



Appendix Y

CCRC Planning Scheme Code Assessment



Table 1: Rural Zone Code

Performance Outcome	Acceptable Outcome	Response
Amenity		
PO1 Buildings and other structures do not have a detrimental impact on the amenity of the locality.	<p>AO1.1 Buildings and other structures do not exceed:</p> <p>(a) a maximum height of 9.5 metres;</p> <p>(b) a maximum of 2 storeys.</p> <hr/> <p>AO1.2 Buildings and other structures are set back at least:</p> <p>(a) 6 metres from the street frontage where fronting a private road;</p> <p>(b) where the lot is 4,000m² or less in area, 10 metres from the street frontage when fronting a public road; or</p> <p>(c) where the lot is greater than 4,000m² in area, 20 metres from the street frontage when fronting a public road.</p> <hr/> <p>AO1.3 Buildings and other structures are set back at least 10 metres from any side and rear boundaries.</p> <hr/> <p>AO1.4 Buildings used for residential activities must be located:</p> <p>(a) at least 20 metres from a cane railway line;</p> <p>(b) at least 40 metres from a cane railway siding or cane bin loading point.</p> <hr/> <p>AO1.5 Buildings not used for residential activities must be located:</p> <p>(a) at least 10 metres from a cane railway line;</p>	<p>Complies with PO1.</p> <p>The proposed OHTL will not have a detrimental impact on the amenity of the locality or present adverse visual impacts to the rural landscape, as:</p> <ul style="list-style-type: none">• is visually consistent with the existing landscape, specifically the adjacent substations and OHTL• it does not include significant environmental impacts or clearing• it has only limited visibility from surrounding areas and does not obstruct views of nearby scenic ridgelines and mountains. <p>Refer to the Scenic Amenity Impact Assessment (Appendix R) for further discussion of visual amenity and photomontages of the proposed OHTL.</p>



Performance Outcome	Acceptable Outcome	Response
	<p>(b) at least 20 metres from a cane railway siding or cane bin loading point.</p> <p>AO1.6 Residential activities are designed to incorporate architectural/design elements detailed in Planning Scheme Policy SC6.2 Building design.</p>	
Sensitive Land Uses		
PO2-PO7 are not applicable as the proposed development does not involve or impact a sensitive land use.		
Diversification		
<p>PO8 Development that is not for an agricultural activity does not interfere with the ongoing use of land for agricultural activities and ensures the ongoing viability of agricultural activities in the locality.</p>	<p>AO8.1 A material change of use that is not an agricultural activity occurs in an existing building or on land not identified as ALC Class A and B land on Agricultural Land Overlay Map (OM-002).</p>	<p>Complies with PO8.</p> <p>The Project is located on the outskirts of the Tully urban footprint and adjacent to the existing Powerlink Tully Substation. The OHTL is suitably sited and designed to be complementary to the area's existing landscape and character and will not detract from the existing rural and agricultural profile of Tully.</p> <p>The BESS development as a whole will result in a loss of approximately 11.5 ha of cropping land potentially used for sugarcane production and 9.5 ha of grazing land. The OHTL component represents a minor impact. This impact is considered insignificant to the continued viability of agricultural activities within the region, due to the small size of the lots that would be unlikely to be able to support an agricultural production enterprise in the future.</p> <p>While the Project Site is mapped as important agricultural land and ALC Class A and B land, the proposed development is unlikely to alienate or diminish its rural productivity due to the relatively small lot sizes and the insignificant impact on the available sugarcane land in the region. The proposed BESS and OHTL will not permanently alienate the land from future agricultural use and at the end of the Project life, following decommissioning, the site can be returned to the most suitable agricultural use.</p>



Performance Outcome	Acceptable Outcome	Response
Environmental Values		
PO9 Clearing of vegetation is avoided to the extent practicable, having regard to the purpose of the code, and the disturbance of areas of environmental significance is minimised.	No acceptable outcome prescribed.	Complies with PO9. The proposed development has been sited within previously cleared areas and areas with non-remnant vegetation as far as practicable to avoid any vegetation clearing and associated impacts to environmental values. Specifically, clearing of vegetation within wetland areas is avoided, with impacts limited to trimming (to a height of 11m) regrowth (Category R) vegetation to maintain electrical safety requirements where the OHTL spans the wetland within the northern corner of Lot 1 on RP852238.
Traffic and Access		
PO10 Vehicular traffic generated by the development does not conflict with local or through traffic and will not have a detrimental impact on the safety and amenity of the locality.	No acceptable outcome prescribed.	Complies with PO10. The Traffic Impact Assessment (TIA) (Appendix T) undertaken for the proposed development has identified that the vehicle traffic generated during both construction and operation will not have a detrimental impact and can be accommodated on the existing road network. The Heavy Vehicle and Oversize and Overmass Construction Concept Strategy Report (OSOM Strategy) (Appendix U) identifies a feasible route to site for delivery of major Project components that avoids the Tully CBD and main residential area of the Tully township.
PO11 Development mitigates the impact of rail and road traffic noise to provide for an acceptable level of amenity.	No acceptable outcome prescribed.	Complies with PO11. The proposed development will have an acceptable level of amenity considering the nature of the use. The proposed OHTL will not be



Performance Outcome	Acceptable Outcome	Response
		affected by road or traffic noise, conversely once constructed the proposed OHTL will have negligible impact on the traffic noise.
Future Bypass Corridors		
PO12 The Innisfail, Tully and Cardwell future bypass corridors are protected from further development.	AO12.1 Development other than for an agricultural activity does not occur within a future bypass corridor as shown on Zoning Maps (ZM-001 to ZM-021).	Complies with AO12.1. The proposed development is not located within the Tully future bypass corridor.
Pest Management		
PO13 The development site must be kept free of pest plants and animals.	AO13.1 The development site does not contain: (a) class 1 or 2 pests identified in the <i>Land Protection (Pest and Stock Route Management) Act 2002</i> ; (b) local pests identified in Planning Scheme Policy SC6.4 Landscaping.	Complies with PO13. The proposed development will be operated in accordance with a range of site-based management plans which will include mitigation measures for the control of pest plants and animals.



Table 2: Special Purpose Zone Code

Performance Outcome	Acceptable Outcome	Response
Amenity		
<p>PO1 Development is generally consistent in scale, height and bulk with that of surrounding development and is designed to minimise any detrimental impact on the amenity of the locality.</p>	<p>AO1.1 Buildings do not exceed: (a) a maximum height of 9.5 metres; (b) a maximum of 2 storeys.</p> <p>AO1.2 Buildings and other structures are set back at least: (a) 6 metres from the street frontage where fronting a private road; (b) where the lot is 4,000m² or less in area, 10 metres from the street frontage when fronting a public road; or (c) where the lot is greater than 4,000m² in area, 20 metres from the street frontage when fronting a public road.</p> <p>AO1.3 Buildings and other structures are set back at least 10 metres from any side and rear boundaries.</p>	<p>Complies with PO1. The proposed development within the Special Purpose Zone comprises 60 m of OHTL that is consistent with the scale, height and bulk of existing surrounding infrastructure.</p>
<p>PO2 The setback areas are landscaped to enhance the amenity of the site and to provide a buffer to adjoining land uses.</p>	<p>AO2.1 Landscaping to setback areas provides a visual screen.</p>	<p>Not applicable. The proposed development within the Special Purpose Zone consists of an OHTL that does not require setback areas.</p>
<p>PO3 Development involving the construction of new infrastructure or the expansion of existing infrastructure must incorporate landscaping to minimise any detrimental impact on the amenity of the area.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO3. The proposed development within the Special Purpose Zone consists of an OHTL that is consistent with the existing amenity and character of the area.</p>
<p>PO4 Car parking and other ancillary facilities associated with a development are located</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p>



Performance Outcome	Acceptable Outcome	Response
proximate to the proposed use and located at the site.		The proposed development does not involve car parking within the Special Purpose Zone.
Incompatible uses		
PO5 Development for a sensitive land use does not occur on land in the special purpose zone.	No acceptable outcome prescribed.	Complies with PO5. The proposed development does not involve a sensitive land use.
PO6 Development for a sensitive land use on a lot adjacent to land in the special purpose zone must be set back from the special purpose zoned land to prevent adverse impacts such as noise, odour emissions and excessive and obtrusive artificial light.	No acceptable outcome prescribed.	Complies with PO6. The proposed development does not involve a sensitive land use.
PO7 Development involving the construction of new infrastructure or expansion of existing infrastructure minimises any adverse impacts such as noise, odour emissions and excessive and obtrusive light, on any existing surrounding sensitive land uses.	No acceptable outcome prescribed.	Complies with PO7. In its operational phase, the proposed OHTL grid connection will not introduce any impacts adjacent sensitive land use as it is consistent with the existing use of Lot 1 on RP716718. All construction works will be undertaken in accordance with the Construction Environmental Management Plan (CEMP) to be developed and implemented to manage potential amenity impacts from the construction of the Project.
PO8 Sensitive land uses are appropriately separated from industrial activities to prevent exposure to industrial air, noise and odour emissions that impact on human health, wellbeing or amenity.	<p>AO8.1 A site used for a sensitive land use is not located within 250 metres of a site used for medium impact industry.</p> <p>AO8.2 A site used for a sensitive land use is not located within 500 metres of a site used for high impact industry.</p> <p>AO8.3 A site used for a sensitive land use is not located within 1.5 kilometres of a site used for special industry.</p>	Not applicable. The proposed development does not involve sensitive land uses or industrial activities.



Performance Outcome	Acceptable Outcome	Response
<p>PO9 Development is not exposed to potential impacts from special industry that will affect human health, wellbeing, human safety or amenity.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable. The proposed development does not involve, and will not be exposed to, impacts from special industry.</p>
<p>PO10 Development must not result in a sensitive land use being exposed to industrial air, noise and odour emissions that impact on human health, wellbeing and amenity.</p>	<p>AO10.1 The use is designed to ensure that:</p> <p>(a) the indoor noise objectives set out in the <i>Environmental Protection (Noise) Policy 2008</i> are met;</p> <p>(b) the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> are met.</p> <hr/> <p>AO10.2 Noxious and offensive odours are not experienced at the location of sensitive land uses.</p>	<p>Complies with PO10. The proposed development OHTL and grid connection within the Special Purpose zone will not introduce any adverse emissions to sensitive land uses. All construction works will be undertaken in accordance with the CEMP to be developed and implemented to manage potential amenity impacts from the construction of the Project.</p>
<p>PO11 Sensitive land uses are sufficiently separated from major electricity infrastructure or substations to minimise the likelihood of nuisance or complaint.</p>	<p>AO11.1 Sensitive land uses maintain the following separation distances from a substation or easement for major electricity infrastructure:</p> <p>(a) 20 metres for transmission lines up to 132 kilovolts;</p> <p>(b) 30 metres for transmission lines between 133 kilovolts and 275 kilovolts;</p> <p>(c) 40 metres for transmission lines exceeding 275 kilovolts.</p>	<p>Complies with AO11.1 The proposed OHTL is located approximately 60 m from the nearest sensitive land use, located to the north in Lot 350 on CWL3200.</p>
<p>Consolidation of infrastructure</p>		
<p>PO12 Water, sewerage, waste, rail and port infrastructure is consolidated in the special purpose zone.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable. The proposed development does not involve water, sewerage, waste, rail or port infrastructure.</p>



Performance Outcome	Acceptable Outcome	Response
Environmental values		
PO13 Clearing of vegetation is avoided to the extent practicable, having regard to the purpose of the code, and the disturbance of areas of environmental significance is minimised.	No acceptable outcome prescribed.	Complies with PO13. Clearing of vegetation is avoided within the Special Purpose Zone.
Traffic and access		
PO14 Vehicular traffic generated by the development does not conflict with local or through traffic and will not have a detrimental impact on the safety and amenity of the locality.	No acceptable outcome prescribed.	Not applicable. The proposed development within the Special Purpose Zone consists of an OHTL and will not generate vehicular traffic once established that will impact the safety or amenity of the local area. The TIA (Appendix T) undertaken for the proposed development has identified that the vehicle traffic generated during both construction and operation will not have a detrimental impact and can be accommodated on the existing road network.
PO15 The surrounding road system is capable of accommodating additional traffic generated by the proposal without creating any adverse impact.	No acceptable outcome prescribed.	Not applicable. The proposed development within the Special Purpose Zone consists of an OHTL and will not generate vehicular traffic once established that will affect the surrounding road system. The TIA (Appendix T) undertaken for the proposed development has identified that the vehicle traffic generated during both construction and operation will not have a detrimental impact and can be accommodated on the existing road network.
PO16 Development mitigates the impact of rail and road traffic noise to provide for an acceptable level of amenity	No acceptable outcome prescribed.	Not applicable. The proposed development within the Special Purpose Zone consists of an OHTL and will not require an amenity considerations.
Pest management		
PO17 The development site must be kept free of pest plants and animals.	AO17.1 The development site does not contain:	Complies with PO17.



Performance Outcome	Acceptable Outcome	Response
	<p>(a) class 1 or 2 pests identified in the <i>Land Protection (Pest and Stock Route Management) Act 2002</i>;</p> <p>(b) local pests identified in Planning Scheme Policy SC6.4 Landscaping.</p>	<p>The proposed development will be operated in accordance with a range of site-based management plans which will include mitigation measures for the control of pest plants and animals.</p>



Table 3: Environmental significance overlay code

Performance Outcome	Acceptable Outcome	Response
Areas of Environmental Significance		
<p>PO1 Outside the urban footprint, development does not occur within an area of HES unless it can be demonstrated that the mapped area of high environmental significance does not possess the environmental and biodiversity values and attributes to warrant its classification as an area of high environmental significance.</p>	<p>AO1.1 Development outside the urban footprint is:</p> <ul style="list-style-type: none"> (a) not located within an area of HES; or (b) associated with a port, an airport or an aerodrome; or (c) for minor public marine development and associated access facilities; or (d) for an extractive industry within a resource/processing area as shown on Extractive Resources Overlay Map (OM008); or (e) for essential community infrastructure; or (f) for nature-based tourism; or (g) for an agricultural activity. 	<p>Complies with PO1.</p> <p>The wetland areas on and adjacent to the Project Site are mapped as an area of HES. Most of the wetland is located within the urban footprint, with a small part of the wetland in the eastern portion of Lot 1 on RP852238 not within the urban footprint.</p> <p>The proposed development is predominantly located outside the urban footprint and is not located in an area of HES.</p> <p>The proposed development avoids adverse impacts to the areas of HES as far as practicable by adopting an OHTL design that will span the area of HES where crossing is required at the northern end of Lot 1 on RP735276.</p>
<p>PO2 Development within or adjacent to an area of HES is located, designed and operated to:</p> <ul style="list-style-type: none"> (a) avoid adverse impacts on ecological values; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values. 	<p>AO2.1 Development is not located within an area of HES.</p> <p>AO2.2 Development is setback at least 100 metres from the area of HES.</p>	<p>Complies with PO2.</p> <p>The wetland areas on and adjacent to the Project Site are mapped as an area of HES.</p> <p>The proposed development avoids adverse impacts to the areas of HES as far as practicable by adopting an OHTL design that will span the area of HES where crossing is required at the northern end of Lot 1 on RP735276.</p> <p>OHTL installation will avoid ground disturbance and there will be no clearing of vegetation within areas of HES, with impacts limited to trimming to maintain electrical safety requirements, this would be to a height of 11m under the OHTL.</p> <p>Refer to the EAR in Appendix H for further discussion of wetland values.</p>



Performance Outcome	Acceptable Outcome	Response
<p>PO3 Development within or adjacent to an area of GES is located, designed and operated to:</p> <p>(a) avoid adverse impacts on ecological values; or</p> <p>(b) where avoidance is not practicable, minimise any adverse impacts on ecological values.</p>	<p>AO3.1 Development is not located within an area of GES.</p> <p>AO3.2 Development adjacent to an area of GES is setback at least 100 metres from the area of GES.</p>	<p>Not applicable.</p> <p>The development is not within or adjacent to an area of GES.</p>
Strategic Rehabilitation Areas		
<p>PO4 Development within a strategic rehabilitation area maintains or enhances ecological connectivity and/or habitat extent within the subject lot by:</p> <p>(a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation;</p> <p>(b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites;</p> <p>(c) minimising impacts on native fauna movements and movement corridors.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The proposed development is not located within a strategic rehabilitation area.</p>
Cassowary corridors and mahogany glider corridors		
<p>PO5 Development within a cassowary corridor maintains or enhances ecological connectivity and/or habitat extent within the subject lot by:</p> <p>(a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation;</p> <p>(b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites;</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The proposed development is not located in a cassowary corridor.</p>



Performance Outcome	Acceptable Outcome	Response
<p>(c) minimising impacts on native fauna movements and movement corridors.</p> <p>PO6 Development within a mahogany glider corridor maintains or enhances ecological connectivity and/or habitat extent within the subject lot by:</p> <p>(a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation;</p> <p>(b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites;</p> <p>(c) minimising impacts on native fauna movements and movement corridors.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO6.</p> <p>Field surveys within the mapped mahogany glider corridor indicated that the vegetation is unlikely to be suitable as preferred habitat as:</p> <ul style="list-style-type: none">• vegetation throughout the mapped corridor represents closed regrowth vegetation consisting of dense young tree canopy with a dense small tree and shrub layer, indicating it may not be ideal for Mahogany glider movement• Abundant presence of two other tree species which are contra-indicator for Mahogany glider• there were few large trees of a suitable size to support den hollows. <p>The Project avoids works within and adverse impacts to the mahogany glider corridor through adopting an OHTL design to span the corridor where crossing is required at the northern end of Lot 1 on RP735276 to facilitate grid connection. It is expected that only trimming of this vegetation may be required in order to meet electrical safety requirements, this would be to a height of 11m under the OHTL.</p> <p>Impacts to mahogany glider habitat and connectivity are not anticipated (refer to Section 5.6 of the Ecological Assessment Report in Appendix H).</p>



Table 4: Flood hazard overlay code

Performance Outcome	Acceptable Outcome	Response
Development Standards for Land Use		
PO1 Development provides flood immunity to ensure the safety of people and protection of property.	AO1.1 Development, other than for a Class 10a building, road, levee, dam or bridge, is not located on land in an extreme hazard area.	Complies with AO1.1. The proposed development is not located within an extreme hazard area.
Floor level		
PO2 Development provides maximum possible flood immunity to ensure the safety of people and the protection of property from flood events.	AO2.1 Development meets the minimum floor levels set out in Table 8.2.7.4 of this code.	Complies with PO2. No acceptable outcome is prescribed for an OHTL within Table 8.2.7.4 of the code. The Flood Impact Assessment undertaken for the proposed development (refer to Appendix O) identifies that flooding impacts to the site are shallow and with localised ponding; however, these impacts may be mitigated through suitable construction earthworks and site grading.
Community Infrastructure		
PO3 Development for community infrastructure in the form of emergency services, an emergency shelter, air services, hospital, educational establishment, substation, a power station, telecommunications facility, utility installation or stores of valuable records or items of historic or cultural significance, is able to function effectively during and immediately after a flood event.	AO3.1 Development for community infrastructure as identified in PO3 (excluding educational establishment) is not located on land in a high hazard or extreme hazard area.	Complies with AO3.1. While OHTLs are not specifically defined as community infrastructure, they provide required connections to community uses such as a substation or power station, and the functionality of the proposed OHTL, and ultimately the Tully BESS, during and immediately after a flood event should be considered. The proposed development is located outside of the high and extreme hazard areas mapped within the Flood hazard overlay and therefore complies with AO3.1.
	AO3.2 Educational establishment where located in the township zone is not located	Not applicable.



Performance Outcome	Acceptable Outcome	Response
	<p>on land in a high hazard or extreme hazard area.</p> <hr/> <p>A03.3 Educational establishment where located in a zone other than the township zone is not located in an extreme hazard area.</p>	<p>The proposed development does not involve an educational establishment.</p>

Flood Characteristics and Effect

<p>PO4 Development (excluding a Class 10a building in the low hazard area in the rural zone, environmental management and conservation zone, special purpose zone, emerging community zone or rural residential zone) minimises adverse impacts on people’s safety and on property by:</p> <p>(a) counteracting any changes the development will cause to flood behaviour;</p> <p>(b) not resulting in any reductions of on-site flood storage capacity; or</p> <p>(c) not changing the flood characteristics outside the subject site, including cumulative impacts on flood characteristics, that result in:</p> <p>(i) loss of flood storage;</p> <p>(ii) loss/changes to flow paths;</p> <p>(iii) acceleration or retardation of flows;</p> <p>(iv) any reduction in flood warning times elsewhere.</p> <p>Note—Council requires the preparation of an Engineering/Flood Report to demonstrate compliance with this performance outcome.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO4.</p> <p>The proposed development minimises adverse impacts from flooding as:</p> <ul style="list-style-type: none"> • design floor level equal to the 0.2% AEP has been adopted for the site • limited ponding and shallow sheet flow that occurs on site can be mitigated through construction earthworks and site grading • flow velocities will remain low (below 0.5 m/s) • impacts to flood behaviour are not anticipated, as the majority of site infrastructure is located outside of the 1% AEP flood extent • the proposed development returns a no-worsening of existing flood conditions. <p>Overall, the Project will incorporate flood modelling into detailed design and final earthworks levels, by which the Project will return a no-worsening of existing conditions with respect to flooding.</p> <p>The proposed OHTL by nature of design will not be affected impacts from flooding. Further, the design of the proposed OHTL infrastructure will withstand any flood impacts.</p> <p>Refer to the Flood Assessment in Appendix O for further discussion of flood impacts and mitigations.</p>
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Other Development or Infrastructure



Performance Outcome	Acceptable Outcome	Response
PO5 Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.	<p>AO5.1 The design of buildings for commercial activities, community activities, residential activities and tourism activities allow for the flow of water and flood storage underneath minimum floor levels (i.e. buildings are not constructed as slab on ground).</p> <p>AO5.2 The design of buildings for industrial activities allow for the flow of flood waters through the building at ground floor and includes a second level or mezzanine that meets Table 8.2.7.4 of this code and may be used for storage, office functions or other flood-sensitive activities.</p> <p>AO5.3 The development:</p> <ul style="list-style-type: none">(a) is located in an area where there is sufficient flood warning time (at least 8 hours) to enable safe evacuation; or(b) a safe refuge is available for people within the site.	<p>Complies with PO5.</p> <p>The proposed development has been sited to minimise flood risk, with the OHTL located outside of the 1% AEP flood event (refer to the Flood Assessment in Appendix O).</p> <p>The proposed development as a whole has adopted a design level equal to the 0.2% AEP for the site. Accordingly, the proposed development is resilient to flood events through avoidance of flood risk.</p>
PO6 Infrastructure proposed as part of the development is located with due regard to flood risks associated with public safety, loss of function and economic loss.	<p>AO6.1 Mechanical and electrical infrastructure (e.g. pump stations, emergency generators) are above the 1% annual exceedance probability level.</p> <p>AO6.2 Any components of buildings that are likely to fail to function or may result in contamination when inundated by flood water (e.g. electrical switchgear and motors, lift motors, communications and data</p>	<p>Complies with PO6.</p> <p>The proposed development as a whole has been sited to minimise flood risk. The proposed development has adopted a design level equal to the 0.2% AEP for the site.</p> <p>The majority of the proposed development is located outside of the 1% AEP flood event, with only minor flood fringe inundation along the southern boundary (refer to the Flood Assessment in Appendix O).</p> <p>The OHTL, together with the mechanical and electrical infrastructure will maintain a high degree of safety against flood</p>



Performance Outcome	Acceptable Outcome	Response
	infrastructure, water supply pipeline air valves): (a) meet minimum floor levels in Table 8.2.7.4 of this code; or (b) are designed and constructed to exclude flood water intrusion/infiltration.	risk. Overall, the Project will incorporate flood modelling into detailed design and final earthworks levels, by which the Project will return a no-worsening of existing conditions with respect to flooding.
PO7 Public safety, water quality of waterways and the environment are not adversely affected by the intrusion of waste water into flood waters.	A07.1 Where development includes an on-site facility to treat and/or store waste water, that facility: (a) meets the 1% annual exceedance probability level; or (b) is designed and constructed to exclude flood water intrusion/infiltration.	Complies with A07.1. The proposed development may include a Home Sewerage Treatment Plant (HTSP) as required to support Project operation. The HTSP will be located outside of the 1% AEP flood event.
Management of Hazardous Materials		
PO8 Public safety and the environment are not adversely affected by the impacts of floodwater on hazardous materials.	A08.1 Where the development involves the manufacture and/or storage of hazardous materials, the: (a) development achieves minimum floor levels in Table 8.2.7.4 of this code; or (b) buildings or structures used to accommodate the manufacture or storage of the hazardous materials are designed to prevent intrusion/infiltration of floodwaters.	Not applicable. The OHTL does not involve the manufacture or storage of hazardous materials.
Maintenance		
PO9 Development that contains flood mitigation structures, devices or works (e.g. detention basins, grills, piped flow) are able to maintain functionality in flood events during the life of the development.	No acceptable outcome prescribed.	Complies with PO9. Project design has adopted the 0.2% AEP flood event as the relevant design standard, in accordance with the floor levels identified in Table 8.2.7.4 for a power station, and will accordingly maintain functionality in flood events.



Performance Outcome	Acceptable Outcome	Response
<p>Reconfiguring a Lot</p>		<p>The proposed bioretention basins and other stormwater infrastructure will be maintained for the life of the Project to maintain functionality in flood events.</p> <p>Overall, the Project will incorporate flood modelling into detailed design and final earthworks levels, by which the Project will return a no-worsening of existing conditions with respect to flooding.</p>
<p>PO10 All lots contain a suitably sized and shaped area to accommodate a building and ancillary structures and provide maximum possible flood immunity for the safety of people and the protection of property for all flood events.</p>	<p>AO10.1 For development involving the reconfiguring of a lot in a flood hazard area, a building location plan must be provided for each lot demonstrating that each lot can contain an area for a building/s and ancillary structures that is a minimum of 10 metres in width and the greater of:</p> <p>(a) 60% of the new lot size; or</p> <p>(b) a 300m² rectangular shaped area, and achieves the design levels in Table 8.2.7.5 of this code.</p>	<p>Not applicable.</p> <p>The proposed development does not involve reconfiguring a lot.</p>
<p>PO11 Outside the township zone, no new lots for a residential activity are created in a high hazard area or an extreme hazard area.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The proposed development does not involve reconfiguring a lot.</p>
<p>Evacuation in Flood Events</p> <p>PO12 The development maximises the safety of people in flood events including an acceptable level of risk for flood evacuation.</p>	<p>AO12.1 The development provides an evacuation route from a building or site to a dedicated road that is safely accessible and trafficable during a 1% annual exceedance probability flood event and provides access to emergency services, an emergency shelter, a hospital or other medical treatment facility and communications facilities.</p>	<p>Complies with PO12.</p> <p>The proposed development and site would only minimally affected in a 1% AEP flood event (refer to the Flood Impact Assessment in Appendix I). The proposed development as a whole has adopted a design level equal to the 0.2% AEP for the site.</p> <p>Once constructed the site is will generally be unattended with scheduled monitoring and maintenance activities occurring relatively infrequently. The subsequent risk of employees and/or</p>



Performance Outcome	Acceptable Outcome	Response
		visitors being isolated on site during a significant flood event is considered minimal. Accordingly, the levels of both safety and risk for flood events are considered appropriate.



Table 5: Scenic amenity overlay code

Performance Outcome	Acceptable Outcome	Response
General		
<p>PO1 Before development proceeds:</p> <p>(a) the scenic values of the development site must be identified;</p> <p>(b) it must be demonstrated that the development is consistent with and will maintain or enhance those identified scenic values.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO1.</p> <p>The proposed development is located near to scenic vegetated ridgelines and mountains.</p> <p>The proposed development is of a scale and built form that is consistent with the adjacent substations and OHTL, and does not obstruct any of the scenic views in the surrounding area.</p> <p>Refer to the Scenic Amenity Impact Assessment (Appendix R) for further discussion of visual amenity and photomontages of the proposed development.</p>
<p>PO2 Significant popular views are protected from development that diminishes scenic values.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO2.</p> <p>The proposed development is not located in proximity to, and will not diminish, significant or scenic views.</p> <p>Refer to the Scenic Amenity Impact Assessment (Appendix R) for further discussion of visual amenity and photomontages of the proposed development.</p>
<p>PO3 Development is designed, located and constructed to ensure built form does not detract from the integrity of or dominate the natural landscape.</p>	<p>AO3.1 Buildings and other structures are of a height generally less than the height of the existing mature vegetation canopy, where such a canopy exists.</p>	<p>Complies with PO3.</p> <p>The proposed development does not present adverse visual impact to the rural landscape, as:</p> <ul style="list-style-type: none"> • it has visual characteristics that are consistent with the existing landscape, specifically the adjacent substations and OHTL • it does not include significant environmental impacts or clearing, and introduces additional tree planting to improve the landscape character of the site • it has only limited visibility from surrounding areas and does not obstruct views of nearby scenic ridgelines and mountains.



Performance Outcome	Acceptable Outcome	Response
<p>PO4 Buildings and other structures are not visually obtrusive:</p> <p>(a) where located on a hill slope;</p> <p>(b) when viewed from a tourist route or the State and major road network;</p> <p>(c) when viewed from a beach, scenic esplanade/foreshore and offshore;</p> <p>(d) where located in the rural landscape.</p>	<p>No acceptable outcome prescribed.</p>	<p>Refer to the Scenic Amenity Impact Assessment (Appendix R) for further discussion of visual amenity and photomontages of the proposed development.</p> <p>Complies with PO4.</p> <p>The proposed development is not visually obtrusive and does not present adverse visual impact to the rural landscape, as:</p> <ul style="list-style-type: none"> • it has visual characteristics that are consistent with the existing landscape, specifically the adjacent substations and OHTL • it does not include significant environmental impacts or clearing, and introduces additional tree planting to improve the landscape character of the site • it has only limited visibility from surrounding areas and does not obstruct views of nearby scenic ridgelines and mountains. <p>Refer to the Scenic Amenity Impact Assessment (Appendix R) for further discussion of visual amenity and photomontages of the proposed development.</p>
<p>PO5 Significant vegetation is retained to the maximum extent practicable.</p>	<p>No acceptable outcome prescribed</p>	<p>Complies with PO5.</p> <p>The proposed development does not involve removal of significant vegetation that will have an impact on scenic amenity.</p>
<p>Visually Significant Areas</p>		
<p>PO6-PO9 are not applicable as the proposed development is not located in a visually significant area. The proposed development is not adjacent to a tourist route; however, is in proximity to Tully Gorge Road. The proposed development will not impact views of visually significant areas along the tourist route.</p>		
<p>Coastal Development</p>		
<p>PO10-PO11 are not applicable as the proposed development does not involve coastal development.</p>		
<p>Hill Slope Development</p>		
<p>PO12 In the urban footprint and rural residential zone, development avoids slopes greater than 1:4 or upwards to and including</p>	<p>AO12.1 Development does not occur on slopes greater than 1:4 or upwards to and including the ridgeline.</p>	<p>Not applicable</p> <p>The proposed development is located on relatively flat ground and does not occur on slopes greater than 1:4.</p>



Performance Outcome	Acceptable Outcome	Response
the ridgeline unless there is an overriding need for essential community infrastructure.		
<p>PO13 Outside the urban footprint and rural residential zone, development avoids slopes greater than 1:6 or upwards to and including the ridgeline.</p>	<p>AO13.1 Development does not occur on slopes greater than 1:6 or upwards to and including the ridgeline.</p>	<p>Complies with AO13.1.</p> <p>The proposed development does not occur on slopes greater than 1:6. The Project site is located on relatively flat terrain.</p>
<p>Public Access</p>		
<p>PO14 Public access to a place which affords a significant view of the landscape is retained.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The proposed development does not involve publicly accessible land. The Scenic Amenity Impact Assessment (Appendix R) has identified that there are limited locations in the public domain from which the Project would be seen. This is due to the:</p> <ul style="list-style-type: none"> • rural nature of the area, with a sparse road network and scattered rural dwellings; and • existing vegetation that surrounds Tully Gorge Road and the areas to the northeast of the site. • low-lying landform.
<p>State and major road network and tourist routes</p>		
<p>PO15 Development adjacent to the State and major road network or a tourist route must be designed, located and constructed to maintain a pleasing visual appearance for passing motorists and pedestrians.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO15.</p> <p>The proposed development is not adjacent to a tourist route; however, is in proximity to Tully Gorge Road.</p> <p>The Scenic Amenity Impact Assessment (Appendix R) undertaken for the Project has identified a negligible visual impact from Tully Gorge Road.</p>



Table 6: Waterway corridors and wetlands overlay code

Performance Outcome	Acceptable Outcome	Response
Development within or adjacent to waterways and wetlands		
<p>PO1 Development is set back from waterways and wetlands to maintain water quality and the ecological functions and services of waterways and wetlands unless:</p> <p>(a) the development is for essential community infrastructure; or</p> <p>(b) the development is for transport infrastructure such as bridges, pedestrian paths and bicycle paths; or</p> <p>(c) it is not feasible to locate the development outside of the relevant waterway or wetland set back area</p>	<p>AO1.1 Development (excluding animal husbandry and cropping) does not occur within:</p> <p>(a) 50 metres from the high bank of a waterway with a stream order 5 or greater;</p> <p>(b) 25 metres of the high bank of a waterway with a stream order 2 to 5.</p> <hr/> <p>AO1.2 Development (excluding animal husbandry and cropping) does not occur within:</p> <p>(a) 200 metres of a HES wetland outside the urban footprint;</p> <p>(b) 100 metres of a GES wetland outside the urban footprint;</p> <p>(c) 50 metres of a HES wetland and GES wetland inside the urban footprint.</p> <hr/> <p>AO1.3 For animal husbandry and cropping, a 25 metre wide vegetated buffer is provided between the development and:</p> <p>(a) the high bank of a waterway;</p> <p>(b) a HES wetland;</p> <p>(c) a GES wetland.</p>	<p>Complies with PO1.</p> <p>The proposed development avoids adverse impacts to the waterways and wetlands as far as practicable by adopting an OHTL design that will span waterways and HES wetland, avoiding ground disturbance within these ecological significant areas.</p> <p>The OHTL cannot feasibly be sited outside of the waterways and wetlands overlay due to the location of the existing Powerlink Tully substation in Lot 1 on RP716718. Ground disturbance within the waterways and wetland is avoided, with impacts to vegetation within these areas limited to trimming (if required) to meet electrical safety requirements, this would be to a height of 11m under the OHTL.</p> <p>Nonetheless, the proposed development will implement stormwater quality management measures including</p> <ul style="list-style-type: none"> • Three vegetated swales to convey stormwater runoff from the development site area to the end-of-line treatment device • Two end-of-line bioretention basins. <p>These measures will provide an overall net improvement in the runoff water quality discharging from site. Refer to the SMP and Flood Assessment in Appendix O and Preliminary Erosion and Sediment Control Plan (P-ESCP) in Appendix P.</p>
<p>PO2 The set back areas specified in AO1.1, AO1.2 and AO1.3 are revegetated with endemic vegetation.</p>	<p>No acceptable outcome prescribed.</p>	<p>Does not comply with PO2.</p> <p>The proposed development does not involve clearing of vegetation within waterways and wetlands due to adoption of an OHTL, with</p>



Performance Outcome	Acceptable Outcome	Response
		<p>impacts limited to trimming to maintain electrical safety requirements, this would be to a height of 11m under the OHTL.</p> <p>Other Project infrastructure including the switch room infrastructure is approximately 150 m from the mapped HES wetland, with BESS units approximately 190 m. The proposed development will implement stormwater quality management measures (refer to the Flood Assessment in Appendix O and P-ESCP in Appendix P) that will provide an overall net improvement relative to baseline conditions. Accordingly, revegetation between the proposed project infrastructure and the HES wetland is not considered necessary to maintain existing ecological conditions on site.</p> <p>Landscape planting is proposed for scenic amenity and includes a combination of:</p> <ul style="list-style-type: none">• Screening vegetation along the frontage of Lot 1 on RP852238 to a depth of 5 m• Scattered tree planting alongside existing road vegetation and the southern boundary of Lot 1 on RP852238, comprising a single row of mixed trees at 2 m spacing. <p>An indicative species list has been developed for the landscaping treatments and includes species identified within Planning Scheme Policy C6.4 Landscaping and the <i>Bushfire Resilient Building Guidance for Queensland Homes</i> (2020). It is considered that the selected species are consistent with the landscape character of the Project Site and its surrounds.</p>
<p>PO3 Development within a setback area specified in AO1.1, AO1.2 and AO1.3 is located, designed and operated to:</p> <p>(a) avoid adverse impacts on ecological values, water quality and the ecological functions and services of the waterway or wetland; or</p>	<p>AO3.1 Development is not located within a setback area specified in AO1.1, AO1.2 or AO1.3.</p>	<p>Complies with PO3.</p> <p>The OHTL cannot feasibly be sited outside of the waterways and wetlands overlay due to the location of the existing Powerlink Tully substation in Lot 1 on RP716718.</p> <p>The proposed development avoids adverse impacts to the waterways and wetlands as far as practicable by adopting an OHTL design that will span waterways and HES wetland, avoiding ground disturbance</p>



Performance Outcome	Acceptable Outcome	Response
<p>(b) where avoidance is not practicable, minimise any adverse impacts on ecological values.</p>		<p>within these ecological significant areas, with impacts limited to trimming to maintain electrical safety requirements, this would be to a height of 11 m under the OHTL.</p>
HES Wetlands		
<p>PO4 Outside the urban footprint, development does not occur within a HES wetland unless it can be demonstrated that an alternative mapped boundary of the HES wetland should apply and the development is located outside this alternative mapped boundary</p>	<p>AO4.1 Development is:</p> <ul style="list-style-type: none"> (a) not located within a HES wetland; or (b) associated with a port, an airport or an aerodrome; or (c) for minor public marine development and associated access facilities; or (d) for an extractive industry within a resource/processing area as shown on Extractive Resources Overlay Map (OM-008); or (e) for essential community infrastructure; or (f) for transport infrastructure such as bridges, pedestrian paths and bicycle paths. 	<p>Not applicable.</p> <p>The proposed development does not include development with an area of HES outside of the urban footprint.</p>
<p>PO5 Development within a HES wetland is located, designed and operated to:</p> <ul style="list-style-type: none"> (a) avoid adverse impacts on ecological values, water quality and the ecological functions and services of the wetland; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values and offset any residual impacts. 	<p>AO5.1 Development is not located within a HES wetland.</p>	<p>Complies with PO5.</p> <p>The wetland areas on the Project Site are mapped as an area of HES. The proposed development avoids adverse impacts to the areas of HES wetlands as far as practicable by adopting an OHTL design that will span the HES wetland where crossing is required at the northern end of Lot 1 on RP735276.</p> <p>OHTL installation will minimise ground disturbance and clearing of vegetation within HES wetlands, with impacts limited to trimming of vegetation to maintain electrical safety requirements, this would be to a height of 11 m under the OHTL.</p>



Performance Outcome	Acceptable Outcome	Response
<p>PO6 The existing surface water hydrological regime of a HES wetland is enhanced or maintained.</p> <p>Note—The hydrological regime of surface waters includes:</p> <ul style="list-style-type: none"> - peak flows; - volume of flows; - duration of flows; - frequency of flows; - seasonality of flows; - water depth (seasonal average); - wetting and drying cycle. 	<p>AO6.1 Development does not change the existing surface water hydrological regime of a HES wetland, including through channelisation, redirection or interruption of flows.</p>	<p>Complies with PO6.</p> <p>The proposed development avoids works within the HES wetlands as far as practicable by locating all BSF infrastructure outside of the HES wetland and avoiding ground disturbance by adopting an OHTL design that will span the wetland where crossing is required the northern end of Lot 1 on RP735276.</p> <p>Accordingly, the proposed development does not change the on-site hydrology and presents a no net worsening of existing site conditions. The wetland functions as an ephemeral watercourse on site; however, its operation will not be impacted by the Project infrastructure with flows to the wetland maintained.</p> <p>Refer to the SMP and Flood Assessment (Appendix O) for further discussion of surface water impacts.</p>
<p>PO7 The existing groundwater hydrological regime of a HES wetland is enhanced or protected.</p>	<p>AO7.1 The water table and hydrostatic pressure within the HES wetland is not lowered or raised outside the bounds of variability under existing predevelopment conditions.</p> <p>AO7.2 Development does not result in the ingress of saline water into freshwater aquifers.</p>	<p>Complies with PO7.</p> <p>The proposed development avoids works within the HES wetlands as far as practicable by adopting an OHTL design that will span the wetland where crossing is required the northern end of Lot 1 on RP735276.</p> <p>There is a registered groundwater bore located approximately 850 m south-west of the HES wetland, where the recorded depth of groundwater is 18 m. Given the depth of groundwater aquifers in the area, there is unlikely to be any impact to groundwater as a result of the OHTL construction.</p> <p>Accordingly, the proposed development will not impact any groundwater associated with the HES wetland.</p>
<p>PO8 Development involving the clearing of vegetation protects the biodiversity, ecological values and processes and hydrological functioning of a HES wetland, including:</p> <p>(a) water quality values;</p>	<p>AO8.1 Vegetation clearing undertaken as a consequence of development does not occur in a HES wetland or within:</p> <p>(a) 200 metres of a HES wetland outside the urban footprint; or</p>	<p>Complies with PO8.</p> <p>The proposed development has been sited within previously cleared areas and non-remnant areas as far as practicable in order to minimise vegetation clearing and associated impacts to environmental values.</p>



Performance Outcome	Acceptable Outcome	Response
(b) aquatic habitat values; (c) terrestrial habitat values; (d) usage of the site by native wetland fauna species or communities.	(b) 50 metres of a HES wetland inside the urban footprint.	Specifically, clearing of vegetation within wetland areas is avoided, with impacts limited to trimming (to a height of 11m) to maintain electrical safety requirements where the overhead transmission line spans the wetland within the northern corner of Lot 1 RP852238.
PO9 Development does not result in the introduction of non-native pest plants or animals that pose a risk to the ecological values and processes of a HES wetland.	AO9.1 The development site does not contain: (a) class 1 or 2 pests identified in the <i>Land Protection (Pest and Stock Route Management) Act 2002</i> ; (b) local pests identified in Planning Scheme Policy SC6.4 Landscaping. AO9.2 Development does not result in the introduction of: (a) class 1 or 2 pests identified in the <i>Land Protection (Pest and Stock Route Management) Act 2002</i> ; (b) local pests identified in Planning Scheme Policy SC6.4 Landscaping.	Complies with PO9. The proposed development will not introduce weed or pest species. Suitable management measures will be implemented during Project construction and operation to prevent and manage pest and weed species on site.
GES Wetlands		
PO10 Development within a GES wetland is located, designed and operated to: (a) avoid adverse impacts on ecological values, water quality and the ecological functions and services of the wetland; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values and offset any residual impacts.	AO10.1 Development is not located within a GES wetland.	Not applicable The proposed development is not located within a GES wetland.



Performance Outcome	Acceptable Outcome	Response
Waterway Envelopes		
PO11 Urban development in greenfield areas is set back from waterways through the adoption of appropriate waterway envelopes to allow natural hydrologic and hydraulic processes to occur and to maintain water quality and the ecological functions and services of the waterways, unless the development: (a) is for essential community infrastructure; or (b) is for transport infrastructure such as bridges, pedestrian paths and bicycle paths; or (c) it is not feasible to locate the development outside of the waterway envelope.	AO11.1 Urban development does not occur within a waterway envelope. AO11.2 Stormwater treatment infrastructure is located on the development site and not in the waterway envelope. Note—The stormwater treatment infrastructure must be located upstream or upslope from the lawful point of discharge to the waterway.	Not applicable. The proposed development does not involve urban development.
PO12 Development for essential community infrastructure or transport infrastructure such as bridges, pedestrian paths and bicycle paths is: (a) co-located with other essential community infrastructure or transport infrastructure where feasible; (b) set back as far as practicable from the waterway or wetland; (c) planned, designed, constructed and managed to: (i) allow natural physical stream processes to occur within waterway envelopes; (ii) protect and maintain the biodiversity conservation values including the terrestrial and aquatic habitat and corridor values	No acceptable outcome prescribed.	Not applicable. The proposed development is not for essential community infrastructure or transport infrastructure.



Table 7: Telecommunications and electricity facilities code

Performance Outcome	Acceptable Outcome	Response
Amenity		
PO1 The height, shape, form and bulk of the development must minimise any visual amenity impacts.	No acceptable outcome prescribed.	Complies PO1. The proposed OHTL is of a scale and built form that is consistent with the adjacent substations and OHTL and does not introduce any adverse visual amenity impacts.
PO2 The materials, finish and colour of the development must minimise any visual amenity impacts.	AO2.1 The telecommunications facility, major electricity infrastructure or substation is camouflaged through the use of colours and materials which blend into the surrounding landscape.	Complies with PO2. The materials, finish and colour of the proposed OHTL will be confirmed during detailed design, however, will be of a similar character and appearance to the adjacent substations and OHTL, minimising any visual amenity impacts.
	AO2.2 No white or bright coloured components are installed on a tower.	
PO3 The area surrounding the development is landscaped to screen and/or soften the view of the development, where existing vegetation does not already do so.	No acceptable outcome prescribed.	Complies with PO3. While the proposed OHTL will be visible and is unable to be screened, the broader Tully BESS project includes landscaping buffers (refer to Landscape Plan in Appendix S) that will minimise visual impacts from Project infrastructure.
PO4 The development does not cast shadows in a way that unacceptably reduces the amenity of surrounding premises or useability of public open space.	No acceptable outcome prescribed.	Complies with PO4. The proposed OHTL is not anticipated to cast shadows that will reduce amenity.
Siting and location		
PO5 The location of the development ensures minimal visual obtrusiveness.	AO5.1 The telecommunications facility, major electricity infrastructure or substation is co-located with an existing facility or infrastructure.	Complies with PO5. The proposed OHTL is consistent with the immediately adjacent land uses, consisting of existing substations and OHTL, and the proposed Tully BESS.



Performance Outcome	Acceptable Outcome	Response
	<p>AO5.2 The telecommunications facility, major electricity infrastructure or substation is located in areas where the predominant land uses are utility installations or industrial activities.</p>	<p>The location of the proposed development ensures that there is minimal visual obtrusiveness as it is complementary to the area's existing landscape and character.</p>
<p>PO6 The location of the development must not conflict with other uses on the site or adjoining sites, including not impeding access to and movement through the site required by the uses.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO6.</p> <p>The proposed OHTL is consistent with the existing and proposed land uses on and adjoining the site, consisting of existing substations and OHTL, and the proposed Tully BESS project.</p> <p>The proposed development is located on private property and will not impede any access to or movement through the site.</p>
<p>PO7 The location of a telecommunications facility or major electricity infrastructure must not affect airport operations at the Mundoo Airport, Tully Aerodrome or Dallachy Aerodrome or aerial crop spraying operations.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO7.</p> <p>The proposed OHTL will be supported by approximately five single circuit poles approximately 27.5 m in height. The proposed development is not of a height that will adversely impact operations at the Tully Aerodrome.</p>
<p>Public safety</p>		
<p>PO8 Electromagnetic emissions from the development are as low as possible to ensure public health.</p>	<p>AO8.1 The telecommunications facility or major electricity infrastructure fully complies with all applicable State and National health and safety standards concerning electromagnetic field radiation.</p>	<p>Not applicable.</p> <p>The proposed OHTL will not generate electromagnetic emissions that impact public health and safety.</p>
<p>PO9 The site of the development must be managed to ensure public safety.</p>	<p>AO9.1 The site is fenced with a 2 metre high fence and all gates are padlocked.</p> <p>AO9.2 For a telecommunications facility, all electrical and telecommunications cabling from the existing network to the facility is provided underground.</p>	<p>Complies with PO9.</p> <p>Existing fencing will be retained around the property boundary to restrict access to the site.</p>



Performance Outcome	Acceptable Outcome	Response
PO10 Warning or information signs must be erected at the site where necessary to do so to ensure public safety.	No acceptable outcome prescribed.	Complies with PO10. Appropriate signage will be established at the property boundary where necessary.
Access		
PO11 Access to and from the site must be adequate to cater for the proposed vehicle access while not creating a nuisance or safety concern for adjoining land uses or users of the roads.	No acceptable outcome prescribed.	Complies with PO11. Access to the site will be via two access points from Sandy Creek Road. Traffic Impact Assessment (Appendix T) has confirmed that there are appropriate site distances available and the access points will not create adverse impacts to other road users.
Environment		
PO12 Development must not have an adverse impact on an area of environmental significance, and avoids the clearing of vegetation for the site and access.	AO12.1 The clearing of native vegetation is not required on the site or to provide access to the facility, infrastructure or substation.	Complies with AO12.1. Clearing of native vegetation is not required for the proposed development. Impacts to native vegetation will be limited to trimming of vegetation at the boundary of Lot 1 on RP735276 and Lot 1 on RP852238, and at the northern end of Lot 1 on RP735276, in order to meet electrical safety requirements for the OHTL.
Rehabilitation		
PO13 If the telecommunications facility, major electricity infrastructure or substation is abandoned or decommissioned, the site must be rehabilitated to the standard of the site prior to development.	No acceptable outcome prescribed.	Complies with PO13. A Preliminary Decommissioning Security Report has been prepared (Appendix V) to demonstrate that decommissioning will occur in a timely manner with minimal risks. Prior to decommissioning of the Project, an End of Operations Decommissioning Management Plan will be prepared to ensure the site is restored efficiently and to a suitable standard.



Table 8: Design for safety code

Performance Outcome	Acceptable Outcome	Response
Site Identification		
PO1 Buildings, fences, landscaping and other features clearly define the territory and ownership of all public, common, semi-private and private space.	AO1.1 Boundaries are identified by: (a) fencing; or (b) changes in surface materials or levels; or (c) landscaping.	Complies with AO1.1. The proposed development will have perimeter fencing clearly delineating site boundaries.
PO2 All premises and access routes are clearly identifiable to all persons, particularly emergency service personnel.	AO2.1 All premises are identified by the provision of the street number or building number in a prominent location.	Complies with PO2. The proposed development will have appropriate signage and identifiable access at the site frontage.
Casual Surveillance		
PO3 Casual surveillance is achieved by arranging uses within buildings and on sites to enable external areas to be monitored.	AO3.1 Active areas (eg. shopfronts and living areas) are located within buildings at ground floor level so that they overlook publicly accessible areas.	Not applicable. As the proposed development will be remotely operated and monitored, casual surveillance from the site is not relevant.
PO4 Casual surveillance of roads, parking and bicycle and pedestrian facilities is provided.	No acceptable outcome prescribed.	Not applicable. As the proposed development will be remotely operated and monitored, casual surveillance from the site is not relevant.
Built Form		
PO5 Built form is designed to avoid creation of possible sites for assault or other criminal or undesirable behaviour.	AO5.1 Development is designed so that it does not incorporate: (a) external alleys or access ways between buildings; or (b) external alleys or access ways between buildings are made inaccessible to the public by security gates: (i) with no horizontal palings or railings (chain wire is acceptable);	Complies with PO5. The proposed development will be fenced and not publicly accessible and will not create sites for criminal or undesirable behaviour.



Performance Outcome	Acceptable Outcome	Response
	<p>(ii) with a minimum height of 2 metres;</p> <p>(iii) that are locked or padlocked at all times.</p> <hr/> <p>AO5.2 Communal courtyards:</p> <p>(a) adjoin:</p> <p>(i) a minimum of 1 habitable room that has a window a minimum of 1.5m² in area overlooking the communal courtyard; or</p> <p>(ii) a road or pedestrian thoroughfare;</p> <p>(b) incorporate:</p> <p>(i) a minimum of 2 exit points from the courtyard; or</p> <p>(ii) 1 side that is entirely wall free and unfenced.</p>	
<p>PO6 Buildings are designed to:</p> <p>(a) ensure a high level of safety and security for residents, staff and the community;</p> <p>(b) optimise casual surveillance;</p> <p>(c) provide unimpeded sight lines;</p> <p>(d) control illegitimate access and minimise opportunities for vandalism;</p> <p>(e) avoid concealment spots.</p>	<p>AO6.1 Windows, balconies/ verandahs and activities in buildings are directed to overlook public and semipublic areas.</p> <hr/> <p>AO6.2 No blank building façade is presented to any street frontage.</p>	<p>Complies with PO6.</p> <p>The proposed development will have appropriate security fencing to ensure the site remains safe and secure.</p> <p>The proposed development will not significantly alter the existing visual environment due to the presence of existing electricity infrastructure (refer to photomontages in Appendix R).</p>
<p>PO7 All building entrances are located and designed to be easily identifiable.</p>	<p>AO7.1 Building entrances (including ramps and elevator entrances) are exposed to the primary street frontage and are well lit and clearly legible.</p> <hr/> <p>AO7.2 For non-residential activities, building entrances:</p>	<p>Not applicable.</p> <p>The proposed development does not involve any publicly accessible entrances.</p>



Performance Outcome	Acceptable Outcome	Response
PO8 Areas restricted from public access, including loading bays, storage areas and waste disposal bays are designed, located and managed to prevent unauthorised access.	(a) provide clear sightlines from the building foyer so that occupants can see outside before leaving the building; (b) have lobbies visible from the exterior. AO8.1 Restricted areas are well lit and/or can be locked after hours.	Complies with PO8. The proposed development will have perimeter fencing clearly delineating site boundaries and restricting unauthorised access.
Car Parks		
PO9 Car parking areas are sited and designed to permit maximum opportunities for surveillance from users of the development and passers-by.	AO9.1 Car parking areas are located where they can be made secure or where casual surveillance is possible. AO9.2 Public car parking areas: (a) are clearly designated; (b) illuminated; (c) have clearly defined access points. AO9.3 Parking spaces are allocated near an entrance to the building. AO9.4 "After hours" staff parking is illuminated and in close proximity to staff access points. AO9.5 Enclosed underground car parks can only be accessed from inside the building or through a security system. AO9.6 Any fencing of parking at the rear of premises is erected so as to provide clear visibility into the site for the full height of	Complies with PO9. On-site car parking for the Project as a whole is located at front of the site, adjacent to Sandy Creek Road. Refer to the Development Plans (Appendix C) for the proposed locations of on-site car parking.



Performance Outcome	Acceptable Outcome	Response
	<p>the fence, except where adjoining land in a residential precinct.</p> <p>AO9.7 Signs are located to direct people to entries and exits and to parking bays within the site.</p>	
Communal/Public Areas		
<p>PO10 Development provides opportunities for casual surveillance of communal and public areas.</p>	<p>AO10.1 Active use areas or habitable rooms are positioned with windows adjacent to main communal/public areas including playgrounds, swimming pools, gardens and car parks.</p> <p>AO10.2 Communal seating is provided in active use areas within communal/public areas.</p>	<p>Not applicable.</p> <p>The proposed development does not involve communal or public areas.</p>
Public Facilities		
<p>PO11 Publicly accessible facilities, including toilet facilities, are located and designed to maximise safety.</p>	<p>AO11.1 Toilet facilities that have access external to the building within which they are located are:</p> <ul style="list-style-type: none">(a) lit internally with vandal resistant lighting;(b) incorporate 1 vandal resistant light fixed to the exterior of the building within 1 metre of any external entrance. <p>AO11.2 Lighting in accordance with AO11.1 above must be operational at all times during the hours of darkness or operates on a sensor system.</p>	<p>Not applicable.</p> <p>The proposed development does not involve public facilities.</p>



Performance Outcome	Acceptable Outcome	Response
	<p>AO11.3 Bicycle parking facilities are located in view of highly trafficked areas (ie. the street).</p> <p>AO11.4 ATMs are located:</p> <ul style="list-style-type: none">(a) on the outer edges of buildings and are visible from highly trafficked areas; or(b) inside buildings, where a key card is required to access the facility.	
Landscaping		
<p>PO12 Landscaping does not restrict opportunities for passive surveillance within and of a site from the street, particularly around high traffic areas such as car parks, walkways and pathways.</p>	<p>AO12.1 Landscaping between:</p> <ul style="list-style-type: none">(a) the street frontage and building entrances;(b) the street frontage and car parking areas;(c) building entrances and car parks;(d) within car parks, <p>must consist only of:</p> <ul style="list-style-type: none">(a) shrubs or ground cover plants that when fully grown will not exceed 1 metre in height from ground level;(b) trees or palms that when fully grown will not feature branches or foliage at a height of less than 2 metres from ground level.	<p>Complies with PO12.</p> <p>The proposed OHTL is not screened by landscaping that will restrict opportunities for passive surveillance.</p>
Open Space		
<p>PO13 Open space is sited and designed to permit maximum opportunities for surveillance from passers-by.</p>	<p>AO13.1 25% of the perimeter of the open space fronts a public road.</p> <p>AO13.2 Open space has a maximum length to width ratio of 2:1.</p>	<p>Not applicable.</p> <p>The proposed development does not include designated open space areas.</p>



Performance Outcome	Acceptable Outcome	Response
PO14 Open space areas including seating areas are located where they can be monitored.	AO14.1 Open space areas including seating areas are situated where they are in line of site of windows, doors and balconies/verandahs of buildings or can be seen from the street.	Not applicable. The proposed development does not include any seating areas.
Lighting		
PO15 Areas of a development site, including car parking and bicycle parking areas, communal court yards and open space, bikeways and walkways, exits, entrances and service areas, are well lit with external security lighting. However, the lighting must not (a) be so bright so as to: (i) prevent car park and path users observing people approaching in the dark; (ii) distract motorists on adjoining roads; (b) cause adverse impacts on adjacent land uses.	AO15.1 Lighting of appropriate intensities is provided which satisfies the requirements of Australian Standard AS1158 - Lighting for roads and public spaces. AO15.2 Car park lighting operates continuously during the hours of darkness or operates on a sensor system. AO15.3 Lighting is directed onto the site or building and away from neighbouring properties. AO15.4 Lighting is consistent to reduce the contrast between shadows and well lit areas.	Complies with PO15. On-site lighting will be developed during detailed design and will be designed in accordance with the relevant standards to minimise adverse impacts.
Fencing		
PO16 Fence design: (a) protects the privacy and amenity of private open space; (b) does not present a security risk by screening doors, windows and major paths; (c) provides for casual surveillance of both properties and public thoroughfares.	AO16.1 Fences and solid walls more than 1.5 metres in height are not used adjacent to pedestrian walkways and street frontages.	Complies with AO16.1. Security fencing will be provided the BSF infrastructure and will be set back from the road frontage. The existing farm style fencing will remain in place at the perimeter of the Project site. There is no specific fencing requirements for the OHTL proposed.



Performance Outcome	Acceptable Outcome	Response
Movement and Access		
PO17 Pedestrian and bikeways and facilities are safe, useable and readily accessible.	AO17.1 Pedestrian and cyclist facilities are designed to encourage the use of these modes by: (a) minimising distances; (b) providing safe grading paths, separated from motorised traffic; (c) using even, non-slip pavement materials. AO17.2 Pedestrian, cyclist and vehicular movement systems are co-located to encourage maximum surveillance AO17.3 Legible and consistent signage, which indicates designated routes and safe places, is provided.	Not applicable. The proposed development does not involve pedestrian or cyclist facilities.
PO18 Development provides for safe pedestrian access to and from the building's main entrance.	AO18.1 The design of development ensures priority is given to pedestrians for direct links to the building's main entrance and to any adjoining local activities and the street.	Not applicable. The proposed development does not require dedicated provision of pedestrian access, as site activities and maintenance will be conducted generally via vehicle.
Biting Insects		
PO19 Urban development is designed, located and operated to mitigate the health impacts of biting insects.	No acceptable outcome prescribed.	Not applicable. The proposed development does not constitute urban development.



Table 9: Infrastructure works code

Performance Outcome	Acceptable Outcome	Response
General		
PO1 Operational works is carried out with minimal disturbance to soils and with careful management of any run off or dust to prevent off-site impacts during and after construction.	AO1.1 Development is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with PO1. All operational works will be carried out to an appropriate standard, to be finalised through detailed design and future development applications for operational works.
PO2 Operational works must not affect the efficient functioning of any public infrastructure.	AO2.1 Public infrastructure is altered or repaired to ensure its continued efficient functioning in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with PO2. All operational works will be carried out to an appropriate standard, to be finalised through detailed design and future development applications for operational works.
PO3 To the extent practicable, infrastructure is designed and constructed: (a) to withstand natural disasters; (b) remain operational during and after natural disasters.	No acceptable outcome prescribed.	Complies with PO3. The selection of the Project Site has considered potential natural hazard risk, specifically those posed by bushfires and floods, ensuring the exposure to such risks were at an acceptable level for the safe operation of the proposed infrastructure. Further assessment on natural hazards and extreme weather events is supplied in Section 5.6 of the Planning Assessment Report and in the Natural Hazards and Extreme Weather Event Risk Assessment (refer to Appendix M).
Road design and construction		
PO4 Any road frontages adjacent to the site must be constructed to provide for the safe and efficient movement of: (a) vehicles on the road adjacent to the site; (b) vehicles to and from the site; (c) pedestrians and cyclists adjacent to the site;	AO4.1 There is existing kerb and channel for the full road frontage of the site or kerb and channel is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual. AO4.2 There is an existing vehicular crossover/s to provide access to the site or a vehicular crossover is designed and	Complies with PO4. Access to the site will be via two access points from existing road frontages on Sandy Creek Road. Traffic Impact Assessment (Appendix T) has confirmed that there are appropriate site distances available and the access points will not create adverse impacts to other road users.



Performance Outcome	Acceptable Outcome	Response
(d) pedestrians and cyclists to and from the site.	constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	
PO5 Roads are designed and constructed to be efficient and safe for the intended usage of the road.	AO5.1 Roads are designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Not applicable. The proposed OHTL does not require provision of roads. An internal road network has been designed to an appropriate standard for the broader Tully BESS development.
Street lights		
PO6 Development involving the opening and/or construction of a new road must provide street lights for the safety of the community.	AO6.1 Street lights are installed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Not applicable. The proposed development does not involve the opening or construction of new roads.
Water supply		
PO7-PO9 are not applicable as the proposed OHTL does not require water supply. Appropriate water supply has been considered as part of the broader Tully BESS development (refer to Section 3.2.9.1 of the Planning Report).		
Waste water treatment and disposal		
PO10-PO13 are not applicable as the proposed OHTL does not require waste water treatment and disposal. Appropriate disposal of waste water has been considered as part of the broader Tully BESS development (refer to Section 3.2.9.1 of the Planning Report).		
Stormwater management		
PO14-PO19 are not applicable as the proposed OHTL does not require specific provision of stormwater management infrastructure. Appropriate stormwater management has been included in the design of the broader Tully BESS development (refer to Stormwater Management Plan in Appendix O).		
PO20 Development is provided with electricity supply and telecommunication services.	AO20.1 The site is connected to the transmission grid. AO20.2 Electricity supply and telecommunication services are provided in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Not applicable. The proposed OHTL facilitates grid connection of the Tully BESS and itself does not require electricity supply or telecommunication services.



Performance Outcome	Acceptable Outcome	Response
Pedestrian and bikeway facilities		
PO21-PO23 are not applicable as the proposed development does not involve pedestrian or bikeway facilities.		
Erosion and sediment control		
PO24 Construction works include appropriate erosion and sediment control devices to ensure that erosion and sedimentation does not have an adverse impact on the environment.	AO24.1 Erosion and sediment control devices are implemented in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with PO24. A P-ESCP has been prepared for the Project (Appendix P) to establish baseline requirements for soil erosion and sediment control applicable to Project construction works. A final Erosion and Sediment Control Plan will be prepared prior to construction. Construction phase stormwater quality management will occur in accordance with current industry standards including the requirements of the SPP and <i>Best Practice Erosion and Sediment Control</i> (International Erosion Control Association (IECA) 2008).
Concrete works		
PO25 Concrete is supplied, placed, compacted and finished to an appropriate standard to ensure its durability.	AO25.1 Concreting works are carried out in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with PO25. The proposed development will carry out all building and concreting works to an appropriate standard.
Streetscape		
PO26 Development contributes towards an attractive streetscape by incorporating the requirements of any relevant streetscape or townscape master plan.	No acceptable outcome prescribed.	Complies with PO26. While the proposed OHTL will be visible and is unable to be screened, the broader Tully BESS project includes landscaping buffers (refer to Landscape Plan in Appendix S) that will contribute towards the streetscape with treatments including species identified in Planning Scheme Policy C6.4 Landscaping.
Pest management		
PO27 Operational and construction works incorporate measures, such as vehicle wash	No acceptable outcome prescribed.	Complies with PO27



Performance Outcome	Acceptable Outcome	Response
down bays, to prevent the spread of weed seed from the site.		The proposed development will be constructed and operated in accordance with a range of site-based management plans which will include mitigation measures for the control of pest plants and animals.



Table 10: Landscaping code

Performance Outcome	Acceptable Outcome	Response
General		
<p>PO1 Development incorporates landscaping to:</p> <p>(a) soften the built form of development and enhance its appearance;</p> <p>(b) visually enhance the streetscape;</p> <p>(c) screen undesirable features and incompatible uses;</p> <p>(d) ensure privacy of habitable rooms and private outdoor recreation areas;</p> <p>(e) contribute to a comfortable living environment and improved energy efficiency, by:</p> <p>(i) providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces;</p> <p>(ii) reducing the impacts of noise, fumes and car headlights;</p> <p>(f) ensure private outdoor recreation space is useable; (g) provide long term soil erosion protection;</p> <p>(h) enhance the environmental values of the area, where appropriate;</p> <p>(i) provide shade trees, where appropriate.</p>	No acceptable outcome prescribed.	<p>Complies with PO1.</p> <p>The proposed OHTL will be supported by 5 single-circuit 132 kV poles, each approximately 27.5 m in height, and has visual characteristics that are consistent with the existing landscape, specifically the adjacent substations and OHTL.</p> <p>While the proposed OHTL will be visible and is unable to be screened, the broader Tully BESS development includes landscaping buffers (refer to Landscape Plan in Appendix S) that will minimise visual impacts from Project infrastructure. The 5 m landscaping buffer will:</p> <ul style="list-style-type: none"> • Soften the built form of the BESS units and ancillary infrastructure • Enhance the streetscape and provide screening to the proposed development • Provide shade and a barrier to noise and light • Stabilise soils and enhance the environmental values of the area • Incorporate species consistent with the landscape character of the site and its surrounds • Include a combination of staggered trees and shrubs to maximise screening effects.
Design		
<p>PO2 Landscaping strips (such as along a front boundary and around car parking</p>	No acceptable outcome prescribed.	Complies with PO2.



Performance Outcome	Acceptable Outcome	Response
<p>areas) enhance the appearance of the site from the street and complement the site and building/s in terms of height of plants, without affecting the line of sight for road users.</p>		<p>The proposed OHTL will be supported by 5 single-circuit 132 kV poles, each approximately 27.5 m in height, and has visual characteristics that are consistent with the existing landscape, specifically the adjacent substations and OHTL.</p> <p>While the proposed OHTL will be visible and is unable to be screened, the broader Tully BESS development includes landscaping buffers (refer to Landscape Plan in Appendix S) that will minimise visual impacts from Project infrastructure.</p> <p>An indicative plant species list has been prepared (refer to Appendix S) and includes species with a range of heights and canopy widths. The proposed landscaping buffer will comprise a random mix of the identified species, with staggered trees and shrubs to maximise screening effects.</p> <p>The proposed landscaping is limited to the frontage of Lot 1 on RP852238 and will not present any obstructions to the line of sight for road users, as shown in the photomontage prepared within the Scenic Amenity Impact Assessment (Appendix R).</p>
<p>PO3 Landscaping buffers along a boundary with an adjoining residential activity must:</p> <ul style="list-style-type: none">(a) maximise visual privacy of the adjoining residence;(b) minimise light spill and acoustic impacts;(c) screen visually obtrusive activities (such as service and storage areas);(d) soften the appearance of buildings.	<p>AO3.1 Landscaping buffers incorporate shrubs, clumping palms and/or compact trees that:</p> <ul style="list-style-type: none">(a) are planted at a maximum spacing of 1 metre;(b) will grow to a height of at least 2 metres;(c) will grow to form a dense screen of no less than 2 metres in height. <p>AO3.2 Landscaping buffers incorporate trees or palms that will grow to be similar in height to the building.</p>	<p>Complies with PO3.</p> <p>The proposed OHTL will be supported by 5 single-circuit 132 kV poles, each approximately 27.5 m in height, and has visual characteristics that are consistent with the existing landscape, specifically the adjacent substations and OHTL.</p> <p>While the proposed OHTL will be visible and is unable to be screened, the broader Tully BESS development includes landscaping buffers (refer to Landscape Plan in Appendix S) that will minimise visual impacts from Project infrastructure.</p> <p>A 5 m deep landscaping buffer will be developed along the street frontage of Lot 1 on RP852238 (refer to Landscape Plan in Appendix S). No additional landscaping treatments are proposed for Lot 1 on RP735276, given the distance to the proposed BSF infrastructure and the existence of vegetation within this lot to screen the proposed BESS.</p>



Performance Outcome	Acceptable Outcome	Response
		<p>Landscaping treatments will be further developed during detailed design, with trees and shrubs to be staggered to maximise screening effects. Species will be consistent with the landscape character of the site and its surrounds. Refer to the Landscape Plan in Appendix S further detail of the proposed landscaping treatments and species.</p>
<p>PO4 On-street landscaping contributes to an attractive streetscape.</p>	<p>AO4.1 On-street landscaping is designed in accordance with Planning Scheme Policy SC6.4 Landscaping.</p>	<p>Not applicable. The proposed development does not include on-street landscaping.</p>
<p>PO5 Landscaping is designed and carried out to ensure ease of maintenance and to ensure the landscaping thrives.</p>	<p>AO5.1 Landscaped areas incorporate automatic, reticulated irrigation systems to water all plants.</p> <p>AO5.2 Grassed and lawn areas are accessible externally by standard lawn maintenance equipment.</p> <p>AO5.3 Planted areas incorporate a 100 millimetre thick layer of organic mulch.</p> <p>AO5.4 Trees are planted in gardens with minimum widths of 1 metre.</p> <p>AO5.5 Landscaping areas adjacent to car parking areas or driveways are protected from motor vehicles by 100 millimetres concrete wheel stops or garden bed edges.</p>	<p>Complies with PO5. The proposed OHTL will be supported by approximately 5 single-circuit 132 kV poles, each approximately 27.5 m in height, and has visual characteristics that are consistent with the existing landscape, specifically the adjacent substations and OHTL.</p> <p>While the proposed OHTL will be visible and is unable to be screened, the broader Tully BESS development includes landscaping buffers (refer to Landscape Plan in Appendix S) that will minimise visual impacts from Project infrastructure.</p> <p>Landscaping will be designed and planted in accordance with the following measures to ensure viability of planting:</p> <ul style="list-style-type: none"> • Use of well-established tube stock with healthy root systems • Use of plants that suit climatic conditions • Placement of controlled/slow-release fertiliser (minimum 6 month) • Placement of 100 mm of organic mulch. <p>Planting will be subject to a total 24-month monitoring period, comprising active maintenance over a 12-week establishment period followed by a 21-month monitoring period.</p> <p>Refer to Landscape Plan in Appendix S for further detail of proposed landscape treatments.</p>



Performance Outcome	Acceptable Outcome	Response
PO6 Landscaping must retain any vegetation of environmental or aesthetic significance where not affected by the operational works approved for the development.	AO6.1 Existing trees greater than 5 metres in height must be retained where located: (a) at least 5 metres from the building footprint; (b) clear of driveway, car parking areas, storage or service areas.	Complies with PO6. The proposed OHTL does not involve clearing of significant vegetation and the proposed landscaping for the broader Tully BESS development at the frontage to Sandy Creek Road of Lot 1 on RP852238 will retain existing vegetation. Refer to Landscape Plan in Appendix S .
Species Selection		
PO7 Development contributes to the amenity and environmental values of the locality by the inclusion of native species within landscaping treatments	AO7.1 Development incorporates species from Planning Scheme Policy SC6.4 Landscaping.	Complies with AO7.1. The proposed OHTL will be supported by 5 single-circuit 132 kV poles, each approximately 27.5 m in height, and has visual characteristics that are consistent with the existing landscape, specifically the adjacent substations and OHTL. While the proposed OHTL will be visible and is unable to be screened, the broader Tully BESS development includes landscaping buffers (refer to Landscape Plan in Appendix S) that will minimise visual impacts from Project infrastructure. Landscaping treatments will be further developed during detailed design and will include species that are consistent with the character of the area and in accordance with the following guidelines: <ul style="list-style-type: none">• Planning Scheme Policy C6.4 Landscaping• Bushfire Resilient Building Guidance for Queensland Homes (2020). Refer to the Landscape Plan in Appendix S for further details of proposed landscape treatments and species.
PO8 Plant species selected for landscaping must not include declared or potential pest species.	AO8.1 Plant species selected do not include: (a) class 1, 2 or 3 pests identified in the <i>Land Protection (Pest and Stock Route Management) Act 2002</i> ; or	Complies with PO8. The proposed OHTL will be supported by approximately 5 single-circuit 132 kV poles, each approximately 27.5 m in height, and has visual characteristics that are consistent with the existing landscape, specifically the adjacent substations and OHTL.



Performance Outcome	Acceptable Outcome	Response
	<p>(b) local pests identified in Planning Scheme Policy SC6.4 Landscaping.</p>	<p>While the proposed OHTL will be visible and is unable to be screened, the broader Tully BESS development includes landscaping buffers (refer to Landscape Plan in Appendix S) that will minimise visual impacts from Project infrastructure.</p> <p>Landscaping treatments will be further developed during detailed design and will include species that are consistent with the character of the area and in accordance with the following guidelines:</p> <ul style="list-style-type: none">• Planning Scheme Policy C6.4 Landscaping• Bushfire Resilient Building Guidance for Queensland Homes (2020). <p>Pest species will not be included as part of the proposed landscaping treatments.</p> <p>Refer to the Landscape Plan in Appendix S for further details of proposed landscape treatments and species.</p>



Table 11: Parking and access code

Performance Outcome	Acceptable Outcome	Response
Car Parking Numbers		
PO1 Sufficient car parking spaces must be provided to accommodate the demand likely to be generated by the use.	AO1.1 Car parking spaces are provided for the uses listed in Table 9.4.6.4, in accordance with Table 9.4.6.4.	Complies with PO1. Sufficient on-site parking will be provided to accommodate employee and service vehicles for the proposed development with no separate parking required for the OHTL. Refer to Development Plans in Appendix C for location of proposed parking facilities for the Project.
PO2 The number of car parking spaces required in accordance with AO1.1 may be varied where it can be demonstrated that less car parking spaces are required having regard to: (a) the particular circumstances of the development and the site; (b) any existing lawful use of the site; (c) whether the requirements in AO1.1 are impractical or unreasonable.	No acceptable outcome prescribed.	Not applicable. Table 9.4.6.4 identified in AO1.1 does not specify required car parking spaces for a BESS (undefined use). Sufficient on-site parking will be provided to accommodate employee and service vehicles for the proposed development with no separate parking required for the OHTL. Refer to the Development Plans in Appendix C for the location of proposed parking facilities for the Project.
PO3 Sufficient car parking spaces must be provided for disabled drivers or passengers to accommodate the demand likely to be generated by the use.	No acceptable outcome prescribed.	Complies with PO3. On-site parking is provided to accommodate the required operational use of the proposed development with no separate parking required for the OHTL.
Design		
PO4 Car parking spaces must have acceptable dimensions to meet user requirements.	No acceptable outcome prescribed.	Complies with PO4. On-site parking is provided to accommodate the required operational use of the proposed development with no separate parking required for the OHTL.



Performance Outcome	Acceptable Outcome	Response
		<p>The TIA for the proposed development (Appendix T) identifies that there is sufficient space on-site to meet expected parking demands for the Project no separate parking required for the OHTL.</p>
<p>PO5 Car parking spaces must be designed and used for their intended purpose.</p>	<p>AO5.1 Car parking spaces are kept and used exclusively for parking and maintained in a useable condition for parking.</p>	<p>Complies with AO5.1. The proposed development includes a designated area for parking that will be maintained accordingly. This area is displayed on Development Plans in Appendix C.</p>
	<p>AO5.2 Visitor car parking spaces are accessible and available for parking at all times.</p>	<p>Not applicable. The proposed development does not require visitor car parking spaces.</p>
<p>PO6 Adequate shading must be provided for car parking areas containing more than 10 spaces</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable. The proposed development does not involve permanent parking areas containing more than 10 spaces.</p>
<p>PO7 Car parking is designed to prevent visual monotony and streetscape domination of car parking areas.</p>	<p>AO7.1 The visual monotony of parking areas containing more than 10 spaces, with the exception of parking provided underneath or above the building, must be broken up by vegetation. Vegetation consisting of shade trees or shrubs must be provided throughout a car park and represent 10% of the area of the car park. Note—The required 10% of landscaping provided within car parks is not included in the calculation of other landscaping requirements for various forms of development.</p>	<p>Not applicable. The proposed development does not involve permanent parking areas containing more than 10 spaces.</p>
	<p>AO7.2 In a business precinct, off-street parking is provided at the rear, underneath or above buildings.</p>	<p>Not applicable. The proposed development is not located within a business precinct.</p>
<p>PO8 Car parking areas do not adversely impact on adjacent sites or uses with</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO8.</p>



Performance Outcome	Acceptable Outcome	Response
regard to light, noise, emissions, dust and stormwater run-off.		<p>The operational phase of the proposed development requires only periodic inspections and visits to the site.</p> <p>The proposed location of car parking areas and internal roads (refer to Appendix C) are separated from receptors by a 5 m deep landscaped area.</p> <p>Nuisance to nearby receptors is not anticipated.</p>
PO9 Acoustic barriers or other attenuation measures are installed where adjoining noise sensitive activities are likely to be affected by noise nuisance.	No acceptable outcome prescribed.	<p>Complies with PO9.</p> <p>The operational phase of the proposed development requires only periodic inspections and visits to the site.</p> <p>Nuisance to nearby receptors is not anticipated.</p>
Accessibility and Vehicle Movement		
<p>PO10 Sufficient area or appropriate circulation arrangements must be provided to enable:</p> <p>(a) safe and practical access to all parking, loading/unloading and manoeuvring areas;</p> <p>(b) all vehicles using the site to enter and exit the site in forward gear.</p>	<p>AO10.1 Circulation and turning areas comply with the provisions of Australian Standards AS2890.1 - Parking facilities (off-street car parking) and AS2890.2 - Parking Facilities (off street commercial vehicle facilities).</p>	<p>Complies with PO10.</p> <p>Appropriate design of manoeuvring areas will be addressed during detailed design and future operational works approvals and will ensure that all vehicles may leave the site in forward gear.</p> <p>The TIA (Appendix T) identifies that the proposed on-site car parking areas should be designed generally in accordance with AS2890.1 - Parking facilities (off-street car parking) and can comply with critical parking module dimensions.</p>
<p>PO11 Where vehicle queuing, set down/pick up or special vehicle parking is required, sufficient queuing or parking area must be provided to enable vehicles to stand without obstructing the free flow of moving traffic or pedestrian movement.</p>	<p>AO11.1 Queuing and set down areas comply with Australian Standards AS2890.1 - Parking facilities (off-street car parking).</p> <p>AO11.2 All vehicle queuing occurs on the site and is not allowed to occur across public walkways.</p>	<p>Not applicable.</p> <p>The proposed development does not require vehicle queuing, set down/pick up or special vehicle parking.</p> <p>Nonetheless, the TIA for the proposed development (Appendix T) identifies that there is sufficient space on-site for accommodate overflow parking should it be required.</p>
<p>PO12 The layout and design of parking bays, manoeuvring areas, queuing areas, setdown/pickup areas and driveways ensures that on-site parking and servicing</p>	<p>AO12.1 Parking bays, manoeuvring areas, queuing areas, setdown/pickup areas and driveways are designed in accordance with Australian Standards AS2890.1 - Parking</p>	<p>Complies with PO12.</p> <p>Appropriate design of trafficable areas will be addressed during detailed design and future operational works approvals to CCRC.</p>



Performance Outcome	Acceptable Outcome	Response
<p>areas are clearly defined, safe, easily accessible and meet user requirements, including people with disabilities, pedestrians, cyclists and public transport services, where relevant.</p>	<p>facilities (off-street car parking) and AS2890.2 - Parking Facilities (off street commercial vehicle facilities).</p>	<p>The TIA for the proposed development (Appendix T) identifies that there is sufficient space on-site to meet expected parking demands for the Project with no separate parking required for the OHTL.</p>
<p>Vehicle Loading and Unloading</p>		
<p>PO13 Vehicle loading and unloading bays must have acceptable dimensions to accommodate the vehicles expected to use the site.</p>	<p>AO13.1 Vehicle loading and unloading bays must meet the design requirements of Australian Standards AS2890.1 - Parking facilities (off-street car parking) and AS2890.2 - Parking Facilities (off street commercial vehicle facilities).</p>	<p>Complies with PO13. On-site parking is provided to accommodate the required operational use of the proposed development with no separate parking required for the OHTL.</p>
<p>PO14 The design and location of vehicle loading and unloading areas prevents such areas from having a negative impact on the streetscape.</p>	<p>AO14.1 In a business precinct, vehicle loading and unloading areas are designed and/or located so they cannot be seen from the street by locating such areas to the rear of buildings or applying landscaping and fencing treatments to visually screen such areas.</p>	<p>The TIA for the proposed development (Appendix T) identifies that there is sufficient space on-site to meet expected parking demands for the Project, including provision of a construction-specific parking area and overflow that can accommodate heavy vehicles during Project construction.</p>
<p>PO14 The design and location of vehicle loading and unloading areas prevents such areas from having a negative impact on the streetscape.</p>	<p>AO14.2 In all other zones/precincts, no acceptable outcome prescribed.</p>	<p>Complies with PO14. The proposed car parking and loading areas on-site are located behind a 5 m deep landscaped buffer. Negative impacts on the streetscape are not anticipated. Refer to the Development Plans (Appendix C) for the location of on-site parking areas with respect to landscaping.</p>
<p>Construction</p>		
<p>PO15 All car parking spaces, loading bays and accesses must be useable and functional in all weather conditions,</p>	<p>AO15.1 Car parking spaces, loading bays and accesses must be constructed, paved (bitumen sealed gravel, concrete, asphalt or</p>	<p>Complies with PO15. Appropriate design of car parking spaces, accesses and drainage will be addressed during detailed design and future operational works approvals.</p>



Performance Outcome	Acceptable Outcome	Response
considering the amount of usage of the site.	paving blocks), drained to a lawful point of discharge and maintained at all times.	
Service Vehicles		
PO16 Sufficient on site parking is provided to accommodate the number and type of service vehicles likely to be generated by the development.	No acceptable outcome prescribed.	Complies with PO16. On-site parking is provided to accommodate the required operational use of the proposed development with no separate parking required for the OHTL. Refer to the Development Plans (Appendix C) for the location of on-site parking areas. The TIA for the proposed development (Appendix T) identifies that there is sufficient space on-site to meet expected parking demands for the Project.
Cyclist Facilities and Bicycle Parking		
PO17 Sufficient on-site cyclist facilities (including shower cubicles and ancillary change rooms) and bicycle parking spaces are provided, having particular regard to the nature of the development, its specific characteristics and scale.	No acceptable outcome prescribed.	Not applicable. The proposed development does not require on-site cyclist facilities.