1/02/2022	Applicant (Powerlink - Genex Kidston)		2202-27085 SPL	

4.0 Assessment

4.1 Considerations and assessment

UGL (the contractor) on behalf of the applicant (Power – Genex Kidston) has submitted an application to the State Assessment and Referral Agency (SARA), requesting pre-lodgement advice relating to the proposed Genex Kidston connection transmission line project, proposed to run from Kidston to Mt Fox.

The project includes the construction of a 275kV switching station at Mount Fox and a single circuit transmission line of approximately 185km connecting the new Mount Fox switching station and the existing Kidston Renewable Energy hub. The transmission line will cross through Hinchinbrook Shire Council, Charters Towers Regional Council and Etheridge Shire Council areas.

The Project will be constructed over an approximate 18-month period, commencing April 2022 with works on the switching station and transmission line being undertaken concurrently. The construction phase of the project will require two 140-man (approximate) workers camps which will include accommodation areas, offices, laydown areas, bulk fuel storage areas, a water treatment plant and a sewage treatment plant (STP). The applicant has stated that all camp infrastructure will be temporary in nature and following project completion, the sites will be reinstated in accordance with the surrounding area.

The applicant has stated that Charters Towers Shire Council will be assessment manager for the approvals relating to both camp 1 and 2. The Department of Environmental and Science (DES) has been requested to provide pre-lodgement advice relating to the authorisation of the STPs. The applicant has advised that the effluent from both STPs will be disposed of to land, therefore the relevant environmentally relevant activity (ERA) at both sites will be:

ERA 63 (1)(b)(i) Sewage treatment - operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1,500EP, if treated effluent is discharged from the works to an infiltration trench or through an irrigation scheme.

Details (and maps) of both proposed camp sites are as follows:

Camp 1

Access: Local Road Access- Directly off Valley of Lagoons Road

Lot/Plan: 6WU50

Coordinates: '-18.853244°, 145.495349°

**Camp 2**

Access: Local Road Access - Greenvale Valley Road

Lot/Plan: 6CLK25

Coordinates: '-18.992343°, 144.981121°



5.0 Pre-lodgement advice

Our agency recommends the following advice be provided to the applicant:

Advice for all applicants	Please be aware that any advice issued during pre-lodgement does not constitute a statutory decision. When you formally lodge your application, it is subject to a full assessment under the relevant provisions of the <i>Environmental Protection Act 1994</i> and subordinate legislation and policies.
Registered suitable operator	To undertake an environmentally relevant activity (ERA) in Queensland you must be a registered suitable operator (RSO). If you are not an RSO, you may apply to become one before or at the same time as applying for your environmental authority (EA) – this is a free application. The Department of Environment and Science (DES) keeps an online register of all suitable operators (https://environment.des.qld.gov.au/licences-permits/suitable-operators/index.php) For further information including the application form to become an RSO, please see the Queensland Business and Industry Portal, at https://www.business.qld.gov.au/business/running/environment/licences-permits/applying-environmental-authority/lodging-your-application.
Concurrence ERAs	From the information provided, you are looking to conduct ERA 63 (1)(b)(i) <i>Sewage treatment - operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1,500EP, if treated effluent is discharged from the works to an infiltration trench or through an irrigation scheme</i> at two camp sites. Under s120 of the <i>Environmental Protection Act 1994</i>, an application for an EA for a prescribed ERA cannot be made if a development permit for a material change of use (MCU) of premises relating to the activity is necessary under the <i>Planning Act 2016</i> to carry out the activity, and neither a development application for the development permit, nor a change application to change a development permit to authorise the MCU has been made. However, you have advised that the proposed activity has the appropriate land use approval. Therefore, you may make an application for an EA directly to the Department of Environment and Science (DES). You will need to provide written confirmation from both (Charters Towers Regional Council (Council) and the State Assessment and Referral Agency (SARA) as evidence that a new or changed development permit for a material change of use of premises is not necessary to undertake the proposed ERA at the relevant site/s.
How to apply	There are two methods you can use to make an application: - You can apply online through our Online Services. If you are not a registered user, you will need to register – please see Online Services (Department of Environment and Science) Business Queensland for further details on how to become a registered user. Note that applications through this system may be paid by credit/debit card online. - You can apply to DES by manually filling out the relevant form and providing it to DES by e-mail or post (the relevant form has been attached.) Applications that are made to DES this way can be paid by cheque, money order, or you can organise to make a BPoint payment – you cannot pay for an application made in this manner by credit card.

Single integrated operation	The information provided indicates that the two camps will be operating concurrently. You can lodge a single site-specific application for both camps if both are considered part of a prescribed ERA project i.e. if both of the prescribed ERAs are to be carried out as a single integrated operation. Section 113 of the <i>Environmental Protection Act 1994</i>, states that ERAs are carried out as a single integrated operation if: a) the activities are carried out under the day-to-day management of a single responsible individual, for example, a site or operations manager; and b) the activities are operationally interrelated; and c) the activities are, or will be, carried out at 1 or more places; and d) the places where the activities are carried out are separated by distances short enough to make feasible the integrated day-to-day management of the activities. If you apply for the ERA for both camps under the one EA application, you must address the criteria listed to confirm that both STPs are considered as part of a prescribed ERA project. If they are not being carried out as a single integrated operation, you will need to apply for them separately.
Fees	Your application fee is \$3,010.27. For further information on fees, see https://www.business.qld.gov.au/running-business/environment/licences-permits/forms-fees.
Technical info requirements – site specific EAs	Section 125 Requirements Supporting information for your environmental authority application must include all information listed under s125 of the <i>Environmental Protection Act 1994</i> (available at https://www.legislation.qld.gov.au/). Most importantly, include relevant technical information, encompassing: • A description of the proposed activities, • A description of the land on which the activities will be carried out, • An assessment of the likely impact of each relevant activity on the environmental values, including— ○ a description of the environmental values likely to be affected by each relevant activity; and ○ details of any emissions or releases likely to be generated by each relevant activity; and ○ a description of the risk and likely magnitude of impacts on the environmental values; and ○ details of the management practices proposed to be implemented to prevent or minimise adverse impacts; and ○ details of how the land the subject of the application will be rehabilitated after each relevant activity ceases; and • A description of the proposed measures for minimising and managing waste generated by each relevant activity; and • Details of any site management plan that relates to the land the subject of the application. Guidance on the type of technical information to provide in the application may be found at https://www.business.qld.gov.au/running-business/environment/licences-permits/applying/technical. Schedule 8, Part 3, Table 1 The application must also address the performance outcomes for the environmental objectives of the operational assessment prescribed in Schedule 8, Part 3, Table 1 of the Environmental Protection Regulation 2019 (EP Reg)

	(available at https://www.legislation.qld.gov.au/). Of particular relevance to sewage treatment with land disposal will be an operational assessment of land, air, water, and groundwater. You should detail mitigation/control measures that address the performance outcomes. Environmental Protection Policies The application should also reference the relevant environmental protection policies. Under s51(c), EP Reg, DES will need to consider each of the following under any relevant environmental protection policies: i) the management hierarchy; ii) environmental values; iii) quality objectives; and iv) the management intent (where applicable). Of particular relevance to sewage treatment are the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP (Water)), and the Environmental Protection (Air) Policy 2019 (available at https://www.legislation.qld.gov.au/). The management hierarchy prioritises how emissions to the environment are to be managed. For example, under the EPP (Water), irrigation of treated effluent to land is more preferable to releases to waters. The policies also detail environmental values and quality objectives which will inform the s125 requirements; specifically the description of environmental values, and the risk and likely magnitude of impacts on those values. The policies will also inform what are considered acceptable residual impacts.
Technical Info required for effluent release to land proposals	As the proposed activity involves release of treated effluent to land, the following specific information should be submitted. 1. Effluent source • Type of treatment applied – include description of treatment process, design details including size/volumes, peak design capacity of the sewage treatment system. • Quantity, description of average and maximum wastewater flows. Also include dry versus wet weather period over time. • Quality (key contaminants of concern), describe and quantify the concentrations of key contaminants including total nitrogen, total phosphorous, electrical conductivity/total dissolved salts and sodium/sodium absorption ratio. Include average and maximum concentrations of treated effluent generated at the site. • Quality (other contaminants) – provide a risk assessment of other contaminants including Heavy metals, Pharmaceuticals, Toxins, Pathogens including E. coli and quantify of treated effluent generated at the site. 2. Location of Effluent discharge (Irrigation Scheme) Layout plan showing: • Property boundaries • Proposed irrigation area boundary, location of any wet weather storage infrastructure, sampling and discharge points including GPS Co-ordinates (Latitude, Longitude) and Elevation • Topography including drainage lines, water courses or any 'waters' • Any sensitive receiving environments such as sensitive / high ecological value areas in close vicinity of the irrigation scheme • Any buffer distances to any sensitive receivers.

3. Historic climate data for area used for designing the scheme

Provide a description of most locally relevant climate data, weather patterns which can be obtained from Silo DataDrill (web link) data.

4. Flooding History for area

Provide a description of the frequency of inundation in the area and assess if this is a risk. The location of the sewage treatment plant and any other high-risk areas of the activity should be located above the Q100 floodplain.

5. Soil Characteristics of Effluent Irrigation Area

Based on site investigation and available data, provide the following:

- Description of Soil profile including erodibility, texture, structure, impermeable layers and any evidence of rising water table
 - Hydraulic properties:
 - Moisture content at field capacity, permanent wilting point and saturation
 - Saturated Hydraulic conductivity
- Chemical properties:
 - Nitrogen content, especially organic nitrogen
 - Phosphorus content
 - Phosphorus sorption capacity
 - Exchange sodium percentage
 - Background concentration of any contaminants mentioned in Item 1 above.
- Proposed Vegetation for Effluent Irrigation area
 - Species of plant cover
 - Management of plant biomass. It is department's expectation the plant biomass be cut and removed from the irrigation / disposal area.

6. Groundwater

- Presence of groundwater or temporary perched water tables, levels over time.
- Any risk of effluent reaching groundwater.
- Background Groundwater Quality (Nitrogen, Phosphorus, Salinity and concentrations of any contaminants mentioned in Item 1 above.

7. Irrigation Area Management

- Irrigation regime proposed (how irrigation is triggered and applied)
- Irrigation method and infrastructure required
- Management of any potential aerosol drift generated from above ground irrigation

8. Wet Weather Storage Management

- Type and volume
- How any overflows will be managed
- Algae management if proposing open lagoon or pond
- If open storage, design of the wet weather storage including lining to ensure any potential of effluent leaching to groundwater is prevented
- Contingency plans

9. Predicted environmental impacts of the proposed Effluent Irrigation Scheme

	The Model(s) used – where MEDLI is not used, a justification for the validity and calibration for the model is required. Preferred model is MEDLI. This model assesses the hydraulic load applied to the irrigation areas, the fate of nitrogen, phosphorus and salts, and required wet weather storage volume. The results of the MEDLI assessment are to be provided and include the following: • the proposed size of the irrigation area(s) • the proposed wet weather storage volumes • irrigation rates • frequency of overtopping • irrigation rates • soil water balance • soil nutrients balance • any risk of contamination to groundwater and measures to be implemented to protect groundwater • crop performances • interpretation of output details Further information is to be provided on the following: • Any predicted overflows to the environment from any storage needs to be justified in terms of environmental impact. • The assessments should be carried out for the proposed and future effluent disposal rates. • Description of management measures to be implemented to ensure the irrigation of effluent does not exceed water holding capacity of the soil or the uptake capacity of the crop (that may as a consequence result in water logging, surface runoff or excessive deep drainage). • Description of the capacity of the vegetation and soils in the irrigation area(s) to assimilate these salts on a long-term sustainable basis. • Description of irrigation application method and scheduling (triggered). • Description of risks of human exposure from irrigation of effluent or aerosol drift. • Description of risks aerosol drift to off-site locations and cause odour nuisance. • Description of buffer zones from all sensitive receptors to the irrigation area and sewage treatment plant. For assessments using MEDLI model <u>Version 1.3</u>, the following model input and output files are to be provided: • those files that end with "IPT.SUM" (Input Summary); and • those files that end with "SUMM.STA" (Summary Output) Each file name begins with a 4-digit reference number and neither file contents nor the format is to be altered or changed. For assessments using MEDLI model Version 2.0, the following model input and output files are to be provided: • *.medr (Output file) • *.med (Scenario file)
Model conditions available for ERA	Model conditions, which are a set of conditions specific to your proposed activity which may be applied to your prospective EA, are also available. Model conditions for your activity may be accessed through the Queensland Government's Business and Industry Portal, at https://www.business.qld.gov.au/running-business/environment/licences-permits/applying/conditions.

Protected plants	When determining the environmental values of land, you may need to consider the presence of Protected Plants regulated under the <i>Nature Conservation Act 1992</i>. Where a proposed site is within or partially within a high-risk area (shown as blue) on the Protected Plants Survey Trigger Map – a flora survey of the clearing impact area must be undertaken prior to any potential clearing. The flora survey must comply with all requirements of the Flora Survey Guidelines – Protected Plants. If endangered, vulnerable and near threatened (EVNT) plants are not present or can be avoided (clearing will not take place within 100m of the EVNT plants), a clearing permit is not required but an exempt clearing notification must be submitted to DES within a year of the survey being undertaken and at least one week prior to clearing commencing. This should be demonstrated to the DES during the ERA application. If EVNT plants are found to be present within the clearing impact area, a clearing permit is required prior to potential clearing. A clearing permit may also be required if the area is not identified as high risk and you are aware, or become aware, before clearing commences that there are EVNT plants within the area being cleared or within 100m of the area being cleared. <i>Please note: applications for clearing permits and associated exempt clearing notifications are dealt with by a separate unit within the department to applications for ERAs. Please ensure that each business unit/contact officer is provided with the relevant information.</i>
MSES impacts	The information you provided indicates that your proposed activity will not impact on Matters of State Environmental Significance (MSES), and therefore, environmental offsets will not be relevant to the proposal.

6.0 Endorsement

Officer	Brendan Tyndall	Senior Environmental Officer	(07) 3330 6372	Brendan.Tyndall@des.qld.gov.au
Approver	Calvin Quick	A/Manager	(07) 5459 6114	Calvin.Quick@des.qld.gov.au
	 15 February 2022			



SARA reference: 2202-27085 SPL
 Applicant reference: Camps x 2

16 February 2022

Powerlink - Genex Kidston
 C/- UGL Pty Limited
 L7, 199 Grey Street
 SOUTH BRISBANE QLD 4101
 bradley.harbort@ugllimited.com

Attention: Mr Bradley Harbort

Dear Mr Harbort

SARA Pre-lodgement advice – Lynd Highway, Greenvale; 11040 Valley Of Lagoons Road, Valley Of Lagoons (Workers Camp – 2 locations)

I refer to your pre-lodgement request received on 1 February 2022 in which you sought pre-lodgement advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address. This notice provides advice on aspects of the proposal that are of relevance to SARA.

SARA's understanding of the project

Pre-lodgement advice is sought for the development of two (2) workers camps, described as follows:

- Camp 1: Part of Lot 6 on WU50 – 11040 Valley Of Lagoons Road, Valley Of Lagoons – Charters Towers (Camel Creek)
- Camp 2: Part of Lot 6 on CLK25 – Lynd Highway, Greenvale– Charters Towers (Upsan Downs)

Supporting information

The advice in this letter is based on the following documentation that was submitted with the pre-lodgement request.

Drawing/report title	Prepared by	Date
Ancillary infrastructure register_SARA	UGL Pty Limited	14 January 2022 (received)
Genex Kidston Connection Project_state controlled roads.pdf	UGL Pty Limited	14 January

		2022 (received)
Genex Kidston Connection Project_vegetation_watercourse.pdf	UGL Pty Limited	14 January 2022 (received)

Pre-lodgement advice

The following advice outlines the aspects of the proposal that are of relevance to SARA.

SARA's jurisdiction and fees	
1.	The application may require referral to SARA under the following provisions of the Planning Regulation 2017: a) Camp 1 - Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 for development exceeding the thresholds within Schedule 20 (Item 1 – Accommodation activity – 50 dwellings of the Planning Regulation – only if assessable in the Charters Towers Regional Council Planning Scheme) This will require a fee of \$3,430 to be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 8 (b)(ii). b) Camp 2 - Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 for development exceeding the thresholds within Schedule 20 (Item 1 – Accommodation activity – 50 dwellings of the Planning Regulation – only if assessable in the Charters Towers Regional Council Planning Scheme) - Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 for a material change of use on land located within 25m to a future state transport corridor (railway) – only if a material change of use application is required - Schedule 10, Part 9, Division 4, Subdivision 2, Table 6, Item 1 for operational work located within 25m to a future state transport corridor (railway) This will require a fee to be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 8. This will require a fee to be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 6, Item 8. SARA would be a referral agency for the proposed application
Advice for Tenure (Land Services)	
	a) Tenure Details - Camp 1 – Lot 6 on WU50 - Tenure: Rolling Term Lease PPH 24/5125 - Lessees: Keith Ronald Atkinson and Alma Elisabeth Gwynneth Atkinson - Term: 30 years extended to 31 March 2049 - Purpose: Pastoral - Camp 2 – Lot 6 on CLK25 - Tenure: Rolling Term Lease – TL 0/218580 - Lessees: Mark Damien Oldith and Raeleen Mae Oldith - Term: 20 years extended to 9 December 2042

	Purpose: Grazing b) Tenure Requirements i. A lease issued under the <i>Land Act 1994</i> may only be used for its granted purpose (section 199A of the <i>Land Act 1994</i>). Pastoral purposes can be used for either grazing and/or agricultural purposes (section 199A(3) of the <i>Land Act 1994</i>). The proposed development is not consistent with the purpose of the above Rolling Term Leases. ii. Freehold tenure is considered the most appropriate tenure for any proposed development not consistent with the purpose of the lease. iii. A lessee may apply to convert a Rolling Term Lease to freehold tenure subject to a number of requirements being complied with including payment of purchase price, provision of plan of survey and addressing native title for the surrender of Native Title rights and interests over the land. iv. A sublease of a lease issued under the <i>Land Act 1994</i> must be consistent with the purpose of the lease (section 332(3)(a) of the <i>Land Act 1994</i>). v. If a Development application is required under the <i>Planning Act 2016</i> for a 'Material Change of Use' on State land, Owners Consent from Department of Resources will be required. However, owners consent will not be provided unless the applicant has the appropriate tenure or has made an application for tenure and the application has been approved and an offer made and accepted. c) LASS is willing to work with the applicants to enable the proposed development to proceed. It is highly recommended the applicants arrange for a pre-lodgement meeting with LASS to discuss the project in more details and provide possible alternate options. Please contact Mrs Deanna Holder, Senior Land Officer, Land and Surveying Services, on telephone 4016 1903 or mobile 0436 698 052 or by email Deanna.Holder@resources.qld.gov.au
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Advice for Vegetation Management (Camps 1 and 2)

5.	a) Resources recommends that the application does not require referral because the proposed clearing of native vegetation may be undertaken as Accepted Development, as the proposal involves clearing that is Exempt Clearing Work (Schedule 21, part 2, section 4 of <i>Planning Regulation 2017</i>): i. Camp 1 For Lot 6 on WU50 – (2) For land leased under the Land Act, other than for agriculture or grazing purposes, clearing vegetation that is consistent with the purposes of the lease, if the clearing – (f) is necessary for routine management in an area of the land and the vegetation is (ii) a least concern regional ecosystem in a category B area; ii. Camp 2 For Lot 6 on CLK25 - (1) For land leased under the Land Act for agriculture or grazing purposes, clearing vegetation – (e) that is necessary for routine management in an area of the land, if the vegetation is – (ii) a least concern regional ecosystem in a category B area. b) If the proposed development is unable to be undertaken under Exempt Clearing Works, the application requires referral for the clearing of native vegetation as the proposal will involve clearing of native vegetation other than regulated regrowth vegetation (category C and/or category R areas), that is Assessable under the <i>Planning Act 2016</i>, or will result in accepted operational work under Schedule 21 of the <i>Planning Regulation 2017</i>. c) The development application will need to address and meet the requirements of the
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	State Development Assessment Provisions (SDAP) – State code 16: Native vegetation clearing (code). d) Guidance on how to comply with this code is provided in the State Development Assessment Provisions Guidance material: State code 16: Native vegetation clearing, Department of Natural Resources, Mines and Energy, 2020. This guideline is available online at https://www.resources.qld.gov.au/_data/assets/pdf_file/0010/1258075/state-code-16-veg-clearing-guide.pdf. Appendix 2 of this guideline provides details on the standard application information for all development applications involving the clearing of native vegetation. e) Prior to submitting the development application to clear native vegetation, the applicant must first obtain written confirmation from Resources that the proposed development is for a relevant purpose under section 22A of the <i>Vegetation Management Act 1999</i>. Requests for a relevant purpose determination must be lodged in writing to Resources, and can be sent to either your nearest business centre http://www.resources.qld.gov.au/?contact=vegetation or via email to vegetation@resources.qld.gov.au. There is no fee for these requests. The application form and further information and assistance to apply for a section 22A determination is available online at https://www.qld.gov.au/environment/land/management/vegetation/clearing-approvals/development. f) Please note, clearing vegetation to the extent the clearing is in any category C or category R areas is not for a relevant purpose under the <i>Vegetation Management Act 1999</i>. Accordingly, clearing of vegetation in these areas cannot be approved under a development approval. If your proposed development includes clearing vegetation in any category C or category R areas, you should ensure the clearing can be undertaken as exempt clearing work or in accordance with an Accepted Development Vegetation Clearing Code (ADVCC). Clearing vegetation in any category C or category R areas that is not exempt or in accordance with an ADVCC, is prohibited development. Information on exempt clearing work or ADVCCs is available online at https://www.qld.gov.au/environment/land/management/vegetation/clearing-approvals.
Referral Advice for Traffic Impact Assessment (Camps 1 and 2)	
	a) Limited information was provided by the Applicant in support of the request for pre-lodgement advice. As such, further information is required in support of the future development application in order to sufficiently demonstrate compliance with the relevant provisions of State code 6. In particular, the Applicant will be required to identify all State-controlled roads to be relied upon to access the sites (notably the Gregory Developmental Road, and Hervey Range Road), and should confirm that the proposed development will not impact upon the safety, operating capacity, or infrastructure condition of the State-controlled roads. Of specific concern are the intersections of the State-controlled roads with the local access roads. The Applicant is required to identify these intersections and confirm that the intersections are able to safely and efficiently accommodate the increase in traffic generation associated with the proposed development (including during construction and operation). b) As such, in order to demonstrate compliance with PO1 to PO6 of State code 6, it is recommended that a Traffic Impact Assessment be prepared by a suitably qualified RPEQ in accordance with the requirements of TMR's <i>Guide to Traffic Impact Assessment – December 2018</i> (GTIA). GTIA is available at: https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Guide-to-Traffic-Impact-Assessment. c) The Traffic Impact Assessment should confirm that the proposed development aligns

	with the existing traffic generation, and at a minimum, include information demonstrating: - Identify the extent of impacts generated by development traffic per impact type and impact assessment area. For example, demonstrate the spatial extent where development traffic exceeds 5% of the base traffic. - The type and size of vehicles required to access the subject site; - The number of and frequency at which vehicles will be required to access the subject site; - Identify the operational phases and duration of the expected life of the proposed development; - Identify the number of employees (if any) associated with the development along with expected shift times (if relevant); - Identify the expected traffic that will be generated by the development. - Identify peak hour trips; - Identify the expected traffic distribution on the road network as a result of the development, including destinations; - Provide a swept path assessment for the largest vehicle proposed for the development; - Identify the impact the development may have on the safety, efficiency and condition of the surrounding State transport network; - Provide pavement and road cross sections for any proposed upgrade to the State transport network; - Ensure any proposed upgrade works have taken into consideration the current speed limit of the road network; - Demonstrate that the development will not impose traffic loadings on the state-controlled road which could be accommodated on the local road network; - Recommend mitigation measures to ensure no adverse impact on the safety and efficiency of the State-controlled road network, and how they comply with relevant TMR Design requirements and with TMR's Road Planning and Design Manual (2nd Edition). d) Traffic volumes and road safety data To assist with the preparation of a Traffic Impact Assessment, TMR (Northern Region) can provide road information such as traffic volumes and road safety data on request. Please email North.Queensland.IDAS@tmr.qld.gov.au for advice on what is required to prepare a traffic Impact Assessment and/or Road Safety Review.
Referral Advice for Future State-controlled Railway Corridors (Camp 2)	
	a) Proposal Plans When lodging a formal development application, the applicant is required to provide scaled and sufficiently detailed plans and supporting documentation which clearly identify all aspects of the proposed development in relation to the railway corridor. In particular, this should include the following amongst other relevant considerations: - any existing and future railway corridor boundaries should be clearly shown. Works should be located outside the railway corridor and future railway corridor. - the layout, design and extent of all proposed buildings and structures, including details of height and minimum setback of all buildings and structures from the railway corridor and future railway corridor. - vehicle access points, maintenance access tracks, design vehicle manoeuvring

areas/driveways, loading zones/ construction zones and carpark in relation to the railway corridor and future railway corridor. In particular, refer to AO18.2 and AO18.3.

- iv. the existing and proposed fencing arrangements along the site boundary with the railway corridor and future railway corridor. In particular, refer to AO18.1.
- v. proposed service and utility connections in relation to the railway corridor and future railway corridor. Any proposed connections to services and utilities in the railway corridor (including stormwater discharge) will rely on gaining relevant approvals from the railway manager under section 225 of the *Transport Infrastructure Act 1994*.
- vi. the extent of any works in relation to the railway corridor and future railway corridor such as for earthworks and stormwater management.

This information is required to assess the proposal against the provisions of State Code 2: Development in a Railway Environment of the State Development Assessment Provisions. Once proposal plans are provided illustrating the proposed development on the site, further additional information may need to be provided.

b) Earthworks, Retaining and Ground Disturbance

When lodging a formal development application, the applicant should provide further information to demonstrate compliance with PO11 - PO15, Table 2.2.1 of State Code 2: Development in a Railway Environment of the State Development Assessment Provisions.

In particular, the applicant is requested to provide an earthworks plan, including cross sections/elevations, and any required supporting technical details clearly showing:

- i. the location and extent of proposed excavation and filling (earthworks), including likely volumes of cut and fill adjacent to the railway corridor or future railway corridor;
- ii. the maximum depth of any excavation and maximum height of any proposed filling and the gradient and height of any proposed batters adjacent to the railway corridor or future railway corridor;
- iii. the maximum height and intended form/design of any proposed retaining walls or structures adjacent to the railway corridor or future railway corridor;
- iv. where proposed excavations, filling/backfilling or retaining works will be greater than 1m in depth or height abutting the railway corridor, RPEQ certified drawings should be provided demonstrating that the works will not de-stabilise the railway corridor or future railway corridor; and
- v. demonstrate that any retaining structures, excavations, and filling/backfilling will be located outside the railway corridor or future railway corridor.

Scaled cross sections and elevations should clearly show the interface with the railway corridor or future railway corridor as a result of the proposed earthworks. The difference between existing site levels and finished/design levels should be clearly shown.

c) Stormwater and Flooding

Upon submission of a formal development application, the applicant should provide a Stormwater Management Plan to demonstrate compliance with PO16 - PO17, Table 2.2.1, State Code 2: Development in a Railway Environment of the State Development Assessment Provisions.

The Stormwater Management Plan should demonstrate that the management of stormwater and flooding post development can achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% Annual Exceedance Probability (AEP). This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. Stormwater management for the proposed development must ensure

no worsening or actionable nuisance to the railway corridor or future railway corridor caused by peak discharges, flow velocities, water quality, sedimentation and scour effects. The report should also demonstrate that flood storage capacity is maintained on the site with the development. Overland flow paths/ hydraulic conveyance should be maintained on the site as part of the proposed development.

In particular, the following should be addressed:

- i. *Site Detail and Contour Survey.* A site detail and contour survey is required to verify the existing drainage characteristics of the site, particularly in relation to the railway corridor and future railway corridor. All relevant legal points of discharge for the development site should be identified.
- ii. *Catchment Analysis.* Provide pre-development and post-development catchment plans that clearly identify all internal catchments on the site, external catchments draining into the site, the flow paths (direction of flow) within each catchment, the size of each catchment and the legal point of discharge for each catchment.
- iii. *Flood impact assessment.* If the development locations are floodprone, provide a hydraulic and hydrological analysis demonstrating the design flood peak discharges for the site and surrounding area which exist in the pre and post development scenarios for all flood and stormwater events up to a 1% Annual Exceedance Probability. This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. The flood model needs to adequately encompass the railway corridor and future railway corridor. Mapping (afflux, water level/depth and velocity impact maps) should be provided to clearly illustrate the pre-development scenario, and the post development impacts for all relevant design events.
- iv. *Water quantity assessment.* The peak discharge analysis should provide adequate details of the pre and post development impervious area of the site and give adequate consideration to the detention basin requirements of the QUDM, Fourth Edition.
- v. *Maintain the pre-development condition.* The pre-development flow scenario will need to be replicated in the post development condition. The proposed development should not impede or interfere with any drainage, stormwater or floodwater flows, including sheet flows, from the railway corridor/future railway corridor or vice versa. Retaining structures, filling/excavation, landscaping, buildings and structures or any other works to the land should be designed to include provision for drainage so as not to adversely impact on the railway corridor or future railway corridor. The development design will need to address any concentration of flows, potential for back-up/ponding and scour/erosion which may undermine the railway corridor or future railway corridor.
- vi. *Conceptual drainage layout.* Provide a conceptual stormwater drainage layout plan showing the proposed internal stormwater network on the site, including roofwater connections, pit and pipe network, field inlets and any detention basins/tanks and demonstrating how all roof and surface water flows will be collected and conveyed to the legal points of discharge.
- vii. *Mitigation measures.* include details of the mitigation measures proposed to address any potential stormwater and flooding impacts of the proposed development. The design flood peak discharges should be shown for the mitigated case to demonstrate there is no worsening impact on the railway corridor or future railway corridor. All mitigation measures must be located on the site and not in the railway corridor or future railway corridor.

d) **Railway Level Crossing Safety**

Railway level crossings could be adversely impacted on by development generated

traffic. Upon submission of a formal development application, the applicant is requested to provide RPEQ certified traffic information demonstrating how the proposal will comply with PO20 and PO24 of State Code 2: Development in a Railway Environment of the State Code of the State Development Assessment Provisions. In particular, the traffic information will be required to address the following:

- i. the expected traffic distribution on the road network as a result of the proposed development. This should identify the roads intended to be used by development generated traffic, including the likely origin and destination of vehicles accessing the development.
- ii. identification of any railway level crossing/s likely to be impacted on by development generated traffic (including construction and operational traffic and staff movements). The proportion of development generated traffic that is likely to use the identified railway level crossing/s should be identified.

Should the transportation routes likely to be used by development generated traffic involve existing railway level crossing/s, the following information should be provided:

ALCAM

- the expected timeframe for the delivery of the proposed development including the commencement of construction and the completion of the development (including any stages);
- existing traffic flows (expressed as vehicles per day) over the impacted railway level crossing/s, including daily (peak hour) fluctuations, and number and percentage of heavy vehicles;
- the expected background traffic growth (expressed as vehicles per day) over the impacted railway level crossing/s, including the number and percentage of heavy vehicles. This should include background traffic growth from the anticipated commencement of construction and each development stage to a ten year horizon;
- the expected development generated traffic (expressed as vehicles per day), including daily fluctuations (peak hour) and percentage of heavy vehicles, that will pass over the impacted railway level crossing/s from the commencement of construction, and each development stage to a ten year design horizon;
- the maximum size and type of vehicle (including length, width, height and weight) anticipated over the impacted railway level crossings as a result of the development during construction and on-going operation (including any stages);
- the following data table is required to be populated for each impacted railway level crossing:

AADT over railway level crossing (Prepare table for each impacted railway level crossing)			
Year	Without development (background growth)	With development	No. and dimensions/type of heavy vehicles
2022 (current scenario)			
Commencement of Construction (prepare for each stage)			
Commencement of the use (prepare for each stage)			
Ten year design			

	horizon Short stacking - clarify the maximum design vehicle for the development (length, height and width); - demonstrate how the development generated traffic will not worsen vehicular queuing (short stacking) issues over the impacted railway level crossing/s. In particular, demonstrate that there is sufficient clearance between the railway level crossing and the relevant intersection/access point to allow the maximum size of vehicle used in the operation to queue. The minimum clearance should be 5m from the edge running rail (of the closest railway track) as per Section 5.4 – Short Stacking and Figure 3.2 – Yellow Box Marking of AS1742.7:2016 <i>Manual of Uniform Traffic Control Devices, Part 7: Railway</i> plus the length of the maximum design vehicle. It is recommended that the available clearances are confirmed by a registered surveyor. - provide a RPEQ certified swept path analysis based on the maximum design vehicle for turns into and out of the railway level crossing. e) Overdimensional Road Loads (Queensland Rail and Aurizon) Under the <i>Transport Infrastructure (Rail) Regulation 2006</i> permission from the relevant railway manager is required to take overdimensional road loads across rail infrastructure (e.g. rail level crossings and rail bridges). Further information can be obtained at: <u>Queensland Rail</u> http://www.queenslandrail.com.au/forbusiness/overdimensionalloads <u>Aurizon</u> http://www.aurizon.com.au/network/overdimensional-loads
Current Construction works – Gregory Developmental Road (Charters Towers – Lynd)	
	The Department of Transport and Main Roads has commenced a package of works on the Gregory Developmental Road (Charters Towers – Lynd). Construction commenced in mid-2021 and are due to be completed in late 2023 (weather and construction conditions permitting). The package of works includes 3 separate projects. Further information on the package of works can be found on the department's website at https://www.tmr.qld.gov.au/projects/gregory-development-road-charters-towers-lynd-package-of-works
Environmentally Relevant Activity	
	a) The Environmental Protection Regulation 2009 identifies that <i>ERA 63 (1)(b)(i) Sewage treatment - operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1,500EP, if treated effluent is discharged from the works to an infiltration trench or through an irrigation scheme</i> is non-concurrent. Therefore you can apply directly to the Department of Environment and Science for an Environmental Authority (EA). b) Further guidance on how to apply is included in Attachment 1 – Environmentally Relevant Activity Advice.
Further Pre-lodgement Advice	
1.	Once you have considered the above items we would encourage you to request further pre-lodgement advice by using the “related actions” tab in the 2202-27085 SPL MyDAS2 record and selecting “Request more pre-lodgement advice from SARA” or email NQSARA@dsgilp.qld.gov.au. The further pre-lodgement advice will be able SARA to identify any further requirements for lodging a development application for the two camp sites.
Lodgement material	
6.	It is recommended that the following information is submitted when referring the application

	to SARA: • DA form 1. • A full response to the relevant sections of: State code 2: Development in a Railway Environment (State code 2) – Camp 2; and State code 6: Protection of State Transport Networks (State code 6) – Camps 1 and 2 <i>Version 3.0 of the State Development Assessment Provisions is due to be adopted on 18 February 2022. SDAP version 3.0 introduces new or changed assessment benchmarks. This pre-lodgement advice has been prepared in accordance with SDAP version 2.6. Should you intend to lodge your development application after 18 February 2022, it is recommended that further pre-lodgement advice be sought regarding the latest version of SDAP.</i> • Landowner's consent. • Relevant plans as per the DA Forms guide
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This advice outlines aspects of the proposed development that are relevant from the jurisdiction of SARA. This advice is provided in good faith and is:

- based on the material and information provided to SARA
- current at the time of issue
- not applicable if the proposal is changed from that which formed the basis of this advice.

This advice does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal when a formal application has been lodged.

If you require further information please contact Catherine Hobbs, Principal Planning Officer, on 4758 3412 or via email NQSARA@dasilgqld.gov.au who will be pleased to assist.

Yours sincerely

*Signature
placeholder*

Graeme Kenna
Manager (Planning)

Development details	
Proposal:	Two (2) workers camps
Street address:	Camp 1: 11040 Valley Of Lagoons Road, Valley Of Lagoons – Charters Towers (Camel Creek) Camp 2: Lynd Highway, Greenvale – Charters Towers (Upsan Downs)
Real property description:	Camp 1: Part of Lot 6 on WU50 Camp 2: Part of Lot 6 on CLK25
SARA role:	Referral agency
Assessment Manager:	• Site 1: Charters Towers Regional Council • Site 2: Charters Towers Regional Council
Assessment criteria:	State Development Assessment Provisions (SDAP): • State code 2: Development in a Railway Environment (State code 2) – Camp 2; and • State code 6: Protection of State Transport Networks (State code 6) – Camps 1 and 2)
Existing use:	Grazing
Relevant site history:	Grazing

RTI RELEASE - DSDIP

Attachment 1 – Environmentally Relevant Activity Advice

Advice for all applicants	Please be aware that any advice issued during pre-lodgement does not constitute a statutory decision. When you formally lodge your application, it is subject to a full assessment under the relevant provisions of the <i>Environmental Protection Act 1994</i> and subordinate legislation and policies.
Registered suitable operator	To undertake an environmentally relevant activity (ERA) in Queensland you must be a registered suitable operator (RSO). If you are not an RSO, you may apply to become one before or at the same time as applying for your environmental authority (EA) – this is a free application. The Department of Environment and Science (DES) keeps an online register of all suitable operators https://environment.des.qld.gov.au/licences-permits/suitable-operators/index.php For further information including the application form to become an RSO, please see the Queensland Business and Industry Portal, at https://www.business.qld.gov.au/business/running/environment/licences-permits/applying-environmental-authority/lodging-your-application.
Concurrence ERAs	From the information provided, you are looking to conduct ERA 63 (1)(b)(i) <i>Sewage treatment - operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1,500EP, if treated effluent is discharged from the works to an infiltration trench or through an irrigation scheme at two camp sites.</i> Under s120 of the <i>Environmental Protection Act 1994</i>, an application for an EA for a prescribed ERA cannot be made if a development permit for a material change of use (MCU) of premises relating to the activity is necessary under the <i>Planning Act 2016</i> to carry out the activity, and neither a development application for the development permit, nor a change application to change a development permit to authorise the MCU has been made. However, you have advised that the proposed activity has the appropriate land use approval. Therefore, you may make an application for an EA directly to the Department of Environment and Science (DES). You will need to provide written confirmation from Charters Towers Regional Council (Council) as evidence that a new or changed development permit for a material change of use of premises is not necessary to undertake the proposed ERA at the relevant site/s.
How to apply	There are two methods you can use to make an application: - You can apply online through our Online Services. If you are not a registered user, you will need to register – please see Online Services (Department of Environment and Science) Business Queensland for further details on how to become a registered user. Note that applications through this system may be paid by credit/debit card online. - You can apply to DES by manually filling out the relevant form and providing it to DES by e-mail or post (the relevant form has been attached.) Applications that are made to DES this way can be paid by cheque, money order, or you can organise to make a BPoint payment – you cannot pay for an application made in this manner by credit card.

Single integrated operation	The information provided indicates that the two camps will be operating concurrently. You can lodge a single site-specific application for both camps if both are considered part of a prescribed ERA project i.e. if both of the prescribed ERAs are to be carried out as a single integrated operation. Section 113 of the <i>Environmental Protection Act 1994</i>, states that ERAs are carried out as a single integrated operation if: a) the activities are carried out under the day-to-day management of a single responsible individual, for example, a site or operations manager; and b) the activities are operationally interrelated; and c) the activities are, or will be, carried out at 1 or more places; and d) the places where the activities are carried out are separated by distances short enough to make feasible the integrated day-to-day management of the activities. If you apply for the ERA for both camps under the one EA application, you must address the criteria listed to confirm that both STPs are considered as part of a prescribed ERA project. If they are not being carried out as a single integrated operation, you will need to apply for them separately.
Fees	Your application fee is \$3,010.27. For further information on fees, see https://www.business.qld.gov.au/running-business/environment/licences-permits/forms-fees.
Technical info requirements – site specific EAs	Section 125 Requirements Supporting information for your environmental authority application must include all information listed under s125 of the <i>Environmental Protection Act 1994</i> (available at https://www.legislation.qld.gov.au/). Most importantly, include relevant technical information, encompassing: • A description of the proposed activities, • A description of the land on which the activities will be carried out, • An assessment of the likely impact of each relevant activity on the environmental values, including— - o a description of the environmental values likely to be affected by each relevant activity; and - o details of any emissions or releases likely to be generated by each relevant activity; and - o a description of the risk and likely magnitude of impacts on the environmental values; and - o details of the management practices proposed to be implemented to prevent or minimise adverse impacts; and - o details of how the land the subject of the application will be rehabilitated after each relevant activity ceases; and • A description of the proposed measures for minimising and managing waste generated by each relevant activity; and • Details of any site management plan that relates to the land the subject of the application. Guidance on the type of technical information to provide in the application may be found at https://www.business.qld.gov.au/running-business/environment/licences-permits/applying/technical. Schedule 8, Part 3, Table 1 The application must also address the performance outcomes for the environmental objectives of the operational assessment prescribed in Schedule 8, Part 3, Table 1 of the <i>Environmental Protection Regulation 2019</i> (EP Reg) (available at https://www.legislation.qld.gov.au/). Of particular relevance to sewage treatment with land disposal will be an operational assessment of land, air, water, and groundwater. You should detail mitigation/control measures that address the performance outcomes.

	Environmental Protection Policies The application should also reference the relevant environmental protection policies. Under s51(c), EP Reg, DES will need to consider each of the following under any relevant environmental protection policies: i) the management hierarchy; ii) environmental values; iii) quality objectives; and iv) the management intent (where applicable). Of particular relevance to sewage treatment are the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP (Water)), and the Environmental Protection (Air) Policy 2019 (available at https://www.legislation.qld.gov.au/). The management hierarchy prioritises how emissions to the environment are to be managed. For example, under the EPP (Water), irrigation of treated effluent to land is more preferable to releases to waters. The policies also detail environmental values and quality objectives which will inform the s125 requirements; specifically the description of environmental values, and the risk and likely magnitude of impacts on those values. The policies will also inform what are considered acceptable residual impacts.
Technical Info required for effluent release to land proposals	As the proposed activity involves release of treated effluent to land, the following specific information should be submitted. 1. Effluent source • Type of treatment applied – include description of treatment process, design details including size/volumes, peak design capacity of the sewage treatment system. • Quantity, description of average and maximum wastewater flows. Also include dry versus wet weather period over time. • Quality (key contaminants of concern), describe and quantify the concentrations of key contaminants including total nitrogen, total phosphorous, electrical conductivity/total dissolved salts and sodium/sodium absorption ratio. Include average and maximum concentrations of treated effluent generated at the site. • Quality (other contaminants) – provide a risk assessment of other contaminants including Heavy metals, Pharmaceuticals, Toxins, Pathogens including E. coli and quantify of treated effluent generated at the site. 2. Location of Effluent discharge (Irrigation Scheme) Layout plan showing: • Property boundaries • Proposed irrigation area boundary, location of any wet weather storage infrastructure, sampling and discharge points including GPS Co-ordinates (Latitude, Longitude) and Elevation • Topography including drainage lines, water courses or any 'waters' • Any sensitive receiving environments such as sensitive / high ecological value areas in close vicinity of the irrigation scheme • Any buffer distances to any sensitive receivers. 3. Historic climate data for area used for designing the scheme Provide a description of most locally relevant climate data, weather patterns which can be obtained from Silo DataDrill (web link) data. 4. Flooding History for area Provide a description of the frequency of inundation in the area and assess if this is a risk. The location of the sewage treatment plant and any other high-

risk areas of the activity should be located above the Q100 floodplain.

5. Soil Characteristics of Effluent Irrigation Area

Based on site investigation and available data, provide the following:

- Description of Soil profile including erodibility, texture, structure, impermeable layers and any evidence of rising water table
 - o Hydraulic properties:
 - o Moisture content at field capacity, permanent wilting point and saturation
 - o Saturated Hydraulic conductivity
- Chemical properties:
 - o Nitrogen content, especially organic nitrogen
 - o Phosphorus content
 - o Phosphorus sorption capacity
 - o Exchange sodium percentage
 - o Background concentration of any contaminants mentioned in Item 1 above.
- Proposed Vegetation for Effluent Irrigation area
 - o Species of plant cover
 - o Management of plant biomass. It is department's expectation the plant biomass be cut and removed from the irrigation / disposal area.

6. Groundwater

- Presence of groundwater or temporary perched water tables, levels over time.
- Any risk of effluent reaching groundwater.
- Background Groundwater Quality (Nitrogen, Phosphorus, Salinity and concentrations of any contaminants mentioned in Item 1 above.

7. Irrigation Area Management

- Irrigation regime proposed (how irrigation is triggered and applied)
- Irrigation method and infrastructure required
- Management of any potential aerosol drift generated from above ground irrigation

8. Wet Weather Storage Management

- Type and volume
- How any overflows will be managed
- Algae management if proposing open lagoon or pond
- If open storage, design of the wet weather storage including lining to ensure any potential of effluent leaching to groundwater is prevented
- Contingency plans

9. Predicted environmental impacts of the proposed Effluent Irrigation Scheme

The Model(s) used – where MEDLI is not used, a justification for the validity and calibration for the model is required.

Preferred model is MEDLI. This model assesses the hydraulic load applied to the irrigation areas, the fate of nitrogen, phosphorus and salts, and required wet weather storage volume. The results of the MEDLI assessment are to be provided and include the following:

- the proposed size of the irrigation area(s)
- the proposed wet weather storage volumes
- irrigation rates

	• frequency of overtopping • irrigation rates • soil water balance • soil nutrients balance • any risk of contamination to groundwater and measures to be implemented to protect groundwater • crop performances • interpretation of output details Further information is to be provided on the following: • Any predicted overflows to the environment from any storage needs to be justified in terms of environmental impact. • The assessments should be carried out for the proposed and future effluent disposal rates. • Description of management measures to be implemented to ensure the irrigation of effluent does not exceed water holding capacity of the soil or the uptake capacity of the crop (that may as a consequence result in water logging, surface runoff or excessive deep drainage). • Description of the capacity of the vegetation and soils in the irrigation area(s) to assimilate these salts on a long-term sustainable basis. • Description of irrigation application method and scheduling (triggered). • Description of risks of human exposure from irrigation of effluent or aerosol drift. • Description of risks aerosol drift to off-site locations and cause odour nuisance. • Description of buffer zones from all sensitive receptors to the irrigation area and sewage treatment plant For assessments using MEDLI model <u>Version 1.3</u>, the following model input and output files are to be provided: • those files that end with "IPT.SUM" (Input Summary); and • those files that end with "SUMM.STA" (Summary Output) Each file name begins with a 4-digit reference number and neither file contents nor the format is to be altered or changed. For assessments using MEDLI model Version 2.0, the following model input and output files are to be provided: • *.medr (Output file) • *.med (Scenario file)
Model conditions available for ERA	Model conditions, which are a set of conditions specific to your proposed activity which may be applied to your prospective EA, are also available. Model conditions for your activity may be accessed through the Queensland Government's Business and Industry Portal, at https://www.business.qld.gov.au/running-business/environment/licences-permits/applying/conditions.
Protected plants	When determining the environmental values of land, you may need to consider the presence of Protected Plants regulated under the <i>Nature Conservation Act 1992</i>. Where a proposed site is within or partially within a high-risk area (shown as blue) on the Protected Plants Survey Trigger Map – a flora survey of the clearing impact area must be undertaken prior to any potential clearing. The flora survey must comply with all requirements of the Flora Survey Guidelines – Protected Plants. If endangered, vulnerable and near threatened (EVNT) plants are not present or can be avoided (clearing will not take place within 100m of the EVNT plants), a clearing permit is not required but an exempt clearing notification

	must be submitted to DES within a year of the survey being undertaken and at least one week prior to clearing commencing. This should be demonstrated to the DES during the ERA application. If EVNT plants are found to be present within the clearing impact area, a clearing permit is required prior to potential clearing. A clearing permit may also be required if the area is not identified as high risk and you are aware, or become aware, before clearing commences that there are EVNT plants within the area being cleared or within 100m of the area being cleared. <i>Please note: applications for clearing permits and associated exempt clearing notifications are dealt with by a separate unit within the department to applications for ERAs. Please ensure that each business unit/contact officer is provided with the relevant information.</i>
MSES impacts	The information you provided indicates that your proposed activity will not impact on Matters of State Environmental Significance (MSES), and therefore, environmental offsets will not be relevant to the proposal.