

Hummock Hill Island Development:

Coordinator-General's change report no. 1

February 2017

The Department of State Development

Copyright

This publication is protected by the *Copyright Act 1968*.

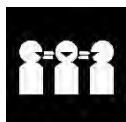
Licence



This work is licensed by the Department of State Development under a Creative Commons Attribution (CC BY) 3.0 Australia licence. To view a copy of this licence, visit:
<http://www.creativecommons.org/licenses/by/3.0/au/>

You are free to copy, communicate and adapt this publication, as long as you attribute it as follows:

© State of Queensland, Department of State Development, February 2017.



The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on telephone 131 450 and ask them to contact the Queensland Department of State Development on (07) 3452 7100.

Disclaimer

This report contains factual data, analysis, opinion and references to legislation. The Coordinator-General and the State of Queensland make no representations and give no warranties regarding the accuracy, completeness or suitability for any particular purpose of such data, analysis, opinion or references. You should make your own enquiries and take appropriate advice on such matters. Neither the Coordinator-General nor the State of Queensland will be responsible for any loss or damage (including consequential loss) you may suffer from using or relying upon the content of this report. By using or relying on such information you agree to indemnify the Coordinator-General and the State of Queensland against any loss arising out of or in relation to your use or reliance.

Copies of this publication are available on our website at www.statedevelopment.qld.gov.au and further copies are available upon request to:

Department of State Development
PO Box 15009, City East, Queensland 4002.
1 William Street, Brisbane, Queensland, 4000 (Australia)

Phone: 13QGOV (137468)
Fax: 07 3405 1122
Email: info@dsd.qld.gov.au
Web: www.statedevelopment.qld.gov.au

D16/232429

Contents

Synopsis.....	v
1. Introduction.....	1
2. About the project.....	1
2.1 The proponent	1
2.2 The project	1
2.3 The proposed change.....	2
3. Change report process.....	3
3.1 Application for proposed change.....	3
3.2 Public notification.....	4
4. Project approvals.....	4
5. Evaluation of the change request.....	5
5.1 Land use and tenure	6
5.2 Biodiversity	15
5.3 Administrative changes.....	21
6. Conclusion	22
Appendix 1 Amended conditions	23
Appendix 2 Coordinator-General's recommendations	37
Appendix 3 Existing, amended and new conditions	43
Appendix 4 Proponent commitments.....	71
Appendix 5 Precinct plan and master plan	78
Appendix 6 Plan of development.....	80
Acronyms and abbreviations.....	122
Glossary	123

Tables

Table 4.1	Project approvals	4
Table 5.1	Revised tourist accommodation.....	13
Table 5.2	Revised residential accommodation	14
Table 5.3	Proposed clearing of 'of concern' and 'endangered' REs	16

Synopsis

The Hummock Hill Island Development (HHID) (the project) comprises a residential and tourism development on Hummock Hill Island, 30 kilometres south-east of Gladstone. The Coordinator-General's report (CGR) on the environmental impact statement for the project was released on 28 February 2011.

On 21 July 2016, the proponent, Eaton Place Pty Ltd, lodged an application for project change to align the outcomes of the HHID CGR with the outcomes of the Commonwealth approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), which was issued on 26 November 2015. The following is a summary of the main issues arising from my evaluation of the project changes.

Land use planning

The proposed changes made to the development area and development footprint reduce the project development site by 53 hectares and increase the conservation estate by 53 hectares. They have resulted in an amended precinct plan, master plan and plan of development for the project.

I consider the proposed amendments made to the precinct plan, master plan, and plan of development are consistent with the original project and are an appropriate response to increase protection of biodiversity values required by the Commonwealth approval under the EPBC Act granted on 26 November 2015.

Accordingly, I have approved the changes and amended the stated conditions that must be imposed on a preliminary approval for a material change of use application.

Biodiversity

The proposed changes to the project result in a reduction of disturbance requirements to matters of state environmental significance. I note that potential impacts on regulated vegetation are reduced by 54.89 hectares and protected wildlife habitat is reduced in turn due to the reduction in potential impacts on regulated vegetation. In addition, potential impacts on marine conservation areas and marine plants are reduced due to the removal of the proposed Colosseum Inlet boat ramp. However, the proposed clearing to 'of concern' regional ecosystem 12.12.12 is still likely to constitute a significant residual impact of 152.68 hectares. The proposed clearing of this regional ecosystem has to be offset. Further flora and fauna survey work will be required to finalise the offsets requirements for the project.

I have amended the stated conditions and recommendations to reflect these requirements.

Coordinator-General's conclusion

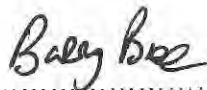
I am satisfied that the requirements of Part 4 of the *State Development and Public Works Organisation Act 1971*¹ have been met and that sufficient information has been provided to enable the evaluation of the proposed changes and the amendment of conditions of approval.

I consider that the changes to the project and the amended conditions stated in this report would result in acceptable overall outcomes for the project's delivery and that all potential impacts and issues raised in submissions can be adequately managed.

Accordingly, I approve the changes to the project. I have provided a complete set of amended conditions in Appendix 1 of this report. In addition, amended recommendations and revised proponent's commitments are provided in Appendices 2 and Appendix 4. The amended conditions and recommendation in this change report replace Appendix 1 of the CGR.

To proceed further, the proponent will be required to obtain the relevant development approvals.

A copy of this report will be issued to the proponent, the relevant agencies for subsequent approvals and a copy of this report will also be available on the Department of State Development's website at:
www.statedevelopment.qld.gov.au/cg



Barry Broe
Coordinator-General

10 February 2017

¹ Pursuant to section 197 of the SDPWO Act, the version of the act in force prior to 1 October 2014 applies for the evaluation of the project.

1. Introduction

This change report has been prepared pursuant to section 35I of the *State Development and Public Works Organisation Act 1971* (Qld) (SDPWO Act) and provides an evaluation of the proposed changes to the HHID (the project). The change application specifies the proposed changes to the project and these are summarised in section 2.3 of this report.

This report does not re-evaluate the project as a whole. Further, it is not intended to revisit all the matters that were identified and subsequently addressed in the project environmental impact statement (EIS) assessment process. Rather, this report concentrates on the substantive issues identified during the change process. The change report:

- summarises the key issues associated with the proposed changes to the project
- summarises the change report process
- provides an updated list of approvals required for the project to proceed
- presents an evaluation of the proposed changes, based on information contained in the application for the proposed changes
- addresses issues raised in submissions
- provides a set of revised conditions under which the project may proceed
- provides a set of revised recommendations for the project
- provides a set of revised proponent commitments for the project.

2. About the project

2.1 The proponent

The proponent for the Hummock Hill Island Development is Eaton Place Pty Ltd (the proponent).

2.2 The project

The project is described in the CGR dated 28 February 2011. The project comprises a \$950 million integrated tourism and residential development on Hummock Hill Island, 30 kilometres (km) south-east of Gladstone.

The proposal as described includes a range of short-term tourist accommodation (for approximately 2800 tourists), housing for permanent residences (for approximately 1200 people), relevant public infrastructure, retail outlets, two boat ramps, beach access and an 18-hole golf course. The development area would occur over 518 hectares (ha) of the 1163 ha special lease area. The proponent holds a special lease over Lot 3 FD841442 which expires on 14 November 2017.

The development footprint is proposed within the special lease area and would occur over 341 ha, with the remaining 177 ha for open space, golf course and parkland. The project would be constructed in two phases over a 17-year timeframe.

The project was declared a significant project under the SDPWO Act on 17 November 2006 after being determined a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act) on 13 January 2006. The project was subsequently assessed under the Bilateral Agreement between the Commonwealth and the State of Queensland. The CGR dated 28 February 2011 was the final step in the State's evaluation of the environmental impact statement (EIS) under the SDPWO Act.

The Department of Sustainability, Environment, Water, Population and Communities (SEWPAC) issued a proposed decision to refuse the project on 21 June 2011. The proponent subsequently withdrew the referral for the project.

In response to issues raised by SEWPAC, the proponent modified the project and referred an amended project to SEWPAC on 23 November 2012 (EPBC ref. 2012/6643). The HHID was renamed Pacificus Tourism Project (the revised project) for the purposes of the assessment under the EPBC Act. The Department of the Environment and Energy (DEE) determined the revised project to be a 'controlled action' and an EIS was required under the EPBC Act. The EIS was publicly notified between December 2013 and January 2014. On 26 November 2015, the then Commonwealth Minister for the Environment approved the controlled action, subject to conditions.

2.3 The proposed change

The proposed changes seek to align the project approved under the SDPWO Act with the project approval under the EPBC Act. The proposed changes include the following:

- a reduction in the development area from 518 ha to 465 ha, including a reduction in the development footprint from 341 ha to 307 ha, and a reduction to open space, golf course and parkland from 177 ha to 158 ha
- an increase in the proposed conservation area by 53 ha from 1700 ha to 1753 ha (as a result of the reduction in development area for the proposed plan of development)
- a reduction in tourist accommodation from 2800 to 2700 people
- provision of a wider buffer area (80–100 metres [m]) between the development and the littoral rainforest and coastal vine thickets
- avoidance of disturbance to a 10 ha patch of *eucalyptus melanophloia* (regional ecosystem [RE] 12.12.8)
- reduced clearance of *eucalyptus tereticornis* and *E. crebra* dominated forest (RE 12.12.12) from 195.1 ha to 152.7 ha
- retention of approximately 50 per cent of mature trees throughout the development boundary to provide nesting and foraging habitat for native animals

- relocation of the golf course from the south-central area of the proposed development to the north-western area
- omitting the waste transfer station
- inclusion of a permanent desalination plant instead of a temporary desalination plant
- omitting the proposed boat ramp at Colosseum Inlet
- inclusion of an Ecological Design Centre and a native plant nursery.

The proposed changes to the project have resulted in a revised master plan, precinct plan and development plan to inform the project's development application. The revised precinct plan and master plan are at Appendix 5, the development plan is at Appendix 6.

There is no change to the capital expenditure, the development schedule or employment requirements for the construction and operation of the project.

2.3.1 Project delivery

The proponent proposes to construct the project over two phases. Primary infrastructure would be delivered in phase one over a two-year construction phase and includes:

- an upgrade to the intersection of Bruce Highway and Turkey Beach Road
- an upgrade to the access road from Foreshores Road to Boyne Creek
- construction of the Boyne Creek Bridge
- construction of the water desalination plant, seawater intake and evaporation ponds
- construction of the wastewater treatment plant and recycled water treatment plant
- installation of power supply for the development.

Phase two will deliver the remaining tourism, community, residential and retail components and associated tourism and community infrastructure over a 13-year period.

There is no change to the expected development schedule of about 17 years, which also includes about 18 months to obtain relevant approvals for the project.

3. Change report process

3.1 Application for proposed change

The proponent submitted a project change application to the Coordinator-General on 21 July 2016 requesting an assessment under Division 3A, section 35B, of the SDPWO Act. The project change application addresses the requirements of section 35E of the SDPWO Act, in that the written application describes the proposed changes and their effect on the project and states reasons for the proposed changes.

The provisions of the SDPWO Act dealing with the evaluation of proposed project change were amended by the *State Development Infrastructure and Planning (Red Tape Reduction) and Other Legislation Amendment Act 2014*, which for the most part

commenced on 1 October 2014. As public notification of the EIS was carried out prior to the commencement of the amended provisions, Part 4 of the SDPWO Act in force prior to 1 October 2014 continues to apply to the project.

3.2 Public notification

In considering the project change application, dated 21 July 2016, I determined that the proponent's application for project change should be publicly notified. Public notices were placed in *The Courier-Mail* and *Gladstone Observer* and the application for project change was available for public comment both online and in public locations from 10 September 2016 to 10 October 2016. Seventeen submissions were received on the application for project change – one from a private organisation, two from private submitters and 14 from state and local advisory agencies. The following key issues were raised in submissions:

- protection and conservation of natural assets (including rural living environment)
- contemporary offsets requirements
- contemporary planning requirements
- concerns with the Commonwealth requirement for restricted access to the remaining boat ramp to island residents and visitors only
- administrative changes to conditions, including agency jurisdiction.

4. Project approvals

The proponent would be required to obtain statutory approvals from state and local government agencies before the project can proceed. Table 4.1 provides an indication of the key approvals likely to be required for the project.

Table 4.1 Project approvals

Project component	Relevant approval	Legislation	Administering authority
Whole of project	CGR (obtained February 2011) (change sought 21 July 2016)	SDPWO Act	The Coordinator-General
	EPBC Act approval (obtained 26 November 2015)	EPBC Act	DEE
	Preliminary approval for a material change of use	<i>Integrated Planning Act 1997</i> <i>Sustainable Planning Act 1999 (SPA)</i>	Gladstone Regional Council (GRC)

Project component	Relevant approval	Legislation	Administering authority
	Development Approval for operational works	<i>Vegetation Management Act 1999</i>	State Assessment and Referral Agency, Department of Infrastructure, Local Government and Planning (DILGP)
	Protected Plants Permit Species Management Program	<i>Nature Conservation Act 1992</i>	Department of National Parks, Sport and Racing
Boyne Creek boat ramp	Development Approval for Operational works	SPA	GRC State Assessment and Referral Agency, DILGP
	Marine Park Permit	<i>Marine Parks Act 2004</i> <i>Marine Parks (Great Barrier Reef Coast) Zoning Plan 2004</i>	Department of National Parks, Sport and Racing
Construction of bridge between Hummock Hill Island and the mainland near Turkey Beach	Development Approval for Operational works	SPA	GRC State Assessment and Referral Agency, DILGP
	Marine Park Permit	<i>Marine Parks Act 2004</i> <i>Marine Parks (Great Barrier Reef Coast) Zoning Plan 2004</i>	Department of National Parks, Sport and Racing
Desalination facility, sewage treatment facility, chemical storage, asphalt manufacturing	Environmental Authority	<i>Environmental Protection Act 1994</i>	Department of Environmental and Heritage Protection
State-controlled road impact areas for the Bruce Highway and Turkey Beach road intersection	Road corridor permit Road works/road access works in a state-controlled road application	<i>Transport Infrastructure Act 1994</i>	Department of Transport and Main Roads

5. Evaluation of the change request

In accordance with section 35I of the SDPWO Act, I have prepared this change report following an evaluation of the environmental effects of the proposed change, its effects on the project and any other related matters. I have considered input from multiple stakeholders including:

- the nature of the proposed change and its effects on the project as identified in the application for project change
- issues raised in submissions on the project change application
- other correspondence received after the submission period for the change application
- project documentation, as currently evaluated, including the CGR, the EIS, supplementary information to the EIS, and issues raised in submissions on the EIS and supplementary EIS
- technical reports
- advice from the proponent
- advice from DEE
- advice from the following state agencies:
 - Queensland Ambulance Service, Department of Health
 - Department of Tourism, Major Events, Small Business and Commonwealth Games
 - Department of Infrastructure, Local Government and Planning
 - Department of National Parks, Sport and Racing
 - Department of Agriculture and Fisheries
 - Department of Natural Resources and Mines
 - Queensland Fire and Emergency Services
 - Department of Environment and Heritage Protection
 - Department of Transport and Main Roads
 - Department of Housing and Public Works
 - Department of Energy and Water Supply
- advice from GRC.

The steps taken in the project's EIS assessment and change application process and the EIS process documents including the CGR are available at:

www.statedevelopment.qld.gov.au/assessments-and-approvals/hummock-hill-island-development.html

The following is an evaluation of the proposed project changes.

5.1 Land use and tenure

5.1.1 Planning framework

To further protect biodiversity at the project location, the proponent proposes to reduce the development footprint, realign the development boundary (within the special lease area) and relocate some of the project elements within the revised footprint. The proponent also proposes to omit some project elements and to introduce others including:

- relocate the golf course from the south-central area of the development to the north-western area of the development
- relocate the residential and tourist accommodation throughout the new development boundary
- relocate the community/village retail and commercial components throughout the new development boundary
- omit the proposal for a waste transfer station
- omit the proposal for a boat ramp at Colosseum Inlet
- include a newly proposed native plant nursery and an ecological design centre to inform the ecological design of buildings that form part of the development
- permanently locate the (previously temporary) desalination facility
- increase the building height in the tourism precinct from 11 to 13.5 m
- increase the proposed conservation estate by 53 ha to approximately 1753 ha (as a consequence of the proposed boundary realignment).

The changes to the project are proposed to be facilitated through a revised precinct plan, master plan and plan of development for the project that the proponent will submit to GRC for approval. The changes to these planning instruments are discussed below.

In addition to the proponent's proposed changes, since the project was evaluated by the Coordinator-General in February 2011, a number of changes have occurred across the Queensland Planning Framework. An assessment of the revised project against the Central Queensland Regional Plan, State Planning Policy, State Development Assessment Provisions and the Local Government Planning Scheme is below.

Central Queensland Regional Plan

The Central Queensland Regional Plan (CQRP) covers the GRC Local Government Area and was introduced on 18 October 2013. The plan describes the priority infrastructure outcomes and the State's interests in planning and development for the region, and informs the State Planning Policy 2014 (SPP), which is discussed below.

The proponent assessed the revised project against the CQRP including its priority outcomes and state interests and confirmed that the project is broadly consistent with the priority outcomes and state interests, in that it:

- provides a mix of development options to cater for both tourists and residents and a range of community facilities to improve liveability
- proposes the latest telecommunications infrastructure
- improves the reliability and condition of the transport network and its resilience by upgrading the access road and converting the existing causeway to a bridge
- improves accessibility, safety and amenity through upgrades to Clarks Road and converting the causeway to a bridge
- provides electricity upgrades to cater for the development
- is designed to incorporate sustainability measures to maximise energy efficiency.

The revised project is consistent with CQRP's state interests in that it:

- provides a range of accommodation options for residents to allow choice and affordability, including 15 per cent developed as low-cost housing
- provides a new tourist experience to enhance and diversify the central Queensland tourism sector, including upgrades to improve road safety and infrastructure. The project is in an island environment and responds sensitively to the location, including minimising the project footprint, proposing sustainable design and the dedication of the balance of the island as a conservation estate
- responds sensitively to maintain and enhance biodiversity in the project location through the reduced footprint, provision of the proposed 1753 ha conservation estate and environmentally responsive design
- enhances access to the natural coastal environment to support local and regional recreational activities and tourism
- minimises water quality impacts, including water entering the Great Barrier Reef – consistent with the initial proposal, the project includes a zero discharge water and wastewater system.

State Planning Policy

The SPP was introduced in 2014. It provides a set of principles which underpin the state planning system and sets out the matters that must be included in a local government planning scheme. The principles in the SPP are incorporated in the GRC Local Government Planning Scheme; therefore, this project assessment considers the requirements of both the SPP and the planning scheme.

State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) set out the matters of interest to the State for development assessment under *SPA*. The SDAP were introduced in July 2013 and include 20 modules outlining how the State regulates discrete interests. Codes identify the performance outcome to be achieved and acceptable solutions.

The modules relevant to the project change include:

- coastal protection
- fisheries resources
- native vegetation clearing.

The following provides an assessment of the project changes against the SDAP.

Module 10 – coastal protection

The SDAP, module 10, includes a coastal management district (CMD) state code. The revised CMD came into effect on 3 February 2016 and incorporates both the mapped areas for the erosion-prone area and storm-tide inundation. Both mapped areas overlap the proposed development area.

Erosion-prone area

The erosion-prone area is the width of the coast that is considered vulnerable to coastal erosion and is inappropriate for permanent urban development. The existing proposal was located outside of the erosion-prone area as it was mapped in 2011.

The current erosion-prone area map (GLR3A) made under *Coastal Protection and Management Act 1995* shows an erosion-prone area width of 120 m for the sandy north-west shoreline and 75 m on the adjacent headland. SDAP performance outcome PO6 requires the erosion-prone areas be maintained as development-free buffers. Under the SDAP, the acceptable outcome requires built structures to be located outside of the part of the CMD that is the erosion-prone area. As the currently declared erosion-prone area overlaps the proposed development, the proponent could not comply with this acceptable outcome.

In response to the current erosion-prone area mapping, the proponent recalculated the potential for erosion along the ocean frontage of the proposed development, consistent with the Department of Environment and Heritage Protection (DEHP's) *Coastal hazard technical guide – determining coastal hazard, 2013*. The guideline provides a formula to calculate an erosion-prone area specific to a site and considers:

- a short-term erosion component from extreme storm events
- a long-term erosion component where gradual erosion is occurring commonly from channel migration or alternatively a sediment supply deficit
- a dune scarp component, where slumping of the scarp face occurs following erosion
- erosion risk due to future sea level rise from climate change both by permanent inundation of land by tidal water and the morphological response of the coast to elevated water level
- a 40 per cent safety factor to account for the uncertainties and limitations associated with determining the components of the erosion-prone area calculation listed above.

The application for project change recalculates the erosion-prone area stating the site-specific erosion-prone area on Hummock Hill Island as:

- 80 m along the sandy beachfront
- areas along the headland where the present day highest astronomical tide plus 0.8 m identified the +2.91 m Australian Height Datum contour line.

DEHP has advised that the report provides an appropriate assessment of the erosion-prone area. The change application confirms the revised erosion-prone area does not overlap with the proposed project development area and therefore the project meets the SDAP's acceptable solution, which is to locate built structures outside of the erosion-prone area.

Storm tide inundation area

The DEHP's storm tide inundation area mapping identifies both medium hazard (less than 1.0 m water depth) and high hazard (greater than 1.0 m depth) areas within the proposed development boundary. The hazard areas occupy land in the northern section of the island, west of the headland and landward of the beach.

Consistent with the EIS, the proponent proposes to fill the land for the development. In response to the potential for inundation of these areas, the proponent will fill the land, outside of the erosion-prone area, to a level that would ensure that the development is protected from a 100-year Average Recurrence Interval storm surge.

DEHP advises that once the storm tide inundation area is defined for the site, through a site-specific study, filling area identified as having a high or medium risk for storm tide inundation is an appropriate mitigation for the identified risk. Following detailed design, the specific volume and location for land filling will be provided in a subsequent development application that will be assessed by GRC.

Coordinator-General's conclusion – coastal protection

I am satisfied that the proponent has adequately assessed the coastal hazards of the erosion-prone area and storm tide inundation in relation to the proposed project changes and that the mitigation measures proposed are appropriate to manage the residual risk.

I am advised by DEHP that the revised erosion-prone area has been calculated appropriately.

To give effect to the erosion-prone area calculated through this process, I have amended the relevant condition that was stated in the CGR. The amended condition to authorise the development footprint is provided in Appendix 1, Schedule 2.

To formalise the erosion-prone area, I have made a recommendation at Appendix 2 that the proponent commence the statutory process with DEHP to amend the erosion-prone area map (GLR3A) under the Coastal Act.

To achieve the performance outcomes in the SDAP of siting development infrastructure outside of an area with the potential for medium or high-hazard storm tide inundation, the proponent has proposed to fill land to reduce this risk.

Consistent with the outcome of the CGR, I accept the proponent's approach to fill land to mitigate the medium and high-hazard storm tide inundation areas located in the development.

I have stated conditions requiring the fill level and the habitable floor levels required to mitigate the medium and high hazard storm tide inundation for the development's infrastructure (Appendix 1, Schedule 1).

Module 5 – Fisheries resources

Module 5 of the SDAP sets the state code for declared fish habitat areas (FHAs) and marine plants. As part of the proposed change, the proponent proposes not to construct the boat ramp proposed at Colosseum Inlet, reducing previously assessed impacts. Section 5.2 of this report (biodiversity) provides an assessment of the reduced potential impact of not constructing the boat ramp.

In addition to omitting the boat ramp at Colosseum Inlet, the approval under the EPBC Act (November 2015) also requires the proponent to restrict the use of the Boyne Creek boat ramp to residents and guests of the proposed development. This requirement is inconsistent with the preceding CGR finding that the Boyne Creek boat ramp would reduce potential impacts of uncontrolled access to Colosseum Inlet.

The two-lane boat ramp would require approximately 1.5 ha of marine and terrestrial disturbance. This would include all required facilities (i.e. car parking, access). A component of the proposed boat ramp may require disturbance to marine plants. The

boat ramp would be located outside of declared FHAs. In addition, the relevant SDAP performance outcome limits the disturbance to marine plants to an area of 45 square metres, limits the area disturbed below highest astronomical tide to 45 square metres and seeks to prevent dredging to support the boat ramp.

The proponent would be required to lodge a development application for the construction of the Boyne Creek boat ramp which will be assessed by GRC.

Coordinator-General's conclusion – fisheries resources

I consider that not constructing the boat ramp at Colosseum Inlet would reduce potential impacts and accordingly, I have amended the stated conditions (Appendix 1) to reflect this change.

I note agency advice that the proposed boat ramp at Boyne Creek is expected to reduce the impacts of informal boat launching areas and as such I consider the location appropriate for a boat ramp facility, consistent with the findings of the CGR.

I note that the Commonwealth conditions restrict the use of the Boyne Creek boat ramp to residents and visitors of Hummock Hill Island. The restriction results in a minimal disturbance footprint to meet the acceptable outcome of no more than 45 square metres of disturbance below the level of the highest astronomical tide under SDAP.

In order for the proposed Boyne Creek boat ramp to be considered beyond the restrictions of SDAP, I am advised that the proponent is required to demonstrate the need for a greater disturbance area than is indicated in the SDAP. As a result, I have set recommendations to reflect these requirements (Appendix 2).

Module 8 – Native vegetation clearing

Module 8 of the SDAP sets the state code for the clearing of native vegetation in Queensland. The code makes specific reference to performance outcomes for coordinated projects for material change of use applications. An assessment of the project against the performance outcomes indicates that the revised project is consistent with the performance outcomes nominated, in that:

- the proponent has demonstrated that the development has reasonably avoided and then minimised the impacts of development
- there are no encumbrances over the land (e.g. land subject to an enforcement notice under SPA) inconsistent with the proposed clearing
- there are no offsets currently being delivered on the land proposed to be cleared for the development.

A further assessment of impacts to vegetation and biodiversity as a result of the revised project is provided in section 5.2 (biodiversity).

Coordinator-General's conclusion – native vegetation clearing

I have considered the provisions of the SDAP in conjunction with the proposed reduction in clearing for the project. I also note the CGR determination that the clearing of vegetation to a greater degree than is now proposed was considered acceptable for the project.

I understand that clearing of vegetation will be further assessed and regulated under the *Environmental Offsets Act 2014*, through an operational works application for vegetation clearing for the project following detailed site surveys. Accordingly, I have accepted the proponent's proposal to reduce the volume of clearing on site, and have stated conditions in Appendix 1, Schedule 1 requiring the proponent to conduct further vegetation surveys and to propose offsets through the operational works application under the Queensland Environmental Offsets Policy (version 1.2) June 2016.

Local Government Planning Schemes

In December 2009, the proponent lodged a development application under the *Integrated Planning Act 2007* (IPA) seeking preliminary approval for a material change of use to override the planning scheme under the Miriam Vale Shire Planning Scheme for Lot 3 FD841442. The application was subsequently placed on hold by the proponent, and is considered current by GRC.

Although the planning scheme at the time of the application sought to contain urban uses to the existing developed areas, the CGR noted the tourism component of the project (occupying 70 per cent of the total number of dwellings) and the specific locational requirements of that style of development and concluded that Hummock Hill Island was an acceptable location for the proposal.

Since that application, SPA and the GRC Planning Scheme Our Place Our Plan were introduced, replacing the Miriam Vale Shire Planning Scheme and IPA 2007. As the 2009 application is still current with GRC, the proponent may continue with the application as made under IPA or may withdraw the initial application and apply under the SPA, for assessment under the Gladstone Regional Planning Scheme.

GRC has indicated that while the GRC Planning Scheme does not anticipate this type of development and that the use of the land is defined as rural, reference is made to the establishment of outdoor recreation and low-scale tourism facilities in suitable locations. The zone surrounding the rural use is Environmental Management, consistent with the proposal for Conservation Park dedication.

To support the revised development, the proponent has prepared a revised precinct plan, master plan and the proposed plan of development, discussed below.

Precinct plan

The proponent's precinct plan is provided in Appendix 5 and has been amended from the version assessed in the CGR to reflect the following proposed precincts:

- residential precinct:
 - residential low/medium density sub-precinct
 - residential high density sub-precinct
- tourist precinct
- community and island services precinct
- open space and recreation precinct.

The revised proposal would replace the following previously proposed precincts:

- tourist

- town and village centres
- community and education
- open space
- residential.

The revised precinct plan confirms the broad project concept remains unchanged with the precinct plan principally revising the layout of the proposed development. All development continues to remain within the special lease area.

The proposal for no more than 30 per cent of the units to be within the residential precinct remains unchanged. The revised tourist and residential accommodation are detailed in tables 5.1 and 5.2.

Table 5.1 Revised tourist accommodation

Tourist accommodation	Number of units		
	HHID	Change application	Change
Headland resort hotel and conference centre	240	240	no change
Beachfront tourist hotel	150	150	no change
Motel	70	70	no change
Tourist park/camp ground	200	170	30 less
Health spa retreat		20	20 additional
Holiday homes and townhouses	615	845	230 additional
Holiday apartments	650	430	220 less
Total	1925	1925	no change

Table 5.2 Revised residential accommodation

Residential accommodation	Number of units		
	HHID	Change application	Change
Residential homes and townhouses	690	530	160 less
Residential apartments	100	240	140 additional
Total	790	770	20 less

In addition to the revisions to precincts, a number of changes to accommodation volumes are proposed, with an overall reduction in residential accommodation from 790 to 770 units.

Motel style accommodation would remain at 70 units, tourist park/camping would decrease from 200 to 170 units, 20 units have been added to the health spa retreat where none were previously proposed, holiday homes and townhouses have increased from 615 to 845 units, with holiday apartments decreasing from 650 to 430 units.

The changes to the composition of units for the project's tourism component would result in a minor reduction in the tourist population from a maximum of 2800 to 2700. The total residential population remains unchanged at maximum of 1200.

The boat ramp previously proposed at Colosseum Inlet is the only tourist facility proposed to be removed from the development.

The project's desalination facility remains and is now proposed to permanently service the development. The proposal for the facility otherwise remains unchanged including the capacity, required maintenance and waste management. This proposal would form part of a development application and environmental authority application required for the construction and operation of the desalination facility to be assessed by GRC and DEHP respectively. The applications would be submitted following design of the desalination facility.

In addition to changes made to tourist and residential accommodation composition, the proponent has removed the waste transfer station from the plan of development and now proposes waste be transported from the development to the GRC solid waste landfill at Benaraby. The proponent proposes to provide two compactor trucks to GRC for waste transfer. An agreement for this arrangement would be finalised between GRC and the proponent.

Master plan

To support the revised precinct plan, a master plan for the proposal has been prepared which relocates, and removes some project elements in accordance with the revised project (refer to Appendix 5). The master plan presented in the change application provides indicative development locations for both residential and tourist accommodation, community, village, terrestrial and marine centres, island services and the airstrip.

Plan of development

The proposed plan of development for the project would govern land use planning decisions for the development area and has been updated in response to the amended proposal (refer to Appendix 6). The plan of development has also been updated to ensure the format and terminology is consistent with the current GRC Planning Scheme.

The plan of development applies to the four land use precincts identified in the precinct plan. Precincts, development types, total unit, gross floor area and maximum building heights are specified within the plan of development. With respect to building height, the proponent seeks to increase the building height within the tourism precinct from a maximum of 11 m to 13.5 m. The building height would still be below ridgeline when viewed from the Great Barrier Reef (consistent with the EPBC Act approval for the project).

The plan of development also sets out the level of assessment and applicable codes for assessment.

Coordinator-General's conclusion – planning matters

I am satisfied that the planning matters related to the proposed project changes have been adequately assessed. I note that the CGR stated that the development could be located at the proposed site subject to conditions and that the change application does not affect this outcome.

I consider the amendments made to the precinct plan, master plan and proposed plan of development are not inconsistent with the original proposal and are an appropriate response to facilitate increased protection to biodiversity values required by the Commonwealth approval under the EPBC Act.

To give effect to the proposed changes I have amended stated conditions for the material change of use for preliminary approval (Appendix 1, Schedule 2).

5.2 Biodiversity

The proponent proposes to reduce the total master plan area by 53 ha (from 518 ha to 465 ha) and the development footprint by 34 ha (from 341 ha to 307 ha). The reduction in the project footprint has resulted in an increase in the size of the proposed conservation area by 53 ha. The requested change to the proposed master plan for the project includes:

- a wider buffer area of approximately 80–100 m between the project footprint and the ecological community of Littoral Rainforest and Coastal Vine Thicket (listed as 'critically endangered' under the EPBC Act)
- avoidance of a 10 ha patch of *Eucalyptus melanophloia* woodland (classified as 'of concern' regional ecosystem [RE] 12.12.8)
- reduction in clearing of *Eucalyptus tereticornis* and *E. crebra* dominated forest (classified as 'of concern' RE 12.12.12) from 195.14 ha to 152.68 ha

- retention of approximately 50 per cent of mature trees within the boundary of the project development
- removal of the Colosseum Inlet boat ramp.

The following is an assessment of the matters of state environmental significance in relation to the proposed changes to the project.

5.2.1 Matters of state environmental significance

Matters of state environmental significance (MSES) were formally introduced and defined in the *Environmental Offsets Act 2014* and the Environmental Offsets Regulation 2014 and are addressed in the proponent's application for project change.

Regulated vegetation

The change application indicates that a reduction in the size of the proposed master plan area and development footprint will reduce the amount of vegetation to be cleared for the project. 'Of concern' REs and 'endangered' REs are defined as regulated vegetation under the Environmental Offsets Regulation 2014.

The 'of concern' REs and 'endangered' REs are identified in Table 5.3.

Table 5.3 Proposed clearing of 'of concern' and 'endangered' REs

Regional ecosystem	Area on Hummock Hill Island (ha)	Area (HA)	
		HHID	Change application
12.1.1 (of concern)	31.10	0.25	0.25
12.3.3 (endangered)	154.80	5.43	0.90
12.3.10 (endangered)	160.10	4.50	2.00
12.12.8 (of concern)	10.60	5.46	0.00
12.12.12 (of concern)	406.20	195.14	152.68
12.12.19 (of concern)	1.00	0.29	0.21

The Queensland Department of State Development, Infrastructure and Planning's *Significant Residual Impact Guideline, 2014* generally requires that offsets be provided for REs where the clearing proposed is greater than the limits provided for in the guideline. As a result of the reduction in clearing, the proposed clearing of areas of RE 12.1.1, 12.3.3, 12.3.10, 12.12.8 and 12.12.19 are unlikely to result in any significant residual impact as the amount of clearing is less than the clearing thresholds specified in the guideline.

The only RE likely to constitute a significant residual impact is the proposed clearing of 'of concern' RE 12.12.12.

Coordinator-General's conclusion – regulated vegetation

I am satisfied that impacts on regulated vegetation resulting from the proposed project change have been identified and assessed.

Following completion of detailed design for the project, the proponent is required to complete detailed vegetation surveys on, and adjacent to, the project site to finalise the significant residual impacts for regulated vegetation. This work is required to be undertaken in consultation with DNRM.

Accordingly, I have amended the stated conditions which are provided in Appendix 1, Schedule 1 requiring the proponent to conduct further vegetation surveys and include a proposed offset for regulated vegetation in the operational works application for vegetation clearing in accordance with the Queensland Environmental Offsets Policy (Version 1.2) June 2016.

Protected wildlife habitat

The change application indicates that a reduction in the size of the proposed master plan area and development footprint will result in a possible reduction in impacts to wildlife habitat for animals listed as endangered, vulnerable or special least concern under the *Nature Conservation Act 1992* (NC Act).

Koala (*Phascolarctos cinereus*)

The koala is listed as a special least concern animal under the NC Act. The change in the development footprint has reduced the extent of clearing of REs 12.3.3, 12.3.10 and 12.12.12, which is classified as essential habitat for koala. Due to the changes in the project, clearing of the essential habitat would reduce by approximately 50 ha (from 205.07 ha to 155.68 ha).

It is important to note that the koala has not been recorded on Hummock Hill Island during five separate fauna surveys undertaken between 1993 to 2007 as part of the project EIS.

While further fauna surveys will be undertaken by the proponent, the clearing of REs 12.3.3, 12.3.10 and 12.12.12 is unlikely to constitute a significant residual impact for protected wildlife habitat for the koala.

Short-beaked echidna (*Tachyglossus aculeatus*)

The short-beaked echidna is listed as a special least concern animal under the NC Act. It has been assessed as likely to utilise any or all of the native vegetation on Hummock Hill Island and has been recorded on site during various field surveys as part of the project EIS.

The proposed overall reduction in clearing to REs would reduce potential impacts on the short-beaked echidna, as it would be able to utilise areas of native vegetation retained within the development footprint and the proposed conservation estate.

The proponent has committed to additional mitigation measures to address issues raised, regarding its susceptibility to vehicle strike, through the EPBC Act approval process after the CGR was released. The additional measures include a dual carriageway with habitat refuge between lanes in the area of the project where the proposed conservation area abuts the main access road. This commitment would minimise road strike to the short-beaked echidna moving from east to west across the island.

Due to the short-beaked echidna's ability to utilise native vegetation generally and the additional mitigation measures proposed by the proponent, the project is unlikely to result in a significant residual impact to protected wildlife habitat for the short-beaked echidna.

Eastern curlew (*Numenius madagascariensis*) and beach stone-curlew (*Esacus magnirostris*)

Both the eastern curlew and beach stone-curlew are listed as vulnerable under the NC Act. The proponent's decision not to construct the proposed Colosseum Inlet boat ramp would reduce the marine traffic as originally described, in the EIS process documents and the CGR, in the immediate area and therefore reduce potential disturbance resulting from marine traffic at potential roosting and foraging habitat for these species.

Consistent with the findings of the CGR for the project, the project change is unlikely to result in a significant residual impact on the protected wildlife habitat for these species.

Marine turtles

The endangered or vulnerable marine turtle species identified in the waters around Hummock Hill Island or which may use the area are the:

- loggerhead turtle (*Caretta caretta*) (endangered)
- flatback turtle (*Natator depressus*) (vulnerable)
- green turtle (*Chelonia mydas*) (vulnerable)
- leatherback turtle (*Dermochelys coriacea*) (endangered)
- hawksbill turtle (*Eretmochelys imbricata*) (vulnerable)
- Olive Ridley turtle (*Lepidochelys olivacea*) (endangered).

The removal of the proposed boat ramp at Colosseum Inlet boat ramp would reduce potential impacts to marine turtle habitat. In addition, the proponent has proposed additional mitigation measures, including:

- an enhanced commitment to ensure buildings and infrastructure are designed to prevent light spillage on the beach, with additional screening to be implemented as required
- preventing access to the western end of the nesting turtle beach and restricted access to other areas of the beach in the event of observed nesting activity, until eggs hatch.

The removal of the proposed Colosseum Inlet boat ramp is also likely to reduce the marine traffic as originally described, in the immediate area and therefore reduce potential impacts on these turtle species associated with marine traffic at the site of the formerly proposed boat ramp.

Consistent with the conclusion in the CGR, the project is unlikely to result in a significant residual impact on protected wildlife habitat for these turtle species.

Dugong (*Dugong dugon*)

The dugong is listed as vulnerable under the NC Act. The change application indicates that the removal of the proposed boat ramp at Colosseum Inlet would reduce potential impacts on dugongs.

The proponent has identified a number of mitigation measures to address potential recreational boating impacts, consistent with Great Barrier Reef Marine Park Authority (GBRMPA) and Queensland Government's management approach, which include:

- reduced boat speed limits
- education of boat users in the area
- litter monitoring and management.

Consistent with the finding of the CGR, the project is unlikely to result in a significant residual impact on protected wildlife habitat for the dugong.

Coordinator-General's conclusion – protected wildlife habitat

I am satisfied that the proposed changes to the project have been adequately identified and assessed to determine their potential impacts on protected wildlife habitat.

I note that there is likely to be a reduction in impacts on koala and short-beaked echidna habitat as a result of reduced clearing and a reduction in impacts on the eastern curlew, beach-stone curlew, marine turtles and dugong due to the proponent's decision not to construct the boat ramp at Colosseum Inlet.

The CGR included stated conditions (Appendix 1, Schedule 1) requiring the proponent to implement and manage a wildlife habitat management plan (WHMP), which incorporates the beach and foreshore management. Conditions in the CGR also require the development and implementation of a marine ecological monitoring program (MEMP) to map and monitor key communities in the area including coral communities, seagrass beds and mangrove communities.

I consider that the existing conditions and recommendations are adequate to manage the potential impacts to protected wildlife habitat considering the proposed changes to the project.

Highly protected zones of State marine parks and FHA

Hummock Hill Island is about 100 m from the mainland and forms the western edge of the Great Barrier Reef Coast Marine Park (GBRMP) at low water mark. The inner waters and the marine area between low water and highest astronomical tide (HAT) are located within the GBRCMP.

Colosseum FHA includes Wild Cattle Creek, Colosseum Inlet, Boyne Creek, Sandfly Creek and Seven Mile Creek and is located to the south and west of the island. The change application indicates that omitting one of the two proposed boat ramps at the western end of the island would reduce potential impacts on the marine parks and FHA, providing access to Colosseum Inlet. The proponent's decision to remove the proposed boat ramp would also limit recreational boat traffic in the immediate area. While there has been a reduction in the project footprint, no changes were made

immediately adjacent to the GBRCMP and the revised boundary is no closer to the GBRCMP.

As a result of the proposed project changes, an increase in the potential impacts on either the GBRCMP or Colosseum FHA is unlikely. Accordingly, the project is unlikely to result in a significant residual impact on highly protected zones of GBRCMP or FHA. This outcome is consistent with the finding of the CGR.

Coordinator-General's conclusion – protected zones of state marine parks and FHA

I am satisfied that the potential impacts of the project changes on the GBRCMP and Colosseum FHA have been identified and assessed. I accept the proponent's proposal to remove the proposed boat ramp at Colosseum Inlet and note this should reduce potential direct and indirect impacts on the GBRCMP and the Colosseum FHA.

Accordingly, I have removed reference to the proposed Colosseum Inlet boat ramp in stated conditions (Appendix 1, Schedule 1) and recommendations (Appendix 2) and consider that the amended conditions and recommendations stated are adequate to manage the potential impacts of the proposed Boyne Creek boat ramp.

Marine plants

Marine plants are protected under the *Fisheries Act 1994*. Seagrass surveys, undertaken for the EIS, identified 238 ha of seagrass and 106 ha of mangrove within Colosseum Inlet.

As the proponent is proposing to remove the proposed Colosseum Inlet boat ramp from the master plan, there will be a potential reduction in marine traffic which should reduce any potential ongoing impacts from recreational use of the immediate area. As discussed in the CGR, the remaining Boyne Creek boat ramp would still require mangroves to be removed prior to construction. As a result, the extent of the significant residual impacts on marine plants will be determined following completion of detailed design and further marine plant surveys will be undertaken in accordance with the *Significant Residual Impact Guideline*. This will be assessed by GRC and DILGP.

Coordinator-General's conclusion

I am satisfied the application for project change has identified and assessed the potential impacts of the project changes on marine plants. I accept the proponent's proposal to remove the proposed boat ramp at Colosseum Inlet and note this should reduce potential indirect impacts on marine plants in this area.

I have amended the stated conditions (Appendix 1, Schedule 1) to ensure suitable management of potential impacts on marine plants; and removed reference to the proposed Colosseum Inlet boat ramp from the relevant conditions (Appendix 1, Schedule 1) and recommendations (Appendix 2).

Environmental offsets

The assessment of MSES indicates that the significant residual impacts are confined to clearing of an estimated 152.68 ha of regulated vegetation – RE 12.12.12. Following the completion of detailed design and subsequent vegetation mapping that takes into

account the design footprint, the significant residual impacts and specific offset requirements will be determined.

The proponent intends to deliver land-based offsets to satisfy the current regulatory framework, with the offsets secured and managed according with approved state and Commonwealth conditions.

It is expected that where the environmental offsets required under the Queensland offset policy are compatible with the offset requirements of the EPBC Act approval for the project, the offsets will be co-located.

Coordinator-General's conclusion

I am satisfied that the application for project change has adequately addressed offset requirements for the proposed changes to the project.

I have amended the stated conditions (Appendix 1, Schedule 1) requiring the proponent to undertake further detailed vegetation surveys and mapping in consultation with DNRM and provide an offset for significant residual impacts in accordance with the Queensland Environmental Offsets Policy (Version 1.2) June 2016.

5.3 Administrative changes

The proponent's change application requested review of all CGR conditions and recommendations to ensure that administrative aspects are updated to reflect the current regulatory framework.

For all conditions the agency with jurisdiction has been updated where required. A change to condition numbering has also been applied, as has changes to reference new legislation or guidelines.

The conditions and recommendations included in Appendix 1 of the CGR are deleted. The following details how conditions, recommendations and commitments are included in this report:

- Appendix 1 provides the complete set of stated conditions for the project that must be included in the material change of use preliminary approval for the project in accordance with sections 35I and 39 of the SDPWO Act
- Appendix 2 provides the complete set of recommendations for the project
- Appendix 3 indicates how each condition and recommendation has changed.

In addition, the proponent has made a number of additional commitments. A complete list of proponent commitments is included at Appendix 4.

6. Conclusion

This report concludes the evaluation of the proposed project change, pursuant to section 35I of the SDPWO Act.

I am satisfied that the requirements of the SDPWO Act have been met and that sufficient information has been provided to enable the evaluation of the project changes, including the amendments to the CGR conditions.

I consider that the changes to the project and the amended conditions stated in this report would result in acceptable overall outcomes.

Accordingly, I approve the changes to the Hummock Hill Island Development project, subject to the conditions in Appendix 1. I have also made recommendations in Appendix 2 for the proponent and agencies to take into consideration. In addition, it is expected that the proponent's commitments will be fully implemented (as presented in the EIS documentation, including the change application, and summarised in Appendix 4 of this report).

To proceed further, the proponent will be required to

- obtain the relevant development approvals under SPA
- obtain a marine park permit under the MP Act
- obtain a protected plants permit and species management program under the NC Act
- obtain the relevant environmental authority under the EP Act

As per section 35K of the SDPWO Act, the CGR and this Coordinator-General's change report, both have effect for the project. However, if the reports conflict, the Coordinator-General's change report prevails to the extent of any perceived inconsistency. The proponent must implement all conditions in this report.

This report will generally lapse when the CGR lapses for the project, unless a later time is subsequently decided by the Coordinator-General.

A copy of this report will be issued to:

- the proponent
- DEE
- GRC
- DEHP
- DNRM
- DTMR
- DAF
- QPS
- QFES

A copy will also be available on the Department of State Development's website at www.statedevelopment.qld.gov.au/cg

Appendix 1 Amended conditions

This appendix includes the Coordinator-General's stated conditions, amended or included under section 35I and stated under section 39 of the SDPWO Act.

Schedule 1 Conditions for which a state agency is the responsible entity

Condition 1

- (a) Unless otherwise agreed with the entity with jurisdiction for this condition, the proponent must:
- (i) provide land within the project for fire and rescue and ambulance infrastructure
 - (ii) provide land within the project for police infrastructure (including station, holding cells/watch house, residential accommodation and other necessary facilities (e.g. storage)
 - (iii) construct fire and rescue and ambulance infrastructure
 - (iv) construct police infrastructure
 - (v) undertake a combination of land dedication and construction works pursuant to points (i)–(iv) above, or
 - (vi) provide assistance, either financially or by other agreed means, to improve the current facilities responsible for ambulance and fire brigade servicing the proposed development area, or
 - (vii) be in accordance with any other agreement reached between the developer and the relevant state authority on behalf of the state to discharge this condition, prior to the commencement of the use.
- (b) Any construction of fire and rescue and ambulance infrastructure must comply with the contemporary operational standards for the construction of such facilities.
- (c) The proponent/developer must not market or advertise any agreement with the state about potential new, or upgrading of, ambulance, fire brigade or police services as part of the project.

The Chief Executive of the QPS and Chief Executive of QFES are the entities with jurisdiction for this condition.

Condition 2

Before commencing any construction works, the proponent must consult with the QPS, QFES and other emergency services agencies to develop a risk management plan and emergency response plan for all stages of the project.

The Chief Executive of the QPS and Chief Executive of the QFES are the entities with jurisdiction for this condition.

Condition 3 Road impact assessment and road-use management plan

At all times and for each stage of the project, the proponent must maintain the safety, condition and efficiency of state-controlled roads.

- (a) To demonstrate compliance with the above outcome requirement, the proponent, in consultation with TMR and the relevant LGA, must:
- (i) Update the road impact assessment (RIA) for each stage of the project to describe impacts on the safety, efficiency and condition of state-controlled and local roads. The RIA must:

- (A) be developed in accordance with the TMR *Guidelines for Assessment of Road impacts of Development (2006)* (GARID)² and/or as required by the relevant LGA and include a completed TMR 'Transport Generation proforma'² detailing project-related traffic and transport generation information or as otherwise agreed in writing with TMR and the relevant LGA.
 - (B) use TMR's *Pavement Impact Assessment tools*⁴ or such other method or tools as agreed in writing with TMR and/or the relevant LGA.
 - (C) clearly indicate where detailed estimates are not available and document the assumptions and methodologies that have been previously agreed in writing with TMR and relevant LGA, prior to RIA finalisation.
 - (D) detail the final impact mitigation proposals, listing infrastructure-based mitigation strategies such as the **intersection of the Bruce Highway and Turkey Beach Road**, including contributions to road works/maintenance and summarising key road-use management strategies.
 - (E) be approved in writing by TMR and/or the relevant LGA no later than six (6) months prior to the commencement of significant construction works², or as otherwise agreed between the proponent, TMR and/or the relevant LGA.
 - (F) Undertake or arrange for an Australian Level Crossing Assessment Model (ALCAM) assessment of the changed road/rail safety of the level crossing of Turkey Beach Road and the Northern railway line and negotiate with the relevant rail authority in regard to mitigating any identified impacts resulting from increased project traffic.
- (ii) Prepare a road-use management plan (RMP) for each stage of the project. The RMP must:
- (A) be developed in accordance with TMR's *Guide to Preparing a Road-use Management Plan*³ and/or as required by the relevant LGA, with a view to also optimising project logistics and minimising road-based trips on all state-controlled and local roads.
 - (B) include a table⁷ listing RMP commitments and provide confirmation that all works and road-use management strategies have been designed and/or will be undertaken in accordance with all relevant TMR standards, manuals and practices and/or as required by the relevant LGA.
 - (C) be approved in writing by TMR and the relevant LGA no later than six (6) months prior to the commencement of significant construction works, or as otherwise agreed between the proponent, TMR and the relevant LGA.
- (iii) Prior to the commencement of significant project-related construction works, the proponent must:
- (A) Upgrade any necessary intersection/accesses and undertake any other required works in State-controlled and/or LGA road reserves, in accordance with the current TMR and/or LGA road planning and design policies, principles and manuals, unless otherwise agreed in writing with the TMR Fitzroy District Office and/or LGA;
 - (B) Prior to undertaking any of these works and as required above, obtain the relevant licenses and permits, for example, under *the Transport Infrastructure Act (Qld) 1994* for works and project facilities/infrastructure within the State-controlled road corridor.

- (iv) undertake any required works and other impact mitigation strategies as required by the RIA and RMP, in accordance with latest relevant TMR and LGA policies and standards at the time of approval or agreement, prior to commencement of significant construction works unless otherwise agreed to in writing by TMR and/or the relevant LGA.

The Chief Executive DTMR is the entity with jurisdiction for this condition.

Notes:

¹ Available at <http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications.aspx>

² Available from Transport System Management Branch, Brisbane.

³ Available from TMR District Offices.

⁴ Significant construction works means physical construction, including significant and continuous site preparation work such as major clearing or excavation for foundations or the placement, assembly or installation of facilities or equipment at any site related to the project.

⁵ Available from TMR District Offices or Transport System Management Branch, Brisbane.

⁶ Available from TMR District Offices or Transport System Management Branch, Brisbane.

⁷ Available at: <http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications.aspx>

Condition 4

The proponent must implement and manage a wildlife habitat management plan (WHMP) which incorporates beach and foreshore management. The WHMP must be provided to DEHP for approval prior to commencing construction.

- (a) The WHMP must:
 - (i) define the impact of the development on the species populations
 - (ii) provide for the survival of the species in the wild
 - (iii) achieve a net conservation benefit for the species
 - (iv) consider and address changes to species composition that may potentially occur as a result of the development.
- (b) The WHMP must include:
 - (i) wildlife habitat and movement corridors in the design, construction and operation of the project. This must include:
 - (A) designing and managing the development to retain and enhance remaining vegetated areas and maximise fauna movement corridors (as discussed in this report)
 - (B) designing and constructing a major fauna crossing (e.g. underpass culvert) along the sections of road that pass through vegetated areas to prevent fauna entering the roadway
 - (C) implementing a roadside wildlife management plan to further protect wildlife in the vicinity of the access road
 - (D) installing traffic calming devices in strategic locations such as the connectivity corridors noted in Figure 4.1 of this report
 - (E) installing fauna exclusion fencing in appropriate locations, if necessary, as agreed with DEHP

- (F) considering the fauna sensitive design standards included in the Fauna Sensitive Road Design Manual – Volume 2: Preferred Practices
- (G) developing, implementing and funding activities to specifically eradicate fox, wild dog and feral cat numbers in the buffer zone between the project and the rest of the island and on land surrounding the bridge (e.g. trapping program)
- (H) prohibiting domestic cats within the project area and dogs from environmentally sensitive parts of the island such as beaches and protected areas
- (I) developing and implementing a beach and foreshore management plan (including a community education/awareness program) to manage the sensitive areas, particularly for turtles and shorebirds
- (J) establishing vegetated buffers of at least 100 m in width around the entire perimeter of the project footprint (80 m at the headland) to protect sensitive environments
- (ii) a management plan for the black-breasted button quail (*Turnix melanogaster*) that are likely to exist in littoral vineforest RE on the island
- (iii) a beach and foreshore management plan (including a community education/awareness program) in consultation with DEHP and DNPSR to manage the sensitive areas, particularly for turtles and shorebirds
- (iv) an artificial lighting management plan that will include a range of methods to minimise impacts such as:
 - (A) turning off light sources
 - (B) wattage reduction
 - (C) repositioning lights behind structures
 - (D) shielding
 - (E) redirecting light sources
 - (F) lowering lights and recessing lights so the light does not reach the beach
- (v) measures in a community management statement to regulate domestic animals in residential precincts to avoid disturbing native fauna in open space areas
- (vi) measures to ensure all site rehabilitation work is undertaken and/or managed by appropriately qualified personnel.

The Chief Executive of DEHP is the entity with jurisdiction for this condition.

Condition 5

- (a) Complete and submit, as part of any operational works application for vegetation clearing, detailed mapping of REs on and around the project site in consultation with DNRM.
- (b) An application for a development permit for operational works for the clearing of native vegetation must include an offset for REs in accordance with the Queensland Environmental Offsets Policy (Version 1.2) June 2016.

The Chief Executive of DNRM is the entity with jurisdiction for this condition.

Condition 6

- (a) As part of the artificial lighting management plan mentioned in Condition 6, (b)(iv) provide details of how nesting turtles on Hummock Hill Island will be protected from the impacts of lighting through practical design, location and management commitments, including a detailed analysis of the potential visibility of all artificial lighting, including reflected light, at turtle-sensitive locations.

- (b) The artificial lighting management plan must specify the design, location and management of all lighting used in the development to ensure that no direct or reflected artificial lighting would be visible at turtle-sensitive areas after 7.30 pm during the nesting and hatching season, which extends from 1 October to 31 March, except as required for emergencies or marine safety.
- (c) Where, for legal or safety reasons, lighting cannot be excluded or shielded completely from turtle-sensitive areas during the nesting and hatching period, the proponent must make practical design and management commitments to ensure that the lighting will have no significant effect on turtle nesting and hatchlings.
- (d) Commitments to the design, location, and management of all lighting must be made legally binding on all future owners and/or lessees.

The Chief Executive of DEHP is the entity with jurisdiction for this condition.

Condition 7

- (a) The proponent must develop and implement a marine ecological monitoring program (MEMP) to map and monitor key marine communities in the area, including coral communities, seagrass beds and mangrove communities.
- (b) The proponent must consult with DAF and DEHP to develop the monitoring methodology including sites, frequencies, specific techniques, trigger points and subsequent actions.
- (c) The MEMP must include baseline monitoring including at least two monitoring events (winter and summer) over at least 12 months and an ongoing monitoring campaign every five years.
- (d) All marine ecological monitoring results must be provided to DAF and DEHP.

The Chief Executive of DAF is the entity with jurisdiction for this condition.

Condition 8

- (a) Prior to commencement of construction in each precinct, the applicant must provide to DNRM a site-specific acid sulfate soil management plan developed and implemented in accordance with:
 - (i) the Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines
 - (ii) Instructions for the Treatment and Management of Acid Sulfate Soils or any updates of them as they become available.
 - (iii) The acid sulfate soil management plan must be developed by consultants experienced in large-scale development projects containing acid sulfate soils, in consultation with DNRM and include a commitment to be on-site during excavation and treatment activities.

The Chief Executive of DNRM is the entity with jurisdiction for this condition.

Condition 9

- (a) The 100-year ARI storm tide level for the development shall be 3.45m AHD as derived from the Water Technology report titled 'Pacificus Development, Hummock Hill Island, Assessment of Erosion Prone Area Width', dated June 2016 (ref.: 4363-01_R01v02).
- (b) An additional freeboard shall be provided in addition to the 100 year ARI storm tide level of 0.3m (i.e. 3.75m AHD) to fill pads and 0.5m (i.e. 3.95m AHD) to habitable floor levels.

The Chief Executive of DEHP is the entity with jurisdiction for this condition.

Schedule 2 Conditions for which the Chief Executive of GRC is the responsible entity

Condition 1

- (a) The development is to be generally in accordance with:
 - (i) the master plan (MP-001-E CONCEPT MASTER PLAN)
 - (ii) the precinct plan dated May 2016
- (b) For all stages of development, the number of dwellings for permanent residential use (i.e. other than short-term accommodation) must not exceed 30 per cent of the total number of constructed dwelling units within the project and must not exceed 770 dwellings.
- (c) For all stages of development, at least 15 per cent of dwellings for permanent residential use must be affordable housing.
- (d) The total area used for urban purposes must not exceed 465 hectares.
- (e) Development must be excluded from the littoral vineforest communities to the west of the headland and beachfront habitat to the east of the headland (as represented by RE 12.2.2 determined by detailed mapping) to protect the environmental value of these areas.
- (f) Unless otherwise stated in these conditions, the development is to be generally in accordance with the Plan of Development and the relevant local government Planning Scheme.

Condition 2

- (a) The project must include design elements that will avoid or mitigate impacts upon fauna communities by incorporating the following:
 - (i) vegetated corridors which permit flora and fauna dispersal across Hummock Hill Island, particularly the maintenance of riparian corridors adjacent to ephemeral creeks. Wildlife corridor types that are to be considered for the development, to be agreed with GRC and DNRM and include:
 - (A) major linkage – several hundred metres in width and containing no buildings or major structures
 - (B) inter-urban linkage – corridors of 100–200 m in width through a predominantly urban matrix, but containing large areas of green space such as the golf course
 - (C) local linkage – corridors of less than 100 m in width through urban and non-urban matrices
 - (ii) roads designed to include the preferred fauna-sensitive design standards included in the Fauna Sensitive Road Design Manual – Volume 2: Preferred Practices (TMR June 2010)
 - (iii) formal fauna crossing points at potential road-strike points, particularly within the proposed corridors described above
 - (iv) fauna crossings at ephemeral watercourse crossings
 - (v) tree retention across the development area to increase landscape permeability for flora and fauna particularly in and around the proposed golf course
 - (vi) a 500 m section of road connecting the northern and southern parts of the development to include an east-west fauna movement corridor incorporating:
 - (A) retention of a 50 to 60 m (width) naturally vegetated area between the single lane carriage ways

- (B) traffic calming devices at agreed points along the road
- (C) wildlife signage to warn drivers
- (D) culverts under the roadway to accommodate movement of small fauna.
- (vii) 30 m buffers to waterways
- (viii) construction and maintenance of fire breaks within the special lease area.
- (b) DNRM must be consulted in relation to all aspects of this condition.

Condition 3

No development, other than construction of the bridge, public boat ramp, service infrastructure, pedestrian access to the beaches and lifesaving structures, is to occur within the erosion-prone area as determined by DEHP in accordance with the site-specific erosion study provided in the Change Report Application for the project dated 21 July 2016.

Condition 4

- (a) Sequencing of the development must:
 - (i) provide for community facilities to be made available in conjunction with the first residential (tourism/permanent) stages
 - (ii) limit the number of permanent residential dwellings constructed in stage 2 to not exceed the numbers set out in Table 1 of the draft Hummock Hill Island Plan of Development
 - (iii) ensure the recreational camping ground is constructed in stage 2.

Condition 5

The proponent must develop and fund the tourist and leisure facilities according to the EIS/SEIS documentation and the Plan of Development and any requirements of these conditions of development.

Condition 6

- (a) Unless otherwise agreed with Gladstone Regional Council, the proponent must ensure the delivery of the community facilities for the project, including:
 - (i) community centre
 - (ii) medical centre
 - (iii) education and research centre
 - (iv) boat ramp
 - (v) kindergarten
 - (vi) public bus service
 - (vii) cycle paths
 - (viii) post office
 - (ix) surf lifesaving club
 - (x) recreational facilities
 - (xi) SES facilities and activities.

Condition 7

The program for developing community facilities is to be based on the rate of developing the residential units within the development, as measured by the approval by GRC of reconfiguring of the land into development lots. An application to reconfigure a lot must not be lodged with GRC for its approval until the proponent has completed the community facilities in accordance with the approved development program.

Condition 8

- (a) All infrastructure must be provided at the cost of the proponent.
- (b) Unless otherwise agreed with Gladstone Regional Council, the proponent must develop the following physical infrastructure required for providing essential services to the project including:
 - (i) water supply system
 - (ii) sewerage
 - (iii) power
 - (iv) telecommunications
 - (v) stormwater drainage systems
 - (vi) recycled water treatment and supply
 - (vii) wastewater collection, treatment and disposal
 - (viii) solid waste collection and disposal
 - (ix) access road from Foreshores Road to Hummock Hill Island
 - (x) bridge over Boyne Creek
 - (xi) boat ramp
 - (xii) internal roads, cycle ways and pedestrian paths
 - (xiii) public parks and open space (including environmental buffers).

Condition 9

- (a) Unless otherwise agreed with Gladstone Regional Council, the proponent must maintain and operate the infrastructure or subsidise the costs of operating and maintaining infrastructure for a period of 17 years from commencement construction of stage 1 of the development or until such time as the income from GRC's rates and services charges applied to the developed land allows GRC to take over responsibility of management and funding of these areas.
- (b) The proponent must submit to GRC the operation and maintenance agreement for approval prior to lodging an application for a development permit for either a material change of use or reconfiguration of a lot within the project.

Condition 10

The project is to be connected to electricity and telecommunications to the requirements of the relevant authorities. The proponent is to fund all works including any alterations, relocations, or upgrade work necessary to electricity and telephone installations resulting from or in connection with the project.

Condition 11

Should any aspect of the development trigger appraisal under existing GRC infrastructure policies, the proponent must contribute towards GRC infrastructure prior to commencement of the use on site. The contributions are to be paid in accordance with the rates applicable at the date of payment.

Condition 12

All water supply reticulation must be designed, constructed and maintained in accordance with GRC codes, policies, standards and specifications, applicable at the time and where relevant to GRC requirements.

Condition 13

- (a) The water supply infrastructure provided must be capable of servicing the project at full occupancy and use, including sufficient supply for emergency response use without the need for future augmentation by the GRC.
- (b) The proponent is responsible for the full cost of all necessary water supply infrastructure on the island.

Condition 14

- (a) The proponent must seek approval from GRC before commencing construction of the desalination plant. The desalination plant and associated infrastructure must be funded by the proponent.
- (b) The proponent must ensure:
 - (i) monitoring of salinity levels in the evaporation ponds is undertaken during the wet season and extreme weather conditions
 - (ii) discharge of potential overflow from the evaporation ponds is appropriately managed to ensure salinity levels are comparable to that of the receiving environment and that discharge occurs on an outgoing tide
 - (iii) evaporation ponds are lined with either clay or a geotextile (with permeability less than 0.01 mm/day) to prevent leaching of saline concentrate to groundwater or leakage to surface waters.

Condition 15

- (a) The proponent must specify the proposed recycled water/wastewater treatment technologies as required in Appendix 1, Schedule 2, Condition 8.
- (b) The proponent must prepare a recycled water management plan in accordance with the *Water Supply (Safety and Reliability) Act 2008* and submit to DEWS and GRC for approval prior to making an application for a development permit for material change of use within the project.
- (c) All permanent water storages must be constructed in accordance with the latest versions of Queensland Water Recycling Guidelines and the Australian Mosquito Control Manual (Mosquito Control Association of Australia). Water storages must be constructed in accordance with the latest version of the WSUD Technical Design Guidelines.

Condition 16

- (a) All sewerage reticulation for the project must be designed, constructed and maintained in accordance with GRC codes, policies, standards and specifications, applicable at the time and where relevant to GRC requirements.
- (b) All sewage generated by the project must be directed to and treated at a central sewage treatment plant within the development area.
- (c) No septic tanks are to be installed for the project.

Condition 17

- (a) An erosion and sediment control plan (ESCP) must be prepared by the proponent prior to commencing construction and submitted to GRC for approval as part of each application for operational works. The plan must be developed by a suitably qualified engineer in accordance with the latest version of Queensland Urban Drainage Manual, WSUD Technical Design Guidelines and the Soil Erosion and Sediment Control Engineering Guidelines for Queensland Construction Sites. The ESCP must be designed around the following objectives:

- (i) minimising vegetation and soil disturbance within ephemeral watercourses during construction
- (ii) drainage control from cleared areas
- (iii) erosion control of exposed surfaces
- (iv) sediment control
- (v) re-vegetation of cleared areas to re-establish ground cover.

Condition 18

- (a) The proponent must develop and implement a water quality monitoring program (WQMP) which is to be designed in accordance with relevant guidelines including the latest version of the Queensland Water Quality Guidelines, the latest Urban Stormwater Queensland Best Practice Environmental Management Guidelines, the ANZECC/ARMCANZ (2000) Guidelines and the Water Quality Guidelines for the Great Barrier Reef Marine Park (GBRMPA 2009).
- (b) The WQMP must be submitted to DEHP and GRC for review prior to a decision for any development application for material change of use or reconfiguring a lot for the project.
- (c) As part of the WQMP, the proponent must undertake water quality baseline monitoring of turbidity, sediment pollutant concentrations and other parameters, within Colosseum Inlet, Boyne Creek and Rodd's Bay adjacent to Hummock Hill Island before commencing construction.
- (d) The findings of the WQMP must be used to determine water quality parameters for discharges from the development into the surrounding receiving water bodies.

Condition 19

- (a) The proponent must prepare a detailed design of stormwater systems including an assessment of the stormwater runoff volume and any changes in quantity or quality of this runoff as a result of the development. The design is to be in accordance with the latest version of the Urban Stormwater Queensland Best Practice Environmental Management Guidelines. Stormwater controls must be designed to:
 - (i) protect water environmental values specified in the Environmental Protection (Water) Policy 2009
 - (ii) minimise ecological impacts on waters in the locality (complying with water quality guidelines)
 - (iii) make use of stormwater for recycling and water conservation
 - (iv) make use of drainage corridors for improved recreational values and open space or landscape area
 - (v) maintain acceptable health risks, aesthetics, protection from flooding, public safety and other social issues
 - (vi) maintain existing runoff conditions
 - (vii) maintain existing peak flow rates
 - (viii) preserve existing drainage paths.
- (b) The stormwater designs and runoff assessment are to be submitted to DEHP and GRC for review prior to a decision for a development permit for material change of use or reconfiguring a lot for the project.

Condition 20

- (a) Prior to a decision for a development permit for material change of use or reconfiguring a lot for the project, a TMP for council-controlled roads for the proposed development must

be agreed with and submitted to GRC. The final TMP must consider impacts 10 years beyond the last development stage.

- (b) The TMP must address matters which include:
 - (i) traffic to be generated by the proposed development and the development's impact on the external road network
 - (ii) traffic to be generated by the proposed development on the major roads within the proposed development
 - (iii) requirements and timing of upgrades to Turkey Beach Road and Foreshores Road due to development traffic
 - (iv) the standard of the access road (Clarks Road) to the island from Foreshores Road
 - (v) intersection treatments required due to development traffic at the following intersections:
 - (A) Bruce Highway/Turkey Beach Road
 - (B) Turkey Beach Road/Foreshores Road
 - (C) Foreshores Road/Clarks Road
 - (vi) the minimum required standards for roads within the development.
- (c) The Manager of TMR (Assets and Operations) Fitzroy region must be consulted regarding any TMP which seeks to address intersections and road reserves involving a state-controlled road (e.g. Bruce Highway/Turkey Beach Road intersection).
- (d) If the TMP identifies a requirement for access and intersection treatment due to development traffic, the work must be carried out by the proponent at their cost.

Condition 21

GRC requirements for upgrading of council-controlled roads and intersections must be addressed and approved as part of the relevant material change of use of premises or reconfiguration of a lot.

Condition 22

- (a) All roads, to be designated as public roads, must be designed and constructed in accordance with GRC's codes, policies, standards and specifications applicable at the time of development.
- (b) All internal accesses, internal driveways, circulation roads, commercial vehicle provisions, car parking and manoeuvring areas must be designed in accordance with AS 2890 and comprise a sealed pavement to GRC requirements. Turnarounds and intersections must be provided to cater for garbage collection trucks to the requirements of GRC.
- (c) The maximum speed limit allowed within the project is 50 kilometres per hour, except the 500 m section of road linking the northern and southern components of the development which must be speed limited to 40 kilometres per hour.

Condition 23

- (a) The proponent must consult with the Civil Aviation Safety Authority (CASA) and GRC in finalising the location and design of the proposed airstrip, before commencing construction.
- (b) The airstrip must be constructed and operated in accordance with relevant CASA requirements, such as CASA's Manual of Standards Part 139 – Aerodromes.
- (c) The height and location of buildings and other infrastructure must be considered in accordance with relevant CASA requirements.

Condition 24

- (a) Landscaping shall be undertaken in accordance with GRC's codes and policies applicable at the time of development and shall be maintained to the satisfaction of GRC.
- (b) The proponent will prepare a detailed landscape master plan (LMP) for the development to be approved by GRC. The LMP must address the management of existing vegetation and the design and management of the public areas such as urban or tourist areas as well as infrastructure such as roads. Particular attention must be given to the early establishment of suitable vegetation and the creation of special areas suitable for water-based recreation and enjoyment. The LMP must detail plant densities and species. Details on fertilizer and chemical usage will be provided in specifications attached to the approved landscaping plan.

Condition 25

Unless otherwise agreed with GRC, the proponent must undertake rehabilitation, ongoing management and conservation of all parts of Hummock Hill Island not allocated for urban purposes for not less than 17 years from commencement construction of stage 1 of the development or until such time as the income from GRC's rates and services charges applied to the developed land allows GRC to take over responsibility of management and funding of these areas.

Condition 26

Prior to making an application for a development permit for material change of use or reconfiguring a lot for all or part of the development subject to the preliminary approval, the proponent must:

- (a) provide a plan showing the exact boundary of the areas allocated for urban purposes within the lease, the esplanade, and the unallocated state land
- (b) provide to the assessment manager, a proposal for an agreement or arrangement whereby the part of the leasehold land not allocated for urban purposes will be transferred to protected area under the *Nature Conservation Act 1992* to be managed by an appropriate trusteeship arrangement prior to commencement of the development.

Condition 27

A weed management plan must be developed for the site and surrounds to meet standards acceptable to DAF (Biosecurity Queensland) and the GRC prior to any works occurring onsite and submitted to GRC for approval as part of each application for operational works.

Condition 28

The proponent must develop a pest species management plan for the site and surrounds to meet standards acceptable to the QH and GRC prior to any works occurring onsite and submitted to GRC for approval as part of each application for operational works.

Condition 29

- (a) The proponent must implement the following measures to avoid where possible or mitigate visual amenity impacts of the project:
 - (i) design the Boyne Creek bridge to maintain some view of the landscape beyond the bridge
 - (ii) locate all buildings and infrastructure including road cuttings below any prominent ridge line or hilltop so that there are no visible changes in the skyline
 - (iii) conform location and design of access roads and driveways to the landform and cause minimum visual impact or erosion hazard

- (iv) restrict roof tops of buildings to below the canopy height of the surrounding vegetation
- (v) where the cladding of any part of a house (including the roof and rain water tanks) is proposed to be in metal sheet, ensure cladding is non-reflective
- (vi) where the wall cladding of a house is proposed to be in excess of 25 per cent timber siding or fibre cement siding or metal sheet, ensure cladding is painted or stained in muted tones prior to occupation of the house or within a specified time thereafter
- (vii) to not use reflective factory finished metal sheets i.e. untreated galvanised sheet, aluminium, zincalume, or white, off white or silver paint finishes for roofs unless the slope of the roof is 10 per cent or less
- (viii) retain existing vegetation on site, where practicable, and undertake only selected clearing for building envelopes and public spaces
- (ix) plant landscaped areas in public and private spaces with species that are native and occur locally on Hummock Hill Island
- (x) undertake additional plantings using seedlings of mature trees that will achieve a height above 10 metres with a dense understorey to increase density and screening qualities of vegetation
- (xi) limit development on the elevated sections of HHI and conform to GRC requirements
- (xii) limit development on the ridgelines to single storey residences
- (xiii) limit development to three-storey dwellings or 13.5 metres above natural ground level, or below the level of trees or ridgelines, whichever is the lower (except at ridgelines, note above)
- (xiv) focus all lights in buildings and in public spaces on the areas required and, where possible, lights to be equipped with motion sensor switches to minimise light duration
- (xv) shield external lighting in environmentally sensitive areas within the development, including the headland, to limit extraneous light where necessary or face away from coastal and habitat areas.

Condition 30

The proponent must incorporate sustainability measures as outlined in the EIS, SEIS and list of commitments, in buildings and structures proposed to be erected in the project site. Such measures are to be included in the design guidelines for the development.

Condition 31

- (a) The proponent and/or its contractor(s) must finalise the project environmental management plans for construction and operational management to the satisfaction of DEHP and GRC at least one month prior to commencing construction.
- (b) The proponent must prepare a desalination plant and related activities (including the salt storage areas) decommissioning plan to form part of the EMP for the development.
- (c) The proponent and/or its contractor(s) must comply with all requirements of approved environmental management plans.

Condition 32

The proponent should no later than three months prior to any works on the site:

- (a) Provide a map identifying the part of Lot 3 on Plan FD841442 that is within a medium and/or high storm inundation area.

-
- (b) Undertake a storm tide inundation area assessment for the site in accordance with the Department of Environment and Heritage Protection's Coastal hazard technical guide. This guide is available at www.ehp.qld.gov.au/coastalplan/pdf/hazards-guideline.pdf. The assessment will need to be conducted by a registered professional engineer of Queensland, or equivalent.
 - (c) Provide a report to DEHP demonstrating how the proposed development and siting is consistent with the guideline and detail suitable measures that will be taken to avoid, minimise, mitigate and offset any potential risks and impacts identified.

Appendix 2 Coordinator-General's recommendations

This appendix includes the Coordinator-General's recommendations for the project.

Recommendation 1

Gladstone Regional Council approve the proposed plan of development (generally in accordance with the proposed plan of development set out in Appendix 6) through the preliminary approval for material change of use of the site.

Recommendation 2

Construction works that require the removal, destruction or damage of marine plants as defined under the *Fisheries Act 1994* must not be undertaken without a development permit for operational works.

Recommendation 3

Constructing or raising of waterway barrier works must not be undertaken without a development permit for operational works.

Recommendation 4

The proponent must design and construct all waterway crossings and works within waterways in accordance with the Fisheries Queensland guideline FHG 001 Fish Passage in Streams, Fisheries Guidelines for Design of Stream Crossings (1998) or other equivalent guideline in force at the time of lodgement of a development application and ensure construction is undertaken with full regard for fish passage requirements.

Recommendation 5

An application for a development permit for operational works that requires the removal, destruction or damage of marine plants resulting in a significant residual impact to a matter of state environmental significance will need to be offset in accordance with the *Environmental Offsets Act 2014* and regulation.

Recommendation 6

- (a) Prior to an application for a reconfiguration of a lot within the lease area, the proponent must complete plant surveys in consultation with DEHP.
- (b) Detailed information must be provided to DEHP in relation to:
 - (i) the extent of long-term loss of native plants
 - (ii) rehabilitation of disturbed areas
 - (iii) the maintenance of threatened species' populations.
- (c) The proponent consider options for avoiding or minimising impacts to protected plants listed in the *Nature Conservation (Wildlife) Regulation 2006* and discuss specific requirements with DEHP, before commencing clearing.
- (d) The proponent prepare a flora rehabilitation plan and provide it to DEHP for consideration.
- (e) The proponent obtain a permit under the *Nature Conservation Act 1992* and *Nature Conservation (Administration) Regulation 2006* if there is a need to remove/clear protected plants. The application for a clearing permit must list all plant species to be cleared in accordance with the relevant schedules under the *Nature Conservation (Wildlife) Regulation 2006*.

- (f) The proponent must obtain a wildlife rehabilitation permit under the *Nature Conservation (Wildlife Management) Regulation 2006* and *Nature Conservation (Administration) Regulation 2006* if protected animals need to be rescued, particularly during the clearing and construction stages of development.

Recommendation 7

Where there could be unavoidable impacts on endangered, vulnerable or special least concern flora or fauna requiring a permit under the *Nature Conservation Act 1992*, specific management and mitigation measures, including offsets for the impact to the species and/or its habitat consistent with the Queensland Environmental Offsets Policy, must be included in the Wildlife Habitat Management Plan mentioned in Schedule 1, Condition 6.

Recommendation 8

Any beach access and other infrastructure required to be placed within the wetland and foreshore dunal systems (excluding the bridge and public boat ramp) must avoid disturbance to marine plants and fish habitats. Where avoidance is not possible, the path and area of least disturbance is to be taken.

Recommendation 9

The proponent should apply the *Coastal Protection and Management Act 1995* to amend the erosion prone area plan (GLR3A) consistent with the revised erosion-prone area identified in the change application for the project.

Recommendation 10

- (a) The proponent consult with DAF, DEHP, DTMR and GRC prior to finalising the Boyne Creek bridge design.
- (b) Bridge works or any associated works be restricted to within the exclusion area of the declared Fish Habitat Area Management A as shown at Figure 4 on plan number FHA-037 Colosseum Inlet.
- (c) The bridge be constructed to allow clearance of at least 5.5 metres above HAT to enable navigational access during all tides for small vessels.
- (d) As part of the bridge construction works, the existing causeway within Boyne Creek between Hummock Hill Island and the mainland be removed to the level of the existing depth adjacent to the causeway. All existing causeway material, outside of the permanent footprint of the Boyne Creek bridge and boat ramp, is to be removed and all fish habitats restored. The footprint of the causeway be restored and rehabilitated within two years of commencing works associated with the project, or within six months of completing the Boyne Creek bridge, whichever is sooner.

Recommendation 11

The proponent undertake construction of the Boyne Creek bridge as part of Stage 1 construction works for the project. The Boyne Creek bridge is to be completed within two years of commencing the works associated with Stage 1 of the project.

Recommendation 12

- (a) The proponent consult with DAF, DEHP and GRC prior to submitting the Clarks Road causeway upgrade design plans to GRC.
- (b) The proponent submit relevant causeway upgrade design plans to GRC for operational works approval prior to commencement of any construction works.
- (c) Causeway design plans include the following:
 - (i) causeway upgrade works be restricted to the current causeway alignment

- (ii) vehicle access be controlled by use of temporary fencing delineating the works zone
- (iii) guard rails be installed along the causeway and on approaches to the salt flat area.

Recommendation 13

- (a) The Boyne Creek boat ramp should be designed and built in accordance with current TMR standards.
- (b) The boat ramp and other public fishing infrastructure should be constructed to minimise impacts on tidal fish habitats and marine plants.
- (c) The proponent should seek input from DAF, DEHP, NPSR and TMR on final boat ramp designs prior to submitting an application to GRC.
- (d) The proponent should obtain operational works (tidal works) approval from GRC prior to commencement of any construction works.
- (e) Prior to any construction commencing, the proponent obtain a Marine Park Permit to undertake works within the marine park.

Recommendation 14

- (a) The proponent ensure that the Boyne Creek boat ramp:
 - (i) is appropriately managed to avoid any potential future dredging requirement
 - (ii) is restricted to within the exclusion area of the declared Fish Habitat Area Outer Boundary Management Area A as shown on plan number FHS-037 Colosseum Inlet.
- (b) The Boyne Creek boat ramp must be designed to:
 - (i) ensure car parking, rigging facilities and other associated facilities are located in a suitable location above HAT
 - (ii) include access management features for the ramp, parking area and associated facilities to prevent vehicular access and minimise pedestrian access to tidal lands (except through proper use of the ramp to launch and retrieve vessels).

Recommendation 15

The Chief Executive of DNRM consider including in the state's lease for the project a condition which restricts the number of dwellings, generally in accordance with the draft plan of development (dated December 2015).

Recommendation 16

The proponent should consult with Department of Police, Fire and Emergency Services and GRC to establish the responsible entity for ongoing maintenance of premises and maintenance and supply of vehicles and equipment.

Recommendation 17

The proponent subsidise this service by providing training to staff to fulfil the State Emergency Service (SES) response role, if the development does not have the requisite permanent residents base to support a volunteer SES group.

Recommendation 18

The Chief Executive of DNRM consider including a condition of the lease which states the following:

- (a) Prior to commencement of construction of stage 2 of the development, the developer must enter into a social infrastructure agreement with the relevant state agency to:
 - (i) provide land within the project for fire and rescue and ambulance infrastructure

- (ii) provide land within the project for police infrastructure (including station, holding cells/watchhouse, residential accommodation and other necessary facilities, e.g. storage)
 - (iii) construct fire and rescue and ambulance infrastructure
 - (iv) construct police infrastructure
 - (v) undertake a combination of land dedication and construction works pursuant to points (i)–(iv) above, or
 - (vi) provide assistance, either financially or by other agreed means, to improve the current facilities responsible for ambulance and fire brigade servicing the proposed development area, or
 - (vii) be in accordance with any other agreement reached between the developer and the relevant state authority on behalf of the state to
 - (viii) discharge this condition, prior to the commencement of the use.
- (b) Any construction of fire and rescue and ambulance infrastructure, or agreement to allow the construction of fire and rescue, ambulance and police infrastructure must be by agreement with the relevant state authority to ensure compliance with contemporary operational standards for the construction of such facilities.

Recommendation 19

The proponent liaise with DNRM to ensure all native title requirements are met prior to commencing development.

Recommendation 20

The Chief Executive of DNRM consider including in the draft lease conditions that the following components of the project be completed as follows:

- (a) Infrastructure in accordance with the social infrastructure agreement specified in recommendation 18
- (b) community infrastructure for the project (excluding infrastructure subject to the social infrastructure agreement specified in recommendation 18 and 20a)) generally in accordance with the development schedule provided in the change application.

Recommendation 21

The Regional Harbour Master (Gladstone) consider imposing a general six knot speed limit on boating in the vicinity of the Boyne Creek bridge and boat ramp.

Recommendation 22

GRC consider any application it receives from the proponent for a desalination plant on the site to service the development, to be fully funded and managed by the proponent, until WS&S charges cover operating costs.

Recommendation 23

The Minister responsible for the *Nature Conservation Act 1992*, for the portion of Hummock Hill Island outside the project proposed development boundary, consider the declaration of a conservation park (with GRC as trustee).

Recommendation 24

The Chief Executive of DNRM incorporate specific management measures to prevent further incursion of 'edge effects' into the remaining area of *Eucalyptus melanophloia* on Hummock Hill Island (approximately 10.6 hectares) into the overall management of the proposed protected area on Hummock Hill Island .

Recommendation 25

Any operational works application for the construction of the Boyne Creek boat ramp should either comply with the acceptable outcomes of the SDAP (Module 5) for private boat ramps or demonstrate how the proposed boat ramp would otherwise meet the relevant performance outcomes to avoid impacts on marine plans and fish habitat.

Recommendation 26

Any application to construct and operate a desalination water treatment plant, must include the following information provided to DEHP and GRC for review:

- (a) an independent expert report demonstrating that no material or serious environmental harm or nuisance to the receiving environment and sensitive places will result from the construction and operation of the facility
- (b) details of the specific location of the proposed works and associated infrastructure with an emphasis placed on identifying sensitive environmental receptors
- (c) details of the proposed brine evaporation pond locations, designs and construction standard, and brine management system
- (d) a management framework that commits to the practices and principles to be applied to ensure that environmental impacts are minimised.

Recommendation 27

To operate a sewerage system as part of the project the following condition in relation to ERA 63 – sewage treatment applies:

- (e) All sewage generated by the project must be directed to and treated at a central sewage treatment plant.
- (f) As part of a development application to construct and operate a sewage treatment works, the proponent must submit to GRC the following:
 - (i) an independent expert report demonstrating that the construction and operation of the facility will not cause material or serious environmental harm or nuisance to the receiving environment and sensitive places
 - (ii) details of the specific location of the proposed works and associated infrastructure (including pump stations and wet weather and/or emergency storage facilities), with an emphasis on identifying sensitive environmental receptors
 - (iii) details of the proposed irrigation area (including location, size and irrigation method) and demonstration that the application of treated effluent to the proposed irrigation area will be sustainable. The report must, as a minimum, consider and present the following:
 - (A) the characteristics of any groundwater aquifer underlying the site and the soil and vegetation types in the proposed irrigation area
 - (B) the results of a detailed water balance study (including details of the maximum number of equivalent persons contributing to the treatment works)
 - (C) the results of site-specific modelling, simulating the impact of the proposed and ongoing irrigation release. The modelling should be conducted using the Model for Effluent Disposal by Land Irrigation (MEDLI) or another model acceptable to DEHP
 - (D) a management framework that commits to the practices and principles to be applied to ensure that irrigation application rates are managed to minimise environmental impacts.

- (g) The sewage treatment works must be designed, constructed and operated consistent with an advanced wastewater treatment plant, with treatment quality achieving the following quality characteristics.

Table A1. Wastewater quality characteristics

Quality characteristics	Minimum	Maximum
BOD5		5 mg/L
Total suspended solids		5 mg/L
Electrical conductivity		16000 μ S/cm
Total nitrogen		4 mg/L
Ammonia as N		0.5 mg/L
Total phosphorus		0.2 mg/L
pH	6.5 pH units	8.5 pH units
E. coli		< 1 cfu in 500ml sample
Faecal coliform		< 1 cfu in 500ml sample
Turbidity		2 NTU
Colour		<2 TCU

Appendix 3 Existing, amended and new conditions

Existing condition/recommendation	Amended and new condition or recommendation
Appendix 1, Schedule 1 <i>Conditions for which a state agency is the responsible entity</i>	
<p>Condition 1</p> <p>(a) Prior to the commencement of use of stage 1 of the development, the developer must enter into a social infrastructure agreement with the state to:</p> <ul style="list-style-type: none"> (i) provide land within the HHID for fire and rescue and ambulance infrastructure (ii) provide land within the HHID for police infrastructure (including station, holding cells/watchhouse, residential accommodation and other necessary facilities, e.g. storage) (iii) construct fire and rescue and ambulance infrastructure (iv) construct police infrastructure (v) undertake a combination of land dedication and construction works pursuant to points (i)–(iv) above, or (vi) provide assistance, either financially or by other agreed means, to improve the current facilities responsible for ambulance and fire brigade servicing the proposed development area, or (vii) be in accordance with any other agreement reached between the developer and the relevant state authority on behalf of the state to discharge this condition, prior to the commencement of the use. <p>(b) Any construction of fire and rescue and ambulance infrastructure, or agreement to allow the construction of fire and rescue, ambulance and police infrastructure must be by agreement with the relevant state authority to ensure compliance with contemporary operational standards for the construction of such facilities.</p> <p>(c) The proponent/developer must not market or advertise any agreement with the state about potential new, or upgrading of, ambulance, fire brigade or police services as part of the HHID.</p> <p>The Chief Executive of the DCS is the entity with jurisdiction for this condition.</p>	<p>Condition amended to update jurisdiction and to be consistent with current legislation. Refer to Appendix 1, Schedule 1, Condition 1.</p>
<p>Condition 2</p> <p>Before commencing any construction works, the proponent must consult with the QPS, DCS and other emergency services agencies to develop a risk management plan and emergency response plan, for all stages of the project.</p>	<p>Condition amended to update jurisdiction. Refer to Appendix 1, Schedule 1, Condition 2.</p>

Existing condition/recommendation	Amended and new condition or recommendation
The Chief Executive of the DCS is the entity with jurisdiction for this condition.	
<p>Condition 3</p> <p>Construction works that require the removal, destruction or damage of marine plants as defined under the Fisheries Act 1994 must not be undertaken without a development permit for operational works.</p> <p>The Chief Executive of DEEDI is the entity with jurisdiction for this condition.</p>	Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 2.
<p>Condition 4</p> <p>(a) Bridge construction works (such as bridge piles) located below HAT must not be undertaken without a development permit for operational works (constructing a waterway barrier).</p> <p>(b) Construction works for the bridge approach road (and any other crossings of defined waterways under the Fisheries Act 1994) must not be undertaken without a development permit for operational works.</p> <p>The Chief Executive of DEEDI is the entity with jurisdiction for this condition.</p>	Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 3
<p>Condition 5</p> <p>The proponent must design all waterway crossings and works within waterways in accordance with the Fisheries Queensland guideline FHG 001 Fish Passage in Streams, Fisheries Guidelines for Design of Stream Crossings (1998) and ensure construction is undertaken with full regard for fish passage requirements.</p> <p>The Chief Executive of DEEDI is the entity with jurisdiction for this condition.</p>	Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 4.
<p>Condition 6</p> <p>An application for a development permit for operational works that require the removal, destruction or damage of marine plants and/or the disturbance of tidal fish habitats must be accompanied by an offset proposal that complies with relevant policies at the time of assessment (e.g. Queensland Fisheries operational policy FHMOP005—Mitigation and compensation for activities and works causing marine fish habitat loss (2002)).</p> <p>The Chief Executive of DEEDI is the entity with jurisdiction for this condition</p>	Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 5.
<p>Condition 7</p> <p><i>The following condition, relating to ERA 64—water treatment (by desalination plant), only applies if a temporary desalination plant is required for the HHID and is deemed to be an ERA by DERM.</i></p> <p>An application to construct and operate a desalination water treatment plant, must include the following information provided to DERM and GRC for review:</p>	Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 26.

Existing condition/recommendation	Amended and new condition or recommendation
<p>(a) an independent expert report demonstrating that no material or serious environmental harm or nuisance to the receiving environment and sensitive places will result from the construction and operation of the facility</p> <p>(b) details of the specific location of the proposed works and associated infrastructure with an emphasis placed on identifying sensitive environmental receptors</p> <p>(c) details of the proposed brine evaporation pond locations, designs and construction standard, and brine management system</p> <p>(d) a management framework that commits to the practices and principles to be applied to ensure that environmental impacts are minimised.</p> <p>The Chief Executive of DERM is the entity with jurisdiction for this condition.</p>	
<p>Condition 8</p> <p>To operate a waste transfer station as part of the HHID the following condition in relation to ERA 62—operating a waste transfer station applies:</p> <p>An application to construct and operate a waste transfer station must include the following information provided to DERM and GRC for review:</p> <p>(a) an independent expert report demonstrating that the construction and operation of the facility will not cause material or serious environmental harm or nuisance to the receiving environment and sensitive places</p> <p>(b) details of the specific location of the proposed works and associated infrastructure with an emphasis on identifying sensitive environmental receptors</p> <p>(c) a management framework that commits to the practices and principles to be applied to minimise environmental impacts.</p> <p>The Chief Executive of DERM is the entity with jurisdiction for this condition.</p>	<p>Condition removed, no longer relevant due to the removal of a waste transfer from the project.</p>
<p>Condition 9</p> <p>To operate a sewerage system as part of the HHID the following condition in relation to ERA 63—sewage treatment applies:</p> <p>(a) All sewage generated by the HHID must be directed to and treated at a central sewage treatment plant.</p> <p>(b) As part of an development application to construct and operate a sewage treatment works, the proponent must submit to GRC the following:</p> <p>(i) an independent expert report demonstrating that the construction and operation of the facility will not cause material or serious</p>	<p>Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 27.</p>

Existing condition/recommendation	Amended and new condition or recommendation															
<p>environmental harm or nuisance to the receiving environment and sensitive places</p> <p>(ii) details of the specific location of the proposed works and associated infrastructure (including pump stations and wet weather and/or emergency storage facilities), with an emphasis on identifying sensitive environmental receptors</p> <p>(iii) details of the proposed irrigation area (including location, size and irrigation method) and demonstration that the application of treated effluent to the proposed irrigation area will be sustainable. The report must, as a minimum, consider and present the following:</p> <p>(A) the characteristics of any groundwater aquifer underlying the site and the soil and vegetation types in the proposed irrigation area</p> <p>(B) the results of a detailed water balance study (including details of the maximum number of equivalent persons contributing to the treatment works)</p> <p>(C) the results of site-specific modelling, simulating the impact of the proposed and ongoing irrigation release. The modelling should be conducted using the Model for Effluent Disposal by Land Irrigation (MEDLI) or another model acceptable to DERM</p> <p>(D) a management framework that commits to the practices and principles to be applied to ensure that irrigation application rates are managed to minimise environmental impacts.</p> <p>(c) The sewage treatment works must be designed, constructed and operated consistent with an advanced wastewater treatment plant, with treatment quality achieving the following quality characteristics.</p> <table><tr><th>Quality characteristics</th><th>Minimum</th><th>Maximum</th></tr><tr><td>BOD5</td><td></td><td>5 mg/L</td></tr><tr><td>Total suspended</td><td></td><td>5 mg/L</td></tr><tr><td>Electrical conductivity</td><td></td><td>16000 µS/cm</td></tr><tr><td>Total nitrogen</td><td></td><td>4 mg/L</td></tr></table>	Quality characteristics	Minimum	Maximum	BOD5		5 mg/L	Total suspended		5 mg/L	Electrical conductivity		16000 µS/cm	Total nitrogen		4 mg/L	
Quality characteristics	Minimum	Maximum														
BOD5		5 mg/L														
Total suspended		5 mg/L														
Electrical conductivity		16000 µS/cm														
Total nitrogen		4 mg/L														

Existing condition/recommendation			Amended and new condition or recommendation
Ammonia as N		0.5 mg/L	
Total phosphorus		0.2 mg/L	
pH	6.5 pH units	8.5 pH units	
E. coli		< 1 cfu in 500ml sample	
Faecal coliform		< 1 cfu in 500ml sample	
Turbidity		2 NTU	
Colour		<2 TCU	
The Chief Executive of DERM is the entity with jurisdiction for this condition.			
<p>Condition 10</p> <p>(a) Prior to making an application for a development permit for material change of use for all or part of the development subject to the preliminary approval, the applicant/landowner must:</p> <p>(i) submit a road impact assessment (RIA) to TMR which:</p> <p>(A) identifies the cumulative impacts of all stages of development on the intersection of the Bruce Highway (Gin Gin—Benaraby)/Turkey Beach Road and other approved developments in the vicinity that also gain access from the state-controlled road via Turkey Beach Road</p> <p>(B) is carried out in accordance with the TMR's Guidelines for Assessment of Road Impacts of Development (GARID) (2006 or as amended).</p> <p>(ii) submit a road use management plan to TMR which details:</p> <p>(A) traffic volumes</p> <p>(B) proposed transport routes</p> <p>(C) estimates of any required infrastructure maintenance contributions or conceptual or preliminary plans of necessary upgrades to mitigate road impacts with a design horizon of 10 years after opening of the final stage of development</p> <p>(D) any requirements regarding access/connection to public roads, transport scheduling, dust control and road safety.</p> <p>The Chief Executive of TMR is the entity with jurisdiction for this condition.</p>			Condition consolidated, and contemporised to current standards. Refer to Appendix 1, Schedule 1, Condition 3.
Condition 11			Condition consolidated, and contemporised to

Existing condition/recommendation	Amended and new condition or recommendation
<p>(a) The proponent must enter into a road infrastructure agreement with TMR for the upgrading of the Bruce Highway (Gin Gin—Benaraby)/Turkey Beach Road intersection and any necessary road maintenance and upgrades identified in the finalised RMP to ameliorate any adverse impacts of road use by the project on the assets of TMR. The infrastructure agreement must be submitted to GRC to inform GRC's decision on any MCU over the proposed development land. All works within the Bruce Highway road reserve require prior approval from TMR and must be designed and constructed by TMR pre-qualified consultants and contractors, and meet TMR standards and specifications.</p> <p>(b) The Chief Executive of GRC must be consulted regarding any RMP which seeks to address intersections and road reserves involving a council-controlled road (e.g. Bruce Highway/Turkey Beach Road intersection).</p> <p>(c) Upon approval by the TMR of the revised RIA and RMP and prior to the signing and dating of the Plan of Survey for each stage of the development or before commencing use for MCU applications, the applicant/landowner must undertake the works or pay the contributions identified in the report.</p> <p>(d) If an infrastructure agreement between the proponent and TMR is not concluded within six months of the submission of the RMP, either party may refer the matter to the Coordinator-General.</p> <p>The Chief Executive of TMR is the entity with jurisdiction for this condition.</p>	<p>current standards. Refer to Appendix 1, Schedule 1, Condition 3.</p>
<p>Condition 12</p> <p>(a) Within 90 days of appointing a construction contractor for the project, and before commencing any major construction works on the project, the proponent must prepare a TMP for any construction or maintenance of road infrastructure.</p> <p>(b) The proponent must provide the TMP for review by TMR, GRC and any other relevant stakeholders and take account of the reviews.</p> <p>(c) The TMP must incorporate a provision that, before commencing any program of oversize transport movements that may be required for the construction of the project, the proponent will consult with TMR, GRC and any other relevant stakeholders.</p> <p>(d) The proponent must implement the TMP during construction and commissioning of the project and construction or maintenance of road infrastructure.</p> <p>The Chief Executive of TMR is the entity with</p>	<p>Condition consolidated, and contemporised to current standards. Refer to Appendix 1, Schedule 1, Condition 3.</p>

Existing condition/recommendation	Amended and new condition or recommendation
jurisdiction for this condition.	
<p>Condition 13</p> <p>Any works in the state-controlled road corridor must not be undertaken without a development permit in accordance with the Transport Infrastructure Act 1994 (Qld) and associated regulations.</p> <p>The Chief Executive of TMR is the entity with jurisdiction for this condition.</p>	<p>Condition consolidated, and contemporised to current standards. Refer to Appendix 1, Schedule 1, Condition 3.</p>
<p>Condition 14</p> <p>(a) The proponent must implement and manage a wildlife habitat management plan (WHMP) which incorporates beach and foreshore management. The WHMP must be provided to DERM for approval prior to commencing construction.</p> <p>(b) The WHMP must:</p> <ul style="list-style-type: none"> (i) define the impact of the development on the species populations (ii) provide for the survival of the species in the wild (iii) achieve a net conservation benefit for the species (iv) consider and address changes to species composition that may potentially occur as a result of the development. <p>(c) The WHMP must include:</p> <ul style="list-style-type: none"> (i) wildlife habitat and movement corridors in the design, construction and operation of the project. This must include: <ul style="list-style-type: none"> (A) designing and managing the development to retain and enhance remaining vegetated areas and maximise fauna movement corridors (as discussed in this report) (B) designing and constructing a major fauna crossing (e.g. underpass culvert) along the sections of road that pass through vegetated areas to prevent fauna entering the roadway (C) implementing a roadside wildlife management plan to further protect wildlife in the vicinity of the access road (D) installing traffic calming devices in strategic locations such as the connectivity corridors noted in Figure 4.1 of this report (E) installing fauna exclusion fencing in appropriate locations, if necessary, as agreed with DERM 	<p>Condition amended to update jurisdiction. Refer to Appendix 1, Schedule 1, Condition 4.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<ul style="list-style-type: none"> (F) considering the fauna sensitive design standards included in the Fauna Sensitive Road Design Manual—Volume 2: Preferred Practices (G) developing, implementing and funding activities to specifically eradicate fox, wild dog and feral cat numbers in the buffer zone between the HHID and the rest of the island and on land surrounding the bridge (e.g. trapping program) (H) prohibiting domestic cats within the HHID area and dogs from environmentally sensitive parts of the island such as beaches and protected areas (I) developing and implementing a beach and foreshore management plan (including a community education/awareness program) to manage the sensitive areas particularly for turtles and shorebirds (J) establishing vegetated buffers of at least 100 metres in width around the entire perimeter of the HHID footprint (80 metres at the headland) to protect sensitive environments (ii) a management plan for the black-breasted button quail (<i>Turnix melanogaster</i>) that are likely to exist in littoral vineforest RE on the island (iii) a beach and foreshore management plan (including a community education/awareness program) in consultation with DERM to manage the sensitive areas particularly for turtles and shorebirds (iv) an artificial lighting management plan that will include a range of methods to minimise impacts such as: <ul style="list-style-type: none"> (A) turning off light sources (B) wattage reduction (C) repositioning lights behind structures (D) shielding (E) redirecting light sources (F) lowering lights and recessing lights so the light does not reach the beach (v) measures in a community management statement to regulate domestic animals in residential precincts to avoid disturbing native fauna in open space areas (vi) measures to ensure all site 	

Existing condition/recommendation	Amended and new condition or recommendation
<p>rehabilitation work is undertaken and/or managed by appropriately qualified personnel.</p> <p>The Chief Executive of DERM is the entity with jurisdiction for this condition.</p>	
<p>Condition 15</p> <p>(a) Before clearing any REs on the project site, the proponent must:</p> <ul style="list-style-type: none"> (i) complete and submit detailed mapping of REs on and around the project site in consultation with DERM (ii) obtain a development permit for operational works for the clearing of native vegetation. <p>(b) An application for a development permit for operational works for the clearing of native vegetation must include an offset for endangered REs in accordance with DERM's Policy for Vegetation Management Offsets and the Regional Vegetation Management Code for Southeast Queensland Bioregion</p> <p>(c) An offset must be provided for all areas of REs other than endangered RE that are cleared as part of the project to the satisfaction of the Coordinator-General.</p> <p>(d) The offset(s) must meet criteria 4 and 5 of the Policy for Vegetation Management Offsets and must be secured prior to any clearing of native vegetation.</p> <p>(e) No clearing is to occur outside the areas designated for urban purposes by this preliminary approval.</p> <p>(f) Clearing in areas A and B (Figure 4.1 of this report) must be less than 20 metres in width and separated from other remnant or regrowth clearing by at least 20 metres.</p> <p>(g) Clearing in areas A and B is only permitted for the construction of an access road (including bike path) and reasonably associated service infrastructure such as power, water and telecommunications.</p> <p>Note: For the purposes of this preliminary approval for material change of use, the chief executive administering the Vegetation Management Act 1999 is not a concurrence agency under the Sustainable Planning Act 2009.</p> <p>The Chief Executive of DERM is the entity with jurisdiction for this condition.</p>	<p>Condition amended to update jurisdiction and to be consistent with current legislation. Refer to Appendix 1, Schedule 1, Condition 5.</p>
<p>Condition 16</p> <p>(a) Prior to an application for a reconfiguration of a lot within the lease area the proponent must complete plant surveys in consultation with the Wildlife Branch of DERM.</p> <p>(b) Detailed information must be provided to DERM in relation to:</p> <ul style="list-style-type: none"> (i) the extent of long-term loss of native 	<p>Condition now a recommendation as requirements not relevant for a preliminary approval. Refer to Recommendation 6.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>plants</p> <p>(ii) rehabilitating disturbed areas</p> <p>(iii) the maintenance of threatened species' populations.</p> <p>(c) The proponent must consider options for avoiding or minimising impacts to Schedule 6 plants (i.e. native plants) listed in the <i>Nature Conservation (Wildlife) Regulation 2006</i> and discuss specific requirements with DERM, before commencing clearing.</p> <p>(d) The proponent must prepare a flora rehabilitation plan and provide it to DERM for consideration.</p> <p>(e) The proponent must obtain a permit under the <i>Nature Conservation Act 1992 (Nature Conservation (Administration) Regulation 2006)</i> if there is a need to remove/clear protected plants (i.e. native plants). The application for a clearing permit must list all plant species to be cleared in accordance with the relevant schedules under the <i>Nature Conservation (Wildlife) Regulation 2006</i>.</p> <p>(f) The proponent must obtain a wildlife rehabilitation permit under the <i>Nature Conservation (Wildlife Management) Regulation 2006</i> and <i>Nature Conservation (Administration) Regulation 2006</i> if protected animals need to be rescued, particularly during the clearing and construction stages of development.</p> <p>The Chief Executive of DERM is the entity with jurisdiction for this condition.</p>	
<p>Condition 17</p> <p>Where there will be unavoidable impact to near threatened, rare, vulnerable or endangered flora or fauna requiring a permit under the <i>Nature Conservation Act 1992</i>, specific management and mitigation measures, including offsets for the impact to the species and/or its habitat consistent with the Queensland Government Environmental Offsets Policy, must be included in the WHMP mentioned in Condition 14.</p> <p>The Chief Executive of DERM is the entity with jurisdiction for this condition.</p>	<p>Condition now a recommendation, as the requirement duplicates a legislative requirement. Refer to Recommendation 7.</p>
<p>Condition 18</p> <p>(a) As part of the artificial lighting management plan mentioned in Condition 14, (c)(iv) the applicant must provide details of how nesting turtles on HHI will be protected from the impacts of lighting through practical design, location and management commitments, including a detailed analysis of the potential visibility of all artificial lighting, including reflected light, at turtle-sensitive locations.</p> <p>(b) The artificial lighting management plan must specify the design, location and management of all lighting used in the</p>	<p>Condition amended to update jurisdiction. Refer to Appendix 1, Schedule 1, Condition 6.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>development to ensure that no direct or reflected artificial lighting would be visible at turtle sensitive areas after 7.30 pm during the nesting and hatching season, which extends from 1 October to 31 March, except as required for emergencies or marine safety.</p> <p>(c) Where, for legal or safety reasons, lighting cannot be excluded or shielded completely from turtle-sensitive areas during the nesting and hatching period, the proponent must make practical design and management commitments to ensure that the lighting will have no significant effect on turtle nesting and hatchlings.</p> <p>(d) Commitments to the design, location, and management of all lighting must be made legally binding on all future owners and/or lessees.</p> <p>The Chief Executive of DERM is the entity with jurisdiction for this condition.</p>	
<p>Condition 19</p> <p>Any beach access and other infrastructure required to be placed within the wetland and foreshore dunal systems (excluding the bridge and public boat ramps) must avoid disturbance to marine plants and fish habitats. Where avoidance is not possible, the path and area of least disturbance is to be taken.</p> <p>The Chief Executive of DEEDI is the entity with jurisdiction for this condition.</p>	<p>Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 8.</p>
<p>Condition 20</p> <p>(a) The proponent must develop and implement a marine ecological monitoring program (MEMP) to map and monitor key marine communities in the area including coral communities, seagrass beds and mangrove communities.</p> <p>(b) The proponent must consult with DEEDI and DERM to develop the monitoring methodology including sites, frequencies, specific techniques, trigger points and subsequent actions.</p> <p>(c) The MEMP must include baseline monitoring including at least two monitoring events (winter and summer) over at least 12 months and an ongoing monitoring campaign every five years.</p> <p>(d) All marine ecological monitoring results must be provided to DEEDI and DERM.</p> <p>The Chief Executive of DEEDI is the entity with jurisdiction for this condition.</p>	<p>Condition amended to update jurisdiction. Refer to Appendix 1, Schedule 1, Condition 7.</p>
<p>Condition 21</p> <p>(a) Prior to commencement of construction, the applicant must provide to DERM a site-specific acid sulfate soil management plan developed and to be implemented in accordance with:</p>	<p>Condition amended to update jurisdiction and to be consistent with current legislation. Refer to Appendix 1, Schedule 1, Condition 8.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<ul style="list-style-type: none"> (i) State Planning Policy 2/02: Planning and Managing Development Involving Acid Sulfate Soil (ii) the State Planning Policy 2/02 Guideline: Acid Sulfate Soils,⁷⁴ and with reference to the Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils in Queensland (iii) the Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines (iv) Instructions for the Treatment and Management of Acid Sulfate Soils or any updates of them as they become available. <p>(b) The acid sulfate soil management plan must be developed by consultants experienced in large scale development projects containing acid sulfate soils, in consultation with DERM, and include a commitment to be on site during excavation and treatment activities.</p> <p>The Chief Executive of DERM is the entity with jurisdiction for this condition.</p>	
	Recommendation added, to address erosion prone area. Refer to Recommendation 9.
	Condition added, to address storm tide inundation risk. Refer to Appendix 1, Schedule 1, Condition 9.
Schedule 2 Conditions for which the chief executive of GRC is the responsible entity	
<p>Condition 1</p> <ul style="list-style-type: none"> (a) The development is to be generally in accordance with: <ul style="list-style-type: none"> (i) the master plan described in the EIS, revised in the SEIS and further amended by any requirements of these conditions of development (ii) the precinct plan dated 20 August 2010 (Refer Figure 2.3) (b) For all stages of development, the number of dwellings for permanent residential use (i.e. other than short term accommodation) must not exceed 30 per cent of the total number of constructed dwelling units within the HHID and must not exceed 790 dwellings. (c) For all stages of development, at least 15 per cent of dwellings for permanent residential use must be low cost housing, i.e. intended as accommodation for people who wish to work and live on HHI in support of the tourist industry. (d) The total area used for urban purposes 	<p>Condition amended to update references to current plans, dwelling numbers, project area and Development in accordance with the Plan of Development and planning scheme. Refer to Appendix 1, Schedule 2, Condition 1.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>must not exceed 518 hectares.</p> <p>(e) Development must be excluded from the littoral vineforest communities to the west of the headland and beachfront habitat to the east of the headland (as represented by RE 12.2.2 determined by detailed mapping specified in Schedule 1, Condition 15, (a) of this report, to protect the environmental value of these areas.</p> <p>(f) Unless otherwise stated in these conditions, the development is to be in accordance with the Miriam Vale planning scheme codes and policies applicable to the GRC.</p> <p>Note: 'short-term accommodation' is defined as:</p> <ul style="list-style-type: none"> - premises used to provide short-term accommodation for the general public which may be self-contained. The use may include a manager's residence and office and the provision of recreation facilities for the exclusive use of residents; and/or - premises used, or intended to be used principally, for accommodating persons away from their normal place of residence. <p>Note: 'low cost housing' is defined as a multiple dwelling unit with one or two bedrooms.</p> <p>Note: 'urban purposes' are defined by the Sustainable Planning Regulation 2009.</p>	
<p>Condition 2</p> <p>(a) The HHID must include design elements that will avoid where possible or mitigate impacts upon fauna communities by the incorporating the following:</p> <p>(i) vegetated corridors which permit flora and fauna dispersal across HHI particularly the maintenance of riparian corridors adjacent to ephemeral creeks. Wildlife corridor types that are to be considered for the development, to be agreed with GRC and DERM, include:</p> <p>(A) major linkage – several hundred metres in width and containing no buildings or major structures</p> <p>(B) inter-urban linkage – corridors of 100–200 metres in width through a predominantly urban matrix, but containing large areas of green space such as the golf course</p> <p>(C) local linkage – corridors of less than 100 metres in width through urban and non-urban matrices</p> <p>(ii) roads designed to include the preferred fauna sensitive design standards included in the Fauna Sensitive Road Design Manual—Volume 2: Preferred Practices (TMR</p>	<p>Condition amended to update jurisdiction. Refer to Appendix 1, Schedule 2, Condition 2.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>June 2010)</p> <ul style="list-style-type: none"> (iii) formal fauna crossing points at potential road-strike points, particularly within the proposed corridors described above (iv) fauna crossings at ephemeral watercourse crossings (v) tree retention across the development area to increase landscape permeability for flora and fauna particularly in and around the proposed golf course (vi) a 500-metre section of road connecting the northern and southern parts of the development to include an east-west fauna movement corridor incorporating: <ul style="list-style-type: none"> (A) retention of a 50 to 60-metre (width) naturally vegetated area between the single lane carriage ways (B) traffic calming devices at agreed points along the road (C) wildlife signage to warn drivers (D) culverts under the roadway to accommodate movement of small fauna. (vii) 30-metre buffers to waterways (viii) construction and maintenance of fire breaks within the special lease area. <p>(b) DERM must be consulted in relation to all aspects of this condition.</p>	
<p>Condition 3</p> <p>No development, other than construction of the bridge, public boat ramps, service infrastructure, pedestrian access to the beaches and life saving structures, is to occur within the erosion prone area indicated in DERM's Erosion Prone Area Plan SC 3378 (or updated version) or within the storm tide hazard area defined by the planning scheme and the State Coastal Management Plan Guideline Mitigating the Adverse Impacts of Storm Tide Inundation or subsequent amendments to the State Coastal Management Plan.</p>	<p>Condition amended to be consistent with current legislation and revised erosion-prone area report. Refer to Appendix 1, Schedule 2, Condition 3.</p>
<p>Condition 4</p> <p>Sequencing of the development must:</p> <ul style="list-style-type: none"> (a) provide for community facilities to be made available in conjunction with the first residential (tourism/permanent) stages (b) limit the number of permanent residential dwellings constructed in stage 2 to not exceed the numbers set out in Table 1.1 of the draft Hummock Hill Island Plan of Development (dated November 2010) (c) ensure the recreational camping ground is constructed in stage 2. 	<p>No amendment proposed. Refer to Appendix 1, Schedule 2, Condition 4.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>Condition 5</p> <p>The proponent must develop and fund the tourist and leisure facilities according to the EIS/SEIS documentation and any requirements of these conditions of development including the following:</p> <ul style="list-style-type: none"> (a) 240-room resort hotel – 4 star (b) 150-room beachfront tourist hotel – 3 star (c) 70-room motel (d) tourist park (e) a range of self-catered holiday properties (f) tourist retail shopping (g) restaurants and cafes (h) golf course (i) sports centre (j) tourist information centre (k) traditional owners cultural heritage interpretive centre (l) recreational camping ground. 	<p>Condition amended to reference the revised plan of development. Refer to Appendix 1, Schedule 2, Condition 5.</p>
<p>Condition 6</p> <ul style="list-style-type: none"> (a) The proponent must enter into a community facilities agreement with GRC to ensure the delivery of the community facilities for the HHID including: <ul style="list-style-type: none"> (i) community centre (ii) medical centre (iii) education and research centre (iv) boat ramps (v) kindergarten (vi) public bus service (vii) cycle paths (viii) post office (ix) surf life saving club (x) recreational facilities (xi) SES facilities and activities. (b) The community facilities agreement must address all aspects, timing and funding of the development of the community facilities and must be submitted to GRC for approval prior to an application for a development permit for material change of use within the HHID. 	<p>Condition amended to be consistent with current legislation. Refer to Appendix 1, Schedule 2, Condition 6.</p>
<p>Condition 7</p> <p>The program for developing community facilities is to be based on the rate of developing the residential units within the development, as measured by the approval by GRC of reconfiguring of the land into development lots. An application to reconfigure a lot must not be lodged with GRC for their approval until the proponent has completed the community facilities in accordance with the approved development program.</p>	<p>No amendment proposed. Refer to Appendix 1, Schedule 2, Condition 7.</p>
<p>Condition 8</p>	<p>Condition amended to be consistent with current</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>(a) All infrastructure must be provided at the cost of the proponent. Details and timing are to be agreed through an infrastructure agreement with GRC. The agreement must state that the proponent will develop the following physical infrastructure required for providing essential services to the HHID including:</p> <ul style="list-style-type: none"> (i) water supply system (including pipeline) (ii) sewerage (iii) power (iv) telecommunications (v) stormwater drainage systems (vi) recycled water treatment and supply (vii) wastewater collection, treatment and disposal (viii) solid waste collection and disposal (ix) access road from Foreshores Road to HHI (x) bridge over Boyne Creek (xi) boat ramps (xii) internal roads, cycle ways and pedestrian paths (xiii) public parks and open space (including environmental buffers). <p>(b) The proponent must submit to GRC the infrastructure agreement for approval prior to making an application for a development permit for material change of use within the HHID.</p>	<p>legislation. Refer to Appendix 1, Schedule 2, Condition 8.</p>
<p>Condition 9</p> <p>(a) The proponent must enter into an operation and maintenance agreement with GRC to either maintain and operate the infrastructure or subsidise the costs of operating and maintaining infrastructure for a period of 17 years or otherwise agreed with GRC.</p> <p>(b) The proponent must submit to GRC the operation and maintenance agreement for approval prior to making an application for a development permit for material change of use within the HHID.</p>	<p>Condition amended to be consistent with current legislation. Refer to Appendix 1, Schedule 2, Condition 9.</p>
<p>Condition 10</p> <p>The HHID is to be connected to electricity and telecommunications to the requirements of the relevant authorities. The proponent is to fund all works including any alterations, relocations, or upgrade work necessary to electricity and telephone installations resulting from or in connection with HHID.</p>	<p>Condition amended to replace "HHID" with "project". Refer to Appendix 1, Schedule 2, Condition 10.</p>
<p>Condition 11</p> <p>Should any aspect of the development trigger appraisal under existing GRC infrastructure policies, the proponent must contribute towards</p>	<p>No amendment proposed. Refer to Appendix 1, Schedule 2, Condition 11.</p>

Existing condition/recommendation	Amended and new condition or recommendation
GRC infrastructure prior to commencement of the use on site. The contributions are to be paid in accordance with the rates applicable at the date of payment.	
<p>Condition 12</p> <p>(a) The proponent must consult with DEEDI, DERM, TMR and GRC prior to finalising the Boyne Creek bridge design.</p> <p>(b) Bridge works or any associated works must be restricted to within the exclusion area of the declared Fish Habitat Area Management A as shown at Figure 4 on plan number FHA-037 Colosseum Inlet.</p> <p>(c) The bridge must be constructed to allow clearance of at least 5.5 metres above HAT to enable navigational access during all tides for small vessels.</p> <p>(d) As part of the bridge construction works, the existing causeway within Boyne Creek between HHI and the mainland must be removed to the level of the existing depth adjacent to the causeway. All existing causeway material, outside of the permanent footprint of the Boyne Creek bridge and boat ramp, is to be removed and all fish habitats restored. The footprint of the causeway must be restored and rehabilitated within two years of commencing works associated with the HHID, or within six months of completing the Boyne Creek bridge, whichever is sooner.</p>	<p>Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 10.</p>
<p>Condition 13</p> <p>The proponent must undertake construction of the Boyne Creek bridge as part of Stage 1 construction works for the HHID. The Boyne Creek bridge is to be completed within two years of the commencing the works associated with the HHID.</p>	<p>Condition now a recommendation, as the requirement duplicates a legislative requirement/ not relevant for a preliminary approval. Refer to Recommendation 11.</p>
<p>Condition 14</p> <p>(a) The proponent must consult with DEEDI, DERM and GRC prior to submitting the Clarks Road causeway upgrade design plans to GRC.</p> <p>(b) The proponent must submit relevant causeway upgrade design plans to GRC for operational works approval prior to any construction works.</p> <p>(c) Causeway design plans must include the following:</p> <ul style="list-style-type: none"> (i) causeway upgrade works must be restricted to the current causeway alignment (ii) vehicle access must be controlled by use of temporary fencing delineating the works zone (iii) guard rails must be installed along the causeway and on approaches to the 	<p>Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 12.</p>

Existing condition/recommendation	Amended and new condition or recommendation
salt flat area.	
<p>Condition 15</p> <p>(a) The Boyne Creek and Colosseum Inlet boat ramps must be designed and built in accordance with current TMR standards.</p> <p>(b) Boat ramps or other public fishing infrastructure must be constructed to minimise impacts on tidal fish habitats and marine plants.</p> <p>(c) The proponent must seek input from DEEDI (Fisheries Queensland), DERM and TMR on final boat ramp designs prior to submitting an application to GRC.</p> <p>(d) The proponent must obtain operational works (tidal works) approval from GRC prior to any construction.</p>	<p>Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 13.</p>
<p>Condition 16</p> <p>(a) The proponent must ensure that the Boyne Creek boat ramp:</p> <p>(i) is appropriately managed to avoid any potential future dredging requirement</p> <p>(ii) is restricted to within the exclusion area of the declared FHA Management A as shown on plan number FHS-037 Colosseum Inlet.</p> <p>(b) The Boyne Creek boat ramp must be designed to:</p> <p>(i) ensure car parking, rigging facilities and other associated facilities are located in a suitable location above HAT</p> <p>(ii) include access management features for the ramp, parking area and associated facilities to prevent vehicular access and minimise pedestrian access to tidal lands (except through proper use of the ramp to launch and retrieve vessels).</p>	<p>Condition now a recommendation, as the requirement duplicates a legislative requirement and is not relevant for a preliminary approval. Refer to Recommendation 14.</p>
<p>Condition 17</p> <p>All water supply reticulation must be designed, constructed and maintained in accordance with GRC codes, policies, standards and specifications, applicable at the time and where relevant to GRC requirements.</p>	<p>No amendment proposed. Refer to Appendix 1, Schedule 2, Condition 12.</p>
<p>Condition 18</p> <p>(a) The permanent potable water supply for the HHID must be sourced from the current Gladstone Area Water Board/GRC system and piped to the site to an appropriate storage for reticulation.</p> <p>(b) The water supply infrastructure provided must be capable of servicing the HHID at full occupancy and use, without the need for future augmentation by the GRC.</p> <p>(c) The proponent is responsible for the full cost of all necessary water supply infrastructure on the island. The proponent</p>	<p>Condition amended. Refer to Appendix 1, Schedule 2, Condition 13.</p>

Existing condition/recommendation	Amended and new condition or recommendation
must enter into an agreement with GRC to determine an appropriate contribution to council costs for providing a water pipeline to the island.	
<p>Condition 19</p> <p>(a) If a temporary desalination plant is required as part of the construction phase of the development, the proponent must consult with GRC before commencing construction. The desalination plant and associated infrastructure and any subsequent decommissioning activities must be funded by the proponent.</p> <p>(b) If a temporary desalination plant is required as part of the construction phase of the development, the proponent must ensure:</p> <ul style="list-style-type: none"> (i) monitoring of salinity levels in the evaporation ponds is undertaken during the wet season and extreme weather conditions (ii) discharge of potential overflow from the evaporation ponds is appropriately managed to ensure salinity levels are comparable to that of the receiving environment and that discharge occurs on an outgoing tide (iii) evaporation ponds are lined with either clay or a geotextile (with permeability less than 0.01 mm/day) to prevent leaching of saline concentrate to groundwater or leakage to surface waters. 	<p>Condition amended to remove reference to the temporary plant. Refer to Appendix 1, Schedule 2, Condition 14.</p>
<p>Condition 20</p> <p>(a) The proponent must specify the proposed recycled/wastewater treatment technologies in the infrastructure agreement with GRC mentioned in Appendix 1, Schedule 2, Condition 8.</p> <p>(b) The proponent must prepare a recycled water management plan in accordance with the <i>Water Supply (Safety and Reliability) Act 2008</i> and submit to DERM and GRC for approval prior to making an application for a development permit for material change of use within the HHID.</p> <p>(c) All permanent water storages must be constructed in accordance with the Queensland Water Recycling Guidelines (EPA 2005) and the Australian Mosquito Control Manual (Mosquito Control Association of Australia 2002). Temporary water storages must be constructed in accordance with the WSUD Technical Design Guidelines (Healthy Waterways 2006).</p>	<p>Condition amended to update to be consistent with current legislation. Refer to Appendix 1, Schedule 2, Condition 15.</p>
<p>Condition 21</p> <p>(a) All sewerage reticulation for the HHID must be designed, constructed and maintained in accordance with GRC codes, policies,</p>	<p>No amendment. Refer to Appendix 1, Schedule 2, Condition 16.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>standards and specifications, applicable at the time and where relevant to GRC requirements.</p> <p>(b) All sewage generated by the HHID must be directed to and treated at a central sewage treatment plant within the development area.</p> <p>(c) No septic tanks are to be installed within the HHID.</p>	
<p>Condition 22</p> <p>(a) An erosion and sediment control plan (ESCP) must be prepared by the proponent prior to commencing construction. The plan must be developed by a suitably qualified engineer in accordance with the Queensland Urban Drainage Manual (EPA 2007), WSUD Technical Design Guidelines (Healthy Waterways 2006) and the Soil Erosion and Sediment Control Engineering Guidelines for Queensland Construction Sites or subsequent revisions. The ESCP must be designed around the following objectives:</p> <ul style="list-style-type: none"> (i) minimising vegetation and soil disturbance within ephemeral watercourses during construction (ii) drainage control from cleared areas (iii) erosion control of exposed surfaces (iv) sediment control (v) re-vegetation of cleared areas to re-establish ground cover. 	<p>No amendment. Refer to Appendix 1, Schedule 2, Condition 17.</p>
<p>Condition 23</p> <p>(a) The proponent must develop and implement a water quality monitoring program (WQMP) which is to be designed in accordance with relevant guidelines including the Queensland Water Quality Guidelines (DERM 2009), the draft Urban Stormwater Queensland Best Practice Environmental Management Guidelines 2009 (DERM), the draft State Planning Policy for Healthy Waters 2009 (DERM), the ANZECC/ARMCANZ (2000) Guidelines and the Water Quality Guidelines for the Great Barrier Reef Marine Park (GBRMPA 2009).</p> <p>(b) The WQMP must be submitted to DERM and GRC for review prior to an application for a development permit for material change of use within the HHID.</p> <p>(c) As part of the WQMP, the proponent must undertake water quality baseline monitoring of turbidity, sediment pollutant concentrations and other parameters, within Colosseum Inlet, Boyne Creek and Rodd's Bay adjacent to HHI before commencing construction.</p>	<p>Condition amended to update jurisdiction. Refer to Appendix 1, Schedule 2, Condition 18.</p>

Existing condition/recommendation	Amended and new condition or recommendation
(d) The findings of the WQMP must be used to determine water quality parameters for discharges from the development into the surrounding receiving water bodies.	
<p>Condition 24</p> <p>(a) The proponent must prepare a detailed design of stormwater systems including an assessment of the stormwater runoff volume and any changes in quantity or quality of this runoff as a result of the development. The design is to be in accordance with the draft Urban Stormwater Queensland Best Practice Environmental Management Guidelines 2009 (DERM) and the draft State Planning Policy for Healthy Waters 2009 (DERM). Storm water controls must be designed to:</p> <ul style="list-style-type: none"> (i) protect water environmental values specified in the Environmental Protection (Water) Policy 2009 (ii) minimise ecological impacts on waters in the locality (complying with water quality guidelines) (iii) make use of stormwater for recycling and water conservation (iv) make use of drainage corridors for improved recreational values and open space or landscape area (v) maintain acceptable health risks, aesthetics, protection from flooding, public safety and other social issues (vi) maintain existing runoff conditions (vii) maintain existing peak flow rates (viii) preserve existing drainage paths. <p>(b) The stormwater designs and runoff assessment are to be submitted to DERM and GRC for review prior to an application for a development permit for material change of use within the HHID.</p>	<p>Condition amended to update jurisdiction. Refer to Appendix 1, Schedule 2, Condition 19.</p>
<p>Condition 25</p> <p>(a) Prior to an application for a development permit for material change of use within the HHID, a TMP for council-controlled roads for the proposed development must be agreed with and submitted to GRC. The final TMP must consider impacts 10 years beyond the last development stage.</p> <p>(b) The TMP must address matters which include:</p> <ul style="list-style-type: none"> (i) traffic to be generated by the proposed development and the development's impact on the external road network (ii) traffic to be generated by the proposed development on the major roads within the proposed development (iii) requirements and timing of upgrades 	<p>Condition amended to replace "HHID" with "project". Refer to Appendix 1, Schedule 2, Condition 20.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>to Turkey Beach Road and Foreshores Road due to development traffic</p> <p>(iv) the standard of the access road (Clarks Road) to the island from Foreshores Road</p> <p>(v) intersection treatments required due to development traffic at the following intersections:</p> <p>(A) Bruce Highway/Turkey Beach Road</p> <p>(B) Turkey Beach Road/Foreshores Road</p> <p>(C) Foreshores Road/Clarks Road</p> <p>(vi) the minimum required standards for roads within the development.</p> <p>(c) The Manager of TMR (Assets and Operations) Fitzroy region must be consulted regarding any TMP which seeks to address intersections and road reserves involving a state-controlled road (e.g. Bruce Highway/Turkey Beach Road intersection).</p> <p>(d) If the TMP identifies a requirement for access and intersection treatment due to development traffic, the work must be carried out by the proponent at their cost.</p>	
<p>Condition 26</p> <p>GRC requirements for upgrading of council-controlled roads and intersections must be included in the GRC Infrastructure Agreement mentioned in Appendix 1, Schedule 2, Condition 8.</p>	<p>Condition amended to be consistent with current legislation. Refer to Appendix 1, Schedule 2, Condition 21.</p>
<p>Condition 27</p> <p>(a) All roads, to be designated as public roads must be designed and constructed in accordance with GRC's codes, policies, standards and specifications applicable at the time of development.</p> <p>(b) All internal accesses, internal driveways, circulation roads, commercial vehicle provisions, car parking and manoeuvring areas must be designed in accordance with AS 2890 and comprise a sealed pavement to GRC requirements. Turnarounds and intersections must be provided to cater for garbage collection trucks to the requirements of GRC.</p> <p>(c) The maximum speed limit allowed within the HHID is 50 kilometres per hour, except the 500-metre section of road linking the northern and southern components of the development which must be speed limited to 40 kilometres per hour.</p>	<p>Condition amended to replace "HHID" with "project". Refer to Appendix 1, Schedule 2, Condition 21.</p>
<p>Condition 28</p> <p>(a) The proponent must consult with the Civil Aviation Safety Authority (CASA) and GRC in finalising the location and design of the proposed airstrip, before commencing</p>	<p>No amendment. Refer to Appendix 1, Schedule 2, Condition 21.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>construction.</p> <p>(b) The airstrip must be constructed and operated in accordance with relevant CASA requirements, such as CASA's Manual of Standards Part 139— Aerodromes.</p> <p>(c) The height and location of buildings and other infrastructure must be considered in accordance with relevant CASA requirements.</p>	
<p>Condition 29</p> <p>(a) Landscaping shall be undertaken in accordance with GRC's codes and policies applicable at the time of development and shall be maintained to the satisfaction of GRC.</p> <p>(b) The proponent will prepare a detailed landscape master plan (LMP) for the island to be approved by GRC. The LMP must address the management of existing vegetation and the design and management of the public areas such as urban or tourist areas as well as infrastructure such as roads. Particular attention must be given to the early establishment of suitable vegetation and the creation of special areas suitable for water based recreation and enjoyment. The LMP must detail plant densities and species. Details on fertilizer and chemical usage will be provided in specifications attached to the approved landscaping plan</p>	<p>No amendment. Refer to Appendix 1, Schedule 2, Condition 21.</p>
<p>Condition 30</p> <p>The proponent must enter into an infrastructure agreement with GRC for the rehabilitation, ongoing management and conservation of all parts of HHI not allocated for urban purposes for not less than 17 years or until such time as the income from GRC's rates and services charges applied to the developed land allows GRC to take over responsibility of management and funding of these areas. The agreement must be submitted to GRC for approval prior to making an application for a development permit for material change of use within the HHID.</p>	<p>Condition amended to be consistent with current legislation. Refer to Appendix 1, Schedule 2, Condition 21.</p>
<p>Condition 31</p> <p>Prior to making an application for a development permit for material change of use for all or part of the development subject to the preliminary approval, the proponent must:</p> <p>(a) provide a plan showing the exact boundary of the areas allocated for urban purposes within the lease, the esplanade, and the unallocated state land</p> <p>(b) provide to the assessment manager, a proposal for an agreement or arrangement whereby the part of the leasehold land not allocated for urban purposes will be transferred to protected area under the Nature Conservation Act 1992 to be</p>	<p>No amendment. Refer to Appendix 1, Schedule 2, Condition 21.</p>

Existing condition/recommendation	Amended and new condition or recommendation
managed by an appropriate trusteeship arrangement prior to commencement of the development.	
<p>Condition 32</p> <p>A weed management plan must be developed for the site and surrounds to meet standards acceptable to DEEDI (Biosecurity Queensland) and the GRC prior to any disturbance occurring onsite.</p>	Condition amended to be consistent with current legislation. Refer to Appendix 1, Schedule 2, Condition 21.
<p>Condition 33</p> <p>The proponent must develop a pest species management plan for the site and surrounds to meet standards acceptable to the QH and GRC prior to any disturbance occurring on site.</p>	No amendment. Refer to Appendix 1, Schedule 2, Condition 21.
<p>Condition 34</p> <p>(a) The proponent must implement the following measures to avoid where possible or mitigate visual amenity impacts of the HHID:</p> <ul style="list-style-type: none"> (i) design the Boyne Creek bridge to maintain some view of the landscape beyond the bridge (ii) locate all buildings and infrastructure including road cuttings below any prominent ridge line or hilltop so that there are no visible changes in the skyline (iii) conform location and design of access roads and driveways to the landform and cause minimum visual impact or erosion hazard (iv) restrict roof tops of buildings to below the canopy height of the surrounding vegetation (v) where the cladding of any part of a house (including the roof and rain water tanks) is proposed to be in metal sheet, ensure cladding is Colorbond or painted in muted tones to reduce reflection (vi) where the wall cladding of a house is proposed to be in excess of 25 per cent timber siding or fibre cement siding or metal sheet, ensure cladding is painted or stained in muted tones prior to occupation of the house or within a specified time thereafter (vii) to not use reflective factory finished metal sheets i.e. untreated galvanised sheet, aluminium, zincalume, or white, off white or silver paint finishes for roofs unless the slope of the roof is 10 per cent or less (viii) retain existing vegetation on site, where practicable, and undertake only selected clearing for building envelopes and public spaces (ix) plant landscaped areas in public and 	Condition amended to replace "HHID" with "project". Refer to Appendix 1, Schedule 2, Condition 21.

Existing condition/recommendation	Amended and new condition or recommendation
<p>private spaces with species that are native and occur locally on HHI</p> <ul style="list-style-type: none"> (x) undertake additional plantings using seedlings of mature trees that will achieve a height above 10 metres with a dense understorey to increase density and screening qualities of vegetation (xi) limit development on the elevated sections of HHI and conform to GRC requirements (xii) limit development on the ridgelines to single storey residences (xiii) limit development to two-storey dwellings or 8.5 metres above natural ground level (except at ridgelines note above) (xiv) focus all lights in buildings and in public spaces on the areas required and where possible lights to be equipped with motion sensor switches to minimise light duration (xv) shield external lighting in environmentally sensitive areas within the development, including the headland, to limit extraneous light where necessary or face away from coastal and habitat areas. 	
<p>Condition 35</p> <p>The proponent must incorporate sustainability measures as outlined in the EIS, SEIS and list of commitments, in buildings and structures proposed to be erected in the HHID site. Such measures are to be included in the design guidelines for the development.</p>	<p>Condition amended to replace "HHID" with "project". Refer to Appendix 1, Schedule 2, Condition 21.</p>
<p>Condition 36</p> <ul style="list-style-type: none"> (a) The proponent and/or its contractor(s) must finalise the HHID environmental management plans for construction and operational management to the satisfaction of DERM and GRC at least one month prior to commencing construction. (b) The proponent must prepare a desalination plant and related activities (including the salt storage areas) decommissioning plan to form part of the EMP for the development. (c) The proponent and/or its contractor(s) must comply with all requirements of approved environmental management plans. 	<p>Condition amended to update jurisdiction and to replace "HHID" with "project". Refer to Appendix 1, Schedule 2, Condition 21.</p>
	<p>Condition added to address to address storm tide inundation risk at the site. Refer to Appendix 1, Schedule 2, Condition 21.</p>
Recommendations	
	<p>Proposed recommendation added. Refer to Recommendation 1.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>Recommendation 1</p> <p>The Chief Executive of DNRM amend the state's lease for the HHID to include a condition which restricts the number of dwellings on the island to 2715 and specifies a 70/30 percentage split for short-term tourism (1925) and permanent residential dwellings (790) within the development footprint, generally in accordance with the draft plan of development (dated December 2010) provided to the Coordinator-General and GRC.</p> <p>Responsible entity: Chief Executive of DERM</p>	<p>Recommendation amended to update dwelling numbers and to reference the plan of development. Refer to Recommendation 15.</p>
<p>Recommendation 2</p> <p>The proponent consult with Emergency Management Queensland (EMQ), GRC to establish the responsible entity for ongoing maintenance of premises and maintenance and supply of vehicles and equipment.</p> <p>Responsible entity: Proponent</p>	<p>Recommendation amended to update jurisdiction. Refer to Recommendation 16.</p>
<p>Recommendation 3</p> <p>The proponent subsidise this service by providing training to staff to fulfil the State Emergency Service (SES) response role, if the development does not have the requisite permanent residence base to support a volunteer SES group.</p> <p>Responsible entity: Proponent</p>	<p>No amendment. Refer to Recommendation 17.</p>
<p>Recommendation 4</p> <p>The Chief Executive of DNRM amend the state's lease for the project to include a condition which states the following:</p> <p>a) Prior to the commencement of use of stage 2 of the development, the developer must enter into a social infrastructure agreement with the state to:</p> <ol style="list-style-type: none"> i. provide land within the HHID for fire and rescue and ambulance infrastructure ii. provide land within the HHID for police infrastructure (including station, holding cells/watchhouse, residential accommodation and other necessary facilities, e.g. storage) iii. construct fire and rescue and ambulance infrastructure iv. construct police infrastructure v. undertake a combination of land dedication and construction works pursuant to points (i)–(iv) above, or vi. provide assistance, either financially or by other agreed means, to improve the current facilities responsible for ambulance and fire brigade servicing the proposed development area, or vii. be in accordance with any other agreement reached between the developer and the relevant state authority on behalf of the state to viii. discharge this condition, prior to the commencement of the use. <p>b) Any construction of fire and rescue and</p>	<p>Recommendation amended to be consistent with current legislation, amended to update jurisdiction and to replace "HHID" with "project". Refer to Recommendation 18.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>ambulance infrastructure, or agreement to allow the construction of fire and rescue, ambulance and police infrastructure must be by agreement with the relevant state authority to ensure compliance with contemporary operational standards for the construction of such facilities.</p> <p>c) The proponent/developer must not market or advertise any agreement with the state about potential new, or upgrading of, ambulance, fire brigade or police services as part of the PTP.</p> <p>Responsible entity: Chief Executive of DNRM</p>	
<p>Recommendation 5</p> <p>The proponent liaise with DNRM to ensure all native title requirements are met prior to commencing development.</p> <p>Responsible entity: Proponent</p>	<p>Recommendation amended to ensure appropriate timing. Refer to Recommendation 19.</p>
<p>Recommendation 6</p> <p>The Chief Executive of DNRM amend the draft lease to include a requirement that the following components of the project are completed prior to releasing the bond:</p> <ul style="list-style-type: none"> a) emergency services infrastructure, including fire and rescue, ambulance and police (if required by these agencies) or contributions required by the appropriate authorities responsible for these services b) medical centre c) community centre d) picnic and barbecue areas e) surf life saving club f) boat ramps. <p>Responsible entity: Chief Executive of DNRM</p>	<p>Recommendation amended to ensure all community infrastructure is included and the development schedule is referenced. Refer to Recommendation 20.</p>
<p>Recommendation 7</p> <p>The Regional Harbour Master (Gladstone) consider imposing a general six knots speed limit in the vicinity of the Colosseum inlet boat ramp and the Boyne Creek bridge and boat ramp.</p> <p>Responsible entity: Regional Harbour Master (Gladstone)</p>	<p>Recommendation amended as references relating to both ramps no longer relevant. Refer to Recommendation 21.</p>
<p>Recommendation 8</p> <p>GRC consider any application it receives from the proponent for a desalination plant on the site to service the development, to be fully funded and managed by the proponent, until WS&S charges cover operating costs.</p> <p>Responsible entity: Chief Executive of GRC</p>	<p>No amendment. Refer to Recommendation 22.</p>

Existing condition/recommendation	Amended and new condition or recommendation
<p>Recommendation 9</p> <p>The Minister responsible for the <i>Nature Conservation Act 1992</i> should, for the portion of HHI outside the HHID development area:</p> <p>consider the declaration of a conservation park (with GRC as trustee) over the undeveloped portion of HHI</p> <p>Responsible entity: Chief Executive of DERM</p>	<p>Recommendation amended to update jurisdiction. Refer to Recommendation 23.</p>
<p>Recommendation 10</p> <p>The Chief Executive of DNRM incorporate specific management measures to prevent further incursion of 'edge effects' of the remaining area of <i>Eucalyptus melanophloia</i> on HHI (approximately 10.6hectares) into the overall management of the proposed protected area on HHI.</p> <p>Responsible entity: Chief Executive of DNRM</p>	<p>No amendment. Refer to Recommendation 24.</p>
	<p>Recommendation added to address disturbance footprint required for the boat ramp. Refer Recommendation 25.</p>

Appendix 4 Proponent commitments

This appendix includes commitments made by the proponent in the EIS and in the application for project change.

Commitment number	Proponent commitment
Land	
1.	<ul style="list-style-type: none"> • Ensure that any fill material brought on to the site meets the requirements of National Environmental Protection (Assessment of Site Contamination) Measure; • Ensure that all fill material imported to HHI is sourced from an authorised quarry or borrow pit.
2.	<ul style="list-style-type: none"> • Ensure that the site source of the imported fill is not listed on the Environmental Management Register (EMR)/Contaminated Land Register (CLR)
3.	<ul style="list-style-type: none"> • conduct visual inspections of the imported fill material to ensure that it contains no waste material
4.	<ul style="list-style-type: none"> • obtain documentation from the fill provider, which must contain the following: <ul style="list-style-type: none"> – date of arrival on site – volume/ quantity of fill material – provider – source of fill material – documentation that the site of the fill material is not listed on the EMR/CLR
5.	<ul style="list-style-type: none"> • The proponent will surrender all areas of the Special Lease that are not used for development purposes, to be included into the proposed Conservation Park. • The proponent will be responsible for management of all land on HHI during the development period. The proponent proposes a 'special area levy' be introduced by GRC, on all land owners on HHI, to fund a maintenance team. The maintenance team will have the following responsibilities: <ul style="list-style-type: none"> – fire management – weed management – pest management – fence management – incidental rubbish removal – track maintenance – enforcement of access restrictions.
Transport	
6.	<ul style="list-style-type: none"> • The proponent will provide a significant level of connectivity through the street network by implementing: <ul style="list-style-type: none"> – extensive pedestrian and cycling networks including access between major activity centres – minimal use of cul-de-sacs – a public transport system.
7.	<ul style="list-style-type: none"> • The proponent will provide a public bus service within the HHI development and to the mainland.

Commitment number	Proponent commitment
Climate	
8.	<ul style="list-style-type: none"> • Develop and implement a bushfire management plan prior to construction. The plan will be developed by a suitably qualified person in accordance with State Planning Policy 1/03 and include: <ul style="list-style-type: none"> – a detailed bushfire hazard and risk assessment, in accordance with the Natural hazards, Risk and Resilience – Technical Manual – A ‘fit for purpose’ approach in undertaking natural hazard studies and risk assessments (DILGP, 2016) – comprehensive bushfire hazard and risk management plans that are informed by the aforementioned bushfire hazard and risk assessment; and – The proponent will work in partnership with the Queensland Fire and Emergency Service (QFES), Queensland Parks and Wildlife Service (QPWS) and the Gladstone Regional Council (GRC) in the preparation and implementation of the bushfire assessments and management plans • Buildings will be designed in accordance with Australian Standard 3959-2009: Construction of buildings in bushfire-prone areas
9.	<ul style="list-style-type: none"> • Building pad levels and public infrastructure will be located above the levels required in both the State Coastal Management Plan and GRC Planning Scheme reducing potential risks associated with climate change.
Water Resources	
10.	<ul style="list-style-type: none"> • Culverts and crossings will be designed in accordance with the latest edition of the Queensland Urban Drainage Manual except where inconsistent with the Gladstone Regional Council Engineering Design Planning Scheme Policy.
11.	<ul style="list-style-type: none"> • Develop and implement a golf course/turf management plan that reflects the requirements of Improving the Eco-efficiency of Golf Courses in Queensland (AGCSA & Qld EPA 2001), e-par®, or other relevant guidelines that may be produced. The management plan should include: <ul style="list-style-type: none"> – Management of irrigation water and stormwater such that there is no direct runoff to surface waters – Use of in-ground sensors to manage soil moisture and nutrient levels at optimum levels – An integrated turf management plan that balances use of fertiliser and irrigation water to minimise contaminated runoff and seepage to substrata. This will include use of in-ground sensors to manage soil moisture and nutrient levels at optimum levels. – An integrated pest management plan which minimises use of chemical pesticides. • Native vegetation will be retained and managed throughout the golf course to maximise habitat and amenity values.
12.	<ul style="list-style-type: none"> • Groundwater monitoring will be undertaken: <ul style="list-style-type: none"> – prior to dewatering to check salinity levels and determine appropriate disposal strategy – during any dewatering activities during the construction phase to check recharge and identify any changes in groundwater quality – at the golf course, to check for changes in groundwater levels or quality – as required in other areas where treated wastewater is used for irrigation, to check for changes in groundwater levels or quality – at the cattle dip, to check for contamination arising from the cattle dip – adjacent to any proposed bulk chemical storages.

Commitment number	Proponent commitment
Air Quality	
13.	<ul style="list-style-type: none"> • Air quality will be managed as set in the EMP.
14.	<ul style="list-style-type: none"> • Renewable energy and energy efficiency measures will be incorporated into the design to reduce energy demands and greenhouse gas emissions. These measures will include: <ul style="list-style-type: none"> – Designing buildings to applicable energy efficient building codes, for example National Australian Built Environment Rating System (NABERS) and the Green Building Council of Australia's Green Star rating system. – Selecting renewable energy wherever practicable, for example including solar hot water heating – Selecting energy efficient infrastructure and appliances.
15.	<ul style="list-style-type: none"> • The construction contractor will develop and implement a dust management plan.
16.	<ul style="list-style-type: none"> • The plan will include the following measures to minimise dust emissions: <ul style="list-style-type: none"> – construction of a sealed site access road will be undertaken during the initial stage of construction works and works will be staged to minimise the extent of disturbed land at any one time – use on-site watering sprays to control visible dust emissions from disturbed and unsealed trafficked areas as required – use dedicated site entry and exit points, and defined roadways only and install truck wheel shaker pads or washer sprays at the access/egress points to unsealed trafficked areas in order to minimise tracking dirt onto the adjacent paved road network – progressive rehabilitation of disturbed areas will be undertaken to minimise the potential for windblown dust – investigate any valid complaint in relation to construction dust, including dust monitoring.
Waste	
17.	<ul style="list-style-type: none"> • Develop and implement a construction waste management plan that is consistent with the principles set in the Queensland Waste Avoidance and Resource Productivity Strategy (2014–2024) or subsequent document and contributes to the waste targets set in that strategy or other targets that may be set by the Queensland Government.
18.	<ul style="list-style-type: none"> • Implement community education program as part of the waste management service.
Noise and Vibration	
19.	<ul style="list-style-type: none"> • Noise and vibration will be managed as set out in the EMPs

Commitment number	Proponent commitment
20.	<ul style="list-style-type: none"> • The construction contractor will develop and implement a construction noise management plan. The plan will ensure that the requirements of the Queensland Environmental Protection Act 1994 and Queensland Environmental Protection Regulations 2008 are met in relation to nuisance noise. Mitigation measures will be based on requirements of AS2436-2010 Guide to Noise Control on Construction, Maintenance and Demolition Sites or later relevant guidance. • The plan will include measures for informing the community of upcoming noisy activities, monitoring noise levels at noise sensitive locations and addressing complaints. • The plan will be updated as development progresses to ensure that noise management measures take into account occupants of residential and tourist accommodation that has already become operational.
21.	<ul style="list-style-type: none"> • During later stages of construction the following additional mitigation measures will also be incorporated into the plan: <ul style="list-style-type: none"> – no ‘warming up’ of plant and machinery would occur near residential dwellings before specified working hours – ensure all noise suppression devices are maintained to manufacturers’ specifications – fit all exhausts of mobile plant operating within proximity to sensitive receivers with suitable mufflers – consider further limiting the allowable hours of operation – consideration to fitting adjustable reversing alarms (which are set at a margin above background level).
22.	<ul style="list-style-type: none"> • Noise from the use of boats and watercraft will be minimised by: <ul style="list-style-type: none"> – recommending speed limits be established by QTMR for Colosseum Inlet and Boyne Creek, placing restrictions on the allowable times of use for boat ramps and associated facilities – installing appropriate signage at locations around boat ramps and near sensitive areas, which request patrons to minimise undue noise between the specified night-time hours (10 pm to 6 am) – observation of the Queensland nuisance laws, which restrict times of use for powerboat engines at residential premises.
23.	<ul style="list-style-type: none"> • Noise impacts from boat maintenance and repair activities will be minimised through: <ul style="list-style-type: none"> – performing high noise or tonal activities (tools using constant speed motors such as angle grinders) inside acoustic enclosures or appropriately designed buildings (to minimise breakout noise to nearest receivers) – maximising shielding and buffer distances to nearest receivers, as part of the facility layout and design.
24.	<ul style="list-style-type: none"> • Transport noise from vehicles travelling within HHI, and aircraft using the airfield, will be controlled through: <ul style="list-style-type: none"> – limiting road traffic speeds to 60 kilometres per hour on the main trans-island road and 50 kilometres per hour on residential streets – no residences will be directly accessed from the main trans-island road across HHI – restricting aircraft maintenance activities and flights to and from HHI to daytime hours.

Commitment number	Proponent commitment
Cultural Heritage	
25.	<ul style="list-style-type: none"> • Comply with the requirements of the approved CHMP.
Flora and fauna	
26.	<ul style="list-style-type: none"> • Potential impacts from increased population pressures on estuarine and marine habitats and marina and coastal-dependent fauna will be controlled by: <ul style="list-style-type: none"> – no access for vehicles to salt flats – community education programs and interpretative signs within the Conservation Park that explain and reinforce responsible behaviour for recreational boating, fishing and other recreational activities in the coastal and marine zone – Providing information at the boat ramp regarding speed limits, restricted access areas, the permitted and prohibited activities in various locations, anchoring restrictions and other measures as required to manage impacts on marine and coastal habitats and fauna. – Working with Maritime Safety Queensland to expand six knot speed limit to include sensitive marine and coastal habitat areas – Monitoring impacts of anchoring on seagrass meadows in Seven Mile Creek and establish a 'no anchor' zone if required – Establishing an aircraft exclusion zone around migratory shore bird foraging and roosting habitat until further information is available on the impacts of aircraft on these areas – Encouraging traders to minimise plastic packaging and plastic bags and to use biodegradable plastics – Monitoring for and managing litter
27.	<ul style="list-style-type: none"> • Vehicles (excluding emergency vehicles) will be excluded from accessing beaches on HHI.
28.	<ul style="list-style-type: none"> • A native plant nursery will be established to provide shade trees, medium-sized native street trees; native palms, hardy, native shrubs and groundcovers, non-invasive, drought-tolerant, low-maintenance exotic shrubs and groundcovers for use throughout the development. Wherever possible, local provenance species will be used. • On completion of development of each area, any remaining exposed areas will be stabilised by replacement of topsoil and revegetation. Revegetation will depend on the final use of the area
29.	<ul style="list-style-type: none"> • A vegetation management plan will be developed within the construction EMP to protect retained patches of vegetation and individual habitat trees within the development footprint, and manage interfaces between the development footprint and retained vegetation during vegetation clearing and other construction activities. This plan will include procedures for: <ul style="list-style-type: none"> – clearly delineating areas of vegetation and individual trees that are to be retained and ensuring that all construction workers are aware of these requirements – preventing any construction-related activities, including storage of materials or wastes, from taking place in retained vegetation areas – If necessary, providing exclusion zones around key features to minimise risk of accidental damage – preventing runoff from cleared areas from being directed into retained vegetation

Commitment number	Proponent commitment
	<ul style="list-style-type: none"> – managing weeds in the interface between cleared and retained areas, with preference given to manual rather than chemical methods where practicable.
30.	<ul style="list-style-type: none"> • Implement measures to minimise any damage to retained trees and/or the conserved area considering the following measures: <ul style="list-style-type: none"> – identifying a tree protection zone: All retained trees likely to be impacted upon by development works will be marked prior to construction works – prior to establishing a tree protection zone, trees to be protected will be pruned, focusing on removal of dead or broken branches.
31.	<ul style="list-style-type: none"> • All activities in an area adjacent to any protected tree or area shall be carried out in such a manner as to minimise any damage to trees and/or the conserved area.
32.	<ul style="list-style-type: none"> • Conduct habitat assessment and, if necessary targeted surveys for Brigalow belt reptiles. If colonies are identified: <ul style="list-style-type: none"> – Reconfigure the development footprint to avoid or, if this is not possible, – Devise a catch and release methodology.
33.	<ul style="list-style-type: none"> • Conduct pre-clearing surveys to identify threatened plants and arrange for translocation of threatened plants if these cannot be avoided
34.	<ul style="list-style-type: none"> • A fauna management plan will be developed within the construction EMP to minimise and manage impacts on fauna during vegetation clearing and other construction activities. The fauna management plan will include measures for: <ul style="list-style-type: none"> – the use of suitably qualified and experienced people – pre-clearing surveys to identify fauna that may be vulnerable to impacts during clearing – site and species-specific measures to avoid and minimise injury and mortality to animals during vegetation clearing – capture and release requirements – dealing with injured animals or orphaned young.
35.	<ul style="list-style-type: none"> • Manage impacts on and conservation values of terrestrial habitats, plants and animals by retaining 50 per cent of mature habitat trees within the development footprint
36.	<ul style="list-style-type: none"> • Establish baseline light levels on beach to the east of the headland, and monitor light levels and visibility of light levels on this beach as the development progresses.
37.	<ul style="list-style-type: none"> • Coordinate water quality and marine habitat monitoring programs with local/regional programs such as PCIMP, Gladstone Healthy Harbours Partnership or other relevant monitoring program, including use of comparable monitoring methods.
38.	<ul style="list-style-type: none"> • Public access to turtle nesting sites will be restricted during the laying and hatching. Barrier fencing and signs will be erected to prevent access to turtle nesting areas if nesting has occurred.
Social	
39.	<ul style="list-style-type: none"> • Develop and implement a communication program targeted to local residents and visitors to HHI including: <ul style="list-style-type: none"> – regular construction updates – advice on construction schedules – the results of monitoring required by the EMP.

Commitment number	Proponent commitment
40.	<ul style="list-style-type: none"> Develop, promote and implement an effective complaints response system for receiving, handling and responding to complaints received during construction of the project, including: <ul style="list-style-type: none"> provision and promotion of a phone contact with construction management staff during hours of construction a follow-up procedure which notifies complainants within 24 hours of the intended response to the issue raised.
41.	<ul style="list-style-type: none"> Recreational facilities of the HHID will be established, operated and maintained by the proponent as part of the community facilities agreement with GRC.
42.	<ul style="list-style-type: none"> The proponent will establish a bus service to link with existing school bus services to existing schools in the region.
43.	<ul style="list-style-type: none"> Develop monthly reports (publicly accessible on request) regarding communication activities, residents' complaints and resolution of complaints
44.	<ul style="list-style-type: none"> The proponent has committed to enter into an infrastructure agreement with TMR that includes: <ul style="list-style-type: none"> a road use management plan a road impact assessment a traffic management plan the concept design of the Bruce Highway-Turkey Beach Road intersection, including the adjacent rail crossing of Turkey Beach Road The infrastructure agreement is to be signed prior to making an application for a development permit for material change of use for all or part of the development subject to the preliminary approval.
45.	<ul style="list-style-type: none"> The 40 trailer parking bays at the Boyne Creek boat ramp will be located outside the Marine Park boundary

Appendix 5 Precinct Plan and Master Plan



MLDesign

EATON PLACE PTY LTD

PACIFICUS TOURISM PROJECT

PRECINCT PLAN: MAY 2016

PROJECT NO: EAT0001

DATE: 24/05/16

APPROVED FOR ISSUE: BT

SCALE 1:2000 @ A3



Drawn by: JLD
Checked by: JLD
Date of issue: 24/05/16

Approved by: JLD
Date of approval: 24/05/16



MP-001-E CONCEPT MASTER PLAN
PROJECT V04-000001

SCALE: 1:2000 @ A3

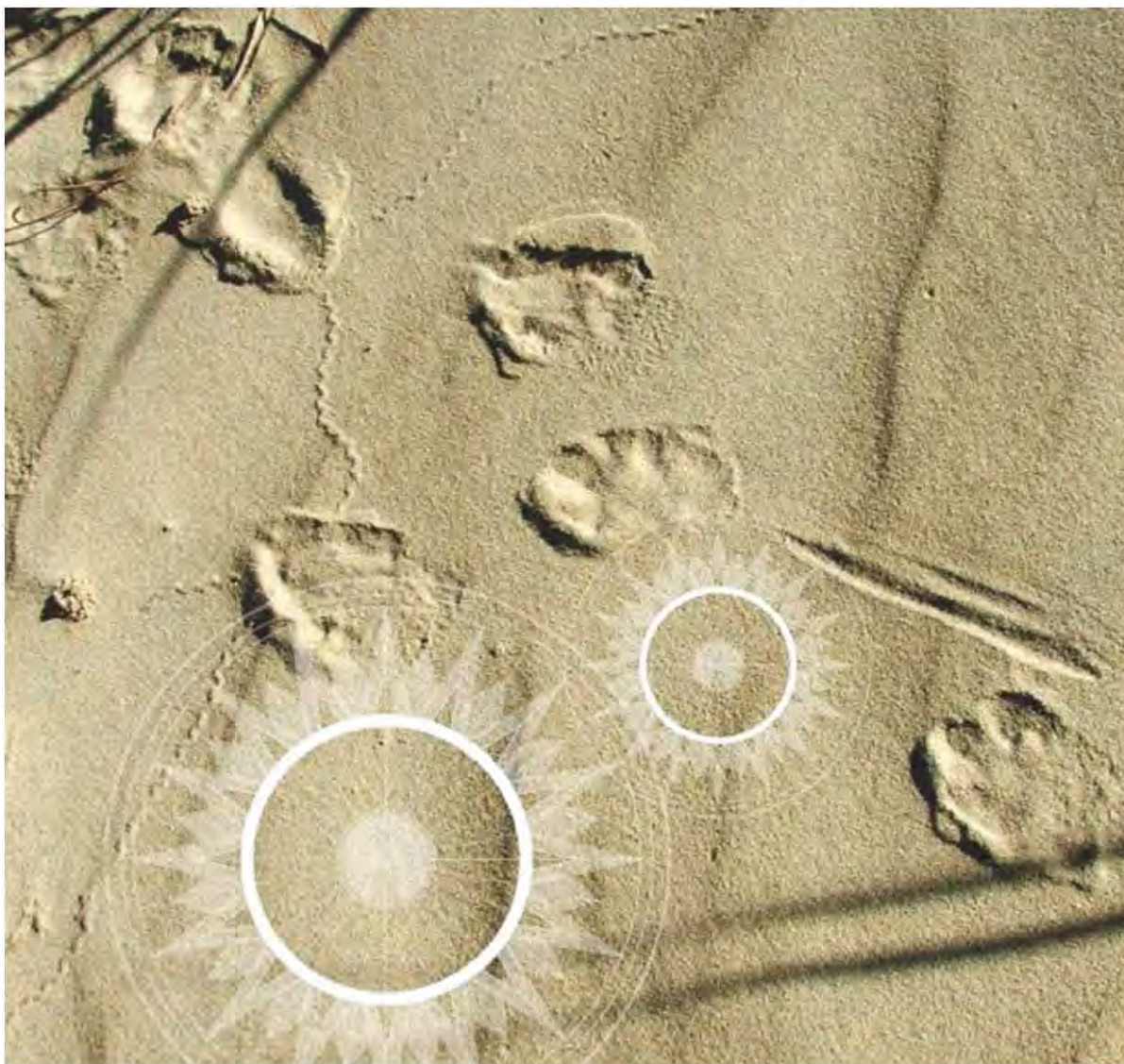


PACIFICUS TOURISM PROJECT

EATON PLACE PTY LTD

Project No. 1
The information contained in this document is confidential and is not to be distributed outside the project team without the written consent of Eaton Place Pty Ltd.
Date: 10/10/2019

Appendix 6 Plan of Development



PACIFICUS
TOURISM PROJECT

Pacificus Tourism Project on Hummock Hill Island
Plan of Development



Table of Contents

1. Introduction	1
1.1 PTP Plan of Development Objectives	1
1.2 Application	1
1.3 PTP Plan of Development Structure	2
1.3.1 Land Use Precincts	2
1.3.2 Level of Assessment Tables	3
1.3.3 Codes	4
2. Level of Assessment Tables	6
2.1 Introduction	6
2.2 Levels of Assessment	6
2.2.1 Exempt	6
2.2.2 Self-assessment	6
2.2.3 Code assessment	6
2.2.4 Impact assessment	6
2.3 Material Change of Use Level of Assessment Table – All Precincts	7
2.4 Development other than Material Change of Use – Level of Assessment Table	15
3. Applicable Development Codes	16
3.1 Introduction	16
3.2 Hummock Hill Island Code	16
3.2.1 Provisions of the Hummock Hill Island Code	16
3.2.2 Compliance with the Hummock Hill Island Code	16
3.2.3 Overall Outcomes for the Hummock Hill Island Code	17
3.2.4 Hummock Hill Island Code: Performance Outcomes and Acceptable Outcomes	20
3.3 Hummock Hill Island Reconfiguring a Lot Code	32
3.3.1 Provisions of the Hummock Hill Island Reconfiguring a Lot Code	32
3.3.2 Compliance with the Hummock Hill Island Development Code	32
3.3.3 Overall Outcomes	32
3.3.4 Hummock Hill Island Reconfiguring a Lot Code: Performance Outcomes and Acceptable Solutions	32
4. Interpretation	36
5. Urban Design and Environmental Guidelines	40

1. Introduction

This document forms the Plan of Development for the Pacificus Tourism Project (PTP Plan of Development) on Hummock Hill Island setting out the assessment framework that will apply to the development. The document comprises the PTP Plan of Development – Level of Assessment Tables, the Hummock Hill Island Code, and the Hummock Hill Island Reconfiguring a Lot Code.

The PTP Plan of Development incorporates the definitions of the Our Place Our Plan Gladstone Regional Council Planning Scheme (the Planning Scheme) and references the relevant Planning Scheme codes.

1.1 PTP Plan of Development Objectives

The PTP is an integrated tourism and recreational development that will provide a high quality and affordable holiday destination for tourists and high quality recreational facilities for residents of the Gladstone region.

The development is a low-rise environmentally sustainable tourism and supporting residential community on Hummock Hill Island incorporating a range of tourist accommodation including resort hotels, holiday accommodation, camping grounds, as well as a wide range of recreational and leisure facilities. These facilities will be accessible to residents of Hummock Hill Island and adjoining communities, who currently lack easy access to these types of services. The PTP will also include an education/research centre and village precincts, beach access, an 18-hole golf course (for wastewater recycling), retail outlets, community facilities and public infrastructure.

The development has been designed to accommodate approximately 4000 people during peak holiday seasons. 30% of the accommodation on the island will be for permanent residents. Affordable housing will be developed to particularly cater to young people attracted to the island by opportunities to work in the tourism industry.

The overall development objectives for the PTP are that:

- The natural environment will be maintained, protected and enhanced so that areas and features of conservation significance are retained and the human population can enjoy living in close proximity to, and in harmony with the natural ecosystems.
- Social environment will be based on a vibrant, dynamic and diverse community that has a strong environmental awareness and is committed to sustainable living and self-development.
- Built environment will be appropriate to the scale of the development and the natural environmental setting.
- Infrastructure systems will be based on latest advances in sustainable living, but will be suitable for management and basic maintenance by the occupiers.

1.2 Application

The PTP Plan of Development applies to land contained within the PTP Development Area on Figure 1.

The PTP Plan of Development contains additional planning provisions to those set out in the Planning Scheme which vary the effect of the Planning Scheme. Where a conflict occurs with the requirements of the Planning Scheme, the PTP Plan of Development prevails.

The PTP Plan of Development should be read in conjunction with all applicable Australian Government and State Government legislative requirements.

1.3 PTP Plan of Development Structure

1.3.1 Land Use Precincts

The PTP Plan of Development is comprised of four land use precincts:

- **Residential Precinct;**
 - Residential Low/Medium Density Sub-Precinct
 - Residential High Density Sub-Precinct
- **Tourist Precinct;**
- **Community and Island Services Precinct; and**
- **Open Space and Recreation Precinct.**

For each of the Land Use Precincts the development components, unit numbers, gross floor area, and maximum building heights are provided in Table 1. The total gross floor area will not be exceeded; however the total number of self-contained units is approximate and may be varied by 10% to take account of market forces. The total number of accommodation units in the Residential Precinct will not exceed 30% of the total number of accommodation units within the development. The PTP Plan of Development Precincts are shown on Figure 1.

Table 1 Precincts and Development Type

Component	Total Unit Numbers	Residential Unit Numbers	Tourist Unit Numbers	GFA Total (m ²)	Maximum Building Height
Residential Precinct					
Residential Low/Medium Density					
Headland Holiday Homes	36	36		16,200	2 storeys and 8.5m
Foreshore Homes	64	64		28,800	
Beachfront Villas	50	50		22,500	
Golf Course Villas	80	80		36,500	
Golf Course Cottages	180	180		45,000	
Ocean View Villas	120	120		42,000	
Residential High Density					
Village Apartments	120	120		27,500	2 storeys and 8.5m
Colosseum Village Apartments	120	120		30,000	
Tourist Precinct					
Headland Resort Hotel	240		240	19,200	3 storeys and 13.5m
Headland Holiday Apartments	130		130	32,500	
Beachfront Tourist Hotel	150		150	12,000	
Beachfront Apartments	70		70	17,500	
Golf Course Villas	50		50	22,500	
Golf Course Apartments	230		230	57,500	

PACIFICUS TOURISM PROJECT

Component	Total Unit Numbers	Residential Unit Numbers	Tourist Unit Numbers	GFA Total (m ²)	Maximum Building Height
Headland Holiday Cottages	220		220	77,000	2 storeys and 8.5m
Beachfront Holiday Villas	170		170	76,500	
Bushland Holiday Villas	160		160	56,000	
Colosseum Villas	245		245	86,000	
Spa Retreat	20		20	5,000	
Motel	70		70	5,600	
Campground	170 sites		170		1 storey
Village Retail and Commercial				5,000	3 storeys and 13.5m
Colosseum Village Retail				2,500	2 storeys and 8.5m
Community and Island Services Precinct					
Life Saving Club				400	1 storey
Community Centre				1,200	2 storeys and 8.5m
Ecological Design Centre				1,200	
Tourist Information Centre				150	
Aboriginal Cultural Centre				800	
Terrestrial and Marine Centre				500	
Native Plant Nursery				150	
Boat Ramp					
Airstrip				250	
Open Space and Recreation Precinct					
Sport and Recreation Facilities				1,000	1 storey
TOTAL	2,695	770	1,925		

1.3.2 Level of Assessment Tables

The Level of Assessment Tables specify whether a proposed development is Exempt, or subject to Self-assessment, Code assessment or Impact assessment and the applicable codes for Self-assessment and Code assessment.

A use not included in the Level of Assessment Tables is subject to Impact assessment development, unless the development is exempt by virtue of the provisions of the *Sustainable Planning Act 2009* or subsequent Queensland land use planning legislation. A use not included in the PTP Plan of Development Level of Assessment Table will be subject to impact assessment and assessable against the Planning Scheme.

1.3.3 Codes

The PTP Plan of Development contains the Hummock Hill Island Code. For development assessment purposes, the Hummock Hill Island Code is applicable to all Self-assessment and assessable development within the PTP Development Area.

The PTP Plan of Development also makes codes contained within the Planning Scheme applicable to certain Self-assessment and assessable development.

PACIFICUS

TOURISM PROJECT

Figure 1 PTP Plan of Development Precinct Plan

DRAFT

2. Level of Assessment Tables

2.1 Introduction

The Level of Assessment Tables specifies whether a proposed development is Exempt, Self-assessment, Code assessment or Impact assessment. The level of assessment for a use not included in the Level of Assessment Tables is Impact assessment and assessable against the Planning Scheme, unless the development is exempt by virtue of the provisions of the *Sustainable Planning Act 2009* or subsequent Queensland land use planning legislation.

2.2 Levels of Assessment

2.2.1 Exempt

Where a development is classified by the relevant Level of Assessment Table as exempt development no assessment is required from Gladstone Regional Council prior to the commencement of the use.

2.2.2 Self-assessment

Where a development is classified by the relevant Level of Assessment Table as Self-assessment development:

- No development approval is required from Gladstone Regional Council prior to the commencement of the use;
- The applicable acceptable outcomes of the relevant codes, as identified by and not in conflict with this PTP Plan of Development, apply to the development; and
- The approved PTP Plan of Development applies to the development.

Where development classified by the Level of Assessment Table as Self-assessment development but the development does not comply with the one or more of the applicable acceptable solutions of the relevant code, then the development becomes Code assessment development.

2.2.3 Code assessment

Where development is classified by the relevant Table of Assessment as Code assessment development:

- A development application for Code assessment development is required to be made to Gladstone Regional Council, and approved, prior to the commencement of the use;
- The applicable sections of the relevant codes, as identified by and not in conflict with this PTP Plan of Development, apply to the development; and
- The PTP Plan of Development applies to the development.

2.2.4 Impact assessment

Where development is classified as Impact assessment development the Level of Assessment Tables:

- A development application for Impact assessment development is required to be made to the Gladstone Regional Council, and approved, prior to the commencement of the use;
- The relevant codes contained within this PTP Plan of Development apply to the development; and
- The relevant provisions of the Planning Scheme, where not in conflict with this PTP Plan of Development, apply to the development.

2.3 Material Change of Use Level of Assessment Table – All Precincts

Use	Level of Assessment				Assessment Criteria
	Residential Precinct	Tourist Precinct	Community and Island Services Precinct	Open Space and Recreation Precinct	
Air Services	Impact assessment	Impact assessment	Code assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Bar	Impact assessment	Self-assessment – if complying with the relevant self-assessable acceptable outcomes and involving the reuse of an existing building; or Code assessment - if not involving the reuse of an existing building	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Caretakers Accommodation	Self-assessment	Self-assessment	Code assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code
Child Care Centre	Code assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Club	Impact Assessment	Code assessment	Impact Assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code

Author: Gladstone FVU Ltd
Approved: DNG

Page: 1

Use	Level of Assessment				Assessment Criteria
	Residential Precinct	Tourist Precinct	Community and Island Services Precinct	Open Space and Recreation Precinct	
Community Use	Impact assessment	Code assessment	Impact assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Dual Occupancy	Code assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code; The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Dwelling House	Self-assessment; or Code assessment – where located in the Residential High Density Sub-precinct or if the acceptable solutions of the Hummock Hill Island Code are not complied with	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code
Emergency Services	Code assessment	Code assessment	Exempt – where undertaken by a public sector entity and the development footprint is less than 500m ² Code assessment – where undertaken by a public sector entity and the development footprint is 500m ² or greater or if not undertaken by a public sector entity	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code

Author: Gladstone FVU Ltd

Page: 2

PACIFICUS TOURISM PROJECT

Use	Level of Assessment				Assessment Criteria
	Residential Precinct	Tourist Precinct	Community and Island Services Precinct	Open Space and Recreation Precinct	
Environment Facility	Impact assessment	Code assessment	Code assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Food and Drink Outlet	Impact assessment	Self-assessment – if complying with the relevant self-assessable acceptable outcomes and involving the reuse of an existing building; or Code assessment – if not involving the reuse of an existing building	Code assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Function Facility	Impact assessment	Code assessment	Impact assessment	Code assessment – where associated with Outdoor Sport and Recreation Impact assessment – all other circumstances	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Garden Centre	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Health Care Services	Impact assessment	Exempt – if involving the reuse of an existing building; or Code assessment – if not involving the reuse of an existing building	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code

PACIFICUS TOURISM PROJECT

Use	Level of Assessment				Assessment Criteria
	Residential Precinct	Tourist Precinct	Community and Island Services Precinct	Open Space and Recreation Precinct	
Home Based Business	Self-assessment – if complying with the relevant self-assessable acceptable outcomes	Impact assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Home Based Business Code
Hotel	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Indoor Sport and Recreation	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Landing	Impact assessment	Impact assessment	Exempt	Impact assessment	For Impact assessment PTP Plan of Development Gladstone Regional Council Planning Scheme
Major Electricity Infrastructure	Impact assessment	Impact assessment	Exempt	Impact assessment	For Impact assessment PTP Plan of Development Gladstone Regional Council Planning Scheme
Market	Impact assessment	Code assessment	Impact assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code

PACIFICUS TOURISM PROJECT

Use	Level of Assessment				Assessment Criteria
	Residential Precinct	Tourist Precinct	Community and Island Services Precinct	Open Space and Recreation Precinct	
Multiple Dwelling	Code assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Nature Based Tourism	Impact assessment	Code assessment	Impact assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Office	Impact assessment	Exempt – if involving the reuse of an existing building, or Code assessment – if not involving the reuse of an existing building	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Outdoor Sport and Recreation	Impact assessment	Code assessment	Impact assessment	Code assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Park	Exempt	Exempt	Exempt	Exempt	Not applicable
Parking Station	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code

PACIFICUS TOURISM PROJECT

Use	Level of Assessment				Assessment Criteria
	Residential Precinct	Tourist Precinct	Community and Island Services Precinct	Open Space and Recreation Precinct	
Renewable Energy Facility	Impact assessment	Impact assessment	Code assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Resort Complex	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Retirement Facility	Code assessment	Impact assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Rooming Accommodation	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Sales Office	Self-assessment – if complying with the relevant self-assessable acceptable outcomes	Self-assessment – if complying with the relevant self-assessable acceptable outcomes	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code

PACIFICUS TOURISM PROJECT

Use	Level of Assessment				Assessment Criteria
	Residential Precinct	Tourist Precinct	Community and Island Services Precinct	Open Space and Recreation Precinct	
Shop	Impact assessment	Exempt – if involving the reuse of an existing building; or Code assessment – if not involving the reuse of an existing building	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Short Term Accommodation	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Substation	Exempt – if undertaken by an electrical entity	Exempt – if undertaken by an electrical entity	Exempt	Impact assessment	For Impact assessment PTP Plan of Development Gladstone Regional Council Planning Scheme
Tourist Park	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Utility Installation	Exempt – where undertaken by a public sector entity and the development footprint is less than 500m ² Code assessment – where undertaken by a public sector entity and the development footprint is 500m ² or greater or if not undertaken by a public sector entity		Exempt	Impact assessment	For Code Assessment Gladstone Regional Council Planning Scheme Development Design Code For Impact assessment: PTP Plan of Development Gladstone Regional Council Planning Scheme

© Gladstone Regional Council 2018
Page 75/75

Page 75/75

PACIFICUS TOURISM PROJECT

Use	Level of Assessment				Assessment Criteria
	Residential Precinct	Tourist Precinct	Community and Island Services Precinct	Open Space and Recreation Precinct	
Service Station	Impact assessment	Code assessment	Code assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Telecommunications Facility	Impact assessment	Self-assessment – if complying with the relevant self-assessment acceptable outcomes	Self-assessment – if complying with the relevant self-assessment acceptable outcomes	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Telecommunications Facilities Code
Tourist Attraction	Impact assessment	Code assessment	Impact assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Transport Depot	Impact assessment	Impact assessment	Code assessment	Impact assessment	Hummock Hill Island Code The following Gladstone Regional Council Planning Scheme Codes: • Development Design Code • Landscaping Code
Any other use not defined	Impact assessment	Impact assessment	Impact assessment	Impact assessment	PTP Plan of Development Gladstone Regional Council Planning Scheme

Page 76/76

PACIFICUS TOURISM PROJECT

2.4 Development other than Material Change of Use – Level of Assessment Table

Type of Development	Level of Assessment	Assessment Criteria
Operational Work – involving earthworks including filling or excavating land – where not associated with a Material Change of Use or reconfiguring a lot	Self-assessment – involving earthworks of less than 100m ³ OR Code assessment – involving earthworks of 100m ³ or more.	<ul style="list-style-type: none"> • Hummock Hill Island Code • Gladstone Regional Council Planning Scheme Codes: <ul style="list-style-type: none"> – Operational Works Code – Development Design Code
Operational Work – involving earthworks including filling or excavating land – where associated with a Material Change of Use or reconfiguring a lot	Exempt – involving earthworks of less than 100m ³ OR Code assessment – involving earthworks of 100m ³ or more.	<ul style="list-style-type: none"> • Hummock Hill Island Code • Gladstone Regional Council Planning Scheme Codes: <ul style="list-style-type: none"> – Operational Works Code – Development Design Code
Reconfiguring a Lot	Code assessment	<ul style="list-style-type: none"> • Hummock Hill Island Reconfiguring a Lot Code • Gladstone Regional Council Planning Scheme Codes: <ul style="list-style-type: none"> – Operational Works Code – Development Design Code

3. Applicable Development Codes

3.1 Introduction

For the purposes of assessing development applications within the PTP Development Area, the codes identified in this section of the PTP Plan of Development are the applicable codes.

Where development is identified as Code or Impact assessment in the Level of Assessment Tables of this PTP Plan of Development, the development must comply with the Overall Outcomes and performance outcomes of an applicable code.

Where the development is identified as Self-assessment in the in the Level of Assessment Tables of the PTP Plan of Development, the development must comply with the acceptable outcomes of an applicable code.

For Self-assessment and assessable development within the PTP Development Area, the Hummock Hill Island Code take precedence over the Planning Scheme where there is any inconsistency.

The applicable codes include:

- Hummock Hill Island Code; and
- Hummock Hill Island Reconfiguring a Lot Code.

The following Planning Scheme Codes are also applicable where specified in the Level of Assessment Table in **Section 2** of this PTP Plan of Development.

- Home Based Business Code
- Telecommunications Facility Use Code
- Landscaping Code
- Operational Works Code
- Development Design Code

3.2 Hummock Hill Island Code

3.2.1 Provisions of the Hummock Hill Island Code

The following provisions comprise the Hummock Hill Island Code:

- Compliance with the Hummock Hill Island Code;
- Overall outcomes for the Hummock Hill Island Code; and
- Performance outcomes and acceptable outcomes for the Hummock Hill Island Code.

3.2.2 Compliance with the Hummock Hill Island Code

Development that is consistent with the acceptable outcomes for the Hummock Hill Island Code complies with the Hummock Hill Island Code.

3.2.3 Overall Outcomes for the Hummock Hill Island Code

All Precincts

The overall outcomes for the Pacificus Tourism Project on Hummock Hill Island are:

- The PTP Development Area will accommodate a maximum population of 4000 persons;
- At least 70% of all accommodation units on the island will be for short-term tourism accommodation;
- The location, extent and mix of development, including open space, is generally in accordance with PTP Plan of Development Precinct Plan;
- The PTP Development Area has a high level of amenity making it an attractive place to live, work and visit;
- Development is undertaken having regard to environmentally sensitive areas;
- Natural coastal processes continue to occur with minimal interference from development; and
- Buildings and structures in the PTP Development Area utilise materials and forms appropriate to the surrounding natural setting.

Development undertaken within the PTP Development Area is required to comply with the above overall outcomes and the overall outcomes of the relevant zone, which are listed below, and give consideration to the Urban Design and Environmental Guidelines contained within Section 5 of this PTP Plan of Development.

Residential Precinct

Purpose

- The purpose of the Residential Precinct is to provide for residential activities that primarily cater for local residents; and
- Residential precinct provides for a maximum of 770 dwelling units that provide a range of housing options to meet the individual needs of different household types.

Outcomes

- The Residential Precinct will include a combination of densities and styles to provide a range of accommodation including affordable housing for workers on the island.
- Higher densities are located around transport corridors and centres.
- Development provides for a high standard of amenity reflective of the surrounding character of the area, an appropriate level of privacy and well-designed private and public open space.
- Residential development is to be compatible with the landform and vegetation of individual sites.
- To achieve maximum protection of vegetation:
 - a building envelope will be identified to provide sufficient area for building and access purposes;
 - the building envelopes will to the extent possible exclude identified significant vegetation;
 - necessary clearing on lots will be undertaken prior to sale to remove the need for individual owners / builders to undertake any clearing; and
 - subsequent clearing outside of building envelopes will not be allowed unless where identified for bushfire management or emergency services vehicles access.
- The natural shape of the landscape will be maintained by minimising cut and fill.

PACIFICUS TOURISM PROJECT

- All structures, including the dwelling house, recreational structures, pools and water tanks are to be located within the cleared, nominated building area for that site.
- Development is accompanied by sufficient parking to accommodate the needs of residents and visitors.
- Development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and transport use.
- Houses will use water tanks and recycled water for gardens and other outside usages;
- Natural water cycles will be maintained.
- Development is responsive to the environmental constraints of the land.
- Development has access to infrastructure and services.
- Natural features and environmental corridors such as creeks, gullies, waterways, wetlands, habitats and vegetation are retained and enhanced through buffers that minimise the impact of existing and future land uses.

Tourist Precinct

Purpose

The purpose of the precinct is to provide for short-term accommodation in locations where there is a strong focus on tourist attractions supported by community uses and facilities including retail, commercial, offices, administrative and health services, small scale entertainment, and recreational facilities.

The precinct will provide for a range of tourist accommodation types and styles (refer Table 1) to maximise ability of the proposed development to meet the range of demands in the region. Development within the Tourist Precinct includes:

- A resort hotel providing a focal point for much of the development. A key focus of the development will be an interface with other uses including retail, entertainment and recreational facilities.
- Beachfront tourist hotel, adjacent to both the beach and the golf course.
- Apartment spa retreat on the ridge of Hummock Hill.
- Resort Village, providing for low level retail and commercial development, restaurants, cafes, community and professional services, and lifesaving club.
- Colosseum Village providing for the convenience retail needs of the local population and also provide tourist services including tourist information facilities and a native plant nursery.
- Motel for short stay visitors.
- Tourist Park for caravans and camping catering for short-term stays.
- Associated retail and commercial space to provide for the personal and retail needs of visitors and residents.

Outcomes

- Development within the Tourist Precinct minimises impacts on the natural environment and scenic values of the coastal landscape and enhances and protects the specific features and values which are a tourist attraction.
- Quality of the built environment is achieved through a high standard of building design and material selection, compatible signage, extensive landscaping of endemic species, and a streetscape not dominated by car parking.

PACIFICUS TOURISM PROJECT

- Development is reflective and responsive to the environmental constraints of the land and maintains a high level of accommodation amenity having regard to traffic, noise, dust, odour, lighting and other locally specific impact.
- Natural features which form the basis of the tourist attraction such as creeks, gullies, waterways, wetlands, habitats and vegetation and bushland are retained, enhanced and buffered from the impacts of adjacent uses and any unavoidable impacts are minimised through location, design, operation and management requirements.
- Development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and transport use.
- Mixed use development, comprising retail and residential development will have active street frontages as the focus of commercial activity.
- Development is generally located close to centres, community facilities and open space and maximises public transport accessibility, walking and cycling.
- Development is supported by the necessary infrastructure and social services to meet the needs of short-term visitors.

Community and Island Services Precinct

Purpose

The purpose of the precinct is for the provision of community infrastructure to support the tourist and residents of the PTP. The development within this precinct will include:

- Desalination plant and evaporation ponds for potable water supply;
- Sewage treatment plant;
- Recycled water treatment plant;
- Electricity sub-station, solar arrays and gas fired generator for standby power supply;
- Maintenance yard and offices;
- Petrol station;
- LPG tanks;
- Airstrip; and
- Landing.

Outcomes

- Services will be provided to meet the needs of the project's tourist and residential population.
- The built form of services buildings will be consistent in scale, height and bulk with surrounding development.
- Landscaped to screen the uses from the surrounding development.

Open Space and Recreation Precinct

Purpose

The purpose of the precinct is to provide for a range of environmental focused activities, sporting, recreation, leisure and cultural activities. The Open Space and Recreation Precinct includes the open space areas, parks, sporting facilities, golf course, passive and nature based recreation areas, and infrastructure to support the activities, provide safe access and provide essential management.

Eaton River PTP Ltd
July 2016

Page 10

Outcomes

- Facilities such as kiosks and small-scale catering premises which complement the use and enjoyment of open spaces may be suitable in some locations.
- Recreational or club facilities do not affect the amenity of adjacent areas, particularly residential areas, via the sensitive design and siting of facilities and through buffering of facilities from sensitive land uses.
- Recreational activities do not adversely affect surrounding areas or the traffic environment.

3.2.4 Hummock Hill Island Code: Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes
All Precincts	
PO1 Amenity <ul style="list-style-type: none"> - Uses are located, designed and operated to avoid significantly changing the light, noise, dust, odours and traffic conditions or other physical conditions experienced by occupants of surrounding uses; and - Uses are located so as to maximise the compatibility between residential and non-residential uses 	AO1 Where a commercial use is located adjoining a site containing a non-commercial use noise levels must be maintained below background noise levels plus 5dba measured at the property boundary.
PO2 Density <ul style="list-style-type: none"> - The Residential Precinct will provide a range of housing types in a maximum of 770 dwelling units. - The Tourist Precinct will provide short-term accommodation only, with a maximum of 2,695 dwelling units. 	No acceptable outcome is nominated
PO3 Lighting Premises within 300m of a designated turtle rookery are of a scale and design that protects the value of the rookery to turtle breeding. In particular: <ul style="list-style-type: none"> - maintain a vegetated area adjacent to the identified turtle nesting area free of any development; and - ensure lighting does not spill into identified turtle nesting areas; and - maintain a buffer of a minimum of 150m adjacent to high density turtle nesting areas; and - manage public access to identified turtle nesting areas; and - lighting, including street lighting, is no higher than the buffering vegetation and is turned away from the nesting areas or lighting with characteristic wavelengths that do not affect turtles is installed. 	No acceptable outcome is nominated
PO4 Building Appearance <ul style="list-style-type: none"> - Buildings achieve a high quality of finish in design and the use of materials to create a contemporary architectural character; and - The appearance of building bulk must be reduced by design elements; and - Building elevations must visually balance the height of the building. 	AO4 Buildings must: <ul style="list-style-type: none"> - have roofs constructed of non-reflective material, with roof tiles not permitted, and having a minimum pitch of 15°; and - incorporate the following design elements: <ul style="list-style-type: none"> - variations in the treatment and patterning of windows sun protection devices or other elements of the facade; and - variation in materials colours, and/or textures between levels; and

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
	<ul style="list-style-type: none"> – balconies, verandahs, terraces or sun shading devices; and – roofs that includes pitches and/or gables; and – light coloured materials; and – on-site undercover car parking for mixed use development and dwelling houses is designed and located to be compatible with the overall building design in terms of height, roof form, detail, material and colours. – all structures (with the exception of permitted boundary fencing) must be located within any nominated building envelope.
PO5 Earthworks The natural contours of the site are retained so as to preserve the natural landscape character of the locality	AO5 <ul style="list-style-type: none"> – All earthworks must be contained within any nominated building envelope; and – Earthworks must: <ul style="list-style-type: none"> - avoid any cut and fill having a depth or height of more than 1.0m; and - does not involve importation of fill material; and - slab on ground construction is avoided unless the site has an average slope of no more than 10%.
PO6 Vegetation Clearing The physical characteristics sites are to be enhanced through vegetation retention	No acceptable outcome is nominated
All Precincts: Use – Sales Office	
PO7 The use does not adversely impact on the amenity of the surrounding land uses and local character	AO7.1 Development of the sales office is in place for no more than 2 years. AO7.2 The site coverage of the building is a maximum of 50% of the site area. AO7.3 The use operates between 8am and 6pm Monday to Sunday.
All Precincts: Use – Caretakers Accommodation	
PO8 Development is: <ul style="list-style-type: none"> – Ancillary to the primary use; – Does not compromise the character of the locality; and – Does not compromise ground level business activities being established. 	AO8.1 No more than 1 caretakers accommodation unit is established on the site AO8.2 Development is a maximum of 100m ² GFA AO8.3 In a mixed used development, Caretakers accommodation is located above the ground floor level, or to the rear of ground level business activities AO8.4 Caretaker's accommodation is provided with a private open space area which: <ul style="list-style-type: none"> – is directly accessible from a habitable room, and – where a balcony, a verandah or a deck, has a minimum area of 15m² with minimum horizontal dimension of 1.25m.

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
All Precincts: Use – Child Care Centre	
PO9 Development is low impact, limited in scale and: <ul style="list-style-type: none"> – compatible with neighbouring residential uses and complementary to local character – incorporates design elements that are consistent with the surrounding residential development – supports the day to day needs of residents – located on a site which must adequately accommodate activity needs and space requirements, and – does not undermine the viability of nearby centres. 	No acceptable outcome is nominated
PO10 Development is highly accessible and is co-located with, or located close to, centres or other community or recreation uses.	No acceptable outcome is nominated
PO11 Development does not adversely impact on the amenity of area.	AO11 Hours of operation for non-residential development is limited to between 6am and 7pm daily.
PO12 Buildings are located on the site to maximise the residential amenity of residents and neighbours.	AO12 Buildings are setback a minimum of: <ul style="list-style-type: none"> – 6m from the front and rear boundary, and – 3m from the side boundary.
PO13 Development must ensure residential amenity is maintained on adjoining properties.	AO13 Development provides a 1.8m acoustic screen fence where adjoining a residential use.
PO14 Where a child care centre, development minimises: <ul style="list-style-type: none"> – the hazards of heavy traffic – introduction of non-local traffic into minor, residential streets, and – on-site conflict between pedestrian movement, vehicle movement and car parking. 	AO14.1 The site is not located on arterial/sub-arterial routes, or an access street or access place. AO14.2 Parking spaces are located so that children are not required to cross the driveway or vehicular access way to reach the building.
Residential Precinct	
PO15 Built Form Development: <ul style="list-style-type: none"> – is of a form and colour appropriate to the natural setting of Hummock Hill Island; and – is limited in height to prevent visual dominance of the landscape setting; and – is proportionate to the size and street frontage of the site; and – maintains and enhances the existing streetscape; and – must achieve a pleasant, attractive and manageable living environment; and – containing residential uses are to be designed to provide cross ventilation to improve comfort and cooling; and – protects adjacent amenity; and 	AO15.1 The maximum height of buildings in the Residential Precinct must not exceed those detailed in Table 1 of this Plan of Development. AO15.2 Maximum site coverage is: <ul style="list-style-type: none"> – Dwelling House – 50% – Dual Occupancy – 60% – Multiple Dwelling – 50% AO15.3 For Dwelling Houses and Dual Occupancy: <ul style="list-style-type: none"> – houses are orientated within 45° either side of north; and – window placement and internal layout allows cross ventilation.

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
<ul style="list-style-type: none"> - maintains appropriate levels of light and solar penetration, air circulation, and privacy for adjoining properties. 	<p>AO15.4</p> <p>For Multiple Dwellings:</p> <ul style="list-style-type: none"> - an optimal number of units are orientated to within 45° either side of north; and - orientation of main living area windows are located to within 45° either side of north; and - the majority of private open space has good access to sunlight; and - window placement and internal layout allows cross-ventilation.
<p>PO16 Water Efficiency</p> <p>Development is designed to reduce water consumption through:</p> <ul style="list-style-type: none"> - the use of water efficient fixtures; and - provision of rainwater tanks; and - provision of dual water reticulation. 	<p>AO16.1</p> <ul style="list-style-type: none"> - Provision of a rainwater tank that collects rainwater from greater than 90% of the total roof area is connected to outdoor water use and internal uses (such as toilets); and - Dual water reticulation is provided for the delivery of recycled water for outdoor non-consumption purposes. <p>AO16.2</p> <p>For dwelling houses the tank must be located within 1.5m of the dwelling house and enclosed on a minimum of 2 sides with the enclosing walls constructed of materials compatible with the dwelling house.</p>
<p>PO17 Design and Streetscape</p> <ul style="list-style-type: none"> - Development has a high quality appearance and makes a positive contribution to the streetscape. - Buildings must be orientated to facilitate casual surveillance of the street and any adjoining public space 	<p>AO17.1</p> <p>A landscape area with a minimum dimension of 1.5m is provided along any road frontage.</p> <p>AO17.2</p> <p>For any Multiple Dwelling, balconies or verandahs occupy a minimum of 50% of the building facade fronting the street.</p> <p>AO17.3</p> <p>Building Setbacks – Dual Occupancy and Multiple Dwellings where each unit has access to ground level private open space (e.g. townhouse style):</p> <ul style="list-style-type: none"> - Front: 3m (OMP and including all street frontages where a corner lot.), 5m to garage - Rear: 6m (where not on a corner lot). - Side: 1.5m not including eaves <p>Building Setbacks – Other Multiple Dwelling:</p> <ul style="list-style-type: none"> - Front: 4m to main face of building (2m to OMP) - Rear: 9m to OMP (where not on a corner lot). - Side: 3m not including eaves (9m where balconies overlook side boundary) <p>AO17.4</p> <p>Built to boundary walls are limited to 1 side boundary and must contain no windows, openings or glazing. Maximum length 10m and maximum height 3.5m.</p>
<p>PO18 Open Space</p> <p>Development must provide sufficient and accessible open space for residents needs</p> <p>Open space is oriented to maximise solar access.</p>	<p>AO18</p> <p>For Dual Occupancy:</p> <ul style="list-style-type: none"> - Minimum Private Open space - 50m² with a minimum dimension of 5.0m in any direction.

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
	<p>For Multiple Dwellings where each unit has access to ground level private open space (e.g. townhouse style):</p> <ul style="list-style-type: none"> – 30m² private open space per dwelling with a minimum dimension of 5.0m in any direction. – Development greater than 18 dwelling provides a minimum communal open space area of 50m² with a minimum dimension of 10m. <p>For all other Multiple Dwellings:</p> <ul style="list-style-type: none"> – Minimum private open space of 16m² per dwelling with a minimum dimension of 3m in any direction. – Ground level courtyards can be raised a maximum of 900m above footpath level. – Minimum communal open space of 20% of the site area which is open to the sky and with a minimum dimension of 5m in any direction.
<p>PO19 Communal Open Space</p> <p>Communal open space is:</p> <ul style="list-style-type: none"> – designed to provide useable areas for communal activities such as clothes drying and social interaction, and – is not dominated by landscaping. 	No acceptable outcome is nominated
<p>PO20 Landscaping</p> <p>Landscaping is provided to enhance the appearance of the development, screen unsightly components, create an attractive on-site environment and provide shading.</p>	No acceptable outcome is nominated
<p>PO21 Privacy and Screening</p> <ul style="list-style-type: none"> – Buildings are sited to maximise visual privacy for occupants and minimise loss of visual privacy for adjoining users; and – Buildings are sited to maximise acoustic privacy for occupants and minimise loss of acoustic for adjoining users. 	<p>AO21</p> <p>Habitable room windows of a dwelling unit are separated a minimum of 9m from a habitable room window or private open space of another dwelling unit unless:</p> <ul style="list-style-type: none"> – windows have translucent glazing or sill heights of at least 1.5m, or – there is a 1.8m high dividing fence at ground level – outlook from windows, balconies, and terraces of a dwelling unit is screened where screening is: <ul style="list-style-type: none"> – a permanent screen or perforated panels or trellises which have a maximum of 50% openings, and – permanent and fixed, and designed to complement the development.
<p>PO22 Fencing</p> <p>Fencing for lots must:</p> <ul style="list-style-type: none"> – enable the use of the private open space on the site; and – assist in highlight entrances to the property; and – minimise the removal of site vegetation. 	<p>AO22</p> <p>Fencing:</p> <ul style="list-style-type: none"> – does not exceed 1.8m in height; and – is located only along the side and rear boundaries of lots; and – does not involve the removal of significant site vegetation.
<p>PO23 Car Parking</p> <p>Development:</p> <ul style="list-style-type: none"> – includes the provision of adequate and convenient car and bicycle parking on-site to satisfy the anticipated requirements of the activity. – parking and loading areas are design so they do not 	<p>AO23.1</p> <p>Car parking is provided on site in accordance with the rates specified in the <i>Parking Rates Planning Scheme Policy</i>.</p>

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
visually dominate the streetscape.	AO23.2 Garages for any Dwelling House or Dual Occupancy: <ul style="list-style-type: none"> do not protrude in front of the main building face, and occupy a maximum of 50% of the site frontage. AO23.3 Vehicle access is provided through a: <ul style="list-style-type: none"> single driveway for any Dwelling House or Multiple Dwelling 1 paired driveway for Dual Occupancy, or or rear lane access.
PO24 Storage Areas Plant equipment, waste, storage and servicing areas are screened from adjoining properties and from the street.	AO24.1 A minimum of 8m ² per dwelling unit is provided exclusively for storage AO24.2 Clothes drying facilities are provided either communally or individually for each dwelling unit. AO24.3 Plant equipment, waste, storage and servicing areas are: <ul style="list-style-type: none"> not located adjacent to any road frontage, and screened from public view by either: <ul style="list-style-type: none"> a 1.8m high solid wall or fence, constructed in materials and colours compatible with the main building on site, or mature landscaping that has the same effect as a 1.8m high wall.
Tourist Precinct	
PO25 Mix of Uses Development provides a diverse mix of building types and tenancy sizes to support a range of business and community uses and enterprise opportunities.	No acceptable outcome is nominated
PO26 Built Form Development: <ul style="list-style-type: none"> is of a form and colour appropriate to the natural setting of Hummock Hill Island; and is limited in height to prevent visual dominance of the landscape setting; and is proportionate to the size and street frontage of the site; and maintains and enhances the existing streetscape; and must achieve a pleasant, attractive and manageable living environment; and containing residential uses are to be designed to provide cross ventilation to improve comfort and cooling; and protects adjacent amenity; and maintains appropriate levels of light and solar penetration, air circulation, and privacy for adjoining properties. 	AO26.1 The maximum height of buildings in the Tourist Precinct must not exceed those detailed in Table 1 of this Plan of Development. AO26.2 Gross floor area does not exceed that detailed in Table 1 of this Plan of Development. AO26.3 Maximum site coverage is: <ul style="list-style-type: none"> Dwelling House – 50% Dual Occupancy – 60% Multiple Dwelling – 50% AO26.4 For mixed use development: <ul style="list-style-type: none"> buildings may be erected up to side and rear boundaries; and the length of wall in one plane is not greater than 15m; and buildings incorporate active frontage to the street in

PACIFICUS

TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
	<p>the form of open shop fronts, retail, restaurant and entertainment uses at street level; and</p> <ul style="list-style-type: none"> – buildings with street frontage incorporate a continuous awning or pedestrian shelter for the full frontage of the site to the street.
	<p>AO26.5 For Dwelling Houses and Dual Occupancy:</p> <ul style="list-style-type: none"> – houses are orientated within 45° either side of north; and – window placement and internal layout allows cross ventilation; and <p>AO26.6 For Multiple Dwellings:</p> <ul style="list-style-type: none"> – an optimal number of units are orientated to within 45° either side of north; and – orientation of main living area windows are located to within 45° either side of north; and – the majority of private open space has good access to sunlight; and – window placement and internal layout allows cross-ventilation.
<p>PO27 Water Efficiency Development is designed to reduce water consumption through:</p> <ul style="list-style-type: none"> – the use of water efficient fixtures; and – provision of rainwater tanks; and – provision of dual water reticulation. 	<p>AO27.1</p> <ul style="list-style-type: none"> – Provision of a rainwater tank that collects rainwater from greater than 90% of the total roof area is connected to outdoor water use and internal uses (such as toilets); and – Dual water reticulation is provided for the delivery of recycled water for outdoor non-consumption purposes. <p>AO27.2 For dwelling houses the tank must be located within 1.5m of the dwelling house and enclosed on a minimum of 2 sides with the enclosing walls constructed of materials compatible with the dwelling house.</p>
<p>PO28 Street Interface Development is oriented to address all street frontages, public open space and public areas to:</p> <ul style="list-style-type: none"> – promote interaction and casual surveillance – concentrate and reinforce pedestrian activity – avoid opaque facades to provide visual interest to the frontage, and – clearly define the public and private realm. 	No acceptable outcome is nominated
<p>PO29 Building and Pedestrian Entries Buildings and Pedestrian entries:</p> <ul style="list-style-type: none"> – are visible from the street and car parking areas – incorporate sun and rain shelter such as overhangs, and – are defined by design elements (such as doors and landscaping, etc). 	No acceptable outcome is nominated

Samuel R. P. Ltd.
2020/01/01

Page 103

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
PO30 Design Flexibility Ground floor spaces are designed to enable the flexible reuse of non-residential floor area to support changing community and business needs.	No acceptable outcome is nominated
PO31 Windows and Openings Buildings include windows and openings to: <ul style="list-style-type: none"> – promote street life and business activities – encourage strong indoor/outdoor relationships at ground level, and – to facilitate casual surveillance. 	No acceptable outcome is nominated
PO32 Privacy and Screening Where non-residential uses are proposed on land with a shared boundary with the Residential Precinct <ul style="list-style-type: none"> – Buildings are sited to maximise visual privacy for occupants and minimise loss of visual privacy for adjoining users; and – Buildings are sited to maximise acoustic privacy for occupants and minimise loss of acoustic for adjoining users. 	AO32.1 Non-residential buildings are set back 3m from any boundary shared with the Residential Precinct. AO32.2 A 1.8m high solid screen fence is provided along all boundaries where a non-residential use shared with the Residential Precinct. AO32.3 For non-residential land uses a landscaped buffer with a minimum width of 2m and consisting of dense screen planting is provided along all boundaries shared with the Residential Precinct. AO32.4 For non-residential land uses, windows that have a direct view into an adjoining residential use are provided with fixed screening that is a maximum of 50% transparent to obscure views and maintain privacy for residents.
PO33 Landscape Design Landscape elements are integrated in the building design through planting at various levels including on top of podiums, rooftops and within storeys.	No acceptable outcome is nominated
PO34 Fencing Fencing for lots must: <ul style="list-style-type: none"> – enable the use of the private open space on the site; and – assist in highlight entrances to the property; and – not require the removal of site vegetation 	AO34 Fencing does not exceed 1.8m in height.
PO35 Car Parking and Access Development: <ul style="list-style-type: none"> – includes the provision of adequate and convenient car and bicycle parking on-site to satisfy the anticipated requirements of the activity. – parking and loading areas are design so they do not visually dominate the streetscape. 	AO35.1 Car parking is provided on site in accordance with the rates specified in the <i>Parking Rates Planning Scheme Policy</i> . AO35.2 In mixed used development parking areas are: <ul style="list-style-type: none"> – located in a basement or semi basement, or – located only at the side and/or rear of the building. AO35.2 Vehicle loading areas are screened from footpaths, streets and public areas by fences with screening at least 1.5m in height and are 50% visually permeable.

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
	AO35.3 Development is limited to one crossover. AO35.3 Vehicular access is not located on a primary frontage unless where there is no other access available to the site.
PO36 Storage Areas Ancillary storage of goods or materials and waste management areas must be located in a manner that does not detract from the visual amenity of the local area.	AO36 Equipment, materials, goods and/or, machinery used on site are either: <ul style="list-style-type: none"> – stored behind the front building setback and screened from view, or – stored within a building
PO37 Advertising Signage Advertising signage is to be compatible with the surrounding environment	AO37 Signage must have a direct nexus to the land use; and
Uses: Dual Occupancy, Multiple Dwelling, Retirement Facility, Residential Care Facility and Rooming Accommodation	
PO38 Development does not compromise ground level business activities being established.	AO38 Dwelling units are located either above the ground floor level, or to the rear of ground level business activities.
PO39 Open Space Development must provide sufficient and accessible open space for residents needs	AO39.1 For Dual Occupancy: <ul style="list-style-type: none"> – Minimum Private Open space - 50m² with a minimum dimension of 5.0m in any direction. AO39.2 For uses where each dwelling unit has access to ground level private open space (e.g. townhouse style): <ul style="list-style-type: none"> – 30m² private open space per dwelling with a minimum dimension of 5.0m in any direction. – Development greater than 18 dwelling provides a minimum communal open space area of 50m² with a minimum dimension of 10m. AO39.3 For all other uses: <ul style="list-style-type: none"> – Minimum private open space of 16m² per dwelling unit with a minimum dimension of 3m in any direction. – Ground level courtyards can be raised a maximum of 900mm above footpath level. – Minimum communal open space of 20% of the site area which is open to the sky and with a minimum dimension of 5m in any direction. AO39.4 Development greater than 18 dwellings provides a minimum communal open space area of 50m ² with a minimum dimension of 5m.
PO40 Solar Orientation of Open Space Open space is oriented to maximise solar access.	No acceptable outcome is nominated
PO41 Communal Open Space Communal open space is: <ul style="list-style-type: none"> – designed to provide useable areas for communal 	No acceptable outcome is nominated

Eaton Electrical Pty Ltd
July 2011

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
<p>activities such as clothes drying and social interaction, and</p> <ul style="list-style-type: none"> – open to the sky; and – is not dominated by landscaping. 	
<p>PO42 Privacy and Screening</p> <p>Habitable spaces must not directly overlook dwellings on adjacent land.</p>	<p>AO42</p> <p>Habitable room windows of a dwelling unit are separated a minimum of 9m from a habitable room window or private open space of another dwelling unit unless:</p> <ul style="list-style-type: none"> – windows have translucent glazing or sill heights of at least 1.5m, or – there is a 1.8m high dividing fence at ground level – outlook from windows, balconies, and terraces of a dwelling unit is screened where screening is: – a permanent screen or perforated panels or trellises which have a maximum of 50% openings, and – permanent and fixed, and designed to complement the development.
Uses: Bar, Club, Food and Drink Outlet	
<p>PO43</p> <p>Hours of operation are limited to minimise nuisance to any surrounding residential uses</p>	<p>AO43</p> <p>Where adjoining, or part of a building with residential uses:</p> <ul style="list-style-type: none"> – hours of operation are limited to between 7am and 10pm, and – the use does not involve amplified music audible external to the premises.
Community and Island Services Precinct	
<p>PO44 Amenity</p> <p>Development minimises impacts on surrounding land and uses, having regard to:</p> <ul style="list-style-type: none"> – noise – hours of operation – visual impact – signage – odour and emissions – access to sunlight, and – privacy. 	No acceptable outcome is nominated
<p>PO45 Building Siting</p> <p>Scale, siting and provision of buildings and structures:</p> <ul style="list-style-type: none"> – buildings and structures are of a scale consistent with existing buildings and other works on adjoining premises and in the vicinity; and – buildings and structures are appropriately sited with respect to boundary setbacks. 	<p>AO45</p> <p>The minimum setback from road frontages and other boundaries for buildings and other use areas is 10m.</p>
<p>PO46 Protection of Natural Values</p> <p>The site layout and design responds sensitively to on-site and surrounding topography, coastal foreshore areas, waterways, drainage patterns, and ecological values, such that:</p> <ul style="list-style-type: none"> – any hazards to people or property are avoided – any earthworks are minimised 	No acceptable outcome is nominated

Eaton Place Pty Ltd
July 2016

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
<ul style="list-style-type: none"> the retention of natural drainage lines is maximised the retention of existing vegetation is maximised; and there is adequate buffering, screening or separation to adjoining development. 	
PO 47 Outdoor Lighting Outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads.	AO47.1 Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i> as amended. AO47.2 Outdoor lighting is provided in accordance with <i>Australian Standard AS1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i> as amended.
PO48 Building Entrances Building entrances are legible and safe.	AO48.1 The main entry to the premises is: <ul style="list-style-type: none"> easily identifiable and directly accessible from the street with a clearly defined entrance point, and separate to vehicle access points. AO48.2 Each building is provided with a highly visible street number. AO48.3 Premises are provided with external lighting sufficient to provide safe ingress and egress for site users.
PO49 Storage Areas Refuse storage areas and storage of goods or materials in open areas is presented in a manner that does not have adverse environmental impacts or detract from the visual amenity of the locality.	AO49.1 The open area used for the storage of refuse, vehicles, machinery, goods and materials used on the site is: <ul style="list-style-type: none"> located no closer than 3m from any boundary, and are screened from view by a 1.8m high solid screen. AO49.2 Development that involves the storage of materials on site that are capable of generating air contaminants either by wind or when disturbed are managed by: <ul style="list-style-type: none"> being wholly enclosed in storage bins, or a watering program so material cannot become airborne.
PO50 Advertising Signage Advertising signage is to be compatible with the surrounding environment	AO50 Signage must have a direct nexus to the land use.
Open Space and Recreation Precinct	
PO51 Park Size Parks provide for the active and passive recreational needs of the community and are of a sufficient size for the proposed use.	No acceptable outcome is nominated
PO52 Built Form Built form is of a height and scale that: <ul style="list-style-type: none"> is low-medium rise and visually unobtrusive protects residential amenity and minimises overshadowing and overlooking where adjoining a residential use, and 	AO52.1 The maximum height of buildings in the Open Space and Recreation Precinct must not exceed those detailed in Table 1 of this Plan of Development.

PACIFICUS

TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
<ul style="list-style-type: none"> - does not restrict access to, utility or enjoyment of the open space. 	<p>AO52.2</p> <p>Gross floor area does not exceed that detailed in Table 1 of this Plan of Development.</p> <p>AO52.3</p> <p>The site cover of all temporary structures such as markets and does not exceed the lesser of 10% of the total site area or 400m².</p>
<p>PO53 Setbacks</p> <p>Development is located and designed to minimise adverse impacts on:</p> <ul style="list-style-type: none"> - the amenity of open space and parkland, and - the amenity of neighbours. 	<p>AO53</p> <p>Development that shares a boundary with a residential premises or land within the Residential Precinct must ensure all buildings, car parking, servicing and outdoor storage areas:</p> <ul style="list-style-type: none"> - are setback a minimum of 15m from that common boundary, and - include a minimum 1.8m high solid screen fence along that common boundary, or - a landscaped buffer area consisting of dense screen planting of a minimum 3m width along that common boundary.
<p>PO54 Land Use</p> <p>Non-recreation uses occur only where they directly support the primary recreation function of the site or are a compatible community-related activity.</p>	<p>No acceptable outcome is nominated.</p>
<p>PO55 Amenity</p> <ul style="list-style-type: none"> - Development does not detract from the site's visual quality values. - Development maintains a high level of amenity within the site and minimises impacts on surrounding areas, having regard to: <ul style="list-style-type: none"> - noise - traffic and parking - visual impact - signage - odour and emissions - access to sunlight, and - privacy. 	<p>No acceptable outcome is nominated.</p>
<p>PO56 Protection of Natural Values</p> <p>The site layout and design responds sensitively to on-site and surrounding topography, coastal foreshore areas, waterways, drainage patterns, and ecological values, such that:</p> <ul style="list-style-type: none"> - any hazards to people or property are avoided - any earthworks are minimised - the retention of natural drainage lines is maximised - the retention of existing vegetation is maximised; and - there is adequate buffering, screening or separation to adjoining development. 	<p>No acceptable outcome is nominated.</p>
<p>PO57 Outdoor Lighting</p> <p>Outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads.</p>	<p>AO57.1</p> <p>Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i> as amended.</p>

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
	AO57.2 Outdoor lighting is provided in accordance with <i>Australian Standard AS1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i> as amended.

3.3 Hummock Hill Island Reconfiguring a Lot Code

3.3.1 Provisions of the Hummock Hill Island Reconfiguring a Lot Code

The following provisions comprise the Hummock Hill Island Reconfiguring a Lot Code:

- Compliance with the Hummock Hill Island Reconfiguring a Lot Code;
- Overall outcomes for the Hummock Hill Island Reconfiguring a Lot Code; and
- Specific outcomes and acceptable solutions for the Hummock Hill Island Reconfiguring a Lot Code.

3.3.2 Compliance with the Hummock Hill Island Development Code

Development that is consistent with the specific outcomes for the Hummock Hill Island Reconfiguring a Lot Code complies with the Hummock Hill Island Code.

3.3.3 Overall Outcomes

- Land configuration on Hummock Hill Island is carried out generally in accordance with the PTP Plan of Development.
- Reconfiguration does not impact on the island's natural resources such as water, native habitat area and known areas of cultural significance.

3.3.4 Hummock Hill Island Reconfiguring a Lot Code: Performance Outcomes and Acceptable Solutions

Performance Outcomes	Acceptable Outcomes
Land Configuration	
PO1 Lot sizes are appropriate for the proposed use and are compatible with the intent for the Pacificus Tourism Project.	AO1 Lots are created generally in accordance with the PTP Plan of Development
Environmental Considerations	
PO2 Layout is designed to: <ul style="list-style-type: none"> – protect natural and cultural features; – address site constraints such as, steep slopes, soil erosion, flooding, overland flow, storm surges, bushfire risk etc; – retain special features such as trees and views; – provide adequate buffers to risks and hazards such as noise impacts, air quality; and – ensure that adequate buffers are provided between incompatible land uses. 	No acceptable outcome is nominated.

PACIFICUS TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
PO3 Roads provide adequate vehicular access to the coast at locations that avoid impacts on coastal vegetation and habitat values e.g. Roads are perpendicular to the coast rather than coastal esplanades.	No acceptable outcome is nominated
PO4 Pedestrian access is provided at locations that avoid impacts on coastal vegetation and habitat values.	No acceptable outcome is nominated
Residential Precinct	
PO5 In the Residential Precinct, any reconfiguration of a lot resulting in ten or more lots, provides for a neighbourhood with a strong and positive identity, through: <ul style="list-style-type: none"> clearly identifiable street and open space networks; appropriate responses to site characteristics and settings (including landmarks and views); and integration with the surrounding urban and natural environment. 	AO5.1 Site layout takes into consideration following minimum information: <ul style="list-style-type: none"> proposed street network; proposed access arrangements; proposed uses of individual lots; proposed locations of buildings each lot; proposed open space; and proposed landscape work theme. AO5.2 Site layout takes into consideration characteristics and constraints of the site
Access and Road Design	
PO6 Lots have safe access for vehicles and pedestrians through: <ul style="list-style-type: none"> direct frontage to a properly constructed public road or to common property having a direct frontage to a properly constructed public road created under a community management statement, and providing access appropriate for the type of vehicle associated with development. 	AO6 Lots are designed to achieve safe vehicle and pedestrian access in accordance with the <i>Engineering Design Planning Scheme Policy</i> .
PO7 Reconfiguration involving the creation of new roads must: <ul style="list-style-type: none"> provide for the safe, efficient and convenient movement for all modes of transport are designed and constructed to support their intended function for all relevant design vehicle types provide safe and easy access to the frontage of lots are designed and constructed to give priority to pedestrian and bicycle pathways at intersections where practicable, align with open space corridors and waterways, and where appropriate provide connections to adjoining land. 	No acceptable outcome is nominated
PO8 New roads include streetscape and landscape treatments that: <ul style="list-style-type: none"> create an attractive and legible environment which establishes character and identity maintain important views and vistas where possible 	No acceptable outcome is nominated

Edging Project Pty Ltd
July 2001

Page 30

PACIFICUS

TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
<ul style="list-style-type: none"> enhance safety and comfort, and meet user needs complement the function of the street in which they are located by reinforcing desired traffic speed and behaviour support safe pedestrian and cycling movement maximise infiltration of stormwater runoff wherever practicable, and minimise maintenance and whole of lifecycle costs. 	
PO9 Rear lanes, <ul style="list-style-type: none"> provide appropriate width to enable safe vehicle movement, including service vehicles connect to other streets at both ends enable safe access into and out of garages avoid a direct through-route alternative for vehicles, cyclists or pedestrians than the adjoining street network ensure rear yards of properties can be fenced for security, and do not provide for visitor parking within the lane. 	No acceptable outcome is nominated
Pedestrian and Cycle Infrastructure	
PO10 Reconfiguration includes appropriate pedestrian and cycle infrastructure that: <ul style="list-style-type: none"> provides a high level of connectivity and permeability that links residential areas with schools; centres, community activity uses; parks, employment areas and public transport stops provides for safe street crossings and for safety between pedestrians and cyclists is designed taking into account topography and convenience for users, and meets disability access standards. 	No acceptable outcome is nominated
Parks and Open Space	
PO11 The design of parkland or open space: <ul style="list-style-type: none"> contributes to the character of the neighbourhood or area is safe and functions as a focal point for the neighbourhood or community minimises the interface between residential lots and open space through appropriate treatments including alignment, fencing and landscaping maximises road frontage to facilitate casual surveillance incorporates natural areas including important local vegetation, waterways, ridgelines, coastal access, wetlands preserves landscape features important to the scenic amenity of a locality is linked to existing parkland or open space networks 	No acceptable outcome is nominated

PACIFICUS

TOURISM PROJECT

Performance Outcomes	Acceptable Outcomes
<p>wherever possible</p> <ul style="list-style-type: none"> – offers a broad range of informal and formal experiences to the community; and – is cost effective to maintain. 	
<p>PO12</p> <p>The location of parkland or open space is conveniently located to residential neighbourhoods.</p>	<p>AO12</p> <p>Parkland or open space is provided within 500m of all residential dwellings.</p>
<p>PO13</p> <p>Open space for conservation purposes protects riparian corridors, beach front vegetation, endangered plant communities and wildlife habitat and movement corridors.</p>	<p>No acceptable outcome is nominated.</p>

4. Interpretation

The following is a list of the definitions for defined uses used throughout the PTP Plan of Development.

Where a proposed use does not fit within one of the following use definitions it will be considered as an undefined use. Within all Precincts, an undefined use will require Impact Assessment and will be assessable against the Planning Scheme.

Administrative Definitions are as per Schedule 1 Table SC1.2.2 of the Planning Scheme.

Air Services - Premises used for any of the following:

- the arrival and departure of aircraft
- the housing, servicing, refuelling, maintenance and repair of aircraft
- the assembly and dispersal of passengers or goods on or from an aircraft
- any ancillary activities directly serving the needs of passengers and visitors to the use
- associated training and education facilities
- aviation facilities.

Bar - Premises used primarily to sell liquor for consumption on the premises and that provides for a maximum capacity to seat sixty persons at any one time. The use may include ancillary sale of food for consumption on the premises and entertainment activities.

Caretakers Accommodation - A dwelling provided for a caretaker of a non-residential use on the same premises.

Child Care Centre - Premises used for minding, education and care, but not residence, of children.

Club - Premises used by persons associated for social, literary, political, sporting, athletic or other similar purposes for social interaction or entertainment. The use may include the ancillary preparation and service of food and drink.

Community Use - Premises used for providing artistic, social or cultural facilities and community support services to the public and may include the ancillary preparation and provision of food and drink.

Examples include: Art gallery, community centre, community hall, library, museum

Dual Occupancy - Premises containing two dwellings on one lot (whether or not attached) for separate households.

Dwelling House - A residential use of premises for one household that contains a single dwelling. The use includes domestic out buildings and works normally associated with a dwelling and may include a secondary dwelling.

Emergency Services - Premises used by government bodies or community organisations to provide essential emergency services or disaster management services including management support facilities for the protection of persons, property and the environment.

Environment Facility - Facilities used for the conservation, interpretation and appreciation of areas of environmental, cultural or heritage value.

Food and Drink Outlet - Premises used for preparation and sale of food and drink to the public for consumption on or off the site. The use may include the ancillary sale of liquor for consumption on site.

Function Facility - Premises used for conducting receptions or functions that may include the preparation and provision of food and liquor for consumption on site.

PACIFICUS TOURISM PROJECT

Garden Centre - Premises used primarily for the sale of plants and may include sale of gardening and landscape products and supplies where these are sold mainly in pre-packaged form. The use may include an ancillary food and drink outlet.

Health Care Services - Premises for medical, paramedical, alternative therapies and general health care and treatment of persons that involves no overnight accommodation.

Home Based Business - A dwelling used for a business activity where subordinate to the residential use.

Hotel - Premises used primarily to sell liquor for consumption. The use may include short-term accommodation, dining and entertainment activities and facilities.

Indoor Sport and Recreation - Premises used for leisure, sport or recreation conducted wholly or mainly indoors.

Landing - A structure for mooring, launching, storage and retrieval of vessels where passengers embark and disembark.

Major electricity Infrastructure - All aspects of development for either the transmission grid or electricity supply networks as defined under the *Electricity Act 1994*. The use may include ancillary telecommunication facilities.

Market - Premises used for the sale of goods to the public on a regular basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use may include entertainment provided for the enjoyment of customers.

Multiple Dwelling - Premises containing three or more dwellings for separate households.

Nature Based Tourism - The use of land or premises for a tourism activity, including tourist and visitor short-term accommodation that is intended for the conservation, interpretation and appreciation of areas of environmental, cultural or heritage value, local ecosystem and attributes of the natural environment. Nature-based tourism activities typically:

- maintain a nature based focus or product
- promote environmental awareness, education and conservation
- carry out sustainable practices.

Examples include: Environmentally responsible accommodation facilities including lodges, cabins, huts and tented camps

Office - Premises used for an administrative, secretarial or management service or the practice of a profession, where no goods or materials are made, sold or hired and where the principal activity provides for one or more of the following:

- business or professional advice
- service of goods that are not physically on the premises
- office based administrative functions of an organisation.

Outdoor Sport and Recreation - Premises used for a recreation or sport activity that is carried on outside a building and requires areas of open space and may include ancillary works necessary for safety and sustainability. The use may include ancillary food and drink outlet(s) and the provision of ancillary facilities or amenities conducted indoors such as changing rooms and storage facilities.

Park - Premises accessible to the public generally for free sport, recreation and leisure, and may be used for community events or other community activities. Facilities may include children's playground equipment, informal sports fields and ancillary vehicle parking and other public conveniences.

PACIFICUS TOURISM PROJECT

Parking Station - Premises used for parking vehicles where the parking is not ancillary to another use.

Renewable Energy Infrastructure - Premises used for the generation of electricity or energy from renewable (naturally reoccurring) sources.

Resort Complex - Premises used for tourist and visitor short-term accommodation that include integrated leisure facilities including:

- restaurants and bars
- meeting and function facilities
- sporting and fitness facilities
- staff accommodation
- transport facilities directly associated with the tourist facility such as a ferry terminal and air services.

Retirement Facility - A residential use of premises for an integrated community and specifically built and designed for older people. The use includes independent living units and may include serviced units where residents require some support with health care and daily living needs. The use may also include a manager's residence and office, food and drink outlet, amenity buildings, communal facilities and accommodation for staff.

Rooming Accommodation - Premises used for the accommodation of one or more households where each resident:

- has a right to occupy one or more rooms
- does not have a right to occupy the whole of the premises in which the rooms are situated
- may be provided with separate facilities for private use
- may share communal facilities or communal space with one or more of the other residents.

The use may include:

- rooms not in the same building on site
- provision of a food or other service
- on site management or staff and associated accommodation.

Facilities includes furniture and equipment as defined in the *Residential Tenancies and Rooming Accommodation Act 2008*.

Examples include: Boarding house, hostel, off-site student accommodation

Sales Office - The temporary use of premises for displaying a land parcel or buildings that can be built for sale or can be won as a prize. The use may include a caravan or relocatable dwelling or structure.

Service Station - Premises used for the sale of fuel including petrol, liquid petroleum gas, automotive distillate and alternative fuels. The use may include, where ancillary, a shop, food and drink outlet, maintenance, repair servicing and washing of vehicles, the hire of trailers, and supply of compressed air.

Shop - Premises used for the display, sale or hire of goods or the provision of personal services or betting to the public.

Short Term Accommodation - Premises used to provide short-term accommodation for tourists or travellers for a temporary period of time (typically not exceeding three consecutive months) and may be self-contained. The use may include a manager's residence and office and the provision of recreation facilities for the exclusive use of visitors.

Examples include: Motel, backpackers, cabins, serviced apartments, accommodation hotel

© 2010 Pacificus Pty Ltd
10/10/2010

PACIFICUS TOURISM PROJECT

Substation - Premises forming part of a transmission grid or supply network under the Electricity Act 1994, and used for:

- converting or transforming electrical energy from one voltage to another
- regulating voltage in an electrical circuit
- controlling electrical circuits
- switching electrical current between circuits
- a switchyard, or
- communication facilities for 'operating works' as defined under the *Electricity Act 1994* or for workforce operational and safety communications.

Telecommunications Facility - Premises used for systems that carry communications and signals by means of radio, including guided or unguided electromagnetic energy, whether such facility is manned or remotely controlled.

Tourist Attraction - Premises used for providing on-site entertainment, recreation or similar facilities for the general public. The use may include provision of food and drink for consumption on site.

Tourist Park - Premises used to provide for accommodation in caravans, self-contained cabins, tents and similar structures for the public for short term holiday purposes. The use may include, where ancillary, a manager's residence and office, kiosk, amenity buildings, food and drink outlet, or the provision of recreation facilities for the use of occupants of the tourist park and their visitors, and accommodation for staff.

Transport Depot - Premises used for the storage, for commercial or public purposes, of more than one motor vehicle. The use includes premises for the storage of taxis, buses, trucks, heavy machinery and uses of a like nature. The term may include the ancillary servicing, repair and cleaning of vehicles stored on the premises.

Utility Installation - Premises used to provide the public with the following services:

- supply or treatment of water, hydraulic power or gas
- sewerage, drainage or stormwater services
- transport services including road, rail or water
- waste management facilities, or
- network infrastructure.

The use includes maintenance and storage depots and other facilities for the operation of the use.

5. Urban Design and Environmental Guidelines

The intent of these guidelines is to assist in the design of development within the PTP Development Area through providing information on application requirements, design and siting criteria. This information is to be considered in conjunction with the relevant codes contained or referenced within the PTP Plan of Development.

Table 2 Urban Design and Environmental Guidelines

Urban Design and Environmental Guidelines	
Application Requirements	
<ul style="list-style-type: none"> All proposals for development shall be accompanied by appropriate plans indicating the layout and design of that development and the manner in which the development requirements contained within the PTP Plan of Development are incorporated in the proposal. Each application for a development permit shall include an assessment of the particular characteristics of the site and of its setting, sufficient to facilitate an adequate and appropriate assessment of the relevant development requirements. 	
Overarching Design Principles	
<ul style="list-style-type: none"> Development proposals are to minimise impacts on the local environment and amenity. Design and construction practices shall: <ul style="list-style-type: none"> retain and protect identified significant vegetation; and remove only vegetation necessary to provide a clear building area. On any development site, vegetation shall not be cleared: <ul style="list-style-type: none"> on the crests of ridgelines; on land prone to erosion; on land which is visually sensitive; along flora and fauna corridors; from areas which require protection as elements of the overall open space network or for other environmental considerations; or on riparian areas, wetlands, areas subject to an erosion control plan or on adjacent areas; unless such vegetation is invasive or noxious. All built elements and earthworks within a proposed development shall be undertaken in such a way as to assist in ensuring that: <ul style="list-style-type: none"> there is no permanent scarring of the landscape; retained vegetation and drainage corridors are protected; the local character and amenity is retained and enhanced; the amenity and use of adjoining premises is not prejudiced; development is appropriately integrated in locations which are of high scenic value; the integrity of the setting is maintained and enhanced; it is integrated with adjoining public space; and appropriate buffer spaces are included. Valuable and viable areas of natural habitat are conserved by their incorporation within the open space system where appropriate. 	

Urban Design and Environmental Guidelines

Subdivision Layout

- Where appropriate, subdivision layouts shall preserve and enhance the local natural and rural landscapes and, in particular shall:
 - identify, retain and enhance areas of high protection value;
 - preserve and/or provide adequate buffers, where appropriate, to adjoining uses;
 - preserve and/or provide adequate buffers along water corridors and in/or adjacent to wetlands; and
 - retain vegetation which has high scenic quality or which minimises the impact of the development.
- Where possible, property boundaries shall be suitably aligned with adjoining properties and with road reserves to provide continuation of the natural vegetation by way of open space corridors.
- Prominent elevated areas including Hummock Hill and ridges to the west of the proposed trans-island boulevard are to be included in the green space network to maintain the visual values of these areas as vegetated areas.

Building Design

- Structures shall be designed to enhance and maintain the urban form and continuity of the streetscape of existing development with the PTP Development Area.
- Planning and design of new structures shall respond to the dictates of regional subtropical climate and where possible utilise methods and materials for climate control e.g. cross ventilation, verandahs, awnings, lattice, blinds etc.
- Features such as roof overhangs, verandahs, shade devices and landscaping should be used to provide shade to windows and outdoor spaces during summer and some sun penetration in winter.
- Development is to incorporate design elements which demonstrate the principles of ecological sustainability, including:
 - reduction of power consumption by maximising the use of passive thermal control measures through the use or renewable energy resources and energy efficient building design;
 - minimisation of adverse effects resulting from stormwater run-off;
 - minimisation of adverse impacts resulting from the emission of noise, dust, gas or other forms of air pollution, both during the construction phase of any development and whilst the development operates;
 - provision of responsible land management, incorporating where appropriate, Environmental management Plans, to avoid or minimise land and water degradation; and
 - provision of buffering between incompatible uses or between development and environmentally sensitive significant areas.

Building Scale

- Building treatments and elements of new buildings and extensions and/or renovations shall be compatible and complementary in character, scale and height, with that of nearby buildings and any development shall make a positive contribution to the built form of the local area.
- Buildings are to be designed and sited such that they are compatible with the surrounding natural environment rather than dominating the landscape.

Colour, Texture, and Reflectance

- Consideration shall be given to the suitability of the colour, texture and reflectance of all external surfaces of any proposed buildings.
- The use of highly reflective materials and/or strong bright colours is discouraged.
- Any building or its roof that may be should be constructed of material that is of a suitable neutral colour.
- Buildings are encouraged to utilise lightweight construction materials to assist in minimising ground disturbance and vegetation.

Urban Design and Environmental Guidelines

Roof Line and Form

- Roof line and form shall generally be skillion or pitched, although innovative forms in harmony with a sub-tropical building character that responds well to Queensland's climate may be appropriate.

Vehicle Parking Requirements

- All development shall incorporate appropriate car parking that does not conflict with the service and access needs of local residents and businesses.
- Vehicle parking areas should have a minimal impact on the landscape and should not detract from the enjoyment or safety of local residents and businesses.
- The design of vehicle parking areas and associated pedestrian circulation shall facilitate the access needs of disabled and aged persons.
- The design of parking areas shall minimise the impact on the local amenity through:
 - provision of shade trees and other vegetation;
 - minimising earthworks; and
 - being identifiable and distinctive though not excessively conspicuous.
- All car parking areas shall be appropriately designed and landscaped so as to present as an integrated component of the overall site development.
- Cycle parking and bus parking/stopping areas shall be provided, where appropriate, within the proposed development.

Road Corridors

Preferred Roadway and Driveway Character

- The roads and driveways within the PTP Development Area are to be finished to a high standard and compatible with the character of the surrounding natural landscape. Distinctive landscape themes should be established and maintained.
- Planting on road verges is encouraged as it forms part of a view corridor with use of landscape treatments to establish an appropriate hierarchy of roads and to create a cohesive visual character.
- Important landscape features components should be safeguarded through appropriate siting and design of roads and associated works.

Road Design

- Roadways shall;
 - be designed to minimise their visual and physical impacts on the landscape including the prevention of soil erosion and the retention of vegetation;
 - be of a matching character to the landscape through which they pass, both in the moulding of batters and verges and in the plant species used;
 - be sited so that they have minimal visual and physical impact on the landscape;
 - provide vegetation which assists in reducing the visual impact; and
 - be designed and laid out so as to have minimal impacts on adjoining development including ameliorative soft and hard landscape works.

Landscape Works

- Landscape works undertaken within the PTP Development Area is to reinforce and enhance the existing local character of Hummock Hill Island. In particular, hard landscape elements such as roadways and services infrastructure and other built elements shall appear as integrated elements within the total landscape. In cleared areas vegetation shall be used as a means to visually soften and integrate the development into the landscape.
- Vegetation which is to be protected shall be conserved and integrated within the proposed development. Minimising vegetation clearing during construction will assist in minimising site impacts and reduce the area of required constructed landscape. Retained vegetation should include both trees

Urban Design and Environmental Guidelines

and understorey

- Buffer landscape works and appropriate urban design elements shall be required at locations abutting major roads and between potentially conflicting activities.
- Riparian corridors will be preserved in their natural state with minimal crossings, and flora and fauna corridors shall be preserved and enhanced, where appropriate.
- Endemic vegetation shall be the preferred dominant species in these areas in proposed landscaping works. Where non endemic plants are proposed, the landscaping plan shall indicate that the use of such plants will not affect the integrity of any ecosystem beyond the site.
- Where land abuts an environmentally sensitive area the landscape plan shall indicate what measures are proposed to minimise any potential impacts on these areas arising from proposed development. This may require submission of a management plan outlining the proposed maintenance and management.

Implementation of Landscape Works

- A landscape plan should be submitted as part of all relevant development applications providing a level of detail appropriate to the nature, scale and intensity of the proposal.
- The landscape plan shall preferably be undertaken by an appropriately qualified person and shall include the following:
 - existing vegetation, prominent landscape features, existing services locations;
 - existing and proposed surface levels, extent of cut and fill, proposed drainage corridors and building platforms;
 - staging of works; and
 - hard and soft landscape treatment including materials and species of vegetation to be used, preferred building sites, location of proposed services and siting of parkland.
- Rehabilitation and landscape works shall be appropriately staged within a development and shall be carried out within a specified time period and include appropriate maintenance.

Fauna and Flora Protection

- An appropriate flora and fauna study shall be prepared in respect of a development proposal which may affect vegetation which is:
 - of high protection value;
 - identified as providing important fauna habitat; and
 - affected by a flora and fauna corridor.
- The study shall be prepared by an appropriately qualified person and shall:
 - detail the flora and fauna species on the site;
 - identify the local and regional ecological values of the flora and fauna;
 - determine the impact of the proposed development on flora and fauna contained on the site and in the surrounding area;
 - address how it is proposed to preserve the integrity of the remaining flora and fauna on the site; and
 - address how it is proposed to sustain flora and fauna on adjoining sites, which are affected by the proposal.

Community Values

Focal Points

- Civic and community buildings and spaces shall be designed as attractive landmark features which shall respond positively to the landscape as a visually attractive and functional community focus. The community focal points in the PTP include the Hummock Hill Village (V1 – V4) and the Colosseum Village (B4).

PACIFICUS

TOURISM PROJECT

Urban Design and Environmental Guidelines

Visual Relationships

- Significant visual elements throughout the PTP Development Area shall be preserved and enhanced through appropriate streetscapes and open space design and management.
- The maintenance of scenic qualities and the minimisation of adverse visual impacts shall be enhanced through the retention of the scenic values of vegetation and through appropriate urban form.

Acronyms and abbreviations

CMD	Coastal management district
CGER	Coordinator-General's evaluation report on the environmental impact statement
DAF	Department of Agriculture and Fisheries
DEE	Australian Government Department of the Environment and Energy
DEHP	Department of Environment and Heritage Protection
DEWS	Department of Energy and Water Supply
DILGP	Department of Infrastructure, Local Government and Planning
DNRM	Department of Natural Resources and Mines
DTMR	Department of Transport and Main Roads
EIS	Environmental impact statement
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth).
FHA	fish habitat area
GBRCMP	Great Barrier Reef Coast Marine Park
GBRMP	Great Barrier Reef Marine Park
GBRWHA	Great Barrier Reef World Heritage Area
GRC	Gladstone Regional Council
HAT	highest astronomical tide
HHI	Hummock Hill Island
HHID	Hummock Hill Island Development
IPA	<i>Integrated Planning Act 2007</i>
MEMP	marine ecological monitoring program
MSES	matters of state environmental significance
NC Act	<i>Nature Conservation Act 1992</i>
QH	Queensland Health
SDAP	State Development Assessment Provisions
SDPWO Act	<i>State Development and Public Works Organisation Act 1971</i>
SPA	<i>Sustainable Planning Act 2009</i>
SPP	State Planning Policy 2014
WHMP	wildlife habitat management plan

Glossary

bilateral agreement	The agreement between the Australian and Queensland governments that accredits the State of Queensland's EIS process. It allows the Commonwealth Minister for the Environment and Energy to rely on specified environmental impact assessment processes of the state of Queensland in assessing actions under the EPBC Act
Central Queensland Regional Plan	Refer to www.dilgp.qld.gov.au/planning/regional-planning/central-queensland-regional-plan.html
coastal erosion	Coastal erosion means the wearing away of land or the removal of beach or dune sediments by wave or wind action, tidal currents and water flows.
controlled action	A proposed action that is likely to have a significant impact on a matter of national environmental significance; the environment of Commonwealth land (even if taken outside Commonwealth land); or the environment anywhere in the world (if the action is undertaken by the Commonwealth). Controlled actions must be approved under the controlling provisions of the EPBC Act.
controlling provision	The matters of national environment significant, under the EPBC Act that the proposed action may have significant impact on.
coordinated project	A project declared as a 'coordinated project' under section 26 of the SDPWO Act. Formerly referred to as 'significant projects'.
Coordinator-General	The corporation sole constituted under section 8A of the SDPWO Act and preserved continued and constituted under section 8 of the SDPWO Act.
EIS documentation	Refer to www.statedevelopment.qld.gov.au/assessments-and-approvals/hummock-hill-island-development.html
environment	As defined in Schedule 2 of the SDPWO Act, includes: a) ecosystems and their constituent parts, including people and communities b) all natural and physical resources c) the qualities and characteristics of locations, places and areas, however large or small, that contribute to their biological diversity and integrity, intrinsic or attributed scientific value or interest, amenity, harmony and sense of community d) the social, economic, aesthetic and cultural conditions that affect, or are affected by things mentioned in paragraphs (a) to (c)
environmental effects	Defined in Schedule 2 of the SDPWO Act as the effects of development on the environment, whether beneficial or detrimental.
essential habitat	Vegetation in which a species of wildlife is known to occur that is listed as endangered, vulnerable, near threatened or rare under the <i>Nature Conservation Act 1992</i> .
Erosion-prone area	Erosion-prone areas are parts of the coast considered at risk from coastal erosion or permanent inundation by the sea over a defined planning period.
highest astronomical tide	The highest level which can be predicted to occur under average meteorological conditions.

imposed condition	A condition imposed by the Queensland Coordinator-General under section 54B of the SDPWO Act. The Coordinator-General may nominate an entity that is to have jurisdiction for that condition.
marine plants	Marine plants are defined under the <i>Fisheries Act 1994</i> and include the following: <ul style="list-style-type: none"> a) a plant (a tidal plant) that usually grows on, or adjacent to, tidal land, whether it is living, dead, standing or fallen; b) material of a tidal plant, or other plant material on tidal land; c) a plant, or material of a plant, prescribed under regulation or management plan to be a marine plant.
fish habitat	Marine plants are defined under the <i>Fisheries Act 1994</i> and includes land, waters and plants associated with the life cycle of fish, and includes land and waters not presently occupied by fisheries resources.
matters of state environmental significance	Matters of state environmental significance means the following natural values and areas protected under state environmental legislation: <ul style="list-style-type: none"> a) protected area estates (including all classes of protected area except nature refuges and coordinated conservation areas) under the NC Act b) marine parks (including 'marine national park', 'marine conservation park', 'scientific research', 'preservation' and 'buffer' zones) under the <i>Marine Parks Act 2004</i> c) fish habitat areas A and B under the <i>Fisheries Act 1994</i> d) threatened species (including plants, animals and animal breeding places) under the NC Act e) regulated vegetation under the <i>Vegetation Management Act 2009</i> f) high preservation areas of wild rivers under the <i>Wild Rivers Act 2005</i> g) high conservation value wetlands under the <i>Environment Protection Act 1994</i> h) legally secured offset areas
Significant project	A project declared (prior to 21 December 2012) as a 'significant project' under section 26 of the SDPWO Act. Projects declared after 21 December 2012 are referred to as 'coordinated projects'
Stated condition	Conditions stated (but not enforced by) the Coordinator-General under sections 39, 45, 47C, 49B and 49E of the SDPWO Act. The Coordinator-General may state conditions that must be attached to a: <ul style="list-style-type: none"> • development approval under the Sustainable Planning Act 2009 • proposed mining lease under the Mineral Resources Act 1989 • draft environmental authority (mining lease) under Chapter 5 of the Environmental Protection Act 1994 (EPA) • proposed petroleum lease, pipeline licence or petroleum facility licence under the Petroleum and Gas (Production and Safety) Act 2004 • non-code compliant environmental authority (petroleum activities) under Chapter 4A of the EPA.

