Attachment 12

SDAP Codes

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	**Complies with PO1** The proposal seeks to increase the extraction volume from 400,000 to 800,000 tonnes per annum. The current truck fleet consists of a mixture of trucks, truck and dogs and b-doubles. It is not proposed to alter the existing fleet. 15 staff will continue to be employed at the site. The current approved hours of operation remain unchanged. The Beaudesert-Boonah Road / Sandy Creek Road intersection appears to provide an auxiliary left turn (**AUL**) treatment and a channelised right turn (**CHR**) treatment. These treatments are understood to be sufficient to ensure the safety of users of the state-controlled road network is not compromised.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	**Complies with PO2** The haulage route and truck fleet remain unchanged. It is considered that an increase in extraction volume is unlikely to adversely impact the integrity and condition of the state-controlled road.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	**Complies with PO3** Refer response to PO1 and PO2 above. Beaudesert-Boonah Road / Sandy Creek Road intersection appears to provide an AUL treatment and a CHR treatment. These treatments are understood to be

Performance outcomes	Acceptable outcomes	Response
		sufficient to ensure the ongoing operating performance of the intersection. In relation to the broader network, the existing haulage route is an established heavy vehicle route providing for both the current, and neighbouring, quarry operation.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	**Complies with PO4** The existing access off Sandy Creek Road will continue to be utilised by the proposed development.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.	No acceptable outcome is prescribed.	**Complies with PO5** It is anticipated that pavement contributions will be updated to align with the current Guide to Traffic Impact Assessment.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	**Not Applicable PO6 – PO13** The existing haulage route does not include railway infrastructure.
PO7 Development does not adversely impact the operating performance of an existing railway crossing.	No acceptable outcome is prescribed.	
PO8 Development does not adversely impact on the safety of an existing railway crossing.	No acceptable outcome is prescribed.	
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing.	No acceptable outcome is prescribed.	
PO10 Development does not create a safety hazard within the railway corridor.	No acceptable outcome is prescribed.	
PO11 Development does not adversely impact the operating performance of the railway corridor.	No acceptable outcome is prescribed.	

Performance outcomes	Acceptable outcomes	Response
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure.	No acceptable outcome is prescribed.	
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure.	No acceptable outcome is prescribed.	
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure.	No acceptable outcome is prescribed.	**Complies with PO14** The site located over 1.6km away from the nearest state-transport corridor or infrastructure, therefore run-off or overland flow generated from the site will have no adverse impact on the state transport network.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure.	No acceptable outcome is prescribed.	**Complies with PO15** Refer to response to PO14 above. Given the proximity of the site to the state transport corridor and infrastructure, worsening as a result of the operation is unlikely.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure.	No acceptable outcome is prescribed.	**Complies with PO16** Refer to response to PO14 above. Given the proximity of the site to the state transport corridor and infrastructure, stormwater management is unlikely to interfere with the integrity or condition of the state transport network.
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	**AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**. AND	**Complies with AO17.1 – AO17.4** The site is located over 1.6km from the nearest state-transport infrastructure (Beaudesert Boonah Road).

Performance outcomes	Acceptable outcomes	Response
	AO17.2 Development does not concentrate flows to a **state transport corridor**. AND **AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	The development does not discharge into a state transport corridor or state transport infrastructure. A preliminary stormwater management design has been included as part of the Environmental Management Plan (refer **Attachment 7 – Environmental Management Plan**).
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**. AND **AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase)	**Complies with AO18.1** The proposed development is not located within a Flood Hazard area.

Performance outcomes	Acceptable outcomes	Response
	to existing peak velocities within a **state transport corridor**. AND **AO18.3** For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor.	*For a **state-controlled road** environment, both of the following apply:* **AO19.1** Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. *For a **railway** environment both of the following apply:* **AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site.	**Not Applicable** No drainage infrastructure is proposed.

Performance outcomes	Acceptable outcomes	Response
	AND **AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.	
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	**Not Applicable** No drainage infrastructure associated within, or in, a state-controlled road is proposed.
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO21** The proposed development will have no impact on the delivery of potential upgrades to utilised state transport infrastructure .

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**.	No acceptable outcome is prescribed.	**Not Applicable PO22 – PO35** The proposed development will not interfere with existing public or active transport infrastructure, public passenger services, or booked hire services. Nor is consideration of access to public passenger transport infrastructure or active transport infrastructure relevant given the site context and nature of the activity.
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	

Performance outcomes	Acceptable outcomes	Response
PO24 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	
PO25 Development does not adversely impact the structural integrity or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	
PO26 Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development.	No acceptable outcome is prescribed.	
PO27 Development is designed to ensure the location of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**.	No acceptable outcome is prescribed.	
PO28 Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**.	No acceptable outcome is prescribed.	

Performance outcomes	Acceptable outcomes	Response
PO29 New or modified road networks are designed to enable development to be serviced by **public passenger services**.	**AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent. AND **AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND **AO29.3** Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport	

Performance outcomes	Acceptable outcomes	Response
	Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis.	No acceptable outcome is prescribed.	

Performance outcomes	Acceptable outcomes	Response
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	**AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance. AND **AO34.2 Taxi facilities** are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO35 Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**.	**AO35.1** Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	

State code 22: Environmentally relevant activities

Table 22.1: All development

Performance outcomes	Acceptable outcomes	Response
All ERAs		
PO1 Development is suitably located and designed to avoid or mitigate **environmental harm** to the acoustic **environment**.	**AO1.1** Development meets the acoustic quality objectives for sensitive receptors identified in the Environmental Protection (Noise) Policy 2019.	**Complies with AO1.1** A Noise Impact Assessment has been undertaken by Assured Environmental which demonstrates via detailed computer noise modelling that compliance with the acoustic quality objectives prescribed in the Queensland *Environmental Protection (Noise) Policy 2019* can be achieved at surrounding residences (refer **Attachment 8 – Noise Assessment** and **Attachment 9 – Air Quality Assessment**). An Environmental Assessment Report (**EAR**) has been prepared to support the application in accordance with Section 125 of the *Environmental Protection Act 1994* (refer **Attachment 6 – Environmental Assessment Report**). The EAR confirms that provided Neilsens implement control measures for potential impacts for noise, as outlined in Section 4.4 (Noise Management Plan) of the Environmental Management Plan (**EMP**), and observe the requirements of the Environmental Authority (**EA**), the environmental objectives for noise are likely to be achieved (refer **Attachment 7 – Environmental Management Plan**).

Performance outcomes	Acceptable outcomes	Response
PO2 Development is suitably located and designed to avoid or mitigate **environmental harm** to the air **environment**.	**AO2.1** Development meets the air quality objectives of the Environmental Protection (Air) Policy 2019.	**Complies with AO2.1** A Dust Impact Assessment has been undertaken by Assured Environmental via detailed computer dust dispersion modelling, that compliance with the air quality objectives prescribed in the Queensland *Environmental Protection (Air) Policy 2019* can be achieved at surrounding sensitive receptors with the provision of appropriate dust controls and management measures. (refer **Attachment 8 – Noise Assessment and Attachment 9 – Air Quality Assessment**). An EAR has been prepared to support the application in accordance with Section 125 of the *Environmental Protection Act 1994* (refer **Attachment 6 - Environmental Assessment Report**). The EAR confirms that provided Neilsens implement control measures for potential impacts for dust, as outlined in Section 4.1 (Air Quality Management Plan) of the EMP, and observe the requirements of the EA, the environmental objectives for air quality are likely to be achieved (refer **Attachment 7 - Environmental Management Plan**)
PO3 Development (other than **intensive animal industry** for **poultry farming**), is suitably located and designed to avoid or mitigate **environmental harm** on adjacent **sensitive land uses** caused by odour.	No acceptable outcome is prescribed.	**Complies with PO3** The proposed operation will not generate odour emissions.
PO4 Development is suitably located and designed to avoid or mitigate **environmental harm** to the receiving waters **environment**.	**AO4.1** Development meets the management intent, water quality guidelines and objectives of the	**Complies with AO4.1** To mitigate potential impacts to waters, a a review of the stormwater measures on site

Performance outcomes	Acceptable outcomes	Response
	Environmental Protection (Water and Wetland Biodiversity) Policy 2019.	has been undertaken The EMP includes a Water Quality Management Plan which outlines the details and operational management procedures to be adopted to ensure that water resources are utilised efficiently on the site and the quality of water leaving the site does not impact on the environmental values downstream. The Water Quality Management Plan has been prepared for the site and included as Section 4.2 of the EMP (refer **Attachment 7 – Environmental Management Plan**). An EAR has been prepared to support the application in accordance with Section 125 of the Environmental Protection Act 1994 (refer **Attachment 6 – Environmental Assessment Report**). The EAR confirms that provided the management measures outlined in the SMP and EMP are implemented, and the EA conditions complied with, the environmental objectives for water are likely to be achieved.
PO5 Development is designed to include elements which: 1. prevent or minimise the production of **hazardous contaminants** and **waste** as by-products; or 2. contain and treat **hazardous contaminants** on-site rather than releasing them into the **environment**; and 3. provide secondary containment to prevent the accidental release of **hazardous contaminants** to the **environment** from spillage or leaks.	No acceptable outcome is prescribed.	**Complies with PO5** The proposed development does not involve the production of hazardous chemicals or waste.

Performance outcomes	Acceptable outcomes	Response
PO6 Environmentally hazardous materials located on-site are stored to avoid or minimise their release into the **environment** due to inundation during flood events.	No acceptable outcome is prescribed.	**Complies with PO6** Any hazardous materials located on the site will be stored in a sealed, bunded area to minimise the potential for release into the environment.
All development – matters of state environmental significance		
PO7 Development is designed and sited to: 1. avoid impacts on **matters of state environmental significance**; or 2. minimise and mitigate impacts on **matters of state environmental significance** after demonstrating avoidance is not reasonably possible; and 3. provide an **offset** if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable **significant residual impact** on a **matter of state environmental significance**. Statutory note: For Brisbane core port land, an offset may only be applied to development on land identified as E1 Conservation/Buffer, E2 Open Space or Buffer/Investigation in the Brisbane Port LUP precinct plan.	No acceptable outcome is prescribed.	**Complies with PO7** The current site activities generally algin with Stage 4 of the approved site plans. The extraction area is already approved to extend beyond the current disturbance area, including areas mapped a remnant vegetation, regrowth vegetation and koala habitat. With the exception of remnant vegetation, mapped MSES can be cleared within the approved footprint without further approvals. In relation to the extended quarry footprint, this area includes mapped MSES (core koala habitat outside the priority koala habitat area and regrowth vegetation). The Clearing of Category C vegetation is not a prescribed matter under the *Environmental Protection Act 1994*. Further, under Schedule 21, Part 2 (2)(i) of the *Planning Regulation 2017* clearing regulated regrowth vegetation, other than in a Category A area, for extractive industry in a Key Resource Area is defined as *exempt clearing work*. Therefore, further assessment of this matter is not required.

Performance outcomes	Acceptable outcomes	Response
		This application is being assessed under the SDPWO Act, due to the site being included in the Bromelton SDA. Under Schedule 10, Part 10, Division 4, Subdivision 1 of the *Planning Regulation 2017*, clearing of koala habitat within an SDA is *exempted development*. Therefore, further assessment of this matter is not required.
Intensive animal industry – poultry farming (ERA 4(2))		
PO8 Poultry farming development (where farming more than 200,000 birds) is suitably located and designed to avoid or mitigate **environmental harm** on adjacent **sensitive land uses**, caused by odour.	**AO8.1** For poultry farming involving 300,000 birds or less, development meets the separation distances as determined using the S-factor methodology to: 1. a **sensitive land use** in a rural zone; and 2. boundary of a non-rural zone. OR **AO8.2** Development meets the separation distances as determined by odour modelling using the following criteria: 1. 2.5 **odour units**, 99.5 percent, 1 hour average for a **sensitive land use** in a rural zone; or 2. 1.0 **odour units**, 99.5 percent, 1 hour average for the boundary of a non-rural zone.	**Not Applicable** No intensive animal industry – poultry farming is proposed.