

Our ref: 5676

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Date: 20 November 2025

Steffen Poetzsch
A/Assistance Coordinator-General
Office of the Coordinator-General
PO Box 15517
City East QLD 4002

Dear Steffen,

Information request response (pursuant to Schedule 2, Part 2, Section 2.1 (6) of the Galilee Basin SDA Development Scheme (October 2015))

Your Ref: AP2025/010

We refer to the information request, dated 14 October 2025, for the SDA application for material change of use for a utility installation (water pipeline and pump station) in the Galilee Basin State Development Area (SDA).

Pursuant to Schedule 2, Part 2, Section 2.1 (6) of the Galilee Basin SDA Development Scheme (October 2015) we provide our response to this information request in the following sections.

Response overview

Your information request items and a summary of the response to each are outlined below:

- Operational works
- Response to information request in MID process
- Extent of pipeline corridor
- State Code 2: Development in a railway environment

This information request response are described in further detail in the following sections and supported by the following information:

- **Attachment A** – Typical sections
- **Attachment B** – State Code 2: Development in a railway environment

Information request response

1 Operational works

Section 4.6 of the Planning Report refers to SDA self-assessable development for operational works where necessary for a material change of use that is authorised by an SDA approval.

In the Rail Corridor Precinct of the Galilee Basin SDA, self-assessable development for operational works must be authorised by conditions of an SDA approval for a material change of use. To ensure the operational works are consistent with what is proposed for the material change of use and can be undertaken as SDA self-assessable development, the proponent is requested to:

1. Clearly identify the types of operational works seeking to be specified as “SDA self-assessable” i.e. civil works, clearing native vegetation etc
2. Clearly outline the extent of the operational works within the SDA that are being sought to be specified as “SDA self-assessable”.

Note: There is no ability under the Galilee Basin SDA development scheme to apply for SDA self-assessable operational works not authorised by an SDA approval. If detail is not provided on the SDA self-assessable operational works being requested through this MCU, the proponent may be required to seek operational works approval through the relevant local government authority or seek a change to an SDA approval (if granted).

Response

Within the Galilee Basin SDA, the following types of operational work associated with pipeline construction / installation are proposed to be undertaken as “SDA self-assessable”, authorised under an SDA approval for a utility installation (water pipeline and pump station):

- Civil works / engineering work / infrastructure installation
- Excavation and filling
- Stormwater drainage works
- Erosion and sediment control works
- Landscaping (including revegetation and reinstatement)

Attachment A contains typical sections of trenching and trenchless installation. It is noted that these sections are preliminary only and not for construction. It is proposed that detailed design drawings of proposed operational works can be submitted to the Office of the Coordinator-General as a condition of approval.

2 Response to information request in MID process

Section 4.2 of the Planning Report refers to consultation with Council and State Agencies as part of the Minister Infrastructure Designation (MID) process. It is understood Bowen Pipeline Corporation is currently in the process of providing responses to issues raised in submission and comments from Council and State agencies through the MID process.

The proponent is requested to:

1. Confirm that responses to issues raised in the MID process will not materially change the SDA application lodged to the Coordinator-General
- OR**
2. Provide a list of any changes that will need to be made to the SDA application in response to feedback from Council and State agencies as part of the MID process.

Response

The Bowen Pipeline Project Ministerial Infrastructure Designation (MID) has undergone public consultation and the State Interest Review. The public consultation submissions and the state agency information request items were addressed by BPC in two submissions to DSDIP, made on 3 September 2025 and 2 October 2025 respectively.

The matters raised by each Department / Stakeholder and BPC’s response is summarised as follows:

- Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development:
 - Requested that the project should quantify the amount of regulated vegetation sought to be cleared and provide an offset strategy if a significant residual impact is likely to occur. BPC subsequently undertook a further review of the project corridor and estimated the extent of regulated MSES vegetation proposed to be cleared outside of the exempt clearing thresholds. It is proposed to provide either a financial offset or provide physical environmental offset on areas adjacent to the pipeline where clearing of essential habitat is proposed. The potential for physical offsets will be explored in collaboration with project landowner’s following approval of the MID. As the MID will facilitate the clearing of native vegetation, self-assessable native vegetation clearing is not required as part of the SDA application.

- Requested that the proponent engage with the holders of resource authorities granted under the *Mineral Resources Act 1989* as potentially being impacted by the Project. BPC has provided written notification to all affected authorised holder representatives on 7 August 2025 to advise them of the project and invite them to make a submission. At the date of this letter, no submissions were received in response.
- Lower Burdekin Water (LBW):
 - The close proximity of the proposed water intake to LBW's existing riverine infrastructure, comprising an intake station, temporary sand diversion structure and fish ladder was flagged as a concern. Based on further engineering and ecological investigations, the proposed intake location has been moved approximately 400-500m further downstream, outside of the functional operational area of LBW's intake and associated riverine infrastructure. Addendums have been provided to environmental reports to address the shift in intake location.
- The Department of Local Government, Water and Volunteers (DLGWV)
 - Requested that the proponent provide additional information with regards to Burdekin Haughton Water Supply Scheme trading zone limit assessment, the water requirements during construction, urban water security and groundwater impacts. BPC provided the Department with the information requested or advised where the matters would be investigated and addressed subsequently to the MID approval.
- The Queensland Fire Department
 - Provided advice as to appropriate conditions sought to be imposed to achieve bushfire safety standards for the proposed pump stations.
- Local Governments
 - Burdekin Shire Council (BSC) and Whitsunday Regional Council (WRC), both made submissions seeking for information pertaining to impacts on local roads, construction and workforce accommodation and various site-specific management plans. Meetings were held with both Council's to discuss appropriate post MID-approval actions to ensure the matters raised will be addressed.
- Infrastructure providers / owners
 - Powerlink, Ergon, Aurizon the Department of Transport and Main Roads and Sunwater, provided advice regarding relevant standards, approvals and consents that BPC will need to adhere to prior to commencing works for the project.

DSDIP is currently considering BPC's response and have advised that they are also working on preparing draft conditions.

It is highlighted that the range of matters raised as part of the MID engagement with State and Local Government Agencies has **not** materially affected the proposed development within the Galilee Basin SDA.

3 Extent of pipeline corridor

The plans provided in Appendix A identify a pipeline corridor in which the pipeline will be located where it crosses the Galilee Basin SDA. It is unclear the width of this corridor and if this will be the ongoing corridor for the pipeline operation and maintenance in the SDA.

The proponent is requested to:

1. Confirm the width of pipeline corridor where it crosses the Galilee Basin SDA for both construction and operational purposes.
2. Detail the location of any construction access and laydown areas in the SDA.
3. Detail how the extent of the pipeline in the SDA will be accessed for operational and maintenance purposes, if required, following construction.

Response

All construction activities will be undertaken within the "Pipeline Corridor" shown on the submitted plans. Where the pipeline corridor crosses the Galilee Basin SDA it has a width of 20m.

Our ref: 5676

As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the Galilee Basin SDA. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor.

BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.

4 State Code 2: Development in a railway environment

Section 6.1 of the Planning Report references the assessment of the proposal through the MID process, including against State Code 2: Development in a railway environment. It is considered that State Code 2 is a relevant matter under section 2.5.14 of the SDA wide assessment criteria in the Galilee Basin SDA Development Scheme.

The proponent is requested to:

1. Provide an assessment of the proposal against State Code 2: Development in a railway environment.

Response

An assessment of the proposed development against State Code 2 is contained in **Attachment B**.

Summary

I trust that this letter and supporting attachments provide sufficient information for your purposes.

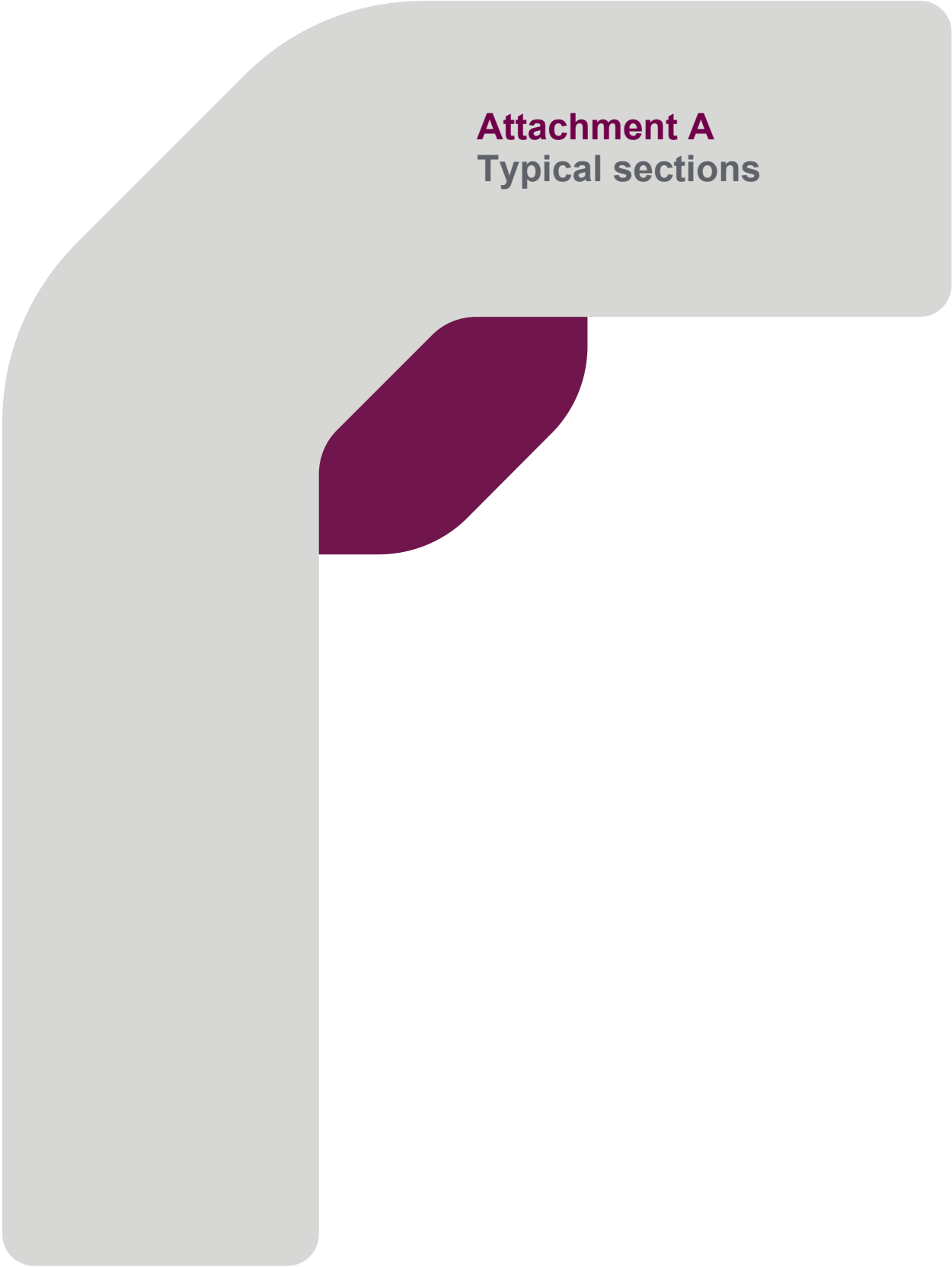
We look forward to continuing working with you on this development. In the meantime, if you have any queries please contact the writer (contact details below) or Simon Pollock on 0409 001 556.

Yours sincerely,
for RPS AAP Consulting Pty Ltd



Brian Gibbs
Senior Principal Planner
brian.gibbs@rpsconsulting.com
07 3539 9656

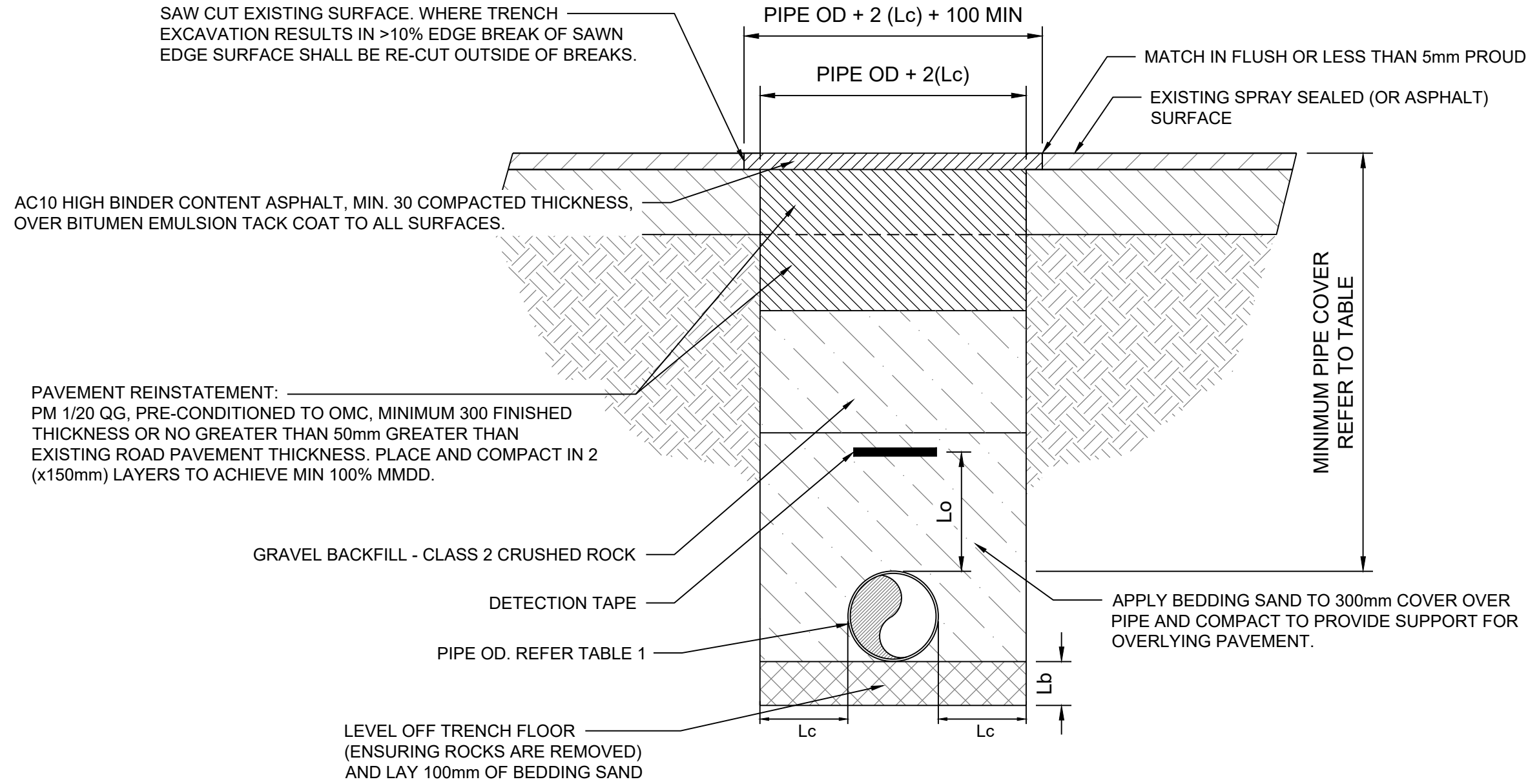
cc: Sean Brown, Bowen Pipeline Company
Simon Pollock, RPS

A large, light grey L-shaped graphic with rounded corners. A smaller, maroon-colored L-shaped graphic is nested within the corner of the larger one. The text "Attachment A" and "Typical sections" is positioned in the upper right area of the grey shape.

Attachment A

Typical sections

Drawing file: 27KBR0BOWENP2-130 (INSTALLATION DETAILS) - review.dwg Saved at: 14/2/2024 8:51:10 AM - Plotted at: 15/2/2024 8:53:44 AM - Original Size: A3 (8.50 x 11.00 inches)

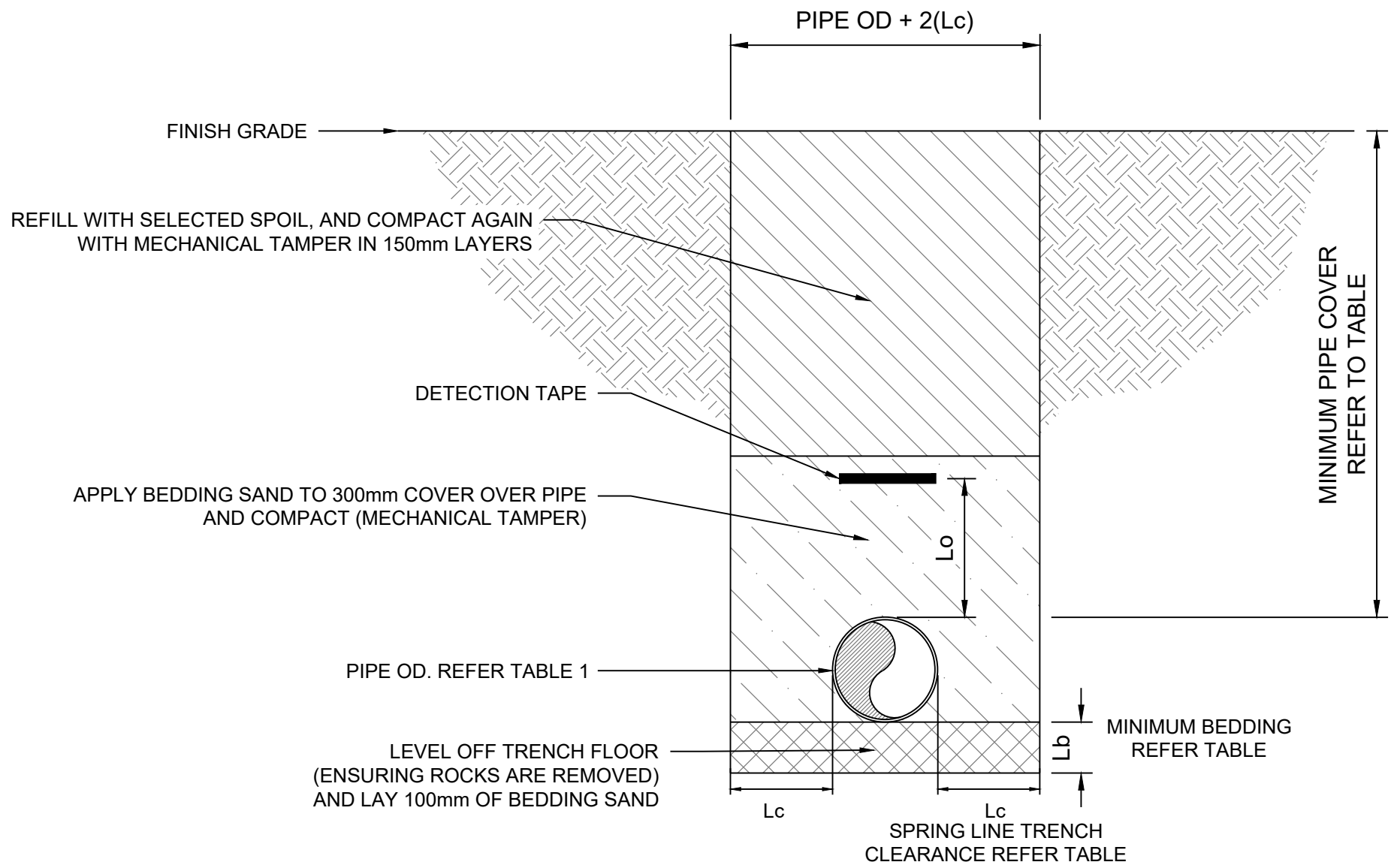


ROAD CROSSING BY TRENCH
TYPICAL INSTALLATION DETAIL
NOT TO SCALE

MINIMUM PIPE COVER	
LOCATION	MINIMUM COVER #
NON ROADWAYS - GENERAL - INDUSTRIAL / COMMERCIAL	450
	600
SEALED ROADS	600
MAJOR ROADWAYS/ EMBANKEMENTS	750
HIGHWAYS	1500

BACKFILL AND BEDDING DIMENSIONS TO AS/NZS 2566.1			
NOMINAL DIAMETER(DM)	MINIMUM CLEARANCE (Lc)	MINIMUM OVERLAY (Lo)	MINIMUM BEDDING (Lb)
> 150 - ≤ 300	150	150	100
> 300 - ≤ 450	200	150	100
> 450 - ≤ 900	300	150	150
> 900 - ≤ 1800	350	200	150

NOTE: TRENCH DIMENSIONS AS PER CODE WAT-120001 TRENCH WIDTH TO BE SUFFICIENT TO SAFELY LAY THE PIPE AND COMPACT THE SIDE SUPPORT ZONE. LABEL DIAMETER AS HIGHLIGHTED, KEEP MINIMUM BEDDING AS 100mm FOR ALL OPTIONS.



PIPELINE IN ROAD RESERVE/ WITHIN PROPERTY BOUNDARIES TRENCH
TYPICAL INSTALLATION DETAIL
NOT TO SCALE

NOTE:
1. FOR DEPTHS EQUAL TO OR GREATER THAN 1.5 M, TRENCHES MUST BE SHORED AS SPECIFIED BY SAFE WORK AUSTRALIA, EXCAVATION WORK CODE OF PRACTICE.
2. UNLESS STATED OTHERWISE, PIPE WORK LAID IN ROADS TO BE SEALED LATER TO HAVE A MINIMUM DEPTH OF 600mm FROM BOX-OUT OF THE ROAD.

PRELIMINARY
NOT FOR CONSTRUCTION



REV	ISSUED	D.DWN	APRVD	REVISION DESCRIPTION
02	15/02/2024	MG	DM	FINAL ISSUE
01	18/12/2023	MG	DM	PRELIMINARY DRAFT ISSUE

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SURVEY INFORMATION: MGA ZONE 58K ALL LEVELS ARE TO AHD		REFERENCED PLANS: -	DES./DRAWN: MG	CLIENT: BOWEN PIPELINE COMPANY DETAILED BUSINESS CASE						
			CHECKED: BL							
COPYRIGHT: This document is and shall remain the property of PINION ADVISORY PTY. LTD. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. The arrangement and general details as shown on this drawing are essentially diagrammatic and must be applied to the circumstances as found on site.			APPROVED: DM	PROJECT: TYPICAL INSTALLATION DETAILS PIPE TRENCH BACKFILL						
			DATE: 09/11/2023							
PROJECT REF: 27KBR0BOWENP2			DRAWING No.	130-001	SHEET	1	OF	5	REVISION	02

Drawing file: 27KBR0BOWENP2-130 (INSTALLATION DETAILS) - review.dwg Saved at: 14/2/2024 8:51:10 AM Printed at: 15/2/2024 9:01:27 AM Original Size: ANSI A (8.50 x 11.00 inches)

LEGEND

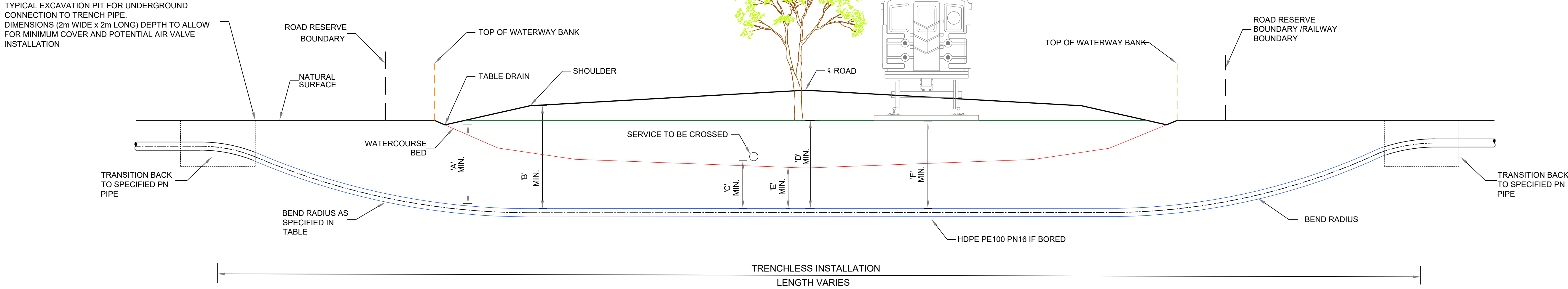
PIPELINE 'DESIGN' DRILL ROUTE

ROAD SURFACE

GROUND LEVEL AT BASE OF TREE

WATERCOURSE

EXISTING SERVICE



VERTICAL CLEARANCES			
TYPE	DIMENSION	LOCATION	MINIMUM CLEARANCE (mm)
ROAD CROSSING	'A'	TABLE DRAIN	900
	'B'	ROAD SHOULDER	1500
SERVICE CROSSING	'C'	BOTTOM OF SERVICE	SERVICE DEPENDENT-SEE TABLE
TREE CROSSING	'D'	BASE OF TREE	2000
WATERCOURSE	'E'	LOWEST POINT	2000
RAILWAY	'F'	UNDERNEATH TRACKS TO BE DETERMINED WITH RAILWAYS OWNER	

SERVICES CROSSINGS		
TYPE	MIN HORIZONTAL CLEARANCE	MIN VERTICAL CLEARANCE
WATER MAIN >DN375	600	300
WATER MAIN ≤DN375	300	150
GAS MAINS	300	150
TELECOMMUNICATION	300	150
ELECTRICAL	500	225
SEWERS GRAVITY	1000	500

HDD CONSTRUCTIBILITY & COST CATEGORIES		
CATEGORY	LENGTH (m)	COUNT
SMALL	20	52
MEDIUM	40	25
LARGE	100	6
TOTAL		83

BENDING RADIUS	
PIPE SIZE SDR	MIN BEND RADIUS (X DN)
9	12
11	15
13.6	21
17/17.6	25
21	35
26	45
33	65

NOTE: WHERE THE REQUIRED BEND RADIUS IS LESS THAN THE MANUFACTURER'S SPECIFIED MINIMUM RADIUS, FORMED BENDS SHALL BE USED TO PREVENT UNDUE STRESSES IN THE PIPELINE.



PRELIMINARY
NOT FOR CONSTRUCTION

REV	ISSUED	D.DWN	APRVD	REVISION DESCRIPTION
02	15/02/2024	MG	DM	FINAL ISSUE
01	18/12/2023	MG	DM	PRELIMINARY DRAFT ISSUE

admin@pinionadvisory.com
1300 746 466
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SURVEY INFORMATION: MGA ZONE 55K ALL LEVELS ARE TO AHD -		REFERENCED PLANS: -		DES./DRAWN: MG		CLIENT: BOWEN PIPELINE COMPANY DETAILED BUSINESS CASE					
COPYRIGHT: This document is and shall remain the property of PINION ADVISORY PTY. LTD. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. The arrangement and general details as shown on this drawing are essentially diagrammatic and must be applied to the circumstances as found on site.		CHECKED: BL		APPROVED: DM		PROJECT: TYPICAL INSTALLATION DETAILS HORIZONTAL DIRECTIONAL DRILL					
		DATE: 09/11/2023		PROJECT REF: 27KBR0BOWENP2		DRAWING No. 130-004		SHEET 4 OF 5		REVISION 02	

Attachment B
State Code 2

State code 2: Development in a railway environment

Guide to Development in a Transport Environment: Rail which provides direction on how to address this code.

Table 2.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Building, structures, infrastructure, services and utilities		
PO1 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO1 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO2 Development does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO2 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written

Performance outcomes	Acceptable outcomes	Response
		consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO3 Development does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO3 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO4 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	Complies with PO4 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance

Performance outcomes	Acceptable outcomes	Response
		arrangements will be subject to a future Wayleave agreement following designation of the project.
PO5 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.	No acceptable outcome is prescribed.	Not applicable No works are proposed above a railway.
PO6 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies with PO6 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO7 Buildings and structures in a railway corridor are designed and constructed to protect persons in the event of a derailed train.	No acceptable outcome is prescribed.	Complies with PO7 The proposed pipeline will be located below ground and will be installed via horizontal directional drilling. As a result, the proposed infrastructure (underground pipeline) will not pose a risk to people in the event of a derailed train.
PO8 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are design and constructed to protect persons in the event of a derailed train.	AO8.1 Buildings and structures , in a railway corridor , including foundations, retaining and other support elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways ,	Not applicable The area of the proposed underground crossing is not a high risk location as it is a straight section of track, located well away from level crossings, surrounded by undeveloped land and cropping land.

Performance outcomes	Acceptable outcomes	Response
	Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.	Furthermore, no aboveground infrastructure is proposed within the rail corridor.
PO9 Buildings and structures are designed and constructed to protect people from electrocution.	AO9.1 The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment .	Not applicable The proposed development is for an underground pipeline.
PO10 Development in the railway corridor is designed and constructed to prevent projectiles being thrown onto the railway .	No acceptable outcome is prescribed.	Not applicable The proposed development is for an underground pipeline.
PO11 Buildings, and structures with publicly accessible or communal areas within 20 metres from the centreline of the nearest railway track are designed and constructed to prevent projectiles from being thrown onto a railway .	AO11.1 Publicly accessible areas located within 20 metre from the centreline of the nearest railway do not overlook a railway . OR AO11.2 Buildings and structures are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest railway track and that overlook the railway may include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near railways , Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR008 Protection screens, Queensland Rail.	Not applicable The proposed development is for an underground pipeline.
Stormwater and overland flow		
PO12 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a railway corridor .	No acceptable outcome is prescribed.	Complies with PO12 The proposed underground water pipeline will be no change to surface profiles, impervious surfaces or existing stormwater flows within or surrounding the rail corridor.
PO13 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of the railway	No acceptable outcome is prescribed.	Complies with PO13 The proposed underground water pipeline will be no change to surface profiles, impervious surfaces or

Performance outcomes	Acceptable outcomes	Response
corridor, rail transport infrastructure or other rail infrastructure.		existing stormwater flows within or surrounding the rail corridor.
PO14 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the railway corridor, rail transport infrastructure or other rail infrastructure.	No acceptable outcome is prescribed.	Complies with PO14 The proposed underground water pipeline will be no change to surface profiles, impervious surfaces or existing stormwater flows within or surrounding the rail corridor.
Flooding		
PO15 Development does not result in a material worsening of flooding impacts within a railway corridor.	No acceptable outcome is prescribed.	Complies with PO15 The proposed underground water pipeline will not change surface profiles and the area within and surrounding the rail corridor is not mapped as a flood hazard area.
Drainage Infrastructure		
PO16 Drainage infrastructure does not create a safety hazard in a railway corridor.	AO16.1 Drainage infrastructure is wholly contained within the development site. AND AO16.2 Drainage infrastructure can be maintained without requiring access to a railway corridor.	Complies with AO16.1 and AO16.2 Subject to detailed design, any necessary drainage infrastructure would be located outside of the railway corridor and be designed to ensure maintenance can be undertaken without requiring access to the rail corridor.
Construction Impacts		
PO17 Construction activities do not cause ground movement or vibration impacts in a railway corridor.	No acceptable outcome is prescribed.	Complies with PO17 Following approval of the infrastructure designation, a Wayleave approval will be sought from Aurizon, including details of proposed construction activities and associated measures to avoid ground movement or vibration within the railway corridor.
Access		
PO18 Development prevents unauthorised access to the railway corridor.	AO18.1 Development abutting the railway corridor incorporates fencing along the property boundary with the railway corridor in accordance with the railway manager's standards.	Not applicable

Performance outcomes	Acceptable outcomes	Response
	AND AO18.2 A road barrier designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers. AND AO18.3 Vehicle manoeuvring areas, driveways, loading areas and carpark abutting the railway corridor incorporate rail interface barriers along the boundary to the railway corridor.	The proposed development is for an underground pipeline. Given the rural nature of the surrounding locality, no changes to fencing are proposed.
PO19 Development maintains existing maintenance and authorised access to the railway corridor .	AO19.1 Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.	Complies with AO19.1 The proposed underground pipeline crossing is not in the vicinity of any existing access points to the railway corridor. As the pipeline will be underground, there will be no change to access routes along the railway corridor for maintenance and emergency works.
PO20 Development does not impede the maintenance of a railway bridge or authorised access to a railway bridge .	AO20.1 Buildings and other structures are set back horizontally a minimum of 3 metres from a railway bridge. AND AO20.2 Permanent structures are not located below or abutting a railway bridge. AND AO20.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor.	Not applicable The proposed underground pipeline crossing is not in proximity to any railway bridges.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Not applicable

Performance outcomes	Acceptable outcomes	Response
		There is no existing or future public passenger or active transport infrastructure in the vicinity of the proposed works.
PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway .	No acceptable outcome is prescribed.	Not applicable There is no existing or future railway station or public passenger or active transport infrastructure in the vicinity of the proposed works.
PO23 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Not applicable There is no existing or future public passenger or active transport infrastructure in the vicinity of the proposed works.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure , public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Not applicable There is no existing or future public passenger or active transport infrastructure in the vicinity of the proposed works.
Planned upgrades		
PO25 Development does not impede delivery of planned upgrades of rail transport infrastructure .	No acceptable outcome is prescribed.	Not applicable There are no planned upgrades of rail transport infrastructure in vicinity of the proposed works.
Network safety		
PO26 Development involving dangerous goods does not adversely impact on the safety or operations of the railway and rail transport infrastructure .	AO26.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.	Not applicable The proposed development does not involve dangerous goods.

Table 2.2 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO27 Development does not create a safety hazard for users of the railway or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO27 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO28 Development does not adversely impact on the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO28 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO29 Development does not undermine, damage, or cause subsidence of, the railway corridor .	No acceptable outcome is prescribed.	Complies with PO29

Performance outcomes	Acceptable outcomes	Response
		The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO30 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	Complies with PO30 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO31 Development does not cause ground water disturbance in the railway corridor .	No acceptable outcome is prescribed.	Complies with PO31 Groundwater conditions for the entire pipeline, including the proposed crossing of the rail corridor will be subject to further investigation during detailed

Performance outcomes	Acceptable outcomes	Response
		design to ensure no changes to ground water values.
PO32 Development does not adversely impact the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO32 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.
PO33 Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies with PO33 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.

Performance outcomes	Acceptable outcomes	Response
PO34 Filling and excavation material does not cause an obstruction or nuisance in the railway corridor .	AO34.1 Fill, spoil or any other material is not stored in, or adjacent to, the railway corridor .	Complies with PO34 The proposed water pipeline crosses the Newlands System Rail line. As the pipeline will be installed via horizontal directional drilling, no construction access or laydown areas will be required within the rail corridor. The necessary drill entry sites will be established on land located either side of the Galilee Basin SDA corridor. BPC has undertaken preliminary discussions with the rail operator (Aurizon) who have provided written consent for the lodgement of the proposed MID. The final detailed design and ongoing maintenance arrangements will be subject to a future Wayleave agreement following designation of the project.

Table 2.3 Railway crossings

Performance outcomes	Acceptable outcomes	Response
PO35 Development does not require a new level railway crossing.	No acceptable outcome is prescribed.	Complies with PO35 No new level railway crossing is proposed.
PO36 Development does not adversely impact on the operating performance of an existing railway crossing.	No acceptable outcome is prescribed.	Complies with PO36 The proposed underground pipeline crossing is not in close proximity to existing railway crossings.
PO37 Development does not adversely impact on the safety of an existing railway crossing.	No acceptable outcome is prescribed.	Complies with PO37 The proposed underground pipeline crossing is not in close proximity to existing railway crossings.
PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing.	No acceptable outcome is prescribed.	Complies with PO35 No new or modified level railway crossing is proposed. There are no existing crossings in close proximity to the proposed underground pipeline crossing.

Table 2.4 Environmental emissions

Statutory note: Where development is adjacent to a **railway** with 15 or fewer passing trains per day, compliance with table 2.4 is not required.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a Lot		
Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO39 Development minimises free field noise intrusion from a railway .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: - to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); - in accordance with: - Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018;	Not applicable The proposed development does not involve reconfiguring a lot.

Performance outcomes	Acceptable outcomes	Response
	b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO39.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. OR AO39.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to a railway.	
Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO40 Reconfiguring a lot minimises free field noise intrusion from a railway .	AO40.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO40.2 Development achieves the maximum free field acoustic levels in reference table 2 (item	Not applicable The proposed development does not involve reconfiguring a lot.

Performance outcomes	Acceptable outcomes	Response
	2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor		
PO41 Development minimises noise intrusion from a railway in private open space at the ground floor.	AO41.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO41.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	Not applicable The proposed development does not involve an accommodation activity.
PO42 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from the railway in habitable rooms at the facade of the ground floor level.	AO42.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level; 2. in accordance with:	Not applicable The proposed development does not involve an accommodation activity.

Performance outcomes	Acceptable outcomes	Response
	a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;. c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO42.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve an accommodation activity.
Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor		
PO44 Balconies, podiums and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve an accommodation activity.
PO45 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve an accommodation activity.
Material change of use (other uses)		

Performance outcomes	Acceptable outcomes	Response
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO46 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO47 Development involving a childcare centre or educational establishment : 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; or	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
2. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.		
PO48 Development involving: 1. indoor education areas and indoor play areas; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital; achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO49 Development involving a childcare centre ; or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from the railway are provided with: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); and 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated outdoor play areas.	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO50 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Air, light and vibration		

Performance outcomes	Acceptable outcomes	Response
PO51 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a railway .	AO51.1 Each dwelling or unit has access to a private open space which is shielded from a railway by a building, noise barrier, solid gap-free fence , or other solid gap-free structure . OR AO51.2 Each outdoor education area and outdoor play area is shielded from a railway by a building, noise barrier, solid gap-free fence , or other solid gap-free structure .	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO52 Patient care areas within hospitals are protected from vibration impacts from a railway .	AO52.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND AO52.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO53 Development is designed and sited to ensure light from infrastructure within, and use of, a railway does not: 1. intrude into buildings during night hours (10pm to 6am); and 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Table 2.5 Development in a future railway corridor

Performance outcomes	Acceptable outcomes	Response
PO54 Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor .	AO54.1 Development is not located in a future railway corridor . OR both of the following acceptable outcomes apply: AO54.2 The intensification of lots does not occur within a future railway corridor .	Not applicable The proposed development does not involve a future railway corridor.

Performance outcomes	Acceptable outcomes	Response
	AND AO54.3 Development does not result in the landlocking of parcels once a future railway corridor is delivered.	
PO55 Development, including filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future railway corridor .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a future railway corridor.
PO56 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future railway corridor .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a future railway corridor.