

Townsville State Development Area – SDA approval AP2025/005
 Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
 63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

SDA approval – conditions

Condition 1 - Approved plans and documents		Timing
1.1	Carry out the approved development generally in accordance with the approved plans and documents as referenced in Table 1 (including any amendments marked in red), except insofar as modified by any of the conditions of this approval.	To be maintained at all times

Table 1 Approved plans and documents

Title	Prepared by	Document number	Date
Site Location and Easement Plan	Jet Zero	ULY-PLS_PLU_PLR-03	19 February 2025
Overall Project Site Layout	Jet Zero	2811007-PI-PLA-00001_0	15 October 2024
Conceptual Overall Plot Plan	Technip Energies	2811007C-PI-PLA-00001, Revision 0A	19 August 2025
Project Ulysses Elevation Views	Technip Energies	N/A, Sheet 1 of 1, Rev A	16 September 2025
Flood Impact Assessment	Northern Consulting Engineers	MJ2601-FIA Rev B	25 March 2025
Executive Summary of the Fire and Explosion Analysis	Technip Energies	216651C-000-RT-1950-0002, revision 0	11 January 2025

Condition 2 – Commencement of the development		Timing
2.1	Notify the Coordinator-General in writing of the date of commencement of site works. Note: Site works means works undertaken for site preparations, including earthworks, erosion and sediment control, temporary fencing, drainage or clearing.	Within 10 business days of commencement of site works
2.2	Notify the Coordinator-General in writing of the date of commencement of the use.	Within 10 days of commencement of the use
2.3	Notify the Coordinator-General in writing of the date of commencement of decommissioning activities. Note: 'Decommissioning activities' means works undertaken to 'make good' the land once: - the use is no longer operational or - if site works or construction have commenced, are ceased, and the use does not commence.	Within 10 business days of commencement of decommissioning activities

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 3 – Approved operational parameters		Timing
3.1	The quantity of sustainable aviation fuel permitted to be manufactured on site must not exceed 110,000 tonnes per year and the quantity of renewable diesel permitted to be manufactured on site must not exceed 72,000 tonnes per year.	At all times
3.2	Any material change to the approved development, including changes to process, feedstock, throughput or hazardous materials beyond that assessed and approved as part of this application, must be referred to the Coordinator-General to determine whether further approval is required under the relevant planning or assessment framework.	At all times

Condition 4 – ‘As constructed’ plans		Timing
4.1	Prepare and submit to the Coordinator-General, ‘As constructed’ plans certified by a Registered Professional Engineer of Queensland (RPEQ) or other independent suitably qualified person. The plans must show that the development has been constructed generally in accordance with the plans referenced in Table 1 of Condition 1. Plans must be submitted in electronic PDF and shape files.	Prior to commencement of use

Condition 5 – Compliance auditing		Timing
5.1	Prepare and submit audit reports to the Coordinator-General: (a) within 30 business days after commencement of site works (b) every six months during construction (c) within 30 business days after commencement of the use (d) once all conditions of this approval have been complied with. Audit reports must be prepared by an independent suitably qualified person to determine whether the conditions of this approval have been complied with. Audit reports will contain detail consistent with the information provided in Enclosure 1.	At all times

Condition 6 – Inspection		Timing
6.1	Permit the Coordinator-General, or any person authorised by the Coordinator-General, to inspect any aspect of the development. Note: Where practicable, at least 48 hours’ notice will be provided.	At all times

Townsville State Development Area – SDA approval AP2025/005
 Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
 63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 7 – Complaints management		Timing
7.1	Record all complaints received relating to the development in a register that includes, as a minimum: (a) date and time when complaint was received (b) complainant's details including name and contact information (c) reasons for the complaint (d) investigations undertaken and conclusions formed (e) actions taken to resolve the complaint, including the time taken to implement actions (f) include a notation in the register as to the satisfaction (or dissatisfaction) of the complainant with the outcome.	At all times
7.2	Prepare and provide a response to the complainant within 48 hours of receipt of the complaint.	As indicated
7.3	Provide an up-to-date copy of the register if requested by the Coordinator-General.	As indicated

Condition 8 – Construction Management Plan		Timing
8.1	Prepare and submit to the Coordinator-General a Construction Management Plan prepared by a suitably qualified person in accordance with current industry practice that includes the following: (a) an erosion and sediment control plan certified by an RPEQ or a certified professional in erosion and sediment control, that is generally in accordance with the International Erosion Control Association – Best Practice Erosion and Sediment Control that addresses/includes a detailed description of the control measures and treatments to be used during construction (b) a stormwater management and water quality plan that addresses/includes: (i) the management of stormwater flows and quality around and through the site without increasing the concentration of total suspended solids or Prescribed Water Contaminants (as defined in the <i>Environmental Protection Act 1994</i>), causing erosion, creating any ponding and causing any actionable nuisance to upstream or downstream properties (ii) a detailed description of the control measures to be used during construction to manage water quality related issues (c) management of waste, including the types of waste/by-products likely to be produced during construction (d) management of weeds before, during and after construction (e) management of construction traffic, including details on construction parking, access and laydown areas etc	Prior to commencement of site works

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 8 – Construction Management Plan		Timing
	(f) management of noise, vibration and dust generated from the site during and outside construction work hours (g) management of contaminated soils (if required) including removal, treatment and replacement (h) site remediation plans (i) a monitoring program to identify issues of non-compliance, actions for correcting any non-compliance and who is responsible for undertaking those actions (j) a timetable and process for review of the Construction Management Plan to assess its effectiveness and to implement amendments as required.	
8.2	Undertake all works generally in accordance with the Construction Management Plan which must be current and available on site at all times during site works and the construction period.	At all times during construction

Condition 9 – Flood mitigation		Timing
9.1	The development must be undertaken generally in accordance with the recommendations and flood mitigation measures identified in the Flood Impact Assessment prepared by Northern Consulting Engineers, except where amended by these conditions.	Prior to commencement of use and ongoing
9.2	The design drawings must be updated to incorporate the minor site modifications identified in the Flood Impact Assessment, including the flood mitigation works in the south-western part of the site.	Prior to commencement of works
9.3	Any filling, earthworks, drainage works or flood mitigation works must be designed and constructed so as to maintain the flood immunity and flood behaviour outcomes demonstrated in the Flood Impact Assessment.	Prior to commencement of use
9.4	All finished floor levels for facilities associated with the regional fuel storage use must be constructed at or above the higher of: (a) the 0.5% Annual Exceedance Probability flood level (b) the defined flood event level under the Townsville City Council (TCC) Flood Hazard Overlay Code (c) the defined storm tide event level of 3.9 meters Australian Height Datum, where applicable.	Prior to commencement of use
9.5	Certification must be provided by a suitably qualified RPEQ confirming that the development has been constructed in accordance with the flood mitigation design and the Flood Impact Assessment.	Prior to commencement of use
9.6	The development must not cause any actionable worsening of flood levels, flood velocities, flood hazard or flood storage on adjoining land, surrounding properties, public infrastructure or the environment.	At all times
9.7	The flood mitigation measures must be maintained for the life of the development.	At all times

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 10 – Site-Based Operational Management Plan		Timing
10.1	Prepare, and submit to the Coordinator-General, a Site-Based Operational Management Plan prepared by a suitably qualified person in accordance with current industry practice and relevant legislation for the operational phase of the development that includes the following: (a) management of noise, vibration and dust informed by environmental assessment reports certified by a RPEQ or a certified professional (b) management and control of weeds (c) management of traffic around and through the site during and outside of operational hours of work (d) a stormwater management plan that: (i) reflects the final development layout (ii) demonstrates integration with, and protection of, any natural features retained on site, and achieve the applicable pollutant reduction targets specified under State Planning Policy 2017 (SPP 2017) (iii) ensures drainage works are designed in accordance with the Queensland Urban Drainage Manual (e) management of waste, including: (i) the types of waste/by-products likely to be produced during operation (ii) the storage and volumes of concentrated brine and/or sludge (iii) the proposed disposal method and approval requirements (f) management of hazardous materials (g) fire management (h) emergency management (i) a monitoring program to identify issues of non-compliance, actions for correcting any non-compliance and who is responsible for undertaking those actions (j) a timetable and process for review of the site-based operational management plan to assess its effectiveness and to implement amendments as required.	Prior to commencement of use
10.2	Undertake all works and maintain site operations generally in accordance with the site-based operational management plan which must be current and available on site at all times.	At all times

Condition 11 – Waste management		Timing
11.1	Reuse, recycle or lawfully dispose of all waste (other than treated waste-water released to land) generated by the development.	At all times
11.2	Solid organic waste is to be stored on site in vermin-proof facilities until it is transferred to a licensed refuse facility.	At all times

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 11 – Waste management		Timing
11.3	Waste storage area/s must be: (a) sufficient in size to house all waste collection containers including recycling waste containers (b) suitably enclosed and imperviously paved, with a hose cock and hose fitted in close proximity to the enclosure to ensure the area can be easily and effectively cleaned.	Prior to commencement of use and ongoing

Condition 12 – Hazardous materials		Timing
12.1	All flammable and combustible liquids (including hazardous waste materials) must be contained within an on-site containment system, controlled in a manner that prevents environmental harm and must be maintained in accordance with the current edition of AS1940—Storage and Handling of Flammable and Combustible Liquids.	At all times
12.2	All containers must be secured to prevent movement during a flood event.	At all times
12.3	The detailed design of the development must consider and incorporate the recommendations contained in the Executive Summary of the Fire and Explosion Analysis, document number 216651C-000-RT-1950-0002, revision 0, prepared by Technip Energies, dated 11 January 2025, including any recommendations for further quantitative risk assessment, mitigation or design refinement to demonstrate that off-site risk is acceptable and minimised so far as reasonably practicable.	Prior to commencement of construction
12.4	Details of flammable liquid storage and handling area spill containment must be submitted to the Coordinator-General and the Office of Industrial Relations, Major Hazard Facilities Unit, for review. Spill containment must be designed to provide sufficient capacity to contain the greater of: (a) 110% of the largest tank within a spill compound, or 25% of the aggregate volume where multiple tanks are located within a spill compound (b) the output of any fixed firefighting system provided for any bulk tank within a spill compound over a minimum period of 90 minutes. Where firefighting foam is used, the containment calculation must be based on the volume of expanded foam, not only the foam-water solution.	Prior to commencement of construction and ongoing
12.5	Details of the fire and gas detection system must be submitted to the Coordinator-General and the Office of Industrial Relations, Major Hazard Facilities Unit, for review. The fire and gas detection system must cover all flammable liquid and gas storage and handling areas, including electrolyzers, process plant, storage tanks and compounds.	Prior to commencement of construction and ongoing
12.6	The detailed design must demonstrate that occupied buildings and safety critical systems are located outside foreseeable fire and explosion consequence zones or are otherwise appropriately protected. Note: Safety critical systems include, but are not limited to, firewater systems, instrument air, emergency shutdown logic controllers, fire and gas panels, emergency systems power supplies and other systems required for incident prevention, response or recovery.	Prior to commencement of construction and ongoing

Townsville State Development Area – SDA approval AP2025/005
 Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
 63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 13 – Fire Management Plan		Timing
13.1	Prepare, and submit to the Coordinator-General, a Fire Management Plan prepared by a suitably qualified person and in consultation with the Queensland Fire Department and in accordance with AS/NZS ISO 31000:2009 – Risk management, which has regard to the storage of hazardous materials on site. The Fire Management Plan must include the following: (a) potential natural and man-made fire hazards (b) the management of bushfire risk in accordance with the Queensland Fire Department, <i>Bushfire Resilient Communities Technical Reference Guide 2019</i> (c) demonstrates the development achieves a bushfire radiant heat flux of 10 kilowatt/metres² or less at all development footprint boundaries (d) details on the storage and management of compressed hydrogen gas (e) strategies for the mitigation of fire and the protection of life and property (f) response procedures in the event of a fire (g) evacuation procedures in the event of a fire (h) details of relevant resources required on site for the implementation of the Fire Management Plan.	Prior to commencement of use
13.2	Undertake all works and maintain site operations generally in accordance with the Fire Management Plan which must be current and available on site at all times.	At all times

Condition 14 – Emergency Management Plan		Timing
14.1	Prepare and submit to the Coordinator-General, an Emergency Management Plan prepared by a suitably qualified person. The Emergency Management Plan must be prepared in consultation with the Queensland Police Service, Queensland Fire Department, State Emergency Service and Queensland Ambulance Service. The Emergency Management Plan must include the following: (a) potential natural and man-made hazards and emergency events (b) strategies for the protection of life and property (c) workforce numbers (including general breakdown of site access arrangements both construction and operational) (d) response procedures to incidents/events, including, injuries, medical evacuations, road accidents, spills, floods, cyclones (e) evacuation procedures (f) demonstration of long-term resilience in distressed conditions in the event an evacuation cannot be achieved, including details of access to food, water and medical supplies	Prior to commencement of use

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 14 – Emergency Management Plan		Timing
	(g) demonstration that the proponent has made adequate provision for emergency resources on site to supplement and avoid placing unreasonable demands on emergency services. Escalation will only occur after on-site intervention where reasonable.	
14.2	Plans and/or documents are to be submitted as an electronic PDF file.	Prior to commencement of use
14.3	Implement and undertake the works, procedures and processes as required in the Emergency Management Plan.	At all times

Condition 15 – Water supply and sewerage capacity assessment		Timing
15.1	Prepare and submit a water supply and sewerage capacity assessment for the development, certified by an RPEQ to the Coordinator-General and TCC. The assessment must: (a) identify the anticipated water supply and sewer demands anticipated to be generated by the development (b) assess the capacity of TCC's existing infrastructure to accommodate those demands while maintaining Council's network performance standards (c) identify any upgrades or alterations to existing infrastructure required to support the development.	Prior to lodgement of an operational works application for water supply and/or sewerage infrastructure
15.2	Any infrastructure upgrades or alterations identified as necessary and reasonably attributable to the demands generated by the development are to be delivered at the developer's cost.	At all times

Condition 16 – Services and utilities		Timing
16.1	Confirm the adequacy, capability and location of utilities including water, sewer, electricity and telecommunications to service the proposed development.	Prior to the commencement of construction
16.2	Obtain the relevant approvals and carry out any works to upgrade or install new utilities including water, sewer, electricity, and telecommunications to service the development.	Prior to commencement of use
16.3	Provide and maintain to the relevant standards all services and utilities (power, potable water, sewer, gas, wastewater, communications etc) necessary to the development.	At all times
16.4	Any required relocation and/or alteration to any public service or facility installation must be carried out at no cost to TCC.	At all times

Condition 17 – Route assessment for OSOM transport module		Timing
17.1	A route assessment for the haul of the oversize over mass (OSOM) modules must be prepared by a suitably qualified RPEQ traffic engineer and submitted	Submitted to and supported by TMR and

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 17 – Route assessment for OSOM transport module		Timing
	to the Department of Transport of Main Roads (TMR) and the Coordinator-General. The route assessment for the OSOM modules must identify: (a) the proposed haulage route of the OSOM modules to site (b) all features within the road corridor including, but not limited to, pavement, design, structures, drainage, roadside furniture, envelope constraints and intersecting roads (c) all OSOM vehicle and component combinations, including size, mass and configuration to support the transport of Module (d) the daily and total number and frequency of trips of OSOM to support the transport of module (e) swept path analysis (f) details of any proposed layover areas, stopping locations and passing opportunities (g) haul timeframes, staging and commencement periods / conclusion of haul (h) road closure proposals (i) traffic impacts including traffic generation, operational efficiency, capacity and safety of the impacted network (j) mitigation measures including temporary, new and/or upgrades to infrastructure or depreciation of asset life.	the Coordinator-General prior to submission of the traffic impact assessment (construction movements)
17.2	Any required mitigation measures identified during the risk assessment, which TMR shall attend, on an approved route assessment for the OSOM modules must be implemented prior to commencement of the haul of the OSOM modules at no cost to TMR.	Prior to commencement of the haul of the OSOM modules

Condition 18 – Route assessment (OSOM movements generally)		Timing
18.1	A route assessment for all other OSOM movements for the development not associated with the transport of the modules must be prepared by a suitably qualified RPEQ traffic engineer and submitted to TMR and the Coordinator-General. The route assessment for all OSOM movements must identify: (a) the proposed haulage routes for all other OSOM vehicle movements to and from the site (b) all features within the road corridor including, but not limited to, pavement and design, structures, drainage, roadside furniture, envelope constraints and intersecting roads (c) all vehicle and component combinations, including sizes, masses and configurations (d) the daily and total number and frequency of OSOM movements (e) swept path analysis where relevant (f) details of proposed layover areas, stopping locations and passing opportunities (g) haulage timeframes, staging and commencement periods	Submitted to and supported by TMR and the Coordinator-General prior to submission of the traffic impact assessment (construction movements)

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 18 – Route assessment (OSOM movements generally)		Timing
	(h) traffic impacts including traffic generation, operational efficiency, capacity and safety of the impacted network (i) mitigation measures including for new and/or upgrades to infrastructure or depreciation of asset life (j) any proposed detour route identified as a possible mitigation strategy including full assessment of the proposed detour route.	
18.2	Any required mitigation measures identified during the risk assessment, which TMR shall attend, on an approved route assessment for the OSOM modules must be implemented prior to commencement of the haul of the OSOM modules at no cost to TMR.	Prior to commencement of the haul of the OSOM modules

Condition 19 – Structural Impact Assessment		Timing
19.1	A Structural Impact Assessment must be prepared and certified by a suitably qualified RPEQ and submitted to TMR and the Coordinator-General for support. The structural impact assessment must: (a) identify and assess all bridges, culverts and other structures impacted by proposed transport movements (b) demonstrate compliance with Ultimate Limit State (ULS) and Serviceability Limit State (SLS) requirements, accounting for temporary strengthening or upgrade measures (c) include assessment of all structural elements, connections and geotechnical conditions. The Structural Impact Assessment shall consider alternative solutions such as: (a) elimination – consideration of on-site construction and assembly to avoid OSOM movements (b) elimination/substitution – reduction of loads to the smallest practicable indivisible units (c) engineering controls – applied only where elimination and reduction measures have been demonstrated to be not feasible.	Submitted to and supported by TMR and the Coordinator-General prior to submission of the traffic impact assessment (construction movements)
19.2	Any proposed strengthening works, temporary works, protection measures or upgrades to infrastructure must be supported by TMR and undertaken at no cost to TMR.	At all times

Condition 20 – Risk Assessment and Mitigation Management Plan		Timing
20.1	A Risk Assessment and Mitigation Management Plan must be prepared by a suitably qualified RPEQ and submitted to TMR. The Risk Assessment and Mitigation Management Plan shall consider: (a) identify potential hazards that may compromise structural integrity (b) include possible failure scenarios, across all State-controlled bridges, culverts, pavements and associated infrastructure on the haulage routes	Submitted to and supported by TMR prior to submission of the traffic impact assessment (construction movements)

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 20 – Risk Assessment and Mitigation Management Plan		Timing
	(c) assess the potential consequences of structural or pavement failure, including impacts to: (i) all network reliant users, including other OSOM or heavy vehicle operators, freight, commuter, event and active transport users (ii) freight operations and access to key destinations, including, but not limited to, Townsville City, the Port of Townsville, Townsville State Development Area, defence bases, industrial and commercial areas (iii) network functionality, including temporary or prolonged road closures (iv) emergency response and evacuation access (d) quantify risk levels in accordance with an appropriate and industry recognised risk assessment framework (e) identify and provide recommendations for appropriate mitigation measures to reduce risks to an acceptable level, including contingency planning (f) detail emergency response procedures in the event of structural or pavement failure, including: (i) traffic management and detour strategies (ii) communication protocols with emergency services and relevant authorities (iii) rapid response and recovery measures to restore network functionality (iv) demonstrate how risks to the safety and efficiency of the State-controlled road network are minimised.	

Condition 21 – Haulage Management Plan		Timing
21.1	A Haulage Management Plan must be prepared and submitted to TMR. The Haulage Management Plan must include shall consider: (a) escort arrangements (b) traffic control measures (including road closures or rolling blocks) (c) time-of-day restrictions (d) communication protocols with freight operators and stakeholders (e) contingency stopping locations and emergency procedures.	Submitted to and supported by TMR prior to any OSOM movement
21.2	Carry out haulage generally in accordance with the Haulage Management Plan.	At all times during haulage for any OSOM movements

Condition 22 – Pre-movement verification		Timing
22.1	The proponent must: (a) inspect all relevant infrastructure	Prior to each OSOM movement

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 22 – Pre-movement verification		Timing
	(b) confirm conditions are consistent with approved assessments (c) gain certification from a suitably qualified RPEQ that infrastructure is suitable at the time of movement.	

Condition 23 – Traffic Impact Assessment (construction movements)		Timing
23.1	A Traffic Impact Assessment (construction movements) must be prepared by a suitably qualified RPEQ traffic engineer and submitted to the Coordinator-General, TMR and TCC for support prior to commencement of any (1) construction works, (2) OSOM module haulage. The Traffic Impact Assessment will be updated to reflect the specific works of part (1) and (2). The Traffic Impact Assessment must address, at a minimum: (a) workforce travel demand, including detailed private bus operations (b) construction vehicle movements, including OSOM and heavy vehicles (c) construction staging and associated traffic impacts (d) impacts to key freight routes, including access to the Port of Townsville (e) temporary traffic management measures, including road closures, detours and delays (f) measures to minimise disruption to the safety and efficiency of the State-controlled road network.	Prior to commencement of construction and any OSOM haulage
23.2	The Traffic Impact Assessment (construction movements) shall reference the Safety Management Plan which will address all significant risks and include, but shall not be limited to: (a) risk register/safety in design register (b) emergency procedures (c) inspection and RPEQ assessment of the asset prior to reopening to traffic.	Prior to commencement of construction and any OSOM haulage
23.3	The Traffic Impact Assessment part (1) (construction works) must be consistent with, and directly informed by, the route assessment for the OSOM movements generally (condition 18), structural impact assessment (condition 19) and pavement impact assessment (construction movements) (condition 24), including all assumptions relating to vehicle types, load haulage routes, timing and frequency of movements.	Prior to commencement of construction and any OSOM haulage
23.4	The Traffic Impact Assessment part (2) (OSOM module haulage) must be consistent with and directly informed by the route assessment for the OSOM modules (condition 17), route assessment for the OSOM movements generally (condition 18), structural impact assessment (condition 19) and pavement impact assessment (construction movements) (condition 24).	Submitted to and supported by TMR prior to submission of the traffic impact assessment (construction movements)
23.5	Construction must not commence until the Traffic Impact Assessment (1) (construction works) has been supported by TMR.	As indicated

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 24 – Pavement Impact Assessment (construction movements)		Timing
24.1	A Pavement Impact Assessment (construction movements) must be prepared by a suitably qualified RPEQ and submitted to the Coordinator-General, TMR and TCC. It must assess the impacts of all construction-related traffic, including OSOM and heavy vehicle movements, on the State-controlled and local road network and include as a minimum and where appropriate: (a) existing baseline pavement condition survey along the proposed haulage routes identified in the Traffic Impact Assessment as having material impact, including verification through site inspections and available data (b) prior to, and post movement of OSOM modules, a condition survey of the pavement shall be conducted (c) the type, configuration, axle loads and frequency of all construction vehicles and OSOM movements. (d) assessment of pavement impacts using appropriate methodologies, including cumulative loading (e.g. Standard Axle Repetitions (SARs)) and consideration of both vertical and horizontal loads (e) impacts to pavements, shoulders and embankments, including where encroachment is required (f) potential impacts under varying environmental conditions, including wet weather and high temperatures (g) identification of any sections of the network likely to experience accelerated deterioration, deformation or failure (h) any constraints or limitations required to safely accommodate construction traffic (i) feasible alternative routes or construction methodologies to minimise pavement impacts.	To be submitted as part of the traffic impact assessment (construction movements) prior to commencement of construction and any OSOM haulage
24.2	Where the Pavement Impact Assessment (construction movements) identifies that construction traffic will result in adverse impacts to the State-controlled road or local road network, the proponent must: (a) identify and implement mitigation measures to preserve or make-good to an as found condition, including but not limited to pavement strengthening, temporary protection measures, load restrictions or revised haulage arrangements (b) undertake any required works or mitigation measures at no cost to TMR or TCC.	Prior to commencement of construction and any OSOM haulage
24.3	The proponent must demonstrate, to the satisfaction of the Coordinator-General, TMR and TCC, that construction traffic can be accommodated without causing unacceptable impacts to the safety, efficiency and condition of the State-controlled road or local road network.	Prior to commencement of construction and any OSOM haulage
24.4	The Pavement Impact Assessment (construction movements) must be consistent with the approved route assessment and structural impact assessment.	Prior to commencement of construction and any OSOM haulage

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 24 – Pavement Impact Assessment (construction movements)		Timing
24.5	Construction works or OSOM haulage activities must not commence until the Pavement Impact Assessment (construction movements) has been supported by the Coordinator-General, TMR and TCC.	Prior to commencement of construction and any OSOM haulage

Condition 25 – Traffic Impact Assessment (operational movements)		Timing
25.1	Prepare and submit an updated Traffic Impact Assessment (operation movements) certified by an RPEQ to the Coordinator-General, TMR and TCC. The updated Traffic Impact Assessment (operation movements) must be prepared in accordance with the TMR's Guide to Traffic Impact Assessment 2017 and address at a minimum: (a) the expected traffic distribution for both light and heavy vehicles on the state-controlled and local road network as a result of the proposed development, identifying all traffic (haulage routes), access locations and intersections (b) a breakdown of the type and number of all heavy vehicle movements (including any over mass / over dimensional vehicles) detailing: (c) the quantities, dimensions and origin of all material to be transported (d) whether the movements are one or two way (e) impacts from the transportation schedule for material arriving through a port (f) an assessment of all access locations to the state-controlled road and local road network including access tracks/laydown areas (g) a Pavement Impact Assessment identifying any sections of the state-controlled network which the project will result in SAR exceeding five per cent of the base case SARs in either direction on the road link (h) where assessment identifies mitigation is required, recommend measures to mitigate the impacts of the project on the safety, efficiency and condition of the state-controlled road and local road networks.	Prior to commencement of use
25.2	The updated Traffic Impact Assessment (operation movements) is to be finalised in consultation with the Coordinator-General, TMR and TCC.	Prior to commencement of use
25.3	Undertake any necessary intersection/accesses upgrades, other required works and impact mitigation strategies at no cost to TMR or TCC.	Prior to commencement of use

Condition 26 – Pavement Impact Assessment (operational movements)		Timing
26.1	Prepare and submit a detailed Pavement Impact Assessment (operational movements) to the Coordinator-General, TMR and TCC for support. The pavement impact assessment (operational movements) must consider: (a) impacts resulting from both vertical and horizontal loads, including effects on pavement structures and surfacings	Prior to commencement of use

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 26 – Pavement Impact Assessment (operational movements)		Timing
	(b) procedures for collecting and validating data on the current pavement condition (e.g., road section condition assessments) (c) the types of existing pavement materials and structures along the route(s) and their respective impacts (d) potential impacts under high-temperature conditions during load transit (e) impacts on road surfacings along the route.	
26.2	The proponent must submit a certified RPEQ report which includes: (a) the results of the pavement impact assessment (b) details of proposed mitigation measures (c) a risk assessment addressing potential differential movements, settlement, and impacts in the event of unexpected pavement failure.	Prior to commencement of use
26.3	Any contributions resulting from the pavement impact assessment (operational movements) must be paid to TMR and/or TCC in full in accordance with the written notice issued by TMR and/or TCC.	Prior to commencement of use

Condition 27 – Traffic management, access and parking		Timing
27.1	Provide and maintain a minimum of 70 parking spaces to ensure all parking occurs on site.	Prior to commencement of use and to be maintained
27.2	Design and construct vehicle access, parking, internal roadways and manoeuvring for vehicles on site in accordance with: (a) AS2890.1:2004 Parking facilities, Part 1: Off-street car parking (b) AS2890.2:2018 Parking facilities, Part 2: Off-street commercial vehicle facilities.	Prior to commencement of use and to be maintained

Condition 28 – Security fencing and gates		Timing
28.1	Provide security fencing on all perimeters of the development footprint. At a minimum, security fencing is to be of a height of 1.8 metres and made from chain wire material, or as otherwise agreed with the Coordinator-General.	Prior to commencement of use and to be maintained
28.2	Lockable gates are to be installed at all entry and exit points of the facility to ensure no unauthorised access to the site at any time.	Prior to commencement of use and to be maintained
28.3	Install adequate signage to warn the public of operations and safety hazards.	Prior to commencement of use and to be maintained

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 29 – External details		Timing
29.1	Construct and/or paint external details of buildings to reduce visual impact and negate adverse glare in accordance with current industry practice.	To be maintained

Condition 30 – Landscaping		Timing
30.1	Prepare and submit a landscape plan to TCC prepared by a suitably qualified person, with specific attention must be given to the following: (a) the landscape plan must be prepared and provided for approval in accordance with Part 9.3.3 Landscape code of the Townsville City Plan (b) landscape design plans must include the car park and building area only (c) landscaping must be constructed in accordance with the relevant standards in accordance with relevant code/s and policy direction (d) shade trees within parking areas are provided at the following rate: (i) in single sided, angle or parallel bays - 1 tree per 3 parking spaces and (ii) in double sided, angle or parallel bays - 1 tree per 6 parking spaces. Note: street tree locations must not impact on vehicle movements.	To be maintained
30.2	Maintain landscaping and replace any failed or failing trees or shrubs.	Prior to commencement of use and to be maintained

Condition 31 – Repair of damage		Timing
31.1	Repair and reinstate to relevant standards any damage to roads and service infrastructure attributable to the proponent's works and operations and reinstate to relevant standards existing signage and pavement markings structures, signage, linemarking, roadside furniture, fencing that have been removed or damaged during any works carried out in association with the approved development at no cost to TMR or TCC.	Prior to commencement of use and to be maintained

Condition 32 – Fire fighting		Timing
32.1	The development must be provided with an adequate and accessible supply of water for firefighting purposes. Note: Townsville City Council does not permit the direct connection of pump systems to water mains for firefighting purposes. Private building fire systems must comply with relevant building codes and standards.	Prior to commencement of the use and to be maintained

Condition 33 – Lighting		Timing
33.1	External lighting must be designed, installed and maintained in accordance with the relevant Australian Standards and must be directed, shielded and	At all times

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Condition 33 – Lighting		Timing
	operated to minimise light spill, glare, upward light and sky glow to adjoining land, roads and sensitive environmental receptors.	

Condition 34 – Decommissioning and rehabilitation		Timing
34.1	Upon the cessation of use, prepare, and submit to the Coordinator-General, a decommissioning plan prepared by a suitably qualified person in accordance with current industry practice that includes the following: (a) plans showing full or partial decommissioning (b) plans showing “make safe” decommissioning to leave a structure/s in place for use by others (to be named) (c) timeframe required for decommissioning project including operating hours of work (d) management of noise and dust generated from the site during decommissioning work hours (e) site clearance and remediation plans detailing the proposed works and timing to restore the site (f) a monitoring program to identify issues of non-compliance, actions for correcting any non-compliance and who is responsible for undertaking those actions (g) a timetable and process for review of the decommissioning plan to assess its effectiveness and to implement amendments as required.	Submit 6 months prior to the commencement date of all decommissioning activities.
34.2	Where decommissioning is required due to cessation of site works or construction and the use does not commence, prepare and submit to the Coordinator-General a decommissioning plan (by a suitably qualified person in accordance with current best practice) that includes the listed requirements (a) – (g) set out in condition 34.1.	Within 30 business days of notification as required in condition 2.3
34.3	Undertake all works generally in accordance with the decommissioning plan which must be current and available on site at all times during the decommissioning period.	During all decommissioning activities
34.4	Provide notification and photographic evidence to the Coordinator-General that the site has been decommissioned and rehabilitated.	Within 30 business days of the completion of all decommissioning activities.

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Advice

Currency period

This SDA approval is valid until the end of the currency period, four years after the date of approval, unless the approval states a different period. For the SDA approval to remain valid the proponent must have, before the end of the currency period:

- substantially started the development or
- made an application to the Coordinator-General to extend the currency period.

Other approvals

This approval relates solely to the material change of use for special industry within the Townsville State Development Area. All other approvals and/or permits required under local, state and/or commonwealth legislation must be obtained prior to the commencement of the use.

The proponent is required to liaise with TMR and TCC to obtain the necessary approvals to undertake works for any necessary intersection/access upgrades, other required works and impact mitigation strategies as detailed in the updated Traffic Impact Assessment (operation movements).

Cultural heritage – duty of care

Where items of archaeological importance are identified during construction of the project, the proponent must comply with its duty of care under the *Aboriginal Cultural Heritage Act 2003* and the Department of Environment and Heritage Protection 2014 guideline: archaeological investigations. All work in the immediate vicinity of the identified item must cease and the relevant State agency must be notified. Work can resume only after State agency clearance is obtained.

Townsville City Council

Infrastructure charges

An Infrastructure Charges Notice outlining the estimated infrastructure contributions payable will be prepared following confirmation of the developments Gross Floor Area (GFA) calculations. Once the detailed design is finalised, the applicant is to submit the GFA calculations to TCC prepared in accordance with the Townsville City Plan GFA administrative definition confirmed by a Building Certifier. All applicable infrastructure charges must be paid to TCC.

Further approvals

A development permit for operational works (if required) must be obtained from TCC prior to the commencement of construction.

Roadworks approval

The developer is responsible for obtaining a Roadworks permit in accordance with Subordinate Local Law No. 1.15 (Carry out Works or Interfering with a Road or its Operation) 2011 for the installation of any hoardings, gantries or temporary road closures of the footpath or road prior to the commencement of works.

If the works require closure of part of the road reserve, a temporary Road Closure Permit will be required.

Townsville State Development Area – SDA approval AP2025/005
 Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
 63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Liquid trade waste approval/agreement

Please note that a Trade Waste Application may be required for this activity, depending on the water discharged and the proposed disposal method. Further consultation with TCC is recommended to confirm specific requirements and ensure compliance with requirements.

Department of Environment, Tourism, Science and Innovation

An environmental authority is required to conduct environmentally relevant activities pursuant to the *Environmental Protection Act 1994* and must be obtained prior to commencing the activity.

It is noted that P-EA-100896474 was issued on 19 December 2025 to undertake an Environmentally Relevant Activity being ERA 07 - Chemical manufacturing - 5(d) - Manufacturing, in a year, the following quantities of organic chemicals, other than organic chemicals to which items 1 to 4 apply - more than 100,000 tonnes.

In the event that detailed design requires an update to P-EA-100896474, seek approval from the Department of Environment, Tourism, Science and Innovation.

Department of Transport and Main Roads

No operational or construction works are to commence on site until TMR has supported in writing all reports listed in conditions 17-19 and conditions 23-26.

Road works approvals

Under sections 62 and 33 of the *Transport Infrastructure Act 1994*, written approval is required from TMR to carry out road works and road access works on a state-controlled road. Please contact TMR at corridor.northern@tmr.qld.gov.au to make an application for roadworks approval. Further information can be found at the following link: www.tmr.qld.gov.au/community-and-environment/planning-and-development/other-matters-requiring-approval.

This approval must be obtained prior to commencing any works on the state-controlled road reserve.

Road corridor permit

Pursuant to section 50 of the *Transport Infrastructure Act 1994*. Any activity, structure or thing undertaken or located within the boundaries of a state-controlled road requires approval unless specifically exempt. Approval for most activities, structures and things is a Road Corridor Permit.

Please contact the TMR at corridor.northern@tmr.qld.gov.au to make an application. Further information can be found at the following link: www.tmr.qld.gov.au/community-and-environment/planning-and-development/other-matters-requiring-approval.

This approval must be obtained prior to commencing any works on the state-controlled road reserve.

Heavy vehicle access permit applications

National Heavy Vehicle Regulator (NHVR) is responsible for administering all regulatory services under the Heavy Vehicle National Law (HVNL), including:

- heavy vehicle access permit applications
- heavy vehicle standards modifications and exemption permits
- fatigue management, including a national driver work diary

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

- compliance and enforcement of the HVNL (through existing transport inspectors and police services).

For more information about the NHVR, please visit www.nhvr.gov.au.

OSOM haulage

Prior to the commencement of any OSOM haulage activities, the proponent must provide to TMR:

- evidence of appropriate insurance coverage, including public liability and infrastructure damage, for an amount acceptable to TMR
- any contributions required to TMR must be paid in full in accordance with a written notice issued by TMR, within 10 business days of the date of that notice.

Powerlink

Powerlink must be consulted about the delivery and transport of this specialised plant and equipment where crossing any of our transmission corridors and this activity will require our consent and engineering safety advice three months prior to delivery of this specialised equipment to site. A copy of the co-use application form including co-use easement requirements is available from our website at [Co-use Form | Powerlink](#).

Ergon

Access to and along Easement A on SP346831 must be made available to Ergon Energy personnel and heavy equipment for construction, maintenance and emergency purposes.

All works proposed to be undertaken in close proximity to overhead or underground electrical lines are to be undertaken in accordance with Ergon's Works Practice Manual WP1323. This document refers to various standards, guidelines, calculations, legal requirements, technical details, and other information relevant to working near high voltage infrastructure. A copy of WP1323 can be found online via Ergon's document library (Document library | Ergon).

Any costs incurred by Ergon as a result of the works on the easement are to be met by the property developer / owner.

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

Enclosure 1 – Audit report

The following information will be required in an audit report.

- Details of the development approval, including the SDA approval number, the date of approval and a summary of the audit reporting requirements. This should include a schedule of the dates by which audit reporting is to be provided to the Coordinator-General.
- Details of the independent, suitably qualified person(s) (see Schedule 1 in the Townsville State Development Area Development Scheme) (the auditor) responsible for preparing the audit report, including the auditor(s):
 - name, position, company and contact details
 - qualifications and experience
 - proof that the auditor is an independent third party unaffiliated with the proponent.
- Details of any external suitably qualified person(s) used to supplement reports/plans outside of the auditor's expertise.
- Details of any compliance reporting which has previously been provided to the Coordinator-General for the purpose of complying with Schedule 3 of the Townsville State Development Area Development Scheme.
- An audit evaluation matrix including but not limited to:
 - each condition of the SDA approval, and the status of the condition at the end of the relevant audit period
 - where a condition is current or complete, (to be activated, activated, complete), whether compliance has been achieved (compliant, non-compliant or not applicable), how compliance has been achieved (description of works, tasks or actions undertaken) and how the evaluation of the audit has been undertaken
 - a full description of the relevant standards, practices etc. against which works have been assessed together with evidence (reports, site photographs, certification documentation) to support the evaluation of the works against the compliance standards
 - the title, date, location and holder of any documentation referred to in the compliance evaluation matrix but not provided with the audit to allow the Coordinator-General to call upon these documents as required
 - details of any non-compliances identified by any party during the current audit period and a methodology specifying how compliance has been/will be achieved and by when it will be achieved, and
 - details of previous audit reports (if relevant) with an update on any non-compliance, corrective actions and revised practices (as relevant) undertaken and the current status of any corrective actions.
- Additional evidence to support the compliance evaluation, including the date and locations of any site inspection/s conducted during the preparation of the audit report and details of any employees of the proponent interviewed for the audit.
- The auditor's declaration whereby the auditor:
 - certifies the conditions contained in the SDA approval have been satisfactorily complied with, subject to any qualifications which the author has outlined in the audit report
 - certifies that to the best of the auditor's knowledge, all information provided in the audit report is true, correct and complete, and
 - acknowledges it is an offence under section 157O of the *State Development and Public Works Organisation Act 1971*, to give the Coordinator-General a document containing information the auditor knows is false or misleading in any material particular.

Townsville State Development Area – SDA approval AP2025/005
Conditions: SDA approval for an MCU for special industry (sustainable aviation fuel facility) – Project Ulysses
63 and 246E Heleen Downs Road, Stuart and 46 Colinta Road, Stuart

- Any further attachments the auditor considers relevant to the audit report.

An audit report guideline has been prepared to provide guidance to proponents and auditors in compiling audit reports. The guideline is available on the Office of the Coordinator-General website at www.coordinatorgeneral.qld.gov.au/news-and-resources/resources or by contacting the Office of the Coordinator-General on 1800 001 048 or via sdainfo@coordinatorgeneral.qld.gov.au.