

APPENDIX H - STATE CODE 16 RESPONSE

TABLE 16-2 GENERAL

Performance outcomes	Acceptable outcomes	Response
PO1 Clearing of vegetation is consistent with any notice requiring compliance on the land subject to the development application, unless a better environmental outcome can be achieved.	No acceptable outcome is prescribed.	PO1 Complies Relevant permits associated with obtaining a development application for the proposed change of use will be obtained prior to the clearing of vegetation.
PO2 Clearing of vegetation is consistent with vegetation management requirements for particular regulated areas unless a better environmental outcome can be achieved.	No acceptable outcome is prescribed.	PO2 Complies Particular regulated areas are defined as exchange areas, unlawfully cleared areas, declared areas or offset areas or a Category A area on a PMAV. There are no particular regulated areas in the Disturbance Footprint.
PO3 Clearing of vegetation in a legally secured offset area: 1. is consistent with the offset delivery plan; or 2. is consistent with an agreement for the offset area on the land subject to the development application; or 3. only occurs if an additional offset is provided.	No acceptable outcome is prescribed.	PO3 Not applicable There are no legally secured offset areas within the Project Area.

TABLE 16-3 PUBLIC SAFETY, RELEVANT INFRASTRUCTURE ACTIVITIES AND / OR CONSEQUENTIAL DEVELOPMENT OF IPA APPROVAL

Performance outcomes	Acceptable outcomes	Response
Clearing avoids and minimises impacts		
PO4 Clearing of vegetation and adverse impacts of clearing vegetation do not occur unless the application has demonstrated that the clearing and the adverse impacts of clearing have been: 1. reasonably avoided; or	No acceptable outcome is prescribed.	PO4 Complies Section Error! Reference source not found. of the MSES Impact Assessment Report (Appendix K) details the avoidance, management and mitigation measures that have been implemented to avoid, and then

Performance outcomes	Acceptable outcomes	Response
2. reasonably minimised where it cannot be reasonably avoided.		minimize clearing of remnant vegetation. In particular the two-stage design process has been adopted to continually refine the Disturbance Footprint to avoid clearing vegetation. The Disturbance Footprint avoids all areas of endangered and of concern Category B vegetation, and has minimised impacts to vegetation within a defined distance of a watercourse.
Clearing associated with wetlands		
P05 Clearing of vegetation within a natural wetland and/or within 100 metres of the defining bank of a natural wetland maintains the composition, structure and function of any regional ecosystem associated with any natural wetland to protect all of the following: 1. bank stability by protecting against bank erosion; 2. water quality by filtering sediments, nutrients and other pollutants; 3. aquatic habitat; 4. terrestrial habitat.	A05.1 Clearing does not occur in a natural wetland or within 100 metres of the defining bank of any natural wetland. OR A05.2 Clearing within 100 metres of the defining bank of any natural wetland: 1. does not occur within 10 metres of the defining bank of any natural wetland; and 2. does not exceed widths in reference table 1 in this code.	A05.1 Complies There will be no clearing within 100 m of the defining bank of a natural wetland.
P06 Where clearing of vegetation in a regional ecosystem associated with a natural wetland does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, an offset is provided for any acceptable significant residual impact.	No acceptable outcome is prescribed.	P06 Not applicable. There will be no clearing of a RE associated with a natural wetland.
Clearing associated with watercourses and drainage features		
P07 Clearing of vegetation within a watercourse and/or drainage feature and/or within the relevant distance (listed in reference table 2) of a watercourse and/or drainage feature, maintains the composition, structure and function of the	A07.1 Clearing does not occur in any of the following areas: 1. inside the defining bank of a watercourse or drainage feature; and	P07 Complies 1. Identify the location and extent of the Disturbance Footprint: ◦ All components of the Disturbance Footprint to be cleared are identified in

Performance outcomes	Acceptable outcomes	Response
regional ecosystem associated with the watercourse and/or drainage feature to protect all of the following: 1. bank stability by protecting against bank erosion; 2. water quality by filtering sediments, nutrients and other pollutants; 3. aquatic habitat; 4. terrestrial habitat.	2. within the relevant distance of the defining bank of any watercourse or drainage feature in reference table 2 of this code. OR A07.2 Clearing within any watercourse or drainage feature, or within the relevant distance of the defining bank of any watercourse or drainage feature in reference table 2 of this code: 1. does not exceed the widths in reference table 1 of this code; and 2. does not occur within 10 metres of the defining bank, unless clearing is required into or across the watercourse or drainage feature.	Section Error! Reference source not found.. 2. Identify the defining bank of any watercourses or drainage features within 50 metres of the Disturbance Footprint: ◦ All watercourses or drainage features within the Project Area have been identified (see Section 5.8.4 of Appendix K). 3. Determine the stream order for all identified watercourses and drainage features. ◦ Stream orders 1-4 occur within the Disturbance Footprint or within 50 m of it. 4. Identify the assessable clearing areas under the PO for each watercourse and drainage feature based on the relevant distances listed in reference table 2 of the code: ◦ Assessable clearing areas of REs within a defined bank of these watercourses have been calculated in Section 5.8.1.3 of Appendix K. 5. Identify any of these assessable clearing areas above that are not considered REs associated with a watercourse or drainage feature: ◦ The above only includes REs. 6. Demonstrate how clearing in any watercourse or drainage feature, or within the relevant distance of the defining bank of any watercourse or drainage feature, maintains the composition, structure and function of the RE: ◦ There are a range of mitigation measures in place to maintain the composition, structure and function of REs in proximity to watercourses (see Section 7 of Appendix K). These include biosecurity measures, clearly demarcating clearing boundaries and extensive bank stability measures. The

Performance outcomes	Acceptable outcomes	Response
		composition, structure and function of impacted REs will be maintained as a result of the Proposed Development. In particular, the following elements of RE structure, composition and function will be maintained by the proposed measures: a. Bank stability by protecting against bank erosion; – Implementation of the erosion and sediment control measures outlined in Section 7 of Appendix K; and – Development and implementation of a ESCPC. b. Water quality by filtering sediments, nutrients and other pollutants; – Implementation of the erosion and sediment control measures outlined in Section 7 of Appendix K; and – Development and implementation of a ESCPC. c. Aquatic habitat; – Implementation of the erosion and sediment control measures outlined in Section 7 of Appendix K; – Development and implementation of a ESCPC; and – Water quality and flow control measures outlined in Section Error! Reference source not found.. d. Terrestrial habitat. Implementation of the measures outlined in Section 7 of Appendix K, such as incorporation of vegetation pinch points to maintain terrestrial fauna habitat connectivity and an EMP and VFMP to reduce the occurrence of threats to terrestrial habitat quality such as invasive weeds.
P08 Where clearing of vegetation in a regional ecosystem associated with a watercourse and/or	No acceptable outcome is prescribed.	P08 Complies.

Performance outcomes	Acceptable outcomes	Response
drainage feature does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, an offset is provided for any acceptable significant residual impact.		Given that the Project is compliant with PO7, this demonstrates compliance with PO7. See Section 11 of Appendix K for commitment to providing an offset.
Connectivity		
P09 Regional ecosystems on the subject land and any adjacent land retain sufficient vegetation to: 1. maintain ecological processes; and 2. ensure the regional ecosystem remains in the landscape despite threatening processes.	A09.1 Clearing occurs in accordance with reference table 3 in this code.	P09 Complies 1. Identify the location and extent of the development footprint: ◦ All components of the Disturbance Footprint to be cleared are identified in Section 2 of Appendix K. 2. Details of the location and extent of remnant vegetation to be retained within the development footprint and adjacent land: ◦ The location of remnant vegetation to be retained is depicted on Figure 5-2, and the extent is outlined in Section 10 of Appendix K. 3. Identify all of the REs within the development footprint and adjacent land: ◦ All REs within the Project Area are listed in Section 5.2.1 of Appendix K. 4. Identify and provide desktop and field data on all ecological processes occurring within remnant vegetation within the development footprint and on adjacent land: ◦ Rigorous field data has been collected through the methodology described in Section 4.5, and the findings of these surveys is described in Section 5 of Appendix K. Rigorous field data has been collected in both general habitat areas and special landscape features (ie. escarpments and riparian corridors). 5. Provide an analysis of how the remnant vegetation with its altered extent and

Performance outcomes	Acceptable outcomes	Response
		configuration will maintain ecological processes: - Ecological processes within retained remnant vegetation will be maintained via the avoidance and mitigation measures detailed in Section 7 of Appendix K, such as clearly demarcating clearing boundaries and using vegetation pinch points in clearing corridors in areas with remnant vegetation. Section 10 of Appendix K discusses how ecological processes will be maintained. The development of an EMP and VFMP will further ensure that ecological processes will be maintained. 6. Identify and provide desktop and field data on any known and likely threatening processes: - Current and historical threatening processes in the Project Area are described in Appendix K. Expected impacts and threatening processes that may arise as a result of the Proposed Development are discussed in Section 6 of Appendix K. 7. Provide an analysis of how the remnant vegetation with its altered extent and configuration will remain in the landscape despite threatening processes - Section 7 and 10 of Appendix K detail how remnant vegetation will persist in the landscape despite threatening processes. Importantly, remnant vegetation has been avoided as much as practicable, with only 10.3 % of total remnant RE in the Project Area subject to direct impact. The avoidance and mitigation measures detailed in Section 7 of Appendix K will include a focus on minimising the exacerbation of current impacts (ie. edge effects).

Performance outcomes	Acceptable outcomes	Response
		8. Demonstrate how regional ecosystems on the subject land and any adjacent land retain sufficient vegetation to a) maintain ecological processes; and b) ensure the RE remains in the landscape despite threatening processes: ◦ Section 12.1 of Appendix K explains how ecological processes in the Project Area will be maintained despite the existing and expected threatening processes, with specific reference to the 'ecological processes' listed in the Guide to SDAP <i>State Code 16</i> (DoR, 2023). As shown in Table 6-1 of Appendix K, no RE will be completely removed from the Project Area because of the Proposed Development. The largest proportion of an RE that will be removed is 16.7 % of Least Concern RE 11.7.4
Soil erosion if the local government is not the assessment manager for the development application		
PO10 Clearing of vegetation does not result in accelerated soil erosion within or outside the land the subject of the development application.	AO10.1 Clearing only occurs if an erosion and sediment control plan is developed and implemented to prevent increased soil erosion and instability resulting from the clearing.	AO10.1 Complies Clearing will only occur after the ESCPC is developed and implemented. The ESCPC will include rigorous mitigation measures to prevent increased soil erosion and instability.
Salinity		
PO11 Clearing of vegetation within 100 metres of a salinity expression area does not contribute to or accelerate land degradation through either of the following: 1. waterlogging; 2. the salinisation of groundwater, surface water or soil.	AO11.1 Clearing does not occur within 100 metres of a salinity expression area.	PO11 Not applicable Salinity expression areas do not exist within the proposed clearing areas or within 100 m of any proposed clearing as identified in Section 5.6 of Appendix K.
Conserving least concern regional ecosystems - Minimising clearing of areas temporarily required to enable construction of the infrastructure		

Performance outcomes	Acceptable outcomes	Response
P012 Clearing of vegetation for temporary use areas to construct necessary infrastructure, such as temporary use roads or access tracks, maintains the composition, structure and function of least concern regional ecosystems.	AO12.1 Clearing for temporary use areas to construct necessary infrastructure does not occur in a least concern regional ecosystem. OR AO12.2 Total clearing for temporary use areas to construct necessary infrastructure in any regional ecosystem combined does not exceed the widths prescribed in table reference table 1 of this code. OR AO12.3 Total clearing for temporary use areas to construct necessary infrastructure in any regional ecosystem combined does not exceed areas prescribed in table reference table 1 of this code.	P012 Complies 1. Identify the location and extent of the Disturbance Footprint: ◦ All components of the Disturbance Footprint to be cleared are identified in Section 2 of Appendix K. 2. Identify any proposed clearing in Least Concern RE: ◦ The areas of proposed clearing in Least Concern RE are identified in Table 6-1 of Appendix K. 3. Identify all temporary use areas required to enable construction of necessary infrastructure: ◦ Temporary use areas that will be cleared to facilitate construction of necessary infrastructure are identified in Section 8 of Appendix K. These temporary use areas will be rehabilitated after the construction phase is completed. 4. Demonstrate how clearing for temporary use areas to enable construction of necessary infrastructure in any Least Concern RE maintains the composition, structure and function of the RE: ◦ The mitigation measures outlined in Section 7 of Appendix K will ensure that overall composition, structure and function of Least Concern RE in the Project Area is maintained despite impact to a small proportion. For example, clearly demarcating clearing boundaries and implementing biosecurity measures will maintain the structure and composition of Least Concern REs. Measures such as vegetation pinch points, timing construction activities to avoid ecologically sensitive periods and minimizing noise and light disturbance

Performance outcomes	Acceptable outcomes	Response
		will maintain function of Least Concern REs. Rehabilitation of temporary use areas will also after the construction phase is completed, as described in Section Error! Reference source not found. This will involve targeted rehabilitation to the pre-existing BHT, which in areas of least concern RE, will reflect the native, remnant vegetation community that was cleared due to the Proposed Development.
PO13 Where clearing of vegetation in a regional ecosystem for temporary use areas to construct necessary infrastructure does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, the cleared area is rehabilitated.	No acceptable outcome is prescribed.	PO13 Complies Temporary use areas have been considered as part of the Proposed Development design. As per the Preliminary Post-Construction Rehabilitation Plan (Appendix G), these areas will be rehabilitated after construction of the Proposed Development.
Conserving endangered and of concern regional ecosystems		
PO14 Clearing of vegetation maintains the composition, structure and function of endangered regional ecosystems and/or of concern regional ecosystems.	AO14.1 Clearing does not occur in an endangered regional ecosystem or an of concern regional ecosystem. OR AO14.2 Total clearing of endangered regional ecosystems and of concern regional ecosystems combined does not exceed the widths prescribed in table reference table 1 of this code. OR AO14.3 Total clearing of endangered regional ecosystems and of concern regional ecosystems combined does not exceed areas prescribed in table reference table 1 of this code.	AO14.3 Complies. Less than 0.1 ha of Endangered or Of Concern RE will be cleared in the Project Area, which does not exceed the thresholds listed in table 1 of the code.

Performance outcomes	Acceptable outcomes	Response
PO15 Where clearing of vegetation in an endangered regional ecosystem or an of concern regional ecosystems does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, the cleared area: is rehabilitated; or where the cleared area cannot reasonably be rehabilitated, an offset is provided for any acceptable significant residual impact.	No acceptable outcome is prescribed.	PO15 Complies Given that less than 0.1 ha of Endangered or Of Concern RE will be cleared within the Project Area and that it doesn't exceed the thresholds listed in table 1 of this code, it is considered that the proposed clearing will not impact on the composition, structure and function of the RE.
Essential habitat excluding essential habitat for <i>Phascolarctos cinereus</i> (koalas) if development is assessable under Schedule 10, Part 10 of the Planning Regulation 2017		
PO16 Clearing of vegetation in a regional ecosystem that is an area of essential habitat maintains the composition, structure and function of the regional ecosystem for each protected wildlife species individually.	AO16.1 Clearing does not occur in essential habitat. OR AO16.2 Clearing in essential habitat does not exceed the widths prescribed in reference table 1 of this code. OR AO16.3 Clearing in essential habitat does not exceed the areas prescribed in table reference table 1 of this code.	AO16.1 Complies. All areas of essential habitat in the Project Area have been avoided by the Disturbance Footprint.
PO17 Where clearing of vegetation in a regional ecosystem that is an area of essential habitat does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, an offset is provided for any acceptable significant residual impact for each protected wildlife species individually.	No acceptable outcome is prescribed.	PO17 Complies All areas of essential habitat have been avoided by the Disturbance Footprint, therefore the Proposed Development will not impact on the composition, structure and function of the RE.
Acid sulfate soils if the local government is not the assessment manager for the development application		
PO18 Clearing of vegetation does not result in, or accelerate, disturbance of acid sulfate soils or	AO18.1 Clearing does not occur in land zone 1, land zone 2 or land zone 3.	AO18.1 Complies.

Performance outcomes	Acceptable outcomes	Response
changes to the hydrology of the location that will result in either of the following: aeration of horizons containing iron sulphides; mobilisation of acid or metals.	OR AO18.2 Clearing in land zone 1, land zone 2 or land zone 3 in areas below the five metre Australian Height Datum only occurs where: mechanical clearing does not disturb the soil to a depth greater than 30 centimetres; and acid sulfate soils are managed consistent with the soil management guidelines in the Queensland Acid Sulfate Soil Technical Manual.	The entire Project Area is well above 5 m Australian Height Datum (AHD) (see Section Error! Reference source not found.), so no clearing is proposed in land zone 1, 2 or 3 below 5 m AHD.

TABLE 16-8 MATERIAL CHANGE OF USE AND / OR RECONFIGURATION OF A LOT FOR ALL OTHER PURPOSES

Performance outcomes	Acceptable outcomes	Response
Clearing avoids and minimises impacts		
PO80 Clearing of vegetation and adverse impacts of clearing vegetation do not occur unless the application has demonstrated that the clearing and the adverse impacts of clearing have been: 1. reasonably avoided; or 2. reasonably minimised where it cannot be reasonably avoided.	No acceptable outcome is prescribed.	PO80 Complies Section 7 of Appendix K details the avoidance, management and mitigation measures that have been implemented to avoid, and then minimize clearing of remnant vegetation. In particular the two-stage design process has been adopted to continually refine the Disturbance Footprint to avoid clearing vegetation.
Clearing associated with wetlands		
PO81 Clearing of vegetation within a natural wetland and/or within 100 metres of the defining bank of a natural wetland maintains the composition, structure and function of any regional ecosystem associated with any natural wetland to protect all of the following: 1. bank stability by protecting against bank erosion; 2. water quality by filtering sediments, nutrients and other pollutants;	AO81.1 Clearing does not occur in a natural wetland or within 100 metres of the defining bank of any natural wetland. OR AO81.2 Clearing within 100 metres of the defining bank of any natural wetland: does not occur within 10 metres of the defining bank of any natural wetland; and	AO81.1 Complies There will be no clearing within 100 m of the defining bank of a natural wetland.

Performance outcomes	Acceptable outcomes	Response
3. aquatic habitat; 4. terrestrial habitat.	does not exceed widths in reference table 1 in this code.	
P082 Where clearing of vegetation in a regional ecosystem associated with a natural wetland does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, an offset is provided for any acceptable significant residual impact.	No acceptable outcome is prescribed.	P082 Not applicable There will be no clearing of a RE associated with a natural wetland.
Clearing associated with watercourses and drainage features		
P083 Clearing of vegetation within a watercourse and /or drainage feature and/or within the relevant distance (listed in reference table 2) of a watercourse and/or drainage feature, maintains the composition, structure and function of the regional ecosystem associated with the watercourse and/or drainage feature to protect all of the following: 1. bank stability by protecting against bank erosion; 2. water quality by filtering sediments, nutrients and other pollutants; 3. aquatic habitat; 4. terrestrial habitat.	A083.1 Clearing does not occur in any of the following areas: 1. inside the defining bank of a watercourse or drainage feature; and 2. within the relevant distance of the defining bank of any watercourse or drainage feature in reference table 2 of this code. OR A083.2 Clearing within any watercourse or drainage feature, or within the relevant distance of the defining bank of any watercourse or drainage feature in reference table 2 of this code: 1. does not exceed the widths in table reference table 1 of this code; and 2. does not occur within 10 metres of the defining bank, unless clearing is required into or across the watercourse or drainage feature.	P083 Complies 1. Identify the location and extent of the Disturbance Footprint: ◦ All components of the Disturbance Footprint to be cleared are identified in Section 2 of Appendix K. 2. Identify the defining bank of any watercourses or drainage features within 50 metres of the Disturbance Footprint: ◦ All watercourses or drainage features within the Project Area have been identified (see Section 5.8.4 of Appendix K). 3. Determine the stream order for all identified watercourses and drainage features. ◦ Stream orders 1-4 occur within the Disturbance Footprint or within 50 m of it. 4. Identify the assessable clearing areas under the PO for each watercourse and drainage feature based on the relevant distances listed in reference table 2 of the code: ◦ Assessable clearing areas of REs within a defined bank of these watercourses have been calculated in Section 5.8.1.3 of Appendix K. 5. Identify any of these assessable clearing areas above that are not considered REs

Performance outcomes	Acceptable outcomes	Response
		associated with a watercourse or drainage feature: ◦ The above only includes REs. 6. Demonstrate how clearing in any watercourse or drainage feature, or within the relevant distance of the defining bank of any watercourse or drainage feature, maintains the composition, structure and function of the RE: ◦ There are a range of mitigation measures in place to maintain the composition, structure and function of REs in proximity to watercourses (see Section 7 of Appendix K). These include biosecurity measures, clearly demarcating clearing boundaries and extensive bank stability measures. The composition, structure and function of impacted REs will be maintained as a result of the Proposed Development. In particular, the following elements of RE structure, composition and function will be maintained by the proposed measures: a. Bank stability by protecting against bank erosion; – Implementation of the erosion and sediment control measures outlined in Section Error! Reference source not found.; and – Development and implementation of a ESCPC. b. Water quality by filtering sediments, nutrients and other pollutants; – Implementation of the erosion and sediment control measures outlined in Section 7 of Appendix K; and – Development and implementation of a ESCPC. c. Aquatic habitat;

Performance outcomes	Acceptable outcomes	Response
		– Implementation of the erosion and sediment control measures outlined in Section Error! Reference source not found.; – Development and implementation of a ESCPC; and – Water quality and flow control measures outlined in Section Error! Reference source not found. d. Terrestrial habitat. Implementation of the measures outlined in Section 7 of Appendix K, such as incorporation of vegetation pinch points to maintain terrestrial fauna habitat connectivity and an EMP and VFMP to reduce the occurrence of threats to terrestrial habitat quality such as invasive weeds.
P084 Where clearing of vegetation in a regional ecosystem associated with a watercourse and/or drainage feature does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, an offset is provided for any acceptable significant residual impact.	No acceptable outcome is prescribed.	P084 Complies P083 complies which means that P084 automatically complies. See Section 11 of Appendix K for commitment to providing an offset.
Connectivity		
P085 Regional ecosystems on the subject land and any adjacent land, retain sufficient vegetation to maintain: ecological processes; and ensure the regional ecosystem remains in the landscape despite threatening processes.	A085.1 Clearing occurs in accordance with reference table 3 in this code.	P085 Complies 1. Identify the location and extent of the development footprint: ◦ All components of the Disturbance Footprint to be cleared are identified in Section 2 of Appendix K. 2. Details of the location and extent of remnant vegetation to be retained within the development footprint and adjacent land: ◦ The location of remnant vegetation to be retained is depicted on Figure 5-2, and the extent is outlined in Section 10 of Appendix K.

Performance outcomes	Acceptable outcomes	Response
		3. Identify all of the REs within the development footprint and adjacent land: ◦ All REs within the Project Area are listed in Section 5.2.1 of Appendix K. 4. Identify and provide desktop and field data on all ecological processes occurring within remnant vegetation within the development footprint and on adjacent land: ◦ Rigorous field data has been collected through the methodology described in Section 4.5, and the findings of these surveys is described in Section 5 of Appendix K. 5. Provide an analysis of how the remnant vegetation with its altered extent and configuration will maintain ecological processes: ◦ Ecological processes within retained remnant vegetation will be maintained via the avoidance and mitigation measures detailed in Section 7 of Appendix K, such as clearly demarcating clearing boundaries and using vegetation pinch points in clearing corridors in areas with remnant vegetation. Section 10 of Appendix K discusses how ecological processes will be maintained. The development of an EMP and VFMP will further ensure that ecological processes will be maintained. 6. Identify and provide desktop and field data on any known and likely threatening processes: ◦ Current and historical threatening processes in the Project Area are described in Appendix K. Expected impacts and threatening processes that may arise as a result of the Proposed Development are discussed in Section 6 of Appendix K.

Performance outcomes	Acceptable outcomes	Response
		7. Provide an analysis of how the remnant vegetation with its altered extent and configuration will remain in the landscape despite threatening processes ◦ Section 7 and 10 of Appendix K detail how remnant vegetation will persist in the landscape despite threatening processes. Importantly, remnant vegetation has been avoided as much as practicable, with only 10.3 % of total remnant RE in the Project Area subject to clearing. 8. Demonstrate how regional ecosystems on the subject land and any adjacent land retain sufficient vegetation to a) maintain ecological processes; and b) ensure the RE remains in the landscape despite threatening processes: ◦ Section 12.1 of Appendix K explains how ecological processes in the Project Area will be maintained despite the existing and expected threatening processes, with specific reference to the 'ecological processes' listed in the Guide to SDAP <i>State Code 16</i> (DoR, 2023). As shown in Table 6-1 of Appendix K, no RE will be completely removed from the Project Area because of the Proposed Development. The largest proportion of an RE that will be removed is 16.7 % of Least Concern RE 11.7.4.
Soil erosion if the local government is not the assessment manager for the development application		
P086 Clearing does not result in accelerated soil erosion within or outside the land the subject of the development application.	A086.1 Clearing only occurs if an erosion and sediment control plan is developed and implemented to prevent soil erosion and instability resulting from the clearing.	A086.1 Complies Sediment and erosion control to be managed in accordance with the Queensland Erosion and Sediment Control Plan – Construction and the Contractor's erosion and sediment control procedures.
Salinity		

Performance outcomes	Acceptable outcomes	Response
P087 Clearing within 100 metres of a salinity expression area does not contribute to or accelerate land degradation through either of the following: 1. waterlogging; 2. the salinisation of groundwater, surface water or soil.	A087.1 Clearing does not occur within 100 metres of a salinity expression area.	P087 Not applicable Salinity expression areas do not exist within the proposed clearing areas or within 100 m of any proposed clearing as identified in Section 5.6 of Appendix K.
Conserving endangered and of concern regional ecosystems		
P088 Clearing of vegetation maintains the composition, structure and function of endangered regional ecosystems and/or of concern regional ecosystems.	A088.1 Clearing does not occur in an endangered regional ecosystem or an of concern regional ecosystem. OR A088.2 Total clearing of endangered regional ecosystems and of concern regional ecosystems combined does not exceed the widths prescribed in reference table 1 of this code. OR A088.3 Total clearing of endangered regional ecosystems and of concern regional ecosystems combined does not exceed areas prescribed in reference table 1 of this code.	A088.3 Complies Less than 0.1 ha of Endangered or Of Concern RE will be cleared in the Project Area, which does not exceed the thresholds listed in table 1 of the code.
P089 Where clearing of vegetation in an endangered regional ecosystem or an of concern regional ecosystems does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, the cleared area: 1. is rehabilitated; or 2. where the cleared area cannot be rehabilitated, an offset is provided for any acceptable significant residual impact.	No acceptable outcome is prescribed.	P089 Complies Given that less than 0.1 ha of Endangered or Of Concern RE will be cleared within the Project Area and that it doesn't exceed the thresholds listed in table 1 of this code, it is considered that the proposed clearing will not impact on the composition, structure and function of the RE.
Essential habitat excluding essential habitat for <i>Phascolarctos cinereus</i> (koalas) if development is assessable under Schedule 10, Part 10 of the Planning Regulation 2017		

Performance outcomes	Acceptable outcomes	Response
P090 Clearing of vegetation in a regional ecosystem that is an area of essential habitat maintains the composition, structure and function of the regional ecosystem for each protected wildlife species individually.	A090.1 Clearing does not occur in essential habitat. OR A090.2 Clearing in essential habitat does not exceed the widths prescribed in reference table 1 of this code. OR A090.3 Clearing in essential habitat does not exceed the areas prescribed in reference table 1 of this code.	A090.1 Complies All areas of essential habitat in the Project Area has been avoided by the Disturbance Footprint.
P091 Where clearing of vegetation in a regional ecosystem that is an area of essential habitat does not maintain the composition, structure and function of the regional ecosystem, and cannot be avoided and has been mitigated, an offset is provided for any acceptable significant residual impact for each protected wildlife species individually.	No acceptable outcome is prescribed.	P091 Complies All areas of essential habitat have been avoided by the Disturbance Footprint, therefore the Proposed Development will not impact on the composition, structure and function of the RE.
Acid sulfate soils if the local government is not the assessment manager for the development application		
P092 Clearing does not result in, or accelerate, disturbance of acid sulfate soils or changes to the hydrology of the location that will result in either of the following: 1. aeration of horizons containing iron sulphides; 2. mobilisation of acid or metals.	A092.1 Clearing does not occur in land zone 1, land zone 2 or land zone 3. OR A092.2 Clearing in land zone 1, land zone 2 or land zone 3 in areas below the five metre Australian Height Datum only occurs where: mechanical clearing does not disturb the soil to a depth greater than 30 centimetres; and acid sulfate soils are managed consistent with the Queensland Acid Sulfate Soil Technical Manual.	A092.2 Complies The entire Project Area is well above 5 m Australian Height Datum (AHD) (see Section Error! Reference source not found.), so no clearing is proposed in land zone 1, 2 or 3 below 5 m AHD.

APPENDIX H - STATE CODE 23 RESPONSE

Performance outcomes	ERM Response
Protected wildlife and associated habitats and areas of high ecological value	
PO1 Development is located and designed to ensure that: - protected wildlife and associated habitats; and - areas of high ecological value are protected from adverse impacts.	PO1 and PO2 – Complies The Proposed Development has been refined through an iterative process including environmental, wind resource, constructability, landowner and network considerations. The design refinement process has focused on the avoidance and minimisation of environmental impacts through the various stages of layout planning. The Matters of State Environmental Significance Impact Assessment Report (Appendix I) has identified the nature and characteristics of the on-site environmental values relevant to the Proposed Development and surrounding landscape context through preliminary desktop analysis, occurrence assessments and validated ground-truthing surveys. Indirect impacts will likely include impacts to species behaviour and movement through barrier creation, impacts to adjacent habitat areas as a result of noise, potential blasting, dust, runoff and erosion, introduction or spread of weed and pest species, and fragmentation of connectivity areas. The Disturbance Footprint has been developed to consider the availability of the wind resource and with regard to known environmental values. The Development Corridor referenced within the MSES and MNES reporting for the Proposed Development is 75 m buffer of the Disturbance Footprint. The Disturbance Footprint is approximately 2,221.2 ha. In total, the following MSES categories were identified as being impacted on by the Proposed Development: Regulated Vegetation (Intersecting a Watercourse) Protected Wildlife Habitat: The following species protected under the NC Act are likely to occur: - Koala (<i>Phascolarctos cinereus</i>); - Glossy black cockatoo (south-eastern) (<i>Calyptorhynchus lathami lathami</i>); and - Diamond firetail (<i>Stagonopleura guttata</i>). Offsets for these Significant Residual Impacts will be provided in line with the Environmental Offsets Policy and Environmental Offsets Regulation 2014.
PO2 Development is constructed to ensure that: - protected wildlife and associated habitats; and - areas of high ecological value are protected from adverse impacts.	

Performance outcomes	ERM Response
	The proposed potential impacts associated with the Proposed Development include: • Habitat loss; • Mortality from vegetation clearing; • Habitat fragmentation and patch isolation; • Increased prevalence of invasive flora and fauna; • Increased vehicle impacts on fauna and habitat; • Altered fire regimes and bushfire risk; • Altered hydrology; • Noise, dust and light pollution; • Hazardous material pollution; • Mortality and injury from turbine collision and barotrauma; and • Changes to bird and bat site utilisation. Avoidance and mitigation measures have been proposed to minimise the severity of the proposed potential impacts associated with the Proposed Development. Several management plans will also be developed prior to the Proposed Development commencing, and will be implemented throughout the life of the Proposed Development as required. In particular, the following management plans will be implemented: • Cleared Vegetation Management Plan; • Bird and Bat Management Plan; • Vegetation and Fauna Management Plan; • Preliminary Construction Environmental Management Plan; and • Preliminary Post-Construction Rehabilitation Plan.
P03 Development operations ensure that protected wildlife and birds and bats are protected from adverse impacts.	P03 – Complies A Draft Bird and Bat Management Plan (Appendix K) has been prepared as part of Development Application to outline how potential impacts associated with birds and bats will be managed through the operation of the Proposed Development. The report considers the likelihood of a bird or bat colliding with a WTG, and the consequence should this occur. Specific mitigation and management measures were developed within the Bird and Bat Management Plan to minimise any potential impacts the Proposed Development may have to birds and bats.
P04 Areas cleared for the construction of a wind farm are progressively rehabilitated to the maximum extent practicable following construction without impeding the safe and efficient operations and maintenance of the wind farm.	P04 – Complies Upon completion of the construction phase of the Proposed Development, areas of disturbance which are not required for operational purposes will be progressive restored, where it is practical and safe to do so. Post-construction

Performance outcomes	ERM Response
	rehabilitation objectives have been developed with consideration for the existing condition, potential ongoing direct and indirect impacts, the need to maintain setbacks to reduce bushfire risk, and the need for disturbance for decommissioning. It is expected that rehabilitation will be required following the end-of-life decommissioning of the Proposed Development. A Preliminary Post-Construction Rehabilitation Plan (Appendix F) has been prepared to identify areas of disturbance associated with construction which may be progressively restored or rehabilitated. As per the Preliminary Post-Construction Rehabilitation Plan the Disturbance Footprint is approximately 2,221.2 ha, or approximately 10.9% of the Project Area, includes temporary use areas which will be rehabilitated post construction. Post-construction, it is expected that an area of 1,185.4 ha will be rehabilitated. Therefore, the permanent operational footprint for the Proposed Development is 1,035.8 ha, or 46.6% of the total Disturbance Footprint required to facilitate construction.
Agricultural land	
PO5 Development is located and designed to ensure that there is no significant loss of high-quality agricultural land values.	PO5 - Complies An Agricultural Land Assessment has been prepared as part of the Development Application and provided in Appendix J. The Proposed Development will introduce a largely linear disturbance pattern across the Project Area, through the introduction of accesses roads, WTG pads, underground cabling and other associated infrastructure. More specifically, the assessment concluded that the Disturbance Footprint will impact: • 1,189 ha mixed or limited crop use (Class A1/B); • 214 ha of a mix of pasture and cropping land (Class C2/A1); and • 818 ha of pasture and cropping land (Class C2/A1). The Proposed Development has the potential to create localised impacts on cropping and grazing operations, including temporary loss of productive land within the Infrastructure Footprint, altered trafficability for farm machinery, changes to paddock access, and minor disruptions requiring adjustments to sowing direction or stock movement. Soil disturbance within this footprint also presents elevated erosion risks if not managed appropriately. Additionally, the Disturbance Footprint intersections 1,192 ha strategic cropping land, from the desktop review undertaken as part of Appendix J suggested that many of these soil types do not meet the strategic cropping land criteria due to constraints such as poor drainage, salinity, sodality or shallow profiles.

Performance outcomes	ERM Response
	During the design phase of the Proposed Development, the consideration of agricultural land had been taken into account and as such, there are no significant impacts associated with the loss of high agricultural land for the following reasons: • Ongoing consultant with landowners regarding existing agricultural practises; and • Siting of infrastructure to minimise disruptions to existing agricultural practises.
Natural drainage patterns	
PO6 The wind farm, including ancillary infrastructure, is designed and sited to minimise crossings of and interference with natural drainage lines, waterways and wetlands.	PO6 – Complies A Stormwater Assessment (refer to Appendix L) and Erosion Risk Assessment (refer to Appendix P) have been prepared for the Proposed Development. The reports assess the potential for impacts associated with the Proposed Development on natural drainage patterns, water quality and erosion control. The potential impacts associated with natural drainage patterns, can be separated into three categories: • Watercourse crossings; • Changes in catchment characteristics; and • Flooding. For the most part, the Disturbance Footprint has been sited to avoid the crossing of significant water features. Watercourse crossings occur predominantly due to the intersection of the access track network with unmapped waterways, noting that the access track network has been sited to utilise existing tracks where practicable. Eight crossings occur along the internal 330 kV Transmission Line. All hard standing infrastructure (including the 135 WTGs and the BESS area) are situated away from watercourse crossings. A flood assessment was also undertaken for the Proposed Development, whereby it was concluded that direct impacts to flood zones (such as floodwater afflux) are not likely to occur (final determination subject to detailed flood assessment, should this be required). Indirect impacts may arise where there is an increase in the extent of hard stand infrastructure throughout the upstream catchment of identified flood zones. Such impacts are also subject to determination in a detailed flood assessment.

Performance outcomes	ERM Response
	Mitigation measures are provided within the Stormwater Assessment (refer to Appendix L) and Erosion Risk Assessment (refer to Appendix P), however, the following management plans / mitigation measures will be implemented for the Proposed Development: • Implementation of a Construction Environmental Management Plan (refer to Appendix F); • A site-specific Erosion and Sediment Control Plan in line with best practice management measures and will be developed by a suitably qualified professional; • A Rehabilitation Management Plan; • A Stormwater Management Plan; • A Site Stabilisation Plan – Operations in accordance with best practice erosion guidelines and standards; and • Surface water quality monitoring program to establish baseline conditions; • Hard standing infrastructure to be located away from natural drainage lines, waterways and wetlands; • Road access designed to minimise crossings, and the appropriate secondary approvals will be obtained if necessary; • Diversion channels or catch drains to be established around construction and material storage areas to divert flow from impervious surfaces; and • Environmental control measures and permanent infrastructure to be located outside the 1% AEP flood zone.
Protecting water quality and erosion control	
PO7 Development is designed to avoid areas of high erosion risk, where failure of erosion management devices would result in permanent and/or adverse impacts on receiving waterways or wetlands.	PO7 - Complies A Stormwater Assessment (refer to Appendix L) and Erosion Risk Assessment (refer to Appendix P) have been prepared for the Proposed Development. The reports assess the potential for impacts associated with the Proposed Development on natural drainage patterns, water quality and erosion control.
PO8 Development is constructed to maintain or improve the water quality of receiving waters, waterways and wetlands by: • minimising erosion and run off; • managing drainage control; and • preserving the bank stability of affected waterways and drainage lines.	PO8 and PO 9 – Complies As per the Erosion Risk Assessment (refer to Appendix P), the outputs concluded that the Project Area is predominately compromised of areas classified as very low risk. Construction and ground disturbance activities are expected to present an elevated erosion risk, particularly in sloped areas, with erosion impacts associated with these activities amplified in the small portion of the Disturbance Footprint (~0.1%) defined by a moderate to high erosion risk. The construction of OSOM routes may also present an elevated erosion risk due to the more onerous cut and fill depths that are required along these wide routes.
PO9 Areas cleared for construction are progressively stabilised during construction to ensure that erosion and run off to the surrounding landscape and waterways is minimised to the greatest extent possible.	

Performance outcomes	ERM Response
	Mitigation measures are provided within the Stormwater Assessment (refer to Appendix L) and Erosion Risk Assessment (refer to Appendix P), however, the following management plans / mitigation measures will be implemented for the Proposed Development: • Implementation of a Construction Environmental Management Plan (refer to Appendix F); • A site-specific Erosion and Sediment Control Plan in line with best practice management measures and will be developed by a suitably qualified professional; • A Rehabilitation Management Plan; • A Stormwater Management Plan; • A Site Stabilisation Plan – Operations in accordance with best practice erosion guidelines and standards; and • Surface water quality monitoring program to establish baseline conditions; • Hard standing infrastructure to be located away from natural drainage lines, waterways and wetlands; • Road access designed to minimise crossings, and the appropriate secondary approvals will be obtained if necessary; • Diversion channels or catch drains to be established around construction and material storage areas to divert flow from impervious surfaces; and • Environmental control measures and permanent infrastructure to be located outside the 1% AEP flood zone.
Natural hazards and extreme weather events	
PO10 Development is located, designed, constructed and operated to be responsive to natural hazards and extreme weather events. PO11 Development is constructed and operated to protect the safety of people in the event of natural hazards or extreme weather events occurring.	PO10 and PO11 Complies As per Section 6.6 of the Planning Report, through a desktop assessment, it was considered that bushfire risk is a higher risk for the Proposed Development as the Project Area is mapped as located in medium bushfire risk area, and as such a Natural Hazard Risk Assessment (Bushfire) has been prepared in Appendix M. Flooding and extreme weather events are detailed in Section 6 of the Planning Report. As it is identified the Project Area is within medium bushfire risk area, a Natural Hazard Risk Assessment (Bushfire) has been prepared for the Proposed Development (refer to Appendix M). Fuel load arrangements and their impact on bushfire behaviour have been assessed as part of the Natural Hazard and Risk Assessment. Vegetation within the Project Area was classified into three categories being Bushfire Prone, Grassfire Prone and Low-Hazard vegetation. Bushfire Prone vegetation was

Performance outcomes	ERM Response
	found to cover approximately 49.6% of the site, with Grassfire Prone and Low-Hazard vegetation dominating the site with an approximate coverage of 45.1%, with Low-Hazard vegetation covering 5.3%. The address bushfire risk, a Bushfire Management Plan will be implemented prior to the commencement of construction. As per Section 6.6.5 of the Planning Report, the following extreme weather events were considered to be low or negligible due to the location of the Proposed Development: • Drought; • Cyclone; and • Earthquake. These events will be considered as part of the Safety and Emergency Management Plan that will be implemented for the Proposed Development.
Acoustic amenity	
PO12 The predicted acoustic level at all noise affected existing or approved sensitive land uses on host lots does not exceed the criteria stated in table 23.2.	PO12 and PO13 – Complies A Noise Impact Assessment (refer to Appendix N) has been prepared for the Proposed Development. The Noise Impact Assessment has taken a conservative approach by utilising maximum dB(A) requirements. The assessment includes a three-dimensional model of the cumulative operation of the WTGs that utilises the noise prediction algorithm provided by <i>ISO 9613-2:1996 Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation</i> (ISO 9613-2 1996). The predicted noise levels indicate that the candidate WTG will achieve: • 45 dB(A) at all host lots for all integer hub height wind speeds; and • 35 dB(A) at all non-host lots for all integer hub height wind speeds. Based on the proposed layout and the representative equipment selections, the BESS and substation transformers are expected to easily achieve the project criteria. Prior to the commencement of the Proposed Development, the following actions will be undertaken: • An updated Noise Impact Assessment prior to commencement of construction using the final selected turbine and BESS technology; and • Preparation of a Noise Monitoring Plan.
PO13 The predicted acoustic level at all noise affected existing or approved sensitive land uses on non- host lots does not exceed the criteria stated in table 23.3.	

Performance outcomes	ERM Response
Electromagnetic interference	
PO14 Development is designed and/or mitigation measures are used to protect pre-existing television, radar and radio transmission and reception from electromagnetic interference.	PO14 – Complies An EMI Assessment (Appendix R) has been prepared for the Proposed Development and considered the following: • Point-to-point (fixed) radiocommunication links; • Meteorological data; • Mobile voice-based communications; • Wireless and satellite internet services for dwellings; • Broadcast and digital radio signals; • Trigonometry stations; and • GPS. The Proposed Development has been designed and positioned to prevent or mitigate impacts associated with EMI. The Proponent consulted the following key stakeholders, and a summary of their response is provided below: • Telstra – The Proponent discussed mobile service operation due to the ACMA link and site. A response was received and confirmed there would be no impact. • BoM – Impacts to the Toowoomba meteorological radar have been identified as having the potential to occur. Appropriate mitigation will be developed in consultation with the BoM. • Geoscience Australia – Impacts to GNSS Towers and Trigonometrical infrastructure were identified. A response was received and confirmed there would be no impact. The Proposed Development has been designed and positioned to prevent or mitigate impacts associated with EMI. Stakeholder engagement has been conducted to confirm the findings. The Proponent is undertaking further engagement with relevant stakeholders to identify further define potential impacts and mitigation measures. A Final EMI Assessment will be undertaken prior to construction.
Shadow flicker	

Performance outcomes	ERM Response
PO15 Development is designed, constructed and operated so that the modelled blade shadow flicker impacts on existing or approved sensitive land uses do not exceed 30 hours per annum and 30 minutes per day.	PO15 – Complies A Landscape and Visual Impact Assessment (Appendix O) has been prepared for the Proposed Development, in which contains a Shadow Flicker Assessment. No associated or non-associated dwellings, including a 50 m buffer from centre of dwelling, were identified within 1,299 m of the proposed WTGs (the maximum extent of shadows from the WTGs). This means no further assessment is required. As all dwellings are outside 1,299 m, no further assessment or mitigation is required.
Social Impacts	
PO16 Development demonstrates that either: • A community benefit agreement has been entered into; or • Where a community benefit agreement has not been entered into, social impacts of the development, including workforce accommodation, local business and industry impacts, community health and well-being, are identified, managed, mitigated, counterbalanced and monitored.	PO16 – Complies A CBA has been entered into with Toowoomba Regional Council and Western Downs Regional Council, this along with the Social Impact Assessment has been provided in Appendix T and Appendix B (respectively).
PO17 Development in an area identified by state or local government planning instruments as having high scenic amenity is sited and designed to protect the scenic amenity and landscape values of the locality and region.	PO17 – Complies A Landscape and Visual Impact Assessment (Appendix O) has been prepared for the Proposed Development. A section of State Forest and Vegetated Flats overlaps a mapped High Landscape Value area under the Western Downs Planning Scheme, field inspection confirmed a degraded and intermittently logged forest landscape that aligns with its Moderate–Low rating. Overall, the Proposed Development sits within a highly modified rural landscape capable of accommodating new infrastructure without significant change to its visual character. Furthermore, 14 publicly accessible viewpoints were assessed to understand how the Proposed Development would impact the local area. From the assessment, it was concluded moderate impacts occur only in locations immediately adjacent to the Project Area where WTGs become visually prominent, though they do not interrupt key landscape features or scenic vistas. Across most of the Project Area, intervening vegetation—particularly within the surrounding State Forests—fragments or obscures views, and turbine scale diminishes significantly beyond 6 km.
Transport networks	

Performance outcomes	ERM Response
PO18 Construction and ongoing activities associated with the development do not adversely impact the efficiency and condition of transport networks and infrastructure nor compromise the safety of users of the transport network.	PO18 – Complies A Preliminary Route Assessment (refer to Appendix E) and Traffic Impact Assessment (refer to Appendix D) have been prepared for the Proposed Development and provides a preliminary assessment of the movement of Project components and traffic movements into and out of the Project Area. Four potential OSOM haulage routes have been assessed from the Port of Brisbane to the Proposed Development via the most common route to Toowoomba. OSOM vehicle movements will require detailed route planning, escort arrangements and temporary traffic control. Localised constraints have been identified and will require mitigation measures such as temporary widening, vegetation clearing and traffic control. These requirements will be finalised in a Traffic Management Plan and with stakeholder engagement following route selection. The Traffic Impact Assessment concluded the Proposed Development can be accommodated on the existing road network with appropriate mitigation measures. Additionally, traffic and safety impacts during the construction phase are manageable and temporary in nature. As such, subject to the implementation of recommended road upgrades and traffic management measures, the Proposed Development is not expected to result in any significant adverse impacts on the safety or operation of the surrounding road network. Prior to construction, the following reports will be prepared in consultation with relevant authorities: • Final Traffic Impact Assessment – address construction and operational traffic impacts on the affected network of local roads, State-Controlled roads, and railway crossings. • Construction Traffic Management Plan – address the management of construction and operational traffic on local roads, State-Controlled roads, railway crossings. •
PO19 Development delivers necessary upgrades to the transport network to ensure construction activities and ongoing maintenance do not adversely impact transport networks and infrastructure.	PO19 – Complies A Preliminary Route Assessment (refer to Appendix E) and Traffic Impact Assessment (refer to Appendix D) have been prepared for the Proposed Development and provides a preliminary assessment of the movement of Project components and traffic movements into and out of the Project Area.

Performance outcomes	ERM Response
	Four potential OSOM haulage routes have been assessed from the Port of Brisbane to the Proposed Development via the most common route to Toowoomba. OSOM vehicle movements will require detailed route planning, escort arrangements and temporary traffic control. Localised constraints have been identified and will require mitigation measures such as temporary widening, vegetation clearing and traffic control. These requirements will be finalised in a Traffic Management Plan and with stakeholder engagement following route selection. The Traffic Impact Assessment concluded the Proposed Development can be accommodated on the existing road network with appropriate mitigation measures. Additionally, traffic and safety impacts during the construction phase are manageable and temporary in nature. As such, subject to the implementation of recommended road upgrades and traffic management measures, the Proposed Development is not expected to result in any significant adverse impacts on the safety or operation of the surrounding road network. Prior to the commencement of construction the following reports will be prepared in consultation with relevant authorities: • Final Traffic Impact Assessment – address construction and operational traffic impacts on the affected network of local roads, State-Controlled roads, and railway crossings; and • Construction Traffic Management Plan – address the management of construction and operational traffic on local roads, State-Controlled roads, railway crossings.
PO20 Development demonstrates that a safe, viable and practical haulage route can be secured to accommodate the movement of oversize/overmass vehicles during construction and ongoing maintenance activities.	PO20 – Complies A Preliminary Route Assessment (refer to Appendix E) and Traffic Impact Assessment (refer to Appendix D) have been prepared for the Proposed Development and provides a preliminary assessment of the movement of Project components and traffic movements into and out of the Project Area. The Site Access and Route Assessment considered how components required for the Proposed Development might be transported from a nominated port to the Project Area. The Port of Brisbane has been selected as the preferred port for the Proposed Development, with a common route from the Port of Brisbane to Charlton being considered. From Charlton to the Project Area, four potential routes have been considered. The Site Access and Route Assessment included a height clearance review and swept path assessment on key intersections and interchanges where roadway may restrict the movement of wind turbine blades.

Performance outcomes	ERM Response
	The assessment identified a main viable route that the existing road networks identified appears to be able to support the transport of wind turbine blades between the Port of Brisbane and the Project. However, prior to the commencement of construction the following reports will be prepared in consultation with the relevant authorities: • Final Traffic Impact Assessment – address construction and operational traffic impacts on the affected network of local roads, State-Controlled roads, and railway crossings; and • Construction Traffic Management Plan – address the management of construction and operational traffic on local roads, State-Controlled roads, railway crossings.
PO21 Development provides safe, efficient, and sustainable vehicular access to the site for all vehicle types anticipated through the construction, operation, maintenance and decommissioning of the wind farm.	PO21 – Complies A Preliminary Route Assessment (refer to Appendix E) and Traffic Impact Assessment (refer to Appendix D) have been prepared for the Proposed Development and provides a preliminary assessment of the movement of WTG components and traffic movements into and out of the Project Area. The Site Access and Route Assessment considered how components required for the Proposed Development, and therefore confirms that there are appropriate transport routes which can accommodate the movement of components associated with the Proposed Development.
Aviation safety, integrity and efficiency	
PO22 Development does not adversely affect the safety, operational integrity and efficiency of air services and aircraft operations as a result of its: • location; • siting; • design; • construction; • operation.	PO22 – Complies An Aviation Impact Assessment (refer to Appendix U) has been prepared for the Proposed Development and provides an assessment of potential aviation impacts. The report concludes that the Proposed Development: • The WTGs will impact the Grid Lowest Safe Altitude, which will need to be raised by 400 ft; • The WTGs will impact air route Lowest Safe Altitude and as a result: ◦ Air route Z418 will need to be increased by 200 ft to 3200 ft; and ◦ Air route W279 will need to be increased by 200 ft to 3400 ft. As part of the Development Application, consultation has been undertaken with the following: • Airservices Australia; • Department of Defence;

Performance outcomes	ERM Response
	• Toowoomba Regional Council; • Western Downs Regional Council; • Royal Flying Doctor Service; • Queensland Ambulance Service; • Queensland Fire and Emergency Services; and • Queensland Police Services. The Proposed Development was concluded to not affect the safety of existing airports and associated navigation and communication facilities. However, the following measures were recommended from stakeholders: • Airservices Australia and the Department of Defence requires the Vertical Obstacle Notification Form to be submitted as the Proposed Development is more than 30 m AGL; • Queensland Fire and Emergency Services would like to be informed of Proposed Development details including confirmation of the coordinates for each WTG and Met Mast. • The Aviation Impact Assessment recommends the following measures: • The Department of Defence is to be informed to mitigate risks in danger area D621A and D621C. • The WTGs and wind monitoring towers must be reported to CASA and construction details are to be provided to Airservices Australia. • A white colour will provide sufficient contrast with the surrounding environment to maintain an acceptable level of safety while lowering visual impact to the neighbouring residents.
P023 Development includes lighting and marking measures that ensure the safety, operational integrity and efficiency of air services and aircraft operations.	P023 – Complies The Aviation Impact Assessment confirms that lighting of WTG is not required, however, notes that the Civil Aviation Safety Authority is the ultimate regulatory agency that determines the need for WTG lighting.
Decommissioning	
P024 Relevant components of development, both after completion of construction and at cessation of operations, are decommissioned in a timely and efficient manner.	P024 to P026 – Complies Following the completion of the construction phase of the Proposed Development, construction laydown areas and widened access tracks not required for operation will be rehabilitated in accordance with good practice at the time and where not required for ongoing grazing or agricultural practices.
P025 Decommissioning ensures that materials removed from site destined for landfill are minimised while opportunities to reuse, recycle and /or repurpose are deployed to the greatest extent practicable.	

Performance outcomes	ERM Response
PO26 Decommissioning at end of operations ensures disturbance footprints are rehabilitated, waterways and drainage patterns are reinstated.	At the end of life, the WTGs towers and other above ground infrastructure will be removed, and the area rehabilitated in accordance with good practice at the time and where not required for ongoing grazing or agricultural uses. Rehabilitation activities will be undertaken at the post-construction phase as well as at end-of-life decommissioning phase. A detailed Rehabilitation and Decommissioning Plan will be prepared during the early stages of operation, and will include overarching principles for the decommissioning phase, to be reviewed prior to decommissioning of the Proposed Development. As part of the decommissioning, the following will be prepared: • An End of Construction Decommissioning Management Plan; and • An End of Operation Decommissioning Management Plan.
PO27 Decommissioning plans are secured by bonds or financial guarantees or other mechanism/s to safeguard timely compliance.	PO27 – Complies At the end of the Proposed Development’s economic life, the WTGs towers and other above ground infrastructure will be removed, and the area rehabilitated in accordance with the regulatory framework applicable at the time and in consultation with the landowner per the existing lease agreement. The components will be disassembled and transported to a lawful facility for recycling or reprocessing to the greatest extent possible to minimise disposal at landfill. Disturbance areas will be rehabilitated using stockpiled topsoil to promote regrowth which is consistent with the surrounding area. As may be required by the Assessment Manager, the provision of financial security arrangements has been outlined within the existing landholder lease arrangement to ensure decommissioning objectives are met in accordance with legislative requirements. Evidence of this has been provided in the Decommissioning Management Plan (Appendix U).

APPENDIX H - STATE CODE 27 RESPONSE

Performance Outcomes	ERM Response
Areas of high ecological value and associated wildlife habitats	
PO1 Development is located, sited and designed to ensure that the following are protected from adverse impacts: - protected wildlife and associated habitats; and - areas of high ecological value	PO1 – Complies The Proposed Development has been refined through an iterative process including environmental, wind resource, constructability, landowner and network considerations. The design refinement process has focused on the avoidance and minimisation of environmental impacts through the various stages of layout planning. The Matters of State Environmental Significance Impact Assessment Report (Appendix I) has identified the nature and characteristics of the on-site environmental values relevant to the Proposed Development and surrounding landscape context through preliminary desktop analysis, occurrence assessments and validated ground-truthing surveys. Indirect impacts will likely include impacts to species behaviour and movement through barrier creation, impacts to adjacent habitat areas as a result of noise, potential blasting, dust, runoff and erosion, introduction or spread of weed and pest species, and fragmentation of connectivity areas. The Disturbance Footprint has been developed to consider the availability of the wind resource and with regard to known environmental values. The Development Corridor referenced within the MSES and MNES reporting for the Proposed Development is 75 m buffer of the Disturbance Footprint. The Disturbance Footprint is approximately 2,221.2 ha. In total, the following MSES categories were identified as being impacted on by the Proposed Development: Regulated Vegetation (Intersecting a Watercourse) Protected Wildlife Habitat: The following species protected under the NC Act are likely to occur: - Koala (<i>Phascolarctos cinereus</i>); - Glossy black cockatoo (south-eastern) (<i>Calyptorhynchus lathami lathami</i>); and - Diamond firetail (<i>Stagonopleura guttata</i>). Offsets for these Significant Residual Impacts will be provided in line with the Environmental Offsets Policy and Environmental Offsets Regulation 2014. The proposed impacts associated with the Proposed Development include: - Habitat loss; - Mortality from vegetation clearing; - Habitat fragmentation and patch isolation; - Increased prevalence of invasive flora and fauna; - Increased vehicle impacts on fauna and habitat; - Altered fire regimes and bushfire risk;

Performance Outcomes	ERM Response
	• Altered hydrology; • Noise, dust and light pollution; • Hazardous material pollution; • Mortality and injury from turbine collision and barotrauma; and • Changes to bird and bat site utilisation. Avoidance and mitigation measures have been proposed to minimise the severity of the potential impacts associated with the Proposed Development. Several management plans will also be developed prior to the Proposed Development commencing, and will be implemented throughout the life of the Proposed Development as required. In particular, the following management plans will be implemented: • Cleared Vegetation Management Plan; • Bird and Bat Management Plan; • Vegetation and Fauna Management Plan; • Preliminary Construction Environmental Management Plan; and • Preliminary Post-Construction Rehabilitation Plan.
Risk Mitigation	
PO2 Development is designed, sited and constructed to ensure that risks from physical hazards, chemical hazards and battery failure hazards are avoided and/or mitigated with respect to: • human health and safety; and • the built and natural environment.	PO2 - Complies The BESS design and siting process has focused on the avoidance and minimisation of physical, chemical and battery failure hazards with respect to human health and safety and the environment. A Risk Management Assessment Report (Appendix Q) has been prepared for the Proposed Development. As part of the assessment, hazards with the potential to cause risk during the operation and construction of the BESS have been identified and assessed. Recent advancements to battery technology have moved away from lithium metal to lithium-ion batteries (with composite materials). This change in technology reduced the incidence of lithium dendrites forming resulting in an overall safer battery. Lithium-ion batteries are equipped with several safety features to prevent batteries from charging or discharging at voltages which result in battery degradation, leading to shorting of the battery and thermal runaway. The BESS will include the use of lithium-ion batteries (held within composite materials) to reduce impacts on safety. The BESS has been strategically sited to be centrally located within the Project Area, with the separation distance to the nearest residential dwelling being approximately 30 km from the BESS. Additionally, the BESS is located outside of the mapped bushfire prone areas, and flammable and combustible storage are not located adjacent to the BESS structure. The BESS has been designed to incorporate several safety features as outlined below: • Integrated Battery Management System protective functions (monitoring, alarms, limiting and controlled isolation);

Performance Outcomes	ERM Response
	• Integrated Fire Suppression System (detection, ventilation/exhaust and staged suppression); • Manufacturer-aligned separation/clearance requirements to reduce propagation potential and support safe access; and • Provision of dedicated firewater infrastructure (Tanks, pump house and ring main) which provides a robust capability for exposure cooling of adjacent containers and helps prevent escalation beyond the initiation enclosure, supporting containment of thermal events within the BESS compound. The assessment identifies hazards typical of lithium-ion battery storage systems including electrical hazards, overheating/thermal runaway, fire potential explosion/deflagration and ancillary chemical and environmental hazards. Based on all hazards identified, the assessment demonstrates that credible escalation scenarios are prevented or mitigated through design-basis safeguards and proposed controls.
P03 Development mitigates the risks of fire, explosion and thermal runaway from battery storage infrastructure.	P03 - Complies The Proposed Development has considered mitigation measures for fire, explosion and thermal runaway risk from the BESS. A Risk Management Assessment Report (Appendix Q) has been prepared for the Proposed Development. As part of the assessment, hazards with the potential to cause risk during the operation and construction of the BESS have been identified and assessed. Table 4 of the Risk Management Assessment Report (Appendix Q) identifies each hazard during the construction and operational phase and appropriate safeguards for mitigation. Safeguards relevant to fire, explosion and thermal runaway from battery storage infrastructure are provided below: • Manage fuel for vehicles and machinery within the Project area to appropriate standards • Hazardous goods storage areas are to be kept free of vegetation • Construction environmental management plan including hot work permit process • Hot Work Procedure, including Hot Work Permits, Designated Hot Work • Bays, no hot work permitted on fire ban days • Fire Safety Study, including validation of separation distances to prevent escalation; • Detailed design and installation to NFPA 855 and manufacturer's manual; • Fire testing by Original Equipment Manufacturers in accordance with UL9540A • Clearance as per manufacturer requirements • Onsite firewater infrastructure (tanks, pump house and ring main) • Contaminated firewater management system (drainage + detention basin) • Thermal control and thermal runaway detection; • Batteries stored as per supplier's specifications; • Fusible separators inside cells; • Provide insulation around batteries; • Battery Management System to properly manage the batteries state of charge; • Integrated circuit control systems, to avoid voltage drift • Current sensing circuits, to avoid short circuiting • Battery balancing devices, to avoid deterioration and individual cell over/under voltage

Performance Outcomes	ERM Response
	• Factory cell matching (capacity balancing of battery batches to avoid single cell overcharge situations) • Incorporate the potential for toxic gases being generated during a BESS fire into the Emergency Response Procedures, including appropriate PPE and or exclusion zones for emergency responders. • Detailed design and installation to NFPA 855 and manufacturer's manual • Use of BESS compliant with UL9540 and tested to UL9540A • Integrated Fire Suppression System Based on all hazards identified, the assessment demonstrates that fire, explosion and thermal runaway risks are prevented or mitigated through design-basis safeguards and proposed controls.
P04 Development is designed to ensure fire and thermal events can be contained and isolated to prevent escalation and propagation to other developments and uses on and offsite.	P04 - Complies The Proposed Development has been designed to ensure fire and thermal events can be contained and isolated. The existing safety features and safety precautions for the BESS are: • Integrated Battery Management System protective functions (monitoring, alarms, limiting and controlled isolation); • Integrated Fire Suppression System (detection, ventilation/exhaust and staged suppression); • Manufacturer-aligned separation/clearance requirements to reduce propagation potential and support safe access; and • Provision of dedicated firewater infrastructure (Tanks, pump house and ring main) which provides a robust capability for exposure cooling of adjacent containers and helps prevent escalation beyond the initiation enclosure, supporting containment of thermal events within the BESS compound. A Risk Management Assessment Report (Appendix Q) has been prepared for the Proposed Development. As part of the assessment, hazards with the potential to cause risk during the operation and construction of the BESS have been identified and assessed. As part of the assessment, hazards with the potential to cause fire and thermal risk during operation and construction of the BESS have been identified and assessed. These hazards were assessed against the existing safety features and safety precautions for the Proposed Development. Based on all hazards identified, the assessment demonstrates that all fire and thermal runaway risks are prevented or mitigated through design-basis safeguards and proposed controls.
Incident response	
P05 Development is designed to facilitate effective and efficient emergency service access and	P05 to P07 – Complies The Proposed Development will implement the following measures to mitigate and manage impacts related to incident response:

Performance Outcomes	ERM Response
response in the event of a fire, bushfire (including cleared firefighting areas at the interface of hazardous vegetation), explosion, contamination leak or any other incident requiring an emergency service response. PO6 The development: • provides appropriate fire detection, monitoring and notification to the site operator; and • ensures the electrical safety of the facility, in the event of an incident requiring emergency response. PO7 Development demonstrates that there is capacity to provide a reliable, sustainable and fit-for-purpose water supply.	• Preparation and implementation of a Fire Safety Study; • Preparation and implementation of a Construction Environment Management Plan (CEMP); and • Preparation and implementation of a detailed Operational Environment Management Plan. These management plans will ensure that construction and operational workforce, surrounding sensitive receptors and existing facilities exposure to the potential risks from the BESS is mitigated where it cannot be avoided. Additionally, the following safety features will be incorporated into the BESS design to demonstrate effective mitigation of any hazards typical of lithium-ion battery storage systems: • Integrated Battery Management System protective functions (monitoring, alarms, limiting and controlled isolation); • Integrated Fire Suppression System (detection, ventilation/exhaust and staged suppression); • Manufacturer-aligned separation/clearance requirements to reduce propagation potential and support safe access; and • Provision of dedicated firewater infrastructure (Tanks, pump house and ring main) which provides a robust capability for exposure cooling of adjacent containers and helps prevent escalation beyond the initiation enclosure, supporting containment of thermal events within the BESS compound. Furthermore, the BESS will include a 24 hour monitor detection and battery thermal management system. This system maintains the safe and efficient operation and prevents fire incidents or system failures. The battery management system will monitor down to the module level and ideally isolate individual cells or modules that are displaying unusual behaviour well in advance of the onset of thermal runaway. Under emergency conditions the battery management system will electrically disconnect battery enclosures and may also trigger emergency systems such as emergency ventilation.
Social Impacts	
PO8 Development demonstrates that either: • a community benefit agreement has been entered into for development requiring social impact assessment; or • where a community benefit agreement has not been entered into, social impacts of the development, including workforce accommodation, local business and industry impacts, community health and	PO8 – Complies A CBA has been entered into with Toowoomba Regional Council and Western Downs Regional Council, this along with the Social Impact Assessment has been provided in Appendix T and Appendix B (respectively).

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well-being, are identified, managed, mitigated, counterbalanced and monitored.	
Agricultural Land	
PO9 Development is located and designed to ensure there is no unacceptable loss of high-quality agricultural land.	PO9 to PO12 – Complies An Agricultural Land Assessment has been prepared as part of the Development Application and provided in Appendix J. The Proposed Development will introduce a largely linear disturbance pattern across the Project Area, through the introduction of accesses roads, WTG pads, underground cabling and other associated infrastructure. More specifically, the assessment concluded that the Disturbance Footprint will impact: • 1,189 ha mixed or limited crop use (Class A1/B); • 214 ha of a mix of pasture and cropping land (Class C2/A1); and • 818 ha of pasture and cropping land (Class C2/A1). The Proposed Development has the potential to create localised impacts on cropping and grazing operations, including temporary loss of productive land within the Infrastructure Footprint, altered trafficability for farm machinery, changes to paddock access, and minor disruptions requiring adjustments to sowing direction or stock movement. Soil disturbance within this footprint also presents elevated erosion risks if not managed appropriately. Additionally, the Disturbance Footprint intersections 1,192 ha strategic cropping land, from the desktop review undertaken as part of Appendix J suggested that many of these soil types do not meet the strategic cropping land criteria due to constraints such as poor drainage, salinity, sodality or shallow profiles. During the design phase of the Proposed Development, the consideration of agricultural land had been taken into account and as such, there are no significant impacts associated with the loss of high agricultural land for the following reasons: • Landowner negotiations; and • Siting of infrastructure.
PO10 Development does not fragment high-quality agricultural land in a way that restricts connectivity of agricultural land necessary to ensure its ongoing productivity and operation.	
PO11 Development is constructed to maintain the fertility and soil attributes of high-quality agricultural land and to enable decommissioning at the end of operations to return the land to pre-construction agricultural land productive value.	
PO12 Development on or adjacent to the stock route network maintains its operational efficiency and ongoing integrity and function.	
Natural Hazards	
PO13 Development is located and sited to avoid natural hazard areas including high erosion risk areas and bushfire prone areas.	PO13 to PO15 – Complies As per Section 6.6 of the Planning Report, through a desktop assessment, it was considered that bushfire risk is a higher risk for the Proposed Development as the Project Area is mapped as located in medium bushfire risk area, and as such a Natural Hazard Risk Assessment (Bushfire) has been
PO14	

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Where development cannot be located and sited to avoid natural hazard areas (e.g. Bushfire prone areas, and high erosion risk areas), demonstrate that: • there is no suitable alternative location; • infrastructure can function effectively during and after a natural hazard event; and mitigation measures are implemented to reduce the risk to people, property and the environment to a tolerable level. PO15 Bushfire hazard is identified and risk is mitigated through strategies for vegetation management, landscape management, water supply, provision of appropriate access, identification of safe assembly or evacuation routes and establishing cleared and maintained asset protection zones around infrastructure that is wholly contained on site.	prepared in Appendix M. Flooding and extreme weather events are detailed in Section 6 of the Planning Report. As it is identified the Project Area is within medium bushfire risk area, a Natural Hazard Risk Assessment (Bushfire) has been prepared for the Proposed Development (refer to Appendix M). Fuel load arrangements and their impact on bushfire behaviour have been assessed as part of the Natural Hazard and Risk Assessment. Vegetation within the Project Area was classified into three categories being Bushfire Prone, Grassfire Prone and Low-Hazard vegetation. Bushfire Prone vegetation was found to cover approximately 49.6% of the site, with Grassfire Prone and Low-Hazard vegetation dominating the site with an approximate coverage of 45.1%, with Low-Hazard vegetation covering 5.3%. The address bushfire risk, a Bushfire Management Plan will be implemented prior to the commencement of construction. As per Section 6.6.5 of the Planning Report, the following extreme weather events were considered to be low or negligible due to the location of the Proposed Development: • Drought; • Cyclone; and • Earthquake. These events will be considered as part of the Safety and Emergency Management Plan that will be implemented for the Proposed Development.
Protecting water quality and stormwater management	
PO16 Development: • minimises the disturbance of high risk soils; and • manages the release of soil based contaminants.	PO16-PO19 - Complies A Stormwater Assessment Report (refer to Appendix K of Planning Report) and Erosion Risk Assessment (refer to Appendix L of Planning Report) have been completed based on the indicative layout and identifies how the Proposed Development complies with the objectives outlined in State Code 27.
PO17 Development maintains the water quality of receiving waters, waterways and wetlands by: • avoiding locating in waterways and wetlands; • minimising crossings of and interference with natural drainage lines, farm drainage and irrigation infrastructure;	The Proposed Development will implement the following measures to mitigate and manage impacts on water quality and erosion within the Development Footprint: • Implementation of a Construction Environmental Management Plan • A site-specific Erosion and Sediment Control Plan in line with best practice management measures and will be developed by a suitably qualified professional; • A Rehabilitation Management Plan will be developed in accordance with relevant sections of the lodged Ecological Assessment Report;

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• minimising erosion and sediment run off; • managing drainage control; and • preserving the bank stability of affected waterways and drainage lines avoiding non-essential hardening or unnatural modification of the waterway.	• A Stormwater Management Plan will be developed; • A Site Stabilisation Plan – Operations will be developed in accordance with best practice erosion guidelines and standards; • Implementation of a surface water quality monitoring program to establish baseline conditions; • Hard standing infrastructure to be located away from natural drainage lines, waterways and wetlands; • Road assess designed to minimise crossings, and the appropriate secondary approvals will be obtained if necessary; • Diversion channels or catch drains to be established around construction and material storage areas to divert flow from impervious surfaces; and • Environmental control measures and permanent infrastructure to be located outside the QFAQ flood extent.
PO18 Development prevents the release of contaminants to surface water or groundwater in the event of an incident, including a fire or explosion.	
PO19 Development minimises interference with overland flow paths	The Stormwater Assessment Report concludes the following: • The BESS development is not proposed to disturb acid sulfate soils, and all disturbance related to the BESS is set to occur in areas of very low erosion risk. Appropriate erosion and sediment control measures will be employed in accordance with the IECA BPESC Books; • The BESS development is located outside of any identified waterways and wetlands. There are no waterway crossings proposed. Potential impacts to stormwater flows will be managed through the construction of appropriate drainage controls in accordance with the QUDM manual; • The BESS will be appropriately bunded to ensure the capture of contaminants in the event of an incident; and • Impacts to overland flow pathways due to the BESS development are not anticipated to be extensive. The design of the Proposed Development and appropriate drainage controls will assist in ensuring the BESS does not result in significant changes to pre-development hydrology. • The BESS and substation infrastructure is located outside of the 0.2% AEP.
Acoustic amenity and vibration	
PO20 Construction, operation, maintenance and decommissioning meets the acoustic quality objectives for sensitive receptors on or adjacent to the site identified in the Environmental Protection (Noise) Policy 2019.	PO20 – Complies A Noise Impact Assessment (Appendix N) has been prepared for the Proposed Development and assesses impacts on the acoustic amenity of the sensitive receptors surrounding the Proposed Development. A three-dimensional model of the BESS and substation transformers has been developed based on the noise prediction algorithm provided by ISO 9613-2 2024. Noise modelling for the assessment assumed continued full load operation of all BESS components, including battery units, inverters and auxiliary transformers, offering a worst-case scenario. The Noise modelling concluded that the BESS will easily achieve the criterion of 35dB(A) within a significant margin.

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	Given the above, the report concluded that noise generation from the BESS will be compliant with the Environmental Protection (Noise) Policy 2019.
PO21 Construction, operation, maintenance and decommissioning does not cause vibration impacts that adversely affect the operational performance or sensitive receptors within or adjacent to the site.	PO21 – Complies The report concluded that vibration from the BESS at the closest receptor would not be perceptible or measurable due to its location from the BESS being 4,500 m. Therefore, noise generation from the BESS will not cause vibration impacts that adversely affect the operational performance or sensitive receptors within or adjacent to site.
Visual impact	
PO22 Development is sited and designed to: • minimise visual impacts on sensitive receptors; • protect the landscape values and scenic amenity of the surrounding landscape; and • provide screening and buffering to sensitive receptors the greatest extent feasible.	PO22 – Complies A Landscape and Visual Impact Assessment (Appendix O) has been prepared for the Proposed Development. The BESS has been sited and designed to minimise visual impacts on sensitive receptors, protect landscape values and provide screening and buffering to sensitive receptors. The proposed BESS is located more than 8 km from both Cecil Plains Moonie Road and Waugh Road, and is 7.4 km from the nearest non-host dwelling. The assessment concluded as the BESS is proposed to be no more than 4 m in height it will likely be visually insignificant past 2 km. Given the above, the assessment concluded the BESS is likely to have a negligible visual impact due to large distance from sensitive receptors and the presence of intervening vegetation.
Lighting	
PO23 Lighting associated with the development provides safe and effective illumination for site operations and maintenance, whilst minimising environmental impacts and visual impacts on sensitive receptors.	PO23 - Complies Due to the Project's isolated location, minimal existing lighting sources are present in the nighttime landscape of the Study Area outside the extent of mining activities and rural properties. Some existing lighting is associated with motor vehicles dispersed along roads and tracks within the Study Area. Isolated receptors within the Study Area experience a night sky with minimal light sources. The most visual impact will likely be on people who experience the outdoor night landscape. As per the Landscape and Visual Impact Assessment (Appendix O), the following mitigation measures should be undertaken for lighting: • Control the level of lighting used and only light areas that are required; • Reduce the duration of lighting and switch off lighting when it is not required; • Use the lowest intensity required for the job; • Consider lighting direction or utilising shields to avoid unnecessary light spill; and • Use non-reflective dark coloured surfaces to reduce reflection of lighting.

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Transport networks	
P024 Construction, operation, maintenance and decommissioning activities associated with the development do not adversely impact the efficiency and condition of transport networks and infrastructure.	P024 – Complies A Traffic Impact Assessment (Appendix D) and Preliminary Route Assessment (Appendix E) have been prepared for the Proposed Development. The proposed transport haulage route has been assessed, considering requirements for both construction and operational phases of development. Four potential OSOM haulage routes have been assessed from the Port of Brisbane to the Proposed Development via the most common route to Toowoomba. OSOM vehicle movements will require detailed route planning, escort arrangements and temporary traffic control. Localised constraints have been identified and will require mitigation measures such as temporary widening, vegetation clearing and traffic control. These requirements will be finalised in a Traffic Management Plan and with stakeholder engagement following route selection. The Traffic Impact Assessment concluded the Proposed Development can be accommodated on the existing road network with appropriate mitigation measures. Additionally, traffic and safety impacts during the construction phase are manageable and temporary in nature. As such, subject to the implementation of recommended road upgrades and traffic management measures, the Proposed Development is not expected to result in any significant adverse impacts on the safety or operation of the surrounding road network.
P025 Construction, operation, maintenance and decommissioning activities associated with the development do not compromise the safety of users of the transport network.	P025 – Complies A Traffic Impact Assessment (Appendix D) and Preliminary Route Assessment (Appendix E) have been prepared for the Proposed Development. The proposed transport haulage route has been assessed, considering requirements for both construction and operational phases of development. Four potential OSOM haulage routes have been assessed from the Port of Brisbane to the Proposed Development via the most common route to Toowoomba. OSOM vehicle movements will require detailed route planning, escort arrangements and temporary traffic control. Localised constraints have been identified and will require mitigation measures such as temporary widening, vegetation clearing and traffic control. These requirements will be finalised in a Traffic Management Plan and with stakeholder engagement following route selection. The Traffic Impact Assessment concluded the Proposed Development can be accommodated on the existing road network with appropriate mitigation measures. Additionally, traffic and safety impacts during the construction phase are manageable and temporary in nature. As such, subject to the implementation of recommended road upgrades and traffic management measures, the Proposed Development is not expected to result in any significant adverse impacts on the safety or operation of the surrounding road network.

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PO26 Development delivers necessary upgrades to the transport network to ensure construction activities and ongoing maintenance do not adversely impact transport networks and infrastructure.	PO26 – Complies A Traffic Impact Assessment (Appendix D) and Preliminary Route Assessment (Appendix E) have been prepared for the Proposed Development. The proposed transport haulage route has been assessed, considering requirements for both construction and operational phases of development. OSOM vehicle movements will require detailed route planning, escort arrangements and temporary traffic control. Localised constraints have been identified and will require mitigation measures such as temporary widening, vegetation clearing and traffic control. The necessary upgrades to the transport network will be outlined and finalised in a Traffic Management Plan and with stakeholder engagement following route selection.
PO27 Development demonstrates that a safe, viable and practical haulage route can be secured to accommodate the movement of oversize/overmass vehicles during construction and ongoing maintenance activities.	PO27 – Complies A Traffic Impact Assessment (Appendix D) and Preliminary Route Assessment (Appendix E) have been prepared for the Proposed Development. The proposed transport haulage route has been assessed, considering requirements for both construction and operational phases of development. Four potential OSOM haulage routes have been assessed from the Port of Brisbane to the Proposed Development via the most common route to Toowoomba. OSOM vehicle movements will require detailed route planning, escort arrangements and temporary traffic control. Localised constraints have been identified and will require mitigation measures such as temporary widening, vegetation clearing and traffic control. These requirements will be finalised in a Traffic Management Plan and with stakeholder engagement following route selection.
PO28 Development provides safe, efficient, and sustainable vehicular access to the site for all vehicle types anticipated through construction, operation, maintenance and decommissioning.	PO28 – Complies A Traffic Impact Assessment (Appendix D) and Preliminary Route Assessment (Appendix E) have been prepared for the Proposed Development. The proposed transport haulage route has been assessed, considering requirements for both construction and operational phases of development. The Proposed Development will be accessed via multiple access points from Cecil Plains Moonie Road, with primary construction access focused on key intersections upgraded to accommodate heavy and OSOM vehicles. Due to the rural nature of the access points, overall volumes will remain low in absolute terms and consistent with rural road capacity. Localised constraints have been identified and will require mitigation measures such as temporary widening, vegetation clearing and traffic control. These requirements will be finalised in a Traffic Management Plan and with stakeholder engagement following route selection.

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Infrastructure	
P029 Development is located and designed to avoid unacceptable impacts resulting from proximity to current or approved resource activity or pipeline near or on the site.	P029 – Complies As per the Project Layout Plan provided in Appendix A, the Proposed Development has been designed to be located from current or approved resource activities or pipelines near or on the site.
P030 Development is serviced by all relevant infrastructure commensurate with its scale and operational requirements.	P030 – Complies The Proposed Development will be serviced by relevant infrastructure, in relation to plumbing and drainage, separate approvals will be sought prior to the commencement of construction.
Decommissioning	
P031 Relevant components of development, both after completion of construction and at cessation of operations, are decommissioned in a timely and efficient manner.	P031 to P033 – Complies Following the completion of the construction phase of the Proposed Development, construction laydown areas and widened access tracks not required for operation will be rehabilitated in accordance with good practice at the time and where not required for ongoing grazing or agricultural practices.
P032 Development decommissioning ensures that: - materials removed from site are minimised; - materials that are removed from the site are disposed of at approved disposal facilities capable of receiving the materials; and - opportunities to reuse, recycle and/or repurpose the materials are deployed to the greatest extent feasible.	At the end of life, the WTGs towers and other above ground infrastructure will be removed, and the area rehabilitated in accordance with good practice at the time and where not required for ongoing grazing or agricultural uses. Rehabilitation activities will be undertaken at the post-construction phase as well as at end-of-life decommissioning phase. A detailed Rehabilitation and Decommissioning Plan will be prepared during the early stages of operation, and will include overarching principles for the decommissioning phase, to be reviewed prior to decommissioning of the Proposed Development. As part of the decommissioning, the following will be prepared: - An End of Construction Decommissioning Management Plan; and - An End of Operation Decommissioning Management Plan.
P033 Decommissioning at end of operations ensures disturbance footprints are rehabilitated, and waterways and drainage patterns are reinstated.	
P034 Decommissioning incorporates design features that enable reuse, recycling, and recovery of	P034 – Complies As part of decommissioning the Proposed Development, the reuse, recycling and recovery of battery components will be undertaken. A Decommissioning Management Plan (Appendix U) has

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battery components and associated infrastructure at end-of-life.	been prepared for the Proposed Development, and includes a Preliminary Battery Recycling Strategy within. This Preliminary Battery Recycling Strategy outlines the current state of the Lithium-ion battery (LIB) recycling industry and the opportunities for growth in Australia. At this stage of the Proposed Development, understanding the existing LIB recycling landscape is essential, as new technologies and processes are expected to emerge over the operational life of the Project, influencing the decommissioning procedure. The end-of-life battery volumes are projected to surge, particularly LIBs, enforcing the need for scalable, efficient and nationally consistent collection, recovery and recycling systems. With ongoing government investment, advancing in recycling technologies and increasing circular economy expectations, it is reasonable to expect that by the time the Proposed Development reaches decommissioning, other commercial interests may have entered the market, significantly expanded recycling infrastructure and improved end of life processing capability, enabling more cost effective and sustainable outcomes for the reuse, recovery and recycling of BESS components. Further details regarding the Preliminary Battery Recycling Strategy is provided in the Decommissioning Management Plan (Appendix U).
P035 Decommissioning plans are secured by bonds or financial guarantees or other mechanism/s to safeguard compliance.	P035 – Complies A Decommissioning Management Plan (Appendix U) has been prepared for the Proposed Development and includes a Preliminary Battery Recycling Strategy. The report concludes that the Proponent has a contractual obligation to finance decommissioning for both the construction and operational phases of the Proposed Development. The Proponent has demonstrated the ability to provide financial security for the Proposed Development.