

CopperString Project

Coordinator-General's Change Report – no. 1 Hughenden workers accommodation camp

May 2024

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Executive Summary

This report provides the Coordinator-General's evaluation of a proposed change to the CopperString Project, now known as the CopperString 2032 Project (the project), under Part 4 of the *State Development and Public Works Organisation Act 1971* (SDPWO Act).

The project

The project is an approximately 1,000 kilometre (km) high-voltage electricity transmission line from south of Townsville to Mount Isa that will connect Queensland's North West Minerals Province (NWMP) to the national electricity grid. Powerlink Queensland is the proponent delivering the project.

The project includes:

- 500 kilovolt (kV) transmission line from south of Townsville to Hughenden
- 330kV transmission line from Hughenden to Cloncurry
- 220kV transmission line from Cloncurry to Mount Isa
- up to six new substation sites
- ancillary infrastructure such as workers accommodation camps.

Evaluation of the project

In April 2019, the project was declared a coordinated project requiring an environmental impact statement (EIS) under part 4 of the SDPWO Act.

On 28 September 2022, the Coordinator-General released an evaluation report on the project's EIS which included conditions and recommendations for a Ministerial Infrastructure Designation (MID) approval pathway.

On 11 November 2022, the delegate for the former Australian Minister for the Environment and Water approved the controlled action 'CopperString Transmission Line Project' (EPBC 2019/8416) subject to conditions.

On 30 October 2023, the Queensland Government committed to commencing construction of the project in mid-2024, with a \$1.3 billion package to progress work on the project. The project is expected to be completed in 2029.

Change application

On 1 March 2024, the proponent applied to the Coordinator-General under section 35C of the SDPWO Act requesting a change to the evaluated project (change application) which included two main changes. The first change relates to an amendment to the imposed conditions in Appendix 1, Part A of the Coordinator-General's Evaluation Report (CGER) to allow the Social Impact Management Plan (SIMP) and Communications and Stakeholder Engagement Plan (CSEP) to be staged. This proposed change is intended to deliver more targeted impact management plans and analysis of stakeholder issues in accordance with the delivery timeframes for the project.

The second change relates to a change to the location of the Hughenden workers accommodation camp. The location for the Hughenden camp was identified in the EIS and evaluated in the CGER released in 2022. The CGER recognised that the final location of the camp would be confirmed in consultation with the relevant local government. Consultation with Flinders Shire Council identified that the Hughenden camp as evaluated had a high risk of flooding and would not be suitable to

accommodate the increased size of the camp required to accommodate the Flinders substation and transmission line workforce. Flinders Shire Council identified Lot 129 on SP119557 as an alternative.

The camp proposed at Hughenden within the Flinders Shire Council local government area is critical to the project commencing, and construction is expected to commence on the camp in mid-2024.

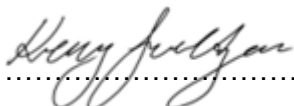
The proponent has also made an amendment to the proponent commitments to reference:

- Powerlink as the proponent delivering the commitments
- an approval pathway for camps that need to progress outside of the MID process, and
- a new commitment to work with local governments across the project to discuss and agree on legacy projects.

In making the evaluation I have considered the requirements of section 35H of the SDPWO Act and have decided to allow the proposed change subject to conditions. This change report does not re-evaluate the project as a whole or revisit all the matters that have already been addressed in its assessment to date. Rather, this report considers the nature of the proposed changes under the change application and evaluates potential effects of the proposed changes on the project and the environment.

Accordingly, Appendix 1 of this change report replaces the previous imposed conditions of the CGER dated September 2022 and Appendix 2 includes new stated conditions for a material change of use (MCU) and operational work (OPW) development approvals. In the event no development approval is required, the conditions in Appendix 2 become imposed conditions under section 35(2)(d) of the SDPWO Act. This report prevails to the extent of any inconsistencies with the CGER.

All relevant EIS assessment documentation, change application and report documentation on the Hughenden workers accommodation camp is available on the Department of State Development and Infrastructure's website at www.statedevelopment.qld.gov.au/coordinator-general/copperstring-project.



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Kerry Smeltzer
Assistant Coordinator-General
Project Evaluation and Facilitation
(as delegate of the Coordinator-General)
30 May 2024

1. Introduction

This report has been prepared pursuant to section 35I of the SDPWO Act and provides an evaluation of the proposed changes to the imposed conditions of the project and to the location of the Hughenden workers accommodation camp.

This report does not re-evaluate the project as a whole or revisit all the matters that have already been addressed in its assessment to date. Rather, this report considers the nature of the proposed change and evaluates potential effects on the project and the environment.

In making the evaluation, the following have been considered in accordance with section 35H of the SDPWO Act:

- the nature of the proposed change and its effects on the project
- the evaluated project under the CGER for the EIS (including relevant impact management and mitigation measures)
- the environmental effects of the proposed change and its effects on the project
- all comments received on the proposed change
- the material mentioned in section 34A(1)(a) of the SDPWO Act to the extent it is considered relevant to the proposed change and its effects on the project.

2. About the project

2.1 The proponent

The CopperString Project (now known as the CopperString 2032 Project) was developed by CuString Pty Ltd and was the subject of a CGER on the project's EIS, which was released on 28 September 2022.

Queensland Electricity Transmission Corporation Limited ACN 078 849 233 (trading as Powerlink Queensland (Powerlink)) took responsibility of the project following the State's acquisition of the project in March 2023 and is now the proponent for the project.

2.2 The project

The CopperString 2032 Project (**Figure 1**) is a \$5 billion project which will connect Queensland's NWMP to the national electricity grid through approximately 1,000 kilometres of high-voltage transmission lines from south of Townsville to Mount Isa and includes:

- 500 kilovolt (kV) transmission line from south of Townsville to Hughenden
- 330kV transmission line from Hughenden to Cloncurry
- 220kV transmission line from Cloncurry to Mount Isa
- up to six new substation sites
- ancillary infrastructure such as workers accommodation camps.



Figure 1 Overview of the project alignment

Hughenden workers accommodation camp

The Hughenden workers accommodation camp was evaluated in the CGER over Lot 156 on H20323, Lot 24 on H20328, Lot 29 on H20328 and Lot 118 on DG118 (shown in blue on **Figure 2**). It is proposed to move to Lot 129 on SP119557 (shown in orange on **Figure 2**). A comparison of camp location, size and facilities are provided at **Table 1**.

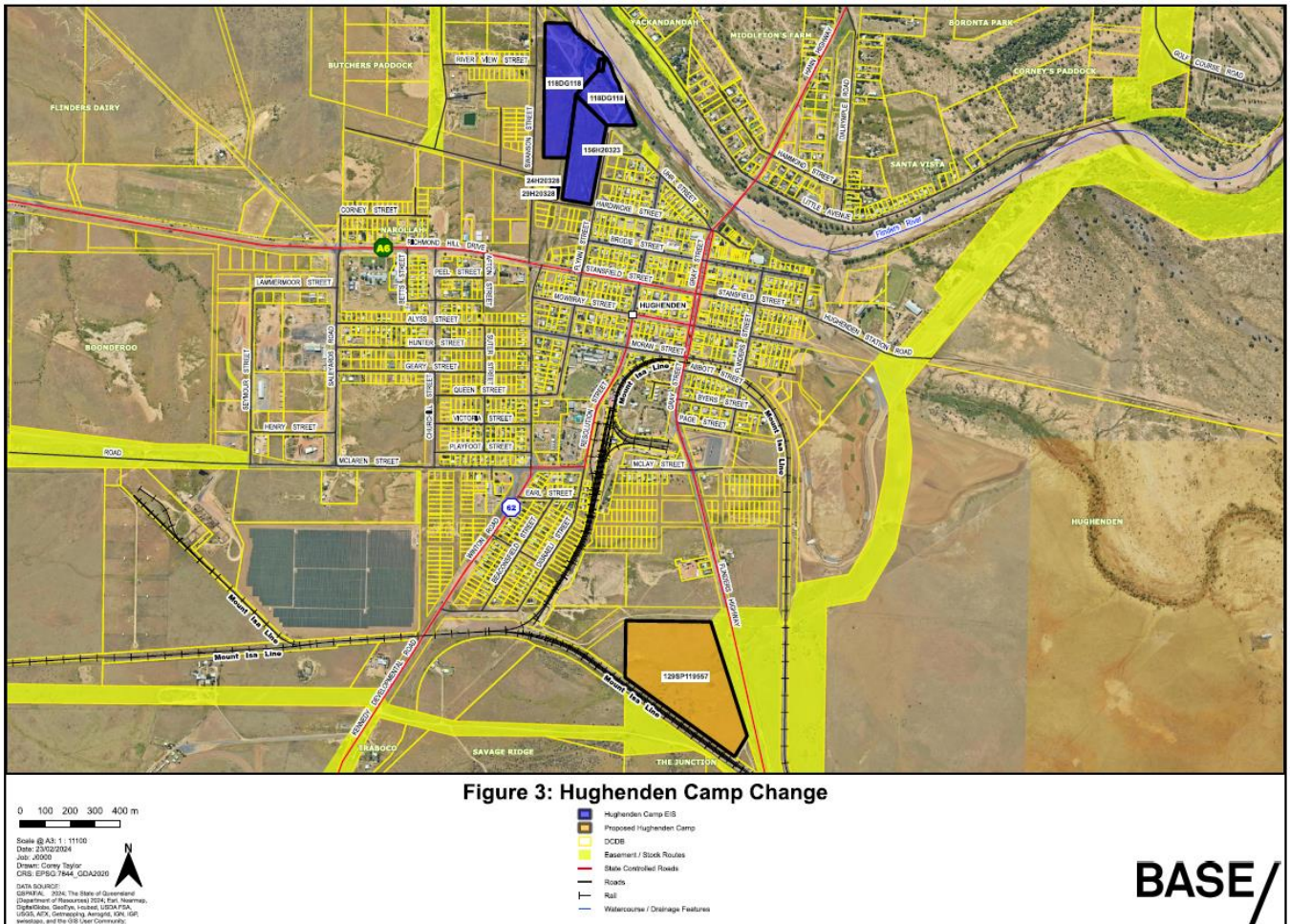


Figure 2 Hughenden camp changed location

Table 1 Comparison of camp facilities

Element	Evaluated project	Proposed change
Location	Lot / Plan – 156H20323, 118DG118, 24H20328, 29H20328 Flynn Street, Hughenden	Lot / Plan –129SP119557 Flinders Highway, Hughenden
Area	Total Lot sizes: approx. 12 ha (118DG118), approx. 5 ha (156H20328), approx. 0.08 ha (29H20328), 0.1 ha (24H20328) 6 ha (total clearing, including laydown area)	Total Lot size: 17.03 ha (129SP119557) Camp size: approx. 4.6 ha Laydown size: 1.63 ha
Personnel	250 - 350	410 - 450 (with periodic peak of 550)
Buildings	Accommodation rooms Offices Meeting rooms Vehicle wash-down Carpark area Concrete batching plant Perimeter fencing Secure storage fencing Fuel cells Storage containers Igloos	Accommodation rooms Offices Meeting rooms Vehicle wash-down Kitchen Laundry Recreation rooms Perimeter fencing Secure storage fencing Fuel cells Storage containers Refuelling bay Laydown area Carpark area Camp duration 5 years (design life) Workshop area Water supply 130 parks Workshop sizes to be confirmed – light vehicle maintenance only Upgrade/extend and connect to town sewage utilities Town water connection for potable drinking water with a bore for water required for other construction activities.

The camp is proposed to accommodate:

- the construction workforce of both the Flinders substation workforce and the transmission line workforce;
- a laydown area and the storage of construction equipment and construction related operation and maintenance activities;
- water, sewer and electrical connections
- a design life of up to a maximum of five years and then decommissioned and removed from the site. The site would then be rehabilitated to ensure the area is stabilised and no residual impacts remain as a result of the camp facility.

The primary frontage of the project adjoins the Flinders Highway at Hughenden, a State-controlled road, with access to the site from an unnamed public access road. The site also adjoins the Mount Isa rail line.

Figure 3 shows a general layout of the camp on Lot 129 on SP119557.

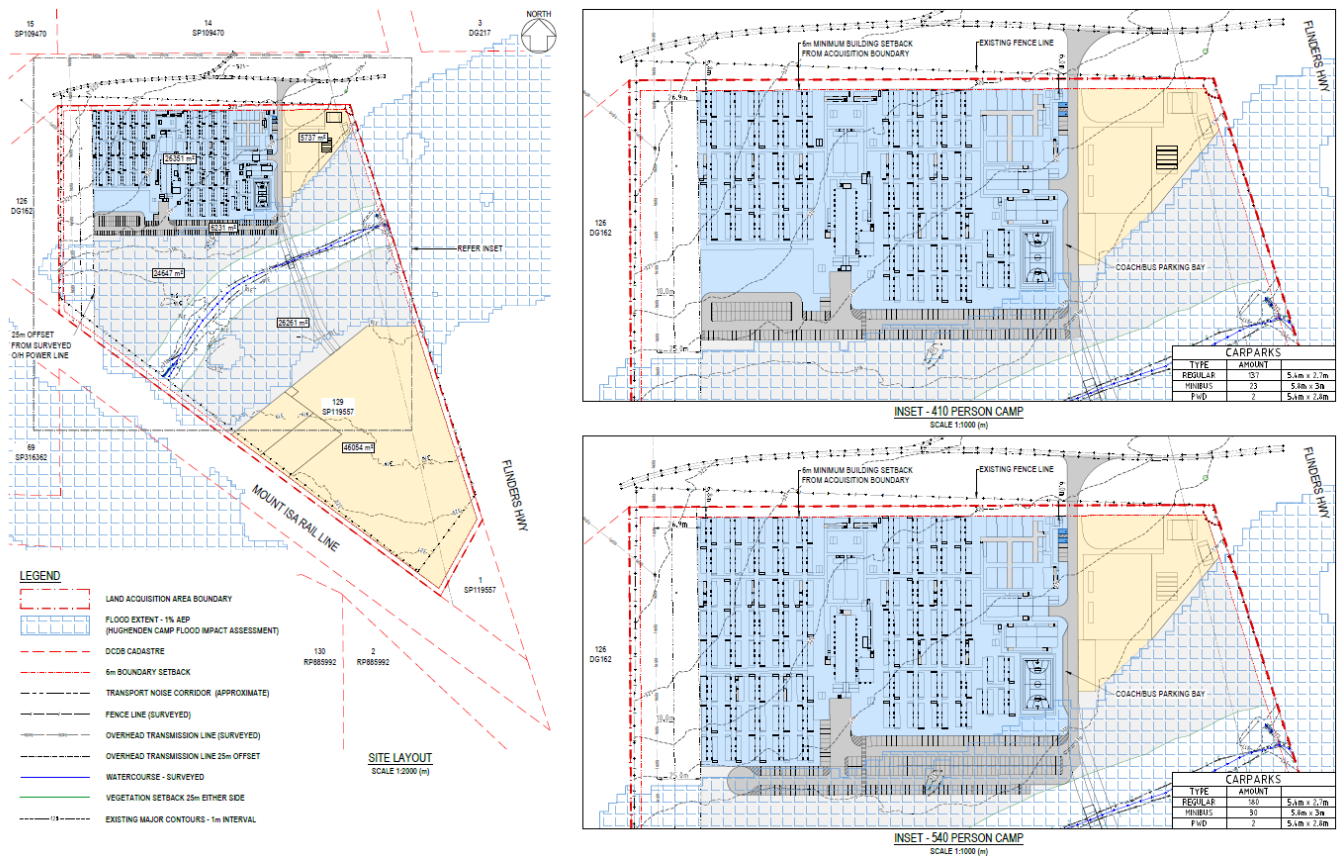


Figure 3 Hughenden workers accommodation camp general layout

3. Change report process

3.1 Proponent's reason for project change

On 1 March 2024, the proponent lodged an application for evaluation of the environmental effects of the proposed changes to the project under Part 4 of the SDPWO Act (the change application). The proposed changes relate to:

- Imposed conditions under Appendix 1, Part A of the CGER
- the location of the Hughenden workers accommodation camp as evaluated in the CGER.

The proponent identified the following reasons for the change application:

- The change in location is to avoid a flooding risk from the Flinders River, with the newly proposed lot able to mitigate any potential flooding risks.
- Following detailed construction planning by the nominated contractor, it was identified the temporary workers camp would need to accommodate a larger proposed workforce. The workforce will include both the Flinders substation workforce and the transmission line workforce.
- The release of the Queensland Energy and Jobs Plan has resulted in changes to project design and construction planning and sequencing.
- A change in the construction sequence and delivery schedule for the project has resulted in the Hughenden camp needing to start construction well in advance of other aspects of the project which are still under detailed design. A change to the imposed conditions will allow SIMPs and CSEPs to be staged and more targeted.
- Due to the camps commencing earlier, the proponent proposes to submit the individual SIMPs and CSEPs to the Coordinator-General for approval prior to commencement of construction, however not three months prior to construction commencing (as is currently required under the CGER conditions).

3.2 Legislative provision for change report

Section 35C of the SDPWO Act enables a proponent to apply to the Coordinator-General to evaluate the environmental effects of the proposed change, its effects on the project and any other related matter.

In making the evaluation, the Coordinator-General must consider the requirements of section 35H of the SDPWO Act. The Coordinator-General must prepare a report (a Coordinator-General's change report) and may state conditions, make recommendations, amend conditions or recommendations or impose conditions on the project. The Coordinator-General may also refuse the proposed change.

The CGER for the project and the 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 the inconsistency.

3.3 Public notification

In accordance with section 35G of the SDPWO Act, the Coordinator-General decided to require the proponent to publicly notify the proposed change. The application for change was publicly notified from 18 March 2024 to 12 April 2024 and included weekly notifications in the North West Star and Courier

Mail during the notification period, as well as publication of the change application on the Department of State Development and Infrastructure's website. Hard copies of the change application and comment forms were also available at the Flinders Shire Public Library in Hughenden.

There were 10 properly made submissions received on the change application and they included comments from:

- Flinders Shire Council
- Queensland Ambulance Service
- Queensland Health
- Department of Transport and Main Roads
- Department of Regional Development, Manufacturing and Water
- Department of Resources
- Department of Environment, Science and Innovation
- Department of Agriculture and Fisheries
- Department of Housing, Local Government, Planning and Public Works
- Department of Treaty, Aboriginal and Torres Strait Islander Partnerships, Communities and the Arts.

During the public notification period, the proponent promoted the public notification period and held drop-in sessions on 19 - 20 March 2024 at the Diggers Entertainment Centre in Hughenden.

4. Planned Development

4.1 Works regulation

On 20 February 2024, the proponent requested the Coordinator-General recommend to the Minister for State Development and Infrastructure and Governor in Council that a works regulation under Part 6, Division 3 of the SDPWO Act directing Powerlink to undertake works reasonably connected with, or incidental to, the construction of the Hughenden workers accommodation camp be made.

Under the Planning Regulation 2017, if a direction issued under State law requires a person to undertake development, this development cannot be deemed assessable by local categorisation tools, such as a planning scheme.

Importantly, the works regulation would not impact:

- the assessment of matters of national environmental significance undertaken for the camps, which was approved under the *Environment Protection and Biodiversity Conservation Act 1999* in November 2022;
- the implementation of the existing commitments in the CGER;
- the requirement to comply with the Coordinator-General's imposed conditions regarding social matters;
- the requirement to comply with any conditions placed on the project under a MID determination;
- the general environmental duty under the *Environment Protection Act 1994*;
- obtaining permits or approvals such as for water or sewerage connections, or road or rail works under the *Transport Infrastructure Act 1994*;
- the requirement to obtain ownership or tenure for the camp; or
- the requirement to comply with any other laws.

I have recommended to the Minister that a works regulation is the appropriate pathway to meet current project timeframes as an assessment has already been undertaken by the Coordinator-General in the CGER and within this change report. Both the CGER and change report processes required public notification and the Coordinator-General considered all submissions made.

5. Part A – Evaluation of proposed changes to Imposed Conditions and Proponent Commitments

5.1 Amendment to Imposed Conditions

The EIS evaluated by the Coordinator-General included a social impact assessment (SIA) inclusive of all project components (i.e. transmission line, substations, accommodation camps) and was consistent with the requirements of the Coordinator-General's SIA Guideline (March 2018). The Coordinator-General imposed conditions on the whole project, under Appendix 1, Part A of the CGER.

The key requirements of the imposed conditions in the CGER are to:

- Submit to the Coordinator-General for approval, a finalised social impact management plan (SIMP) at least three months prior to commencement of project construction in accordance with the requirements of Condition 2.
- Prepare a communications and stakeholder engagement plan (CSEP) to be submitted as part of the SIMP to the Coordinator-General for approval.
- Report on the implementation and effectiveness of measures to manage the project's social impacts during the construction stages through an annual social impact management report (SIMR) to be submitted to the Coordinator-General for each year of construction.

The change application seeks to amend imposed conditions 2(a), (b), (c), (e), and 3(a) to enable the submission of individual SIMPs and CSEPs. The intention of this approach is to be consistent with the proposed staging of the construction program and for each project component rather than for the whole project. The proponent is also seeking to remove the timing requirement of the condition to submit the individual SIMPs and CSEPs prior to commencement of construction, rather than 3 months prior to construction.

Consideration has been given to the amendments being sought to the imposed conditions and the consistency with the requirements of the SIA Guideline and the *Supplementary material for assessing and managing the social impacts of projects under the Coordinator-General's Social Impact Assessment Guideline (March 2018)* (Supplementary SIA Guideline). The SIA Guideline recognises that social impacts identified in a project's SIA report reflect the existing social conditions and trends within the SIA study area at the time of the assessment. It also recognises that changes to social conditions and trends can occur over time. The SIA Guideline further acknowledges that in certain circumstances, proponent's may be required to update their SIA and/or SIMP. The annual monitoring framework under the existing imposed conditions will ensure that the project's social management measures remain current and effective.

Coordinator-General's conclusion

I am satisfied with the proponent's proposal to amend the imposed conditions which would result in multiple but more targeted impact management plans and analysis of stakeholder issues in the SIMP and CSEP. However, I do not agree with the construction staging approach to the SIMPs and CSEPs put forward. Construction staging is subject to change and there is opportunity for ambiguity and increased potential for overlap of matters within a local government area.

Social impacts are most commonly experienced by the community within the local government area in which a project is within or in proximity to. Consequently, a local government is a key stakeholder in assisting proponents to identify their social baseline, potential impacts, mitigations and benefits that a project might offer to the community. A SIA and SIMP is therefore often based on a local government area. The SIA undertaken as part of the EIS took this approach; identifying the local governments impacted by construction from the project as the regional study area in which the impact assessment was based. Therefore, I consider it appropriate that the imposed conditions be amended to enable submission of a SIMP and CSEP for each local government area.

I also consider it appropriate to remove the existing timeframe within condition 2(a). The removal of this timeframe does not alter the requirement to submit the SIMP for approval prior to commencement of construction. The SIMP is still required to be submitted for approval prior to commencement of construction within the relevant local government area. As a result of the staged nature of this approach, I have introduced a new imposed condition at Appendix 1 for Powerlink to report annually on how the social impact management actions address any cumulative impacts across local government areas affected by the project.

I acknowledge that project components may carry different social impacts and stakeholder issues and not all project components will commence construction within a local government area at the same time (potentially up to a year apart). I therefore consider it appropriate that the SIMP be updated in response to changed circumstances, increased knowledge of impacts or project components beginning construction. This aligns with the Supplementary SIA Guideline which acknowledges that a SIMP should include as much detail as possible with the information available at the time; and where there is insufficient information, a proponent should provide an action plan within the SIMP to address the shortfalls.

A provision to update the CSEP was an existing requirement of the imposed conditions in the CGER. I have clarified that updates to the CSEP should occur at any time (not only during the construction stages) in response to changed circumstances, increased knowledge of impacts or project components beginning construction. I have also extended the requirements of the CSEP at 3(b)(ii) and (b)(iii) to ensure that each CSEP is not limited to the stakeholders and their issues within a local government area, but to include any affected stakeholder groups and their issues where they are relevant.

Updated SIMPs and/or CSEPs are required to be submitted to the Coordinator-General and published on the proponent's website within one month of submission to the Coordinator-General.

Appendix 1 of this report provides the new imposed conditions to replace those in Appendix 1, Part A of the CGER.

5.2 Amendment to Proponent Commitments

Appendix 4 of the CGER included proponent commitments made for the CopperString project. The Coordinator-General acknowledged these commitments with an expectation that they be fully implemented.

The proponent has reviewed the commitments and updated references to reflect Powerlink as the proponent delivering the project and making the commitment.

The proponent proposes to amend commitment 24 (C24) to acknowledge the approval pathway option of a works regulation where a camp or laydown area needs to be progressed in isolation from electricity infrastructure and cannot be approved under the MID process.

The proponent has also made a new commitment to work with the relevant local government to discuss and agree on acceptable legacy projects resulting from the project. This may include but is not limited to

projects that may leave a lasting benefit to the community such as alternate accommodation options. The new commitments are included at Appendix 3 of this report.

Coordinator-General's conclusion

I support the amendments made to the proponent commitments. The amendment to C24 recognises the option of a works regulation approval pathway which the proponent sought prior to submitting the change application.

The new commitment to work with relevant local governments to discuss and agree on legacy benefits from the project is strongly welcomed. Local governments and communities across the project will be subject to positive and negative impacts from the project. A proponent for a project of this significance should be discussing and agreeing on opportunities that will have a positive lasting benefit to the communities and local government area. Further discussion about potential legacy projects is included in section **6.9 Legacy projects**.

I note that this is a project wide commitment and is therefore applicable to all local governments across the project.

Powerlink is a government owned corporation; responsible for high voltage electricity transmission network services. I therefore expect the proponent commitments to be fully implemented.

6. Part B - Evaluation of proposed changes to Hughenden Camp

6.1 Land impacts

Land use and planning

The proposed camp is located within the Special Purpose Zone of the *Shire of Flinders Planning Scheme 2017* (planning scheme). Under the planning scheme, the Special Purpose Zone is typically designated for land areas that are intended to provide for public facilities and infrastructure that are publicly or privately owned or operated.

The primary use of the site is for 'non-resident workforce accommodation' and is a Residential Activity subject to the residential activities code under the planning scheme. The other uses proposed are 'low impact industry' for the maintenance area, 'transport depot' for the carpark and fuel bay, and 'warehouse' for cable drum storage. Under the Special Purpose Zone, these uses are subject to impact assessment under the planning scheme. This report provides a holistic assessment of the project with reference to the planning scheme, State interests and Commonwealth matters where relevant.

The construction of the camp triggers the requirement for a development approval for:

- MCU for non-resident workforce accommodation (the camp)
- OPW for earthworks, including but limited to, minor road works, water and sewerage utility connections.

Given the location of the proposed workers accommodation, a MCU for non-resident workforce accommodation that is assessable development under the planning scheme requires referral to the State Assessment and Referral Agency (SARA) (within the Department of Housing, Local Government, Planning and Public Works (DHLGPPW)) under the Planning Regulation 2017 for:

- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – State transport infrastructure (schedule 20 threshold)
- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – within 25m of a State transport corridor.

This report includes the information requirements and assessment from the Department of Transport and Main Roads (DTMR) regarding the traffic assessment on the State-controlled road corridor and the rail corridor that is adjacent to the site. Further information can be found at section **6.2 Transport infrastructure**.

The site has a low impact waterway that traverses the site. Operational work that is constructing or raising waterway barrier works is assessable development, unless the work is accepted development under schedule 7, part 3, section 6 of the Planning Regulation 2017. The proponent proposes to install a low flow culvert crossing in accordance with accepted development requirements (ADR). Compliance with the ADR (including pre- and post-works notification) is the authorisation for the waterway barrier works aspect of the development. Should the works not meet the ADR, the crossing would require a development approval under the *Planning Act 2016* for constructing or raising waterway barrier works.

The site will be partially inundated during a 100-year annual recurrence interval (ARI) flood event as identified in the flood hazard overlay of the planning scheme. Further information can be found at section **6.4 Natural hazards**.

Tenure

The new location for the camp is proposed on Lot 129 on SP119557 which is a State land reserve held in trust by Flinders Shire Council.

The reserve for Lot 129 on SP119557 has been set aside for local government purposes. The proposed (temporary) workers accommodation camp is inconsistent with the purpose of the reserve and requires, in accordance with the *Land Act 1994*, a trustee lease between Flinders Shire Council as trustee and Powerlink; and a land management plan that states how the proposed action would not diminish the purpose or adversely affect the public interest. Use of the reserve for a temporary workers accommodation camp is supported by Flinders Shire Council.

Native title

The Yirendali People Core Country Claim covers the entire Hughenden area however it has been determined that native title does not exist within the area.

Stock routes

The new camp location is overlaid with a secondary stock route reserve, as is the Flinders Highway adjacent to the proposed camp. The original Hughenden camp location evaluated by the Coordinator-General on Lot 118 on DG118 was also overlaid with a secondary stock route reserve. Stock route reserves are part of the stock route network under the *Stock Route Management Act 2002*. Local governments are responsible for the day-to-day administration and management of the stock route network within their local government area.

The stock route reserve over Lot 129 on SP119557 will not be accessible by stock users for approximately 5 years during the occupation of the site. Increased traffic movements along Flinders Highway entering and exiting the camp may cause delays to stock users or project traffic when stock is being moved. The proponent proposes to manage potential interactions through a traffic management plan which will be required for the works on the Flinders Highway.

During initial site selection, Powerlink had proposed to utilise the adjacent Lot 69 on SP316362 which includes the Hughenden Stock Watering Facility. The watering facility is accessed via the primary stock route network along Haul Road. To avoid this impact, Powerlink narrowed the camp location to Lot 129 on SP119557 and therefore the Hughenden Stock Watering Facility and the primary stock route along Haul Road will not be impacted.

Visual amenity and landscaping

The new camp location is located in a rural setting on vacant flat land that has been previously cleared, immediately adjacent to the existing Mt Isa rail line to the west (elevated on an embankment) and the Flinders Highway to the east.

The new camp location will primarily be visible by:

- properties immediately north of the camp along the Flinders Highway (both residential and industrial)
- residents of the town located to the north west of the site such as those located along Disraeli Street and
- commuters as they enter and exit Hughenden from the south along the Flinders Highway.

The EIS stated that where the camp site is located on the outskirts of a town, in an existing area of rail and transmission line or existing industrial area, there is likely to be a negligible visual impact. The new camp location remains on the outskirts of town in an existing area of rail. The EIS also considered that

any impacts from the camp would be temporary in nature and that visual impact would remain negligible following rehabilitation of the site.

The change application for the new camp location considered camps to be atypical of the existing landscape character and therefore have the potential to impact the landscape character and visual amenity of nearby sensitive receivers. A landscape strip is proposed and will be a minimum width of 3 metres. Driveways are separated from the buildings by a 1 m wide landscaping strip.

Lighting of the camp at both the original location and the new location has the potential to alter the existing visual amenity at night.

The CGER recognised the proponent's commitments about the timing of construction in proximity to sensitive receivers to consider light impacts and included a recommended condition at Appendix 2, Part B for any future MID. The recommended condition required that all external lighting is installed and maintained to comply with Australian standards and be shielded to minimise light spill to the surrounding environment.

Powerlink propose to comply with this recommendation for the Hughenden camp by ensuring camp design and construction is finalised in accordance with AS4282 – Control of the Obtrusive Effects of Outdoor Lighting. Carpark lighting will be designed in accordance with AS/NZS 1158.3.1 sub-category PC3; and in accordance with minimum applicable standards to provide security and to avoid slips, trips and falls.

Erosion

The EIS identified that the original camp location was within the Mitchell Grass Downs bioregion which consists of moderate to deep grey cracking clays. Whilst Powerlink is yet to conduct detailed geotechnical investigations, the new camp location is also mapped within the Mitchell Grass Downs bioregion. The new location however is potentially less susceptible to erosion compared to the evaluated site which was adjacent to the Flinders River and therefore subject to the risk of higher velocities during increased flow events.

Cut and fill earthworks during any construction have the potential to increase the chance of erosion. The CGER recognised the EIS' key measures to mitigate potential erosion by minimising clearing and general land disturbance, avoiding or minimising construction in the wet season, and progressive rehabilitation.

The cut and fill earthworks for the new camp location are limited to the accommodation infrastructure and will avoid the watercourse where the risk of erosion would be high, as well as areas subject to inundation in a 1% annual exceedance probability (AEP) event. The trafficable areas are proposed to be sealed or hardstand used. Landscaping is also proposed which will mitigate the potential for erosion.

Contaminated land

The original camp location was not identified in the EIS as being on the environmental management register (EMR) or contaminated land register (CLR).

The new camp location is not on the EMR or CLR and is not marked as having unexploded ordnance. The proponent has undertaken soil investigations of the new location which concluded that there was no presence of soil contamination at concentrations likely to present an unacceptable risk to potential human or ecological receptors. However, there were exceedances of nickel, zinc, and copper recorded. Further investigation to determine whether the exceedances are naturally occurring is recommended. The proponent proposes to seek a soil disposal permit under the *Environmental Protection Act 1994* where contaminated land requires offsite disposal.

Acid sulphate soils

The change application indicates that there are no acid sulphate soils mapped within the new camp location.

Rehabilitation

The new camp location will be rehabilitated progressively throughout construction and operation of the camp, with rehabilitation to be completed at the end of the five-year temporary occupation period. The proponent proposes to undertake early works including non-assessable earthworks prior to construction commencing. This material will be stockpiled and stabilised for use during decommissioning and rehabilitation of the site. Any imported materials and structures including buildings, hard stand and road base will be removed. Once these materials are removed, the site will be reshaped to reflect pre-development conditions (to the extent practical), and then respread with stockpiled topsoil and reseeded for generic revegetation compatible with local vegetation types. The Land Regulation 2020 includes the prescribed terms for trustee leases, including requirements for rehabilitation. The proponent is required to fulfil these requirements as part of their lease agreement.

Coordinator-General's conclusion

I consider the information provided in the proponent's change application demonstrates a general alignment between the intent of the temporary workers accommodation camp and the purpose of the Special Purpose Zone code and the overall outcomes identified in the planning scheme. The workers accommodation camp generally meets the assessment benchmarks of the residential activities code and the industry and infrastructure activities code under the planning scheme. The SARA and the DTMR provided comments on the change application. Their responses have informed the preparation and conditioning of this change report.

The development of the temporary workers accommodation camp has been sited and designed to avoid adverse impacts on the surrounding environment. The development is low in scale and protects natural features such as the ephemeral waterway from the impact of the development. The development is provided with appropriate infrastructure and services, capacity to connect to the local infrastructure and importantly the site location is supported by Flinders Shire Council.

To reduce the potential visual impacts, the design of the camp has considered the planning scheme and includes the following:

- sufficient fencing or landscaping would be installed to effectively screen obtrusive buildings and structures, such as the waste storage area, from the road and other sensitive land uses
- appropriate buffers and setbacks from the road would be incorporated to distance buildings and other structures from the road viewpoint
- lighting in accordance with industry standards.

The temporary occupation does not require amendment to the current tenure and therefore will not impact the reserve being used for future local government purposes. The new location was identified in consultation with the Flinders Shire Council. I am also satisfied there is no impact to native title.

The Department of Resources as the administering agency for stock routes and Flinders Shire Council as the day-to-day managers of the stock route, are supportive of the use of Lot 129 on SP119557 for the camp. I am satisfied with the decision to avoid the use of Lot 69 on SP316362 to preserve the Hughenden Stock Watering Facility. This is consistent with the proponent's project wide commitment to avoid infrastructure within stock routes as far as practicable to mitigate disruptions to the operation of stock routes.

I am satisfied the traffic management plan to be submitted to the DTMR as part of the proposed works to the Flinders Highway is the appropriate mechanism to manage any potential interactions with stock users along the Flinders Highway.

Whilst Powerlink is yet to undertake geotechnical investigations to confirm the mapped soil types, Powerlink has undertaken a soil loss assessment in accordance with the Best Practice Erosion and Sediment Control Guidelines from the International Erosion Control Association (IECA) for the new camp location. The soil assessment was based on a worst-case scenario to determine the applicable erosion and sediment control types. Powerlink has also prepared an overarching and site-specific erosion and sediment control plan.

I note that Powerlink propose to further investigate the exceedances of nickel, zinc and copper that were identified during intrusive testing. In accordance with the National Environmental Protection (Assessment of Site Contamination) Measures 1999 (contaminated land NEPM), Volume 1 (Assessment of Site Contamination Policy Framework) (NEPC, 2013), contaminated land should first be treated on the site it is located on rather than seeking to dispose of it. Where disposal is required, Powerlink should make every effort to reduce the volume of soil requiring disposal.

In addition, all persons, including Powerlink, have an obligation under Chapter 7, Part 1 of the *Environmental Protection Act 1994* to prevent and minimise environmental harm and to notify the administering authority of particular circumstances involving contaminated land. In the case where the contaminated land cannot be treated onsite and the administering authority require, Powerlink will require a soil disposal permit under the *Environmental Protection Act 1994* for its relocation to a licensed facility.

Powerlink has committed to providing the CEMP consistent with the recommended conditions in the CGER which includes the requirement for managing contaminated land and erosion. I also require the CEMP to include a dangerous goods management plan. To ensure these are implemented, I have included a condition at Appendix 2 requiring Powerlink to undertake the development in accordance with a CEMP which addresses these matters. The CEMP is to be submitted to the Coordinator-General prior to construction commencing. I note the Land Regulation 2020 includes the prescribed terms for the trustee lease, including requirements for rehabilitation. In addition, I have included a condition at Appendix 2 requiring Powerlink to submit rehabilitation specifications to the Coordinator-General prior to use of the camp, and for those specifications to be published on their website until rehabilitation is completed.

6.2 Transport infrastructure

Local roads

The camp is accessed by an unnamed and unsealed public access road that intersects with the Flinders Highway. Powerlink propose to seal and widen part of the public access road from the Flinders Highway to the camps entrance and provide turn lanes to ensure safety and efficiency for road users.

The traffic impact assessment undertaken by Powerlink indicates that local roads and intersections are anticipated to operate at their existing level of service and are not expected to increase the frequency or severity of crashes in the vicinity of the camp.

State-controlled roads

Access to the new camp location requires regular entry and exit of heavy and light vehicles between the Flinders Highway and the unnamed public access road.

The DTMR raised concerns during the public notification period regarding the safety of the turn treatment proposed for the Flinders Highway intersection with the unnamed public access road.

In response to the concerns, the proponent has updated the Traffic Impact Assessment to include swept paths of all critical design vehicles, including B-doubles and low loaders. The proponent also updated their road safety impact assessment and their intersection design in response to the safety assessment. The new design includes a channelised right (CHR) and auxiliary left (AUL) turn treatment which reduces the existing risk from intolerable to medium and the original intersection design risk from high to medium. Powerlink will be required to submit a traffic management plan to the DTMR as part of their application to work on a State-controlled road. Intersection works will be completed prior to operation of the camp.

Other matters of concern to the DTMR include the risk of workers accessing or exiting the Flinders Highway from locations within Lot 129 on SP119557, rather than utilising the upgraded intersection between the Flinders Highway and the unnamed public access road into the camp.

State rail corridor

The new camp location is located adjacent to the Mt Isa rail line and will also require use of the Gray Street and Flinders Highway level crossings.

The DTMR raised concerns during the public notification period regarding stormwater and flooding impacts on the railway corridor. In response to these concerns, the proponent updated the Stormwater Management Plan and re-evaluated the existing flooding of the site for a 1% AEP event. The proponent also amended their design in response to the flood assessment to ensure no filling works above existing site levels occur within the 1% AEP area of the site.

Other matters raised include earthworks causing unintended impacts to the rail corridor and standard fencing specifications for sites that share a boundary with a rail corridor.

The workers accommodation camp was considered unlikely to adversely impact the railway's level crossings given both crossings have active controls, the timing for the majority of traffic would be early morning and late afternoon and other traffic such as heavy vehicles and deliveries would be spread throughout the day and therefore low in volume.

Coordinator-General's conclusion

I am satisfied that there will be no significant change to the capacity or safety of the local roads that would be impacted between the original camp location and the new location, apart from the unnamed public access road into the camp. To ensure the proponent has appropriate management in place for vehicles utilising the unnamed public access road, including appropriate exclusion zones to allow unimpeded use of the road, I have included a condition for a vehicle movement plan to be submitted to the Coordinator-General as part of the civil earthworks work pack (with third party certification) prior to construction commencing. Upgrades required to the access road into the camp will require agreement with Flinders Shire Council on the design specifications.

Any monetary contributions to the DTMR or Flinders Shire Council as a result of pavement impacts from vehicle movements to and from the camp will be managed under the MID process undertaken by the DHLGPPW. In the event a MID process was not progressed, any monetary contributions would be managed through the development assessment process.

I note that the DTMR are satisfied with the updated road safety impact assessment and intersection design to a CHR and AUL turn treatment. Powerlink will need approval from the DTMR under section 33 of the *Transport Infrastructure Act 1994* prior to commencing works on the Flinders Highway. A traffic management plan will be required as part of seeking that approval.

I note that the intersection works are proposed to be completed prior to operation of the camp. To ensure the appropriate intersection upgrades are provided as recommended within the Traffic Impact Assessment, and to protect the safety and operating conditions of the Flinders Highway, I have included a condition at Appendix 2 which requires the implementation of a CHR and AUL in accordance with the DTMR's specifications, prior to commencement of use of the Hughenden workers accommodation camp.

To ensure that all traffic associated with the Hughenden workers accommodation camp utilise the upgraded intersection between the Flinders Highway and the unnamed public access road, I have included a further condition at Appendix 2 which prohibits direct access between the Flinders Highway and Lot 129 on SP119557.

I'm satisfied with Powerlink's response to the DTMR's concerns about impacts to the rail corridor, in particular their re-orientation of the camp. However, to ensure that earthworks do not cause unintended impacts to the rail, I have included a condition at Appendix 2 requiring that works must not encroach upon or de-stabilise the railway corridor. I have also included a condition to provide an updated Stormwater Management Plan and Flood Impact Assessment prior to completion of drainage works. Both of these are to be RPEQ certified and to include the requirements identified in Appendix 2. The timing for submission (being prior to completion of drainage works) is to enable any feedback provided by the DTMR to be incorporated, if required, into the drainage works while under construction.

Furthermore, I have included a condition that the stormwater and flooding management of the development must not cause any worsening to the operating performance of the railway corridor and separately, the Flinders Highway. RPEQ certification that stormwater and flood management has been undertaken in accordance with the DTMR's requirements must also be provided following completion of the works. These matters are also discussed in section **6.4 Natural hazards**.

I have also included a condition for the proponent to comply with Queensland Rail boundary fencing specifications and where a fence is not on the boundary, to ensure it is sufficient to prevent unauthorised access to the railway.

6.3 Service infrastructure

Construction water

The CGER acknowledged the commitment to develop a Construction Water Plan in consultation with the Department of Regional Development, Manufacturing and Water (DRDMW). The change application indicates this is still the approach being undertaken and indicates that an existing council bore is being considered for activities such as dust suppression and vehicle washdown. The proponent proposes to continue to consult with Flinders Shire Council regarding the use of their existing bore. Flinders Shire Council do not support potable water being used for construction uses.

Potable water for camp operation

The EIS described a preference for camps to utilise existing council service connections for the supply of potable water.

Flinders Shire Council has identified in its consultation with Powerlink, that a connection to the existing town water supply is available adjacent to the camp within the Flinders Highway State-controlled road reserve. Flinders Shire Council has advised Powerlink that the town water supply has sufficient capacity for the workers camp. Powerlink propose to proceed with this connection to supply potable water to the camp with water storage tanks and associated reticulation pipelines.

The connection to the existing town water supply at this location would only impact land managed by the DTMR, however it has the potential to interrupt water services temporarily while a connection is made.

Wastewater

The EIS discussed that where possible, construction camps would be located near major towns of the region to make best use of existing services including water supply and sewerage. The EIS described that for the Hughenden camp, the proposal was to use council services first, followed by onsite treatment and discharge.

Flinders Shire Council has identified in its consultation with Powerlink, that a connection to the existing sewer main is available to the north of the camp. The connection to the existing sewer main would only impact land managed by Flinders Shire Council.

Flinders Shire Council has advised Powerlink that the sewer main has sufficient capacity for the workers camp. Powerlink propose to proceed with this connection and the option of an onsite treatment plant is no longer being considered.

Waste

The EIS proposed to implement the waste hierarchy (avoid, reduce, reuse, recycle, treatment, disposal) for waste management. Where waste requires disposal, the EIS proposed to utilise the Hughenden landfill facility for general and regulated waste within the Hughenden area.

The new camp location also proposes to follow the waste hierarchy and utilise the Hughenden landfill facility for general and regulated waste within its capacity, with recycling to be transported to a facility in Townsville. Further consultation with Flinders Shire Council is required to discuss the detailed waste assessment, noting that the camp is proposing to accommodate up to an additional 200 persons during the operational peak.

Electricity connection

There are existing power lines to the north of the site along the public access road. Powerlink propose to extend the line across the public access road to supply power to the camp boundary. This will require Powerlink to enter into an agreement with Flinders Shire Council and other relevant service providers to connect and utilise the required power.

Coordinator-General's conclusion

The development is provided with appropriate infrastructure and services, capacity to connect to the local infrastructure and importantly, is supported by Flinders Shire Council. I note Flinders Shire Council's opposition to the use of potable water for construction uses and support this view. I have included a condition in Appendix 2 preventing potable water from being used for construction purposes. Any new bore for construction water will require consultation with DRDMW in regard to the requirements for a water licence.

In regard to the use of potable water and wastewater for operations of the camp, engagement is required with DTMR to seek approval to work within a State-controlled road corridor, Flinders Shire Council regarding works on council property and connecting to their assets, and the community where an interruption to a water service is required.

Agreement with Flinders Shire Council regarding the specifics of the connections is required and I encourage the proponent to develop a plan of works to utilise council's capabilities where appropriate. For works within a State-controlled road corridor, I note that there are existing legislated processes under section 50 and sections 77 to 83 of the *Transport Infrastructure Act 1994* which Powerlink must comply with to undertake the connection works.

In accordance with Appendix 1, a communications and stakeholder engagement plan (CSEP) is required to be submitted to the Coordinator-General for approval prior to commencement of construction, which includes but is not limited to:

- an analysis of key stakeholders and stakeholder issues
- communication activities and tools
- engagement schedules and/or action plan
- an appropriately-scaled complaints management process
- processes for incorporating stakeholder feedback into further development of project-specific impact mitigation
- processes for providing advanced notice to the stakeholders of construction activities, including for example, any interruptions to utility services.

I expect the proponent to document the engagement regarding service connections in this document. Further, I consider that an opportunity exists for the proponent to provide a legacy benefit to council and the community to provide additional water and sewer connections for any future housing development that may occur to the north of the camp. This is discussed further in section **6.9 Legacy projects** of this report.

Flinders Shire Council has indicated through consultation with Powerlink, that it has adequate capacity within its waste facility and can provide waste collection services.

Powerlink has prepared a draft waste management plan which follows the waste hierarchy and provides an initial assessment of waste volumes and end use locations.

Powerlink has committed to providing the CEMP consistent with the recommended conditions in the CGER. To ensure this is implemented, I have included a condition at Appendix 2 requiring Powerlink to undertake the development in accordance with a CEMP, inclusive of a waste management plan. The CEMP is to be submitted to the Coordinator-General prior to construction commencing.

Based on Flinders Shire Council's advice that it has sufficient capacity within its waste facility, and with the implementation of the CEMP, I'm satisfied that potential waste impacts from the camp will be appropriately managed.

6.4 Natural hazards

Stormwater, waterways and flooding

The original camp location did not traverse any drainage features, watercourses or waterways, however it was located adjacent to the Flinders River which is a major waterway as mapped under the *Fisheries Act 1994*. The original camp location would likely be fully inundated in a 1% AEP event. The primary purpose of the change application is to relocate the camp to avoid this risk.

Parts of the new location are inundated during a 1% AEP event (refer to **Figure 4**) however the potential flooding risk has been mitigated by the camp's design through:

- re-orientation of the camp layout to avoid the 1% AEP inundation areas
- avoiding alteration to existing ground levels within the 1% AEP inundation areas
- the proposed corridors to convey overland flow through the site
- site drainage design for 10% AEP flow events and in accordance with the Queensland Urban Drainage Manual AS3500.3 and the Australian Rainfall and Runoff Guidance

- diversion drains around the perimeter of the site to direct overland flow to control basins at points of discharge to mitigate the risks of increased volume, velocity and sediment concentration of stormwater discharge into the receiving drainage feature
- cut and fill activities preserving overland flow through the site
- the camp structures being designed so that the floor levels are a minimum of 300mm above finished ground to ensure immunity to 1% AEP events
- hydrological and hydraulic assessments to confirm the flood levels of the site
- site inspection and monitoring in accordance with the proponent's Stormwater Management Plan.

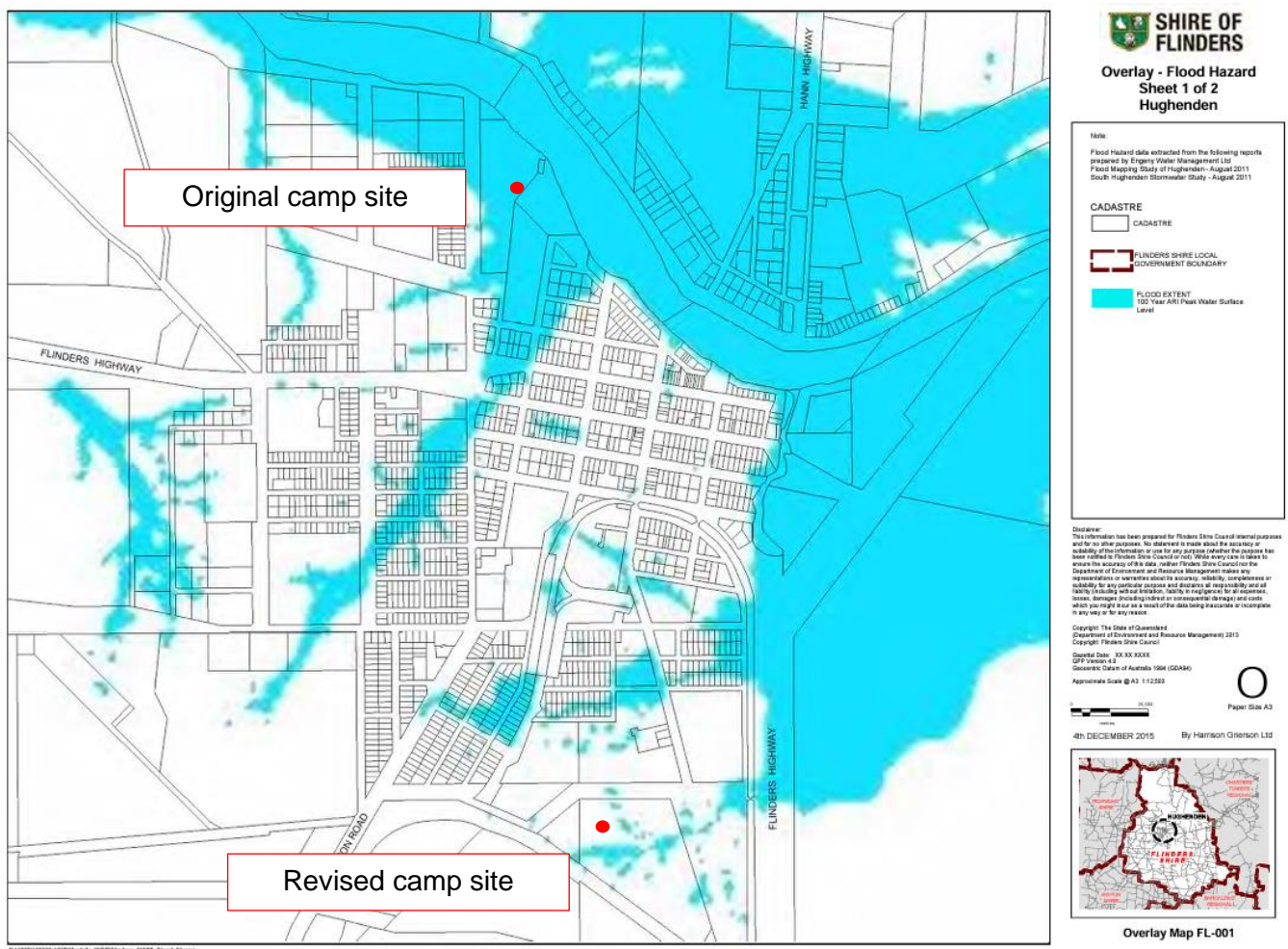


Figure 4 Hughenden flood overlay

The above measures are also proposed to avoid actionable nuisance to adjoining and downstream properties.

Following a rain event, water primarily follows the existing low risk waterway through the site. The waterway is ephemeral meaning it only flows after a rain event and is otherwise dry and without flow. The waterway/drainage feature passes underneath the Mt Isa rail embankment through a large established culvert.

Powerlink propose to install a low flow culvert structure across the waterway to enable access to the south of the site. Powerlink propose to construct the culvert in accordance with the ADR for waterway barrier works.

Commitments were recognised in the CGER to manage potential impacts that could arise from stormwater, flooding and waterway crossings, such as erosion and sediment issues and interruption to natural flow paths. The proponent proposes to implement these commitments and implement a CEMP consistent with the CGER's recommended conditions.

Emergency Response

Powerlink propose to manage emergencies in accordance with the existing commitments to develop an Emergency Management Plan with emergency response procedures. The Emergency Management Plan would be developed in consultation with the relevant emergency service providers such as the Queensland Ambulance Service and Queensland Fire and Emergency Service, local government and other relevant community stakeholders.

Bushfire

The original camp location was marginally overlaid by a potential impact buffer of a medium potential bushfire intensity risk. The new camp location is not within a mapped bush fire hazard area.

Coordinator-General's conclusion

The new camp location has a risk of flooding over parts of the site; however I note that the risk has been mitigated, primarily by the camps revised design as a result of amendments made in response to concerns raised by the DTMR.

To ensure the development does not compromise the operations of the State-controlled road or rail corridor, I have included conditions at Appendix 2 that at all times, stormwater and flooding impacts of the development must not cause worsening to the operating performance of the Flinders Highway and Mt Isa rail line. I also require an updated Stormwater Management Plan and Flood Impact Assessment to be provided to the DTMR prior to drainage works completing. RPEQ certification is also to be provided to the DTMR following completion of works, confirming that stormwater and flood management of the camp has been constructed to cause no worsening to the operating performance of the Flinders Highway and Mt Isa rail line.

I acknowledge that the proponent has avoided development in the waterway except for the construction of a single culvert crossing, which will be constructed in accordance with the ADR for waterway barrier works. Pre and post works notifications are required to be submitted to the Department of Agriculture and Fisheries as part of the ADR. I also note that where post-development flood modelling identifies restriction of flow as a result of the low flow culvert, the proponent will consider a bed level crossing to alleviate concerns about flooding impacts to the rail corridor.

I note the new camp location is not within a mapped bushfire hazard area, however to ensure preparedness for any emergency situation, the proponent will develop an Emergency Management Plan in consultation with the relevant stakeholders.

Powerlink has committed to providing the CEMP consistent with the recommended conditions in the CGER. To ensure this is implemented, I have included a condition at Appendix 2 requiring Powerlink to undertake the development in accordance with a CEMP which is to include an Erosion and Sediment Control Plan, Water Quality Management Plan, Stormwater Management Plan and Emergency Management Plan. The CEMP is to be submitted to the Coordinator-General prior to construction commencing.

6.5 Air Quality

The EIS recognised that the main contributor to potential air emissions would be the construction and operation of the transmission line, rather than the construction and operation of the accommodation camps. Emissions of concern from the construction and operation of the camp are dust and odours.

The new camp location has the potential for new sensitive receivers to experience temporary impacts primarily from dust during earthworks necessary for the camp construction and odour sources from solid waste/refuse, refuelling areas, kitchen exhaust fans and grease traps. The nearest sensitive receptor is approximately 210 metres to the north of the camp. Odour sources are proposed to be managed by appropriate placement within the facility and for regular inspections and equipment to be operated in accordance with the manufacturer's instructions.

Air quality during construction and operations is to be managed through the mitigation measures discussed in section 7.6.2 of Volume 1 and 8.1.1 and 8.1.2 of Volume 3 Appendix C *Early Works Package Camp Hub Submission Support* of the change application, as well as under the CEMP through a Dust Management Plan.

A requirement of the SIMP is to report on any complaints and how they were resolved through the CSEP and this includes any air quality complaints.

Coordinator-General's conclusion

The proponent is required to comply with the Environmental Protection (Air) Policy 2019 and proposes to prepare all works and documentation in accordance with this policy.

Powerlink has existing obligations under the imposed conditions of Appendix 1, Part A of the CGER to develop a CSEP with a complaints management process and to report on complaints and how they were resolved. I have reconfirmed that obligation in Appendix 1 of this report. Powerlink has also committed to undertake monitoring where necessary in response to complaints.

I am satisfied that dust suppression (through watering and vehicle washdown facilities) during the earthworks stage will be managed under a sub-plan of the CEMP which Powerlink has committed to provide consistent with the recommended conditions in the CGER. To ensure this is implemented, I have included a condition at Appendix 2 requiring Powerlink to undertake the development in accordance with a CEMP inclusive of a Dust Management Plan. The CEMP is to be submitted to the Coordinator-General prior to construction commencing.

6.6 Noise and Vibration

Construction noise

Both the original camp location and the new camp location are within Hughenden, a rural township with low levels of background noise. The original camp location was on the northern outskirts of the town, bordered by the Flinders River and local residential properties, whereas the new camp is located on the southern outskirts of town, exposed to the noise of vehicles from the adjacent Flinders Highway (a State transport noise corridor) and locomotives travelling along the Mt Isa rail line. The closest residential receptor to the new camp location is approximately 210 metres from the northern boundary.

The CGER recognised that the primary risk of noise impacts is associated with construction of the transmission line and associated infrastructure. However, the change application indicates that noise is expected during construction of the camp from vehicles, machinery and power tools. No pile driving or blasting is proposed.

Construction of the camp is expected to take approximately eight months and will occur between the hours of 6:30am and 6:30pm Monday to Sunday with some out of hours work required. Powerlink's noise assessment does not anticipate noise to exceed 37dB(A) at the nearest sensitive receptor.

The Environmental Protection (Noise) Policy 2019 provides acoustic quality objectives directed at enhancing or protecting environmental values to ensure a suitable acoustic environment such as those required for human health and wellbeing. Powerlink will comply with the acoustic quality objectives prescribed in the Environmental Protection (Noise) Policy 2019.

Powerlink propose to provide periodic and extended reprieve from construction noise and note that construction noise may lessen following completion of earthworks. The CGER recognised the proposal to maintain a complaints register through the CSEP and the proponent's commitment to undertake noise monitoring as well as to implement reasonable measures to reduce noise impacts.

Operational noise

Operational hours of the camp (where workers will be coming to and from the camp, including deliveries) will be between 6:30am – 6:30pm Monday to Sunday. No nighttime activity will occur other than occupancy of the camp. Powerlink has undertaken a noise assessment for the operations of the camp which looked at noise sources from air conditioners, 125kVA generators, forklifts, truck and light vehicle movements, power tools, air blowers and pumps. The most significant noise sources are expected to be from trucks moving on the site followed by generators. The camp is proposing to connect to the electricity grid, therefore the 125kVA generators are only expected to be utilised in the event of a blackout. Noise modelling indicated that sensitive receivers near the camp site meet the Environmental Protection (Noise) Policy 2019 acoustic quality objectives.

The CGER recognised issues raised in submissions on the draft EIS being the potential for noise and vibration impacts on construction camps if located near rail lines. Given the Mt Isa rail line adjoins the camp site, Powerlink has undertaken an assessment of rail noise on the camp against the CGER's railway noise criteria in the recommended conditions for the MID process. The assessment concluded that open space within the camp will be within the noise criteria with the nearest accommodation rooms to the railway requiring noise reduction. The noise reduction is reported to be readily achievable through construction materials such as acoustic seals used on the windows and doors. This assessment was undertaken prior to re-orientation of the camp layout to avoid the 1% AEP inundation areas. The re-orientation of the camp has resulted in accommodation buildings being located further away from the rail line which is expected to provide further noise reduction.

Coordinator-General's conclusion

The proponent is required to comply with the Environmental Protection (Noise) Policy 2019 and proposes to prepare all works and documentation in accordance with this policy.

Powerlink has existing obligations under the imposed conditions at Appendix 1, Part A of the CGER to develop a CSEP with a complaints management process and to report on complaints and how they were resolved. The CSEP is to include processes for providing advanced notice of construction activities, including any works which may occur outside of standard working hours, or periods of high noise or vibration. I have reconfirmed that obligation in Appendix 1 of this report. Powerlink has also committed to undertake monitoring where necessary in response to complaints.

Out of hours work should only be considered by Powerlink where it is required to comply with a technical work specification for example, concrete works that require specific temperatures to meet technical specifications such as early morning to avoid daily temperature rises.

The Mt Isa rail line is not a designated rail noise corridor given the low frequency of trains. However, I expect prompt responses from the proponent to any concerns from workers and that the proponent

provide adequate mitigation to reduce impacts where noise levels exceed those recommended at Appendix 2, Part A, condition 14 of the CGER. This includes undertaking noise monitoring as a first response.

Powerlink has committed to providing the CEMP consistent with the recommended conditions in the CGER which includes management of noise and vibration. To ensure this is implemented, I have included a condition at Appendix 2 requiring Powerlink to undertake the development in accordance with a CEMP inclusive of a noise management plan and an out of hours construction protocol. The CEMP is to be submitted to the Coordinator-General prior to construction commencing.

6.7 Ecology

Matters of National Environmental Significance

The project received approval from the former Australian Minister for the Environment and Water for the controlled action 'CopperString Transmission Line Project' (EPBC 2019/8416) subject to conditions. The controlling provisions for the project under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) are:

- listed threatened species and communities (sections 18 and 18A)
- listed migratory species (sections 20 and 20A).

The proponent undertook a protected matters (desktop) search and a pre-clearance survey of the site as part of the camps new location. A likelihood of occurrence assessment for matters of national environmental significance (MNES) species was undertaken based on an analysis of species distributions, habitat requirements, historical records for the region, and the findings from habitat assessments and field surveys conducted within the Hughenden camp site. It was determined that no MNES species were likely to occur within the Hughenden camp site.

The CGER confirmed no listed Threatened Ecological Communities (TECs) were confirmed present within the whole of project corridor. The proponent undertook a protected matters search of the site which revealed no listed TECs occurring within the Hughenden camp site.

The CGER confirmed two threatened flora species were confirmed present within the whole of project corridor. In undertaking a likelihood of occurrence assessment, the proponent determined that there are no threatened flora species occurring within the Hughenden camp site.

The proponent determined through a self-assessment that the Hughenden workers accommodation camp is unlikely to impact MNES species protected under the EPBC Act and have therefore not referred the project to the Australian Minister for assessment.

Matters of State Environmental Significance

The matters of state environmental significance (MSES) values relate to regulated vegetation which includes watercourse vegetation and connectivity areas. MSES also includes protected plants and animals. The project site is generally clear and has historically been impacted by heavy grazing.

The CGER recommended a condition to the Planning Minister for future MID's requiring the proponent to undertake pre-clearance surveys to confirm the presence of MSES and the actual extent of impact. Powerlink have undertaken relevant desktop searches and pre-clearance surveys as part of the camps new location which deliver ground truth information to confirm presence of MSES and the actual extent of impact (if any). The field survey involved flora and fauna surveys and animal breeding place surveys conducted on the site between June 2023 and April 2024.

A breeding place survey identified potential habitats for common woodland birds classified as least concern. The presence of the short-beaked echidna (*Tachyglossus aculeatus*), a special least concern species, was noted via bone remains and digging patterns at the site. An inactive nest was found, but no active breeding places were detected during the survey, although there were signs of animal activity near the drainage channel. The survey suggested that colonial breeding birds might use stockpiles for nesting during the Hughenden Camp's construction and operation.

Subsequently, a High Risk and Low Risk Species Management Program (SMP) has been put forward to the Department of Environment, Science and Innovation (DESI) for permission to interact with breeding places of woodland bird species and the short-beaked echidna. The High Risk SMP encompasses potentially affected species, including the short-beaked echidna, rainbow bee-eater (*Merops ornatus*), red-browed pardalote (*Pardalotus rubricatus*) and striated pardalote (*Pardalotus striatus*). SMPs will include information around the species' behaviour and ecology, along with specific mitigation measures to reduce the extent of impacts on conservation significant species and their habitat.

The regional ecosystem value of Lot 129 on SP1195557 has been identified as non-remnant (Category X) vegetation, primarily dominated by buffle grass (*Cenchrus ciliaris*) with emergent *Acacia* spp. As part of the CEMP, a flora management plan detailing mitigation measures, including vegetation selection for landscaping, will be implemented to negate potential impacts from clearing.

Biosecurity

Powerlink undertook pre-clearance surveys of the site which identified a range of weed species present. The proposed activities have the potential to spread the existing instances of Prickly acacia (*Vachellia nilotica*) if not managed appropriately. The proposal also has the potential to increase invasive animals in the local area, including restricted invasive animals.

As part of the CEMP a Biosecurity Management Plan will be developed prior to the commencement of construction activities. This plan will encompass specific actions for weed management, outlining strategies for monitoring, management procedures, and, where necessary, treatment of weeds. Additionally, the plan will address proper disposal practices for green waste and establish protocols for vehicle/plant weed wash-down to minimise the spread of invasive species.

Coordinator-General's conclusion

I am satisfied that there is no known significant impact to MNES and MSES values within the Hughenden camp site. However, to ensure the protection of environmental values within the immediate area, I have conditioned that any habitat features that require removal, are relocated to adjacent areas. I note the SMP approval process will occur separately through DESI and have included a condition in Appendix 2 of this report requiring SMPs be submitted for any interference of breeding places.

Powerlink has committed to providing a CEMP consistent with the recommended conditions in the CGER which includes a Flora and Fauna Management Plan and a Biosecurity Management Plan. To ensure this is implemented, I have included a condition at Appendix 2 requiring Powerlink to undertake the development in accordance with the CEMP and a civil earthworks work pack, inclusive of an environmental work method statement and site environment plan. The CEMP and work pack is to be submitted to the Coordinator-General prior to construction commencing.

6.8 Indigenous and non-indigenous cultural heritage

The EIS recognised the Hughenden area and surrounds, including the camp location are within the Yirendali People Core Country Claim. The EIS indicated that there were no registered Aboriginal sites in proximity to the Hughenden town or surrounds. Similarly, the EIS indicated that there were no non-indigenous cultural heritage sites within the Hughenden town or surrounds.

Whilst there are no registered indigenous or non-indigenous sites in proximity to the original camp location, the CGER recognised the management measures to avoid harming sites and to develop Cultural Heritage Management Plans (CHMP) with the relevant indigenous parties. This is a cautionary approach as unexpected finds could still occur.

A CHMP has been entered into between Powerlink and the Yirendali Aboriginal Corporation and registered in accordance with the *Aboriginal Cultural Heritage Act 2003*. Cultural heritage surveys have been completed by the Yirendali People for the new camp location and no sites of significance have been identified. Powerlink has existing commitments for managing unexpected finds in accordance with the CEMP and must comply with the existing requirements of the *Queensland Heritage Act 1992* regarding protecting, recording and notifying the chief executive administering the act, where an archaeological artefact is discovered.

Coordinator-General's conclusion

I am satisfied that there is no change to the potential impact on indigenous cultural heritage and non-indigenous cultural heritage. I note that the Yirendali People have surveyed the new camp site and no sites of significance were identified. To ensure protection of cultural heritage I have included a condition at Appendix 2 requiring the CEMP to include measures to manage indigenous and non-indigenous cultural heritage including unexpected finds.

6.9 Legacy projects

The Hughenden camp is a temporary development with a design life of up to a maximum of five years. It is therefore proposed to be decommissioned and removed from the site at the end of the five-year period. However, the proponent has recognised that opportunities may exist as a result of the development and has commenced discussions with Flinders Shire Council to determine what legacy projects could be realised.

Powerlink has also acknowledged that discussions are underway with Flinders Shire Council to confirm the extent of road to be sealed which will be used to access the camp, and whether that goes beyond the camp entrance as a legacy benefit to council.

The change application also identifies that Flinders Shire Council is looking for support to determine if they can establish a waste management hub that follows best practice to reduce waste to landfill.

These discussions have been reinforced through a new commitment by Powerlink to work with the Flinders Shire Council to discuss and agree on acceptable legacy benefits resulting from the project.

Coordinator-General's conclusion

The project more broadly provides an opportunity for Powerlink to deliver economic benefits to the relevant local governments and communities that will last beyond the construction phase of the project.

Determining what these benefits are requires collaboration between Powerlink, local governments and affected stakeholders which Powerlink has recognised in their new commitment on legacy.

Housing and accommodation

I support the discussions to investigate opportunities that may be realised from the construction of the camp facilities, such as an alternative use for the accommodation, but note that the reserve tenure and trustee lease obligations prescribed by the *Land Act 1994* and *Land Regulation 2020* may restrict opportunities for Powerlink and the Flinders Shire Council to develop and/or maintain accommodation on this site.

As mentioned in the evaluation of wastewater and water supply in this report, I consider an opportunity exists for Powerlink to provide additional connections from the mainline sewer and potable water main to council's residential area located to the north of the workers accommodation camp. It is understood that the Flinders Shire Council has a desire to provide new housing stock into the area to attract new residents and provide additional housing options for existing residents.

It is suggested that this work be undertaken at the same time as the extension to the mainline sewer is complete for the camp and at the same time as the connection to the potable water main required for the camp is complete. Providing these additional connections at the same time as the works for the camp is anticipated to result in time and cost efficiencies by utilising mobilised personnel, plant and equipment. The additional connections are anticipated to assist the Flinders Shire Council in expediting delivery of housing to provide the Hughenden area with additional and quality supply.

Infrastructure, local business and industry procurement

I support the continuing discussions regarding road sealing and establishment of a waste hub, noting that Flinders Shire Council does not currently offer a recycling service. I note that Flinders Shire Council has indicated a willingness to provide road construction as well as concrete works, concrete supply, water and wastewater truck infrastructure, inspection and maintenance services. This can lead to revenue opportunities for council, employment opportunities and upskilling and training opportunities for local residents, benefits that last beyond the construction phase of the project. Powerlink has indicated that they will continue to work with Flinders Shire Council to develop a plan of works and to utilise the council's capabilities where appropriate.


Whilst not discussed specifically in the change application, I note that the CopperString project more broadly is to deliver improved connectivity along the Flinders Highway and has already commenced early works for the installation of fibre optic cable along parts of the alignment. I note this will significantly improve outcomes in education and in businesses, as well as telehealth capabilities.

Indigenous participation and workforce management

Powerlink has also indicated that it is working with the Yirendali People to develop an Indigenous Participation Plan. This is in line with the project commitments and can result in benefits to the Yirendali People that last beyond the construction phase of the project.

I have reconfirmed the imposed condition at Appendix 1 which requires the CSEP to include processes for providing timely notification to local job seekers and industry service providers (including Aboriginal and Torres Strait Islander businesses) regarding potential employment and procurement opportunities.

Finally, to ensure Powerlink prioritise legacy projects that provide benefits to the Flinders Shire and other stakeholders such as the Yirendali People (and other local government areas impacted by the project), I have imposed conditions at Appendix 1 which require Powerlink to:

- 
- include within the SIMP, details of the legacy projects that are proposed and/or have been agreed with a local government or other stakeholder, including the forecasted timeframes for implementation, and
 - report annually on the status of the legacy projects through the social impact management report (SIMR).

7. Coordinator-General's conclusion

In undertaking my evaluation, I have considered the criteria under section 35H of the SDPWO Act.

I am satisfied the requirements of the SDPWO Act have been met and that sufficient information has been provided to enable the evaluation of potential impacts and mitigation strategies.

I consider that the mitigation measures, the conditions and commitments made through this change application would result in acceptable overall outcomes. Powerlink is a government owned corporation; responsible for high voltage electricity transmission network services. I therefore expect the proponent commitments to be fully implemented.

Accordingly, I am satisfied that the requested change of location for the Hughenden workers accommodation camp, which is supported by Flinders Shire Council, can proceed.

The majority of potential impacts are to be managed through a CEMP which Powerlink has committed to providing and this is consistent with the recommended conditions in the CGER. To ensure the CEMP is implemented, I have included a condition which requires the development to be carried out in accordance with a CEMP. The CEMP is to be provided to the Coordinator-General prior to construction commencing and include certification from an Appropriately Qualified Third Party. The certification must confirm that the CEMP is consistent with the requirements of the condition in Appendix 2, and that the CEMP manages environmental and cultural matters in accordance with Good Environmental Practice. The matters to be addressed in the CEMP are included at Appendix 2.

In the event the Minister and Governor-in-Council approve the works regulation as recommended, the stated conditions will become imposed conditions under section 35I(2)(d) of the SDPWO Act. In that event, the entity responsible for Appendix 2, Part A, conditions 5, 6, 7, 8, 9 and 10, and Part B, condition 3 will be the DTMR.

In addition, I have conditioned Powerlink to publish the CEMP on their website until operation of the camp concludes and rehabilitation of Lot 129 on SP119557 is completed.

I have amended a number of imposed conditions from Appendix 1 of the CGER to accommodate the staged nature of construction of the project and to ensure more robust SIMPs and CSEPs can be developed on a local government area basis. I have included new imposed conditions to ensure legacy projects, being a project that has the intention of providing positive lasting benefits to local governments and other stakeholders, are included within the SIMPs and reported on annually during the construction stage of the project.

Appendix 1 – Imposed conditions

This appendix includes conditions imposed by the Coordinator-General under section 351(2)(d) of the *State Development and Public Works Organisation Act 1971* (SDPWO Act). In accordance with section 54D of the SDPWO Act, these conditions apply to anyone who undertakes the construction and operational aspects of the project, such as the proponent, an assignee, agent, contractor, subcontractor or licensee of the project.

All the conditions imposed in this appendix take effect from the date of this Coordinator-General's change report. These conditions do not relieve the obligation for approvals and licences from relevant authorities required under any other Acts to be obtained for the project.

Part A. Social conditions

Condition 1. General

- (a) The proponent must advise the Coordinator-General in writing of the commencement of project construction within twenty (20) business days of the date of commencement.

Condition 2. Social impact management plan

- (a) The proponent must submit to the Coordinator-General for approval a social impact management plan (SIMP) prior to construction commencing in a local government area. The SIMP is to be reviewed, and if necessary, updated in response to changed circumstances or increased knowledge of impacts, and/or project components commencing construction within the local government area. The updated SIMP is required to be submitted to the Coordinator-General.
- (b) The SIMP for each local government area must outline the proposed management measures for key impacts identified in the project's EIS social impact assessment.
- (c) The SIMP for each local government area must include a communications and stakeholder engagement plan in accordance with Condition 3.
- (d) The SIMP must include details of the legacy projects that are proposed and/or have been agreed with the local government or other stakeholders, including forecasted timeframes for implementation.
- (e) The SIMP for each local government area must include a monitoring and evaluation framework that includes performance indicators and desired management outcomes for the identified key impact areas.
- (f) The proponent must publish the SIMP for each local government area on their website within one month of the Coordinator-General's approval of the plan. Each update of the SIMP must be published on the proponent's website within one month of the updated SIMP's submission to the Coordinator-General.
- (g) The proponent must implement the SIMP for each local government area.

Condition 3. Communications and stakeholder engagement plan

- (a) The proponent must prepare a communications and stakeholder engagement plan (CSEP) that is to be submitted as part of the related SIMP to the Coordinator-General for approval, in accordance with Condition 2 of this part.
- (b) The CSEP must include the following:
 - (i) objectives and key performance indicators
 - (ii) a summary profile of the local community, focusing on potentially affected stakeholder groups, including where those groups may be outside the local government area
 - (iii) an analysis of key stakeholders and stakeholder issues, including where stakeholders or issues may be outside the local government area
 - (iv) communication activities and tools

- (v) roles and responsibilities for engagement
 - (vi) engagement schedules and/or action plan
 - (vii) monitoring and reporting requirements
 - (viii) an appropriately-scaled complaints management process
 - (ix) processes for incorporating stakeholder feedback into further development of project-specific impact mitigation strategies
 - (x) processes for providing timely notification to local job seekers and industry service providers (including Aboriginal and Torres Strait Islander businesses) regarding potential employment and procurement opportunities
 - (xi) reporting on land access management plans developed for each landholder to document agreed access, rehabilitation, communication and compensation arrangements
 - (xii) processes for providing advanced notice to the stakeholders of construction activities, including: any works which may occur outside of standard working hours; interruptions to utility services; transmission line stringing by helicopter; changed traffic or property access conditions; or periods of predicted high noise, vibration or traffic activities.
- (c) The CSEP is to be reviewed and, if necessary, amended in response to changed circumstances or increased knowledge of impacts, and/or project components commencing construction within the local government area.

Condition 4. Reporting on the implementation of social impact management plan

- (a) The proponent must report on the implementation and effectiveness of measures to manage the project's social impacts during the construction stages.
- (b) The proponent is to provide an annual social impact management report (SIMR) to the Coordinator-General for each year of construction, from the commencement date of project construction.
- (c) The SIMR must:
 - (i) describe the social impact management actions undertaken with respect to each of the key impacts identified in the project EIS social impact assessment and the effectiveness of these actions in achieving the management objectives and performance indicators established for each impact area in the SIMP.
 - (ii) describe how the social impact management actions address any cumulative impacts across local government areas affected by the project.
 - (iii) where relevant, identify any new impacts (negative and positive) on project-affected communities from the project during the relevant construction stages and the management actions undertaken to address them.
 - (iv) describe the status of legacy projects proposed and/or agreed with local governments or other stakeholders.
 - (v) report key themes received from consultation on the project in line with the CSEP and via complaint mechanisms, including how key complaints were resolved.
- (d) Each SIMR must describe the construction workforce management and mitigation strategies that have been implemented. This must include a description of:
 - (i) actions undertaken to support development of the skills base and future local workforce of the regional area
 - (ii) the number of workers who identify as having a disability, identify as an Aboriginal or Torres Strait Islander or are female.
- (e) Each SIMR is to be made publicly available on the proponent's website within one (1) month of review completion by the Coordinator-General.

Appendix 2 – Stated conditions for Hughenden workers accommodation camp

This appendix includes conditions stated by the Coordinator-General under section 35I(2)(a) in accordance with section 39 of the SDPWO Act. In the event that no development approval is applicable, these conditions become imposed conditions under section 35I(2)(d) of the SDPWO Act. In accordance with section 54D of the SDPWO Act, these conditions apply to anyone who undertakes the construction and operational aspects of the project, such as the proponent, an assignee, agent, contractor, subcontractor or licensee of the project.

Entities responsible for conditions

The conditions below are stated conditions for the Flinders Shire Council as the assessment manager. The entity responsible for Part A, conditions 5, 6, 7, 8, 9 and 10 and Part B, condition 3 is the State Assessment and Referral Agency, Department of Housing, Local Government, Planning and Public Works. Should these conditions become imposed conditions under section 35I(2)(d) of the SDPWO Act, the Department of Transport and Main Roads will have jurisdiction for Part A, conditions 5, 6, 7, 8, 9 and 10 and Part B, condition 3.

All the conditions in this appendix take effect from the date of this Coordinator-General's change report. These conditions do not relieve the obligation for approvals and licences from relevant authorities required under any other Acts to be obtained for the project.

Part A. Development Permit for a Material Change of Use for Non-Resident Workforce Accommodation

Condition 1. Approved plans

(a) The development must be carried out generally in accordance with the following plans –

Plan name	Prepared by	Drawing reference number	Plan revision date	Location in change application
Hughenden Camp and laydown – Utilities Connection Plan	Pitt and Sherry	CU2-HU00-DRG-PAS-100-0004	Revision 1 08/02/2024	Volume 2 – Drawing Set B – Utilities Connection Plan
Hughenden Camp and laydown – Electrical and lighting Plan	Pitt and Sherry	CU2-HU00-DRG-PAS-100-0007	Revision 1 08/02/2024	Volume 2 – Drawing Set B – Electrical and lighting Plan
Hughenden Camp and laydown – Water and Wastewater Plan	Pitt and Sherry	CU2-HU00-DRG-PAS-100-0008	Revision 1 08/02/2024	Volume 2 – Drawing Set B – Water and Wastewater Plan
Camp Layout	Pitt and Sherry	CU2-HU00-SKT-PAS-100-0011	Revision B 07/05/2024	Volume 2 – Drawing Set B – Camp Layout

Condition 2. Environmental management

(a) Prior to construction commencing, the proponent must submit a construction environmental management plan (CEMP) to the Coordinator-General, which must be consistent with management measures detailed in the change application for the Hughenden workers accommodation camp and must include the following:

- (i) an Erosion and Sediment Control Plan

- (ii) a Water Quality Management Plan
 - (iii) a Flora and Fauna Management Plan
 - (iv) a Dust Management Plan
 - (v) a Noise Management Plan inclusive of an out of hours construction protocol for the Hughenden workers accommodation camp
 - (vi) a Contaminated Land Management Plan
 - (vii) a Waste Management Plan
 - (viii) a Biosecurity Management Plan
 - (ix) an Emergency Management Plan including emergency response procedures, flooding and bushfire responses
 - (x) measures to manage indigenous and non-indigenous cultural heritage including unexpected finds
 - (xi) a Dangerous Goods Management Plan
 - (xii) a Stormwater Management Plan.
- (b) The CEMP submitted to the Coordinator-General must include a CEMP Certification.
 - (c) The development must be carried out in accordance with the CEMP.
 - (d) The CEMP must be published on the proponent's website within one month of submission to the Coordinator-General until operation of the camp concludes and rehabilitation of Lot 129 on SP119557 is complete.

Condition 3. Environmental work pack

- (a) Prior to construction commencing, the proponent must submit a civil earthworks work pack inclusive of an environmental work method statement, site environment plan, vehicle movement plan and site specific erosion and sediment control plan to the Coordinator-General.
- (b) The civil earthworks work pack submitted to the Coordinator-General must include a Work Pack Certification.
- (c) The development must be carried out in accordance with the civil earthworks work pack.

Condition 4. Rehabilitation

- (a) Prior to the commencement of use of the Hughenden workers accommodation camp, submit rehabilitation specifications to the Coordinator-General.
- (b) The rehabilitation specifications must be published on the proponent's website within one month of submission to the Coordinator-General until operation of the camp concludes and rehabilitation of Lot 129 on SP119557 is complete.

Condition 5. Stormwater and Flood Management Plan - Road

- (a) At all times, stormwater and flooding management of the Hughenden workers accommodation camp must not cause worsening to the operating performance of the State-controlled road, such that any works on the land must not:
 - (i) create any new discharge points for stormwater runoff onto the State-controlled road.
 - (ii) concentrate or increase the velocity of flows to the State-controlled road.
 - (iii) interfere with and/or cause damage to the existing stormwater drainage on the State-controlled road.
 - (iv) surcharge any existing culvert or drain on the State-controlled road.
 - (v) reduce the quality of stormwater discharge onto the State-controlled road.
 - (vi) impede or interfere with any overland flow or hydraulic conveyance from the State-controlled road.

- (vii) reduce the floodplain immunity of the State-controlled road.
- (b) Within 20 business days of completion of works, submit RPEQ certification with supporting documentation, to the Program Delivery and Operations Unit, North Queensland Region (**North.Queensland.IDAS@tmr.qld.gov.au**) within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) of this condition.

Condition 6. Stormwater and Flood Management Plan - Rail

- (a) Prior to the completion of drainage works, the proponent must submit an updated RPEQ certified Stormwater Management Plan, including flood impact assessment, to the Program Delivery and Operations (North Queensland Region) within the Department of Transport and Main Roads at **North.Queensland.IDAS@tmr.qld.gov.au**.
- (b) The Stormwater Management Plan and Flood Impact Assessment required in part (a) of this condition must demonstrate the development will not worsen stormwater and flooding impacts in the railway corridor up to a 1% Annual Exceedance Probability (AEP) and include the following:
- updated stormwater quantity analysis for the mitigated case, this should include at least the following events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. Stormwater management for the proposed development must ensure no worsening to the railway corridor, including rail transport infrastructure, caused by peak discharges, flow velocities, water quality, sedimentation and scour effects
 - an updated stormwater drainage layout plan showing the proposed stormwater network on the site, including roofwater connections, pit and pipe network, field inlets, diversion swales and any detention basins/tanks and demonstrating how all roof and surface water flows will be collected and conveyed to the legal points of discharge
 - detailed designs for the proposed diversion drain, detention basin and the Station Creek culvert and supporting hydraulic/hydrological analysis and calculations to demonstrate that each will be adequately sized/have sufficient capacity for all relevant design events. For the culvert, this should also include a Hydraulic Grade Line analysis and sections, cross sections and longitudinal sections. For the diversion drain and all detention basins, this should also include a layout/design plan, sections, cross sections and elevations
 - a hydraulic and hydrological analysis demonstrating the design flood peak discharges for the site and surrounding area which exist in the pre and post development scenarios for the flood and stormwater 1% AEP. The flood model needs to adequately encompass the railway corridor. Mapping (afflux, water level/depth and velocity impact maps) should be provided to clearly illustrate the pre-development scenario, and the post development impacts
 - an updated layout plan demonstrating all buildings and structures will be located outside the 1% AEP flood extent
 - updated earthworks plans demonstrating the works will not result in a loss of flood storage below the 1% AEP flood extent. The plans must identify the location and extent of the proposed excavation and filling, including likely volumes of cut and fill and the resulting cut: fill balance. The difference between existing site levels and finished/design levels should be clearly shown. The plans must also include cross sections/elevations of earthworks adjacent to the railway corridor.
- (c) At all times, carry out stormwater and flooding management of the development generally in accordance with the updated Stormwater Management Plan and Flood Impact Assessment required in part (a) and (b) of this condition.
- (d) Within 20 business days of the completion of works, submit RPEQ certification, with supporting documentation (including RPEQ certified As Constructed Plans and photographs of the work), to the Program Delivery and Operations (North Queensland Region) within the Department of Transport and Main Roads at **North.Queensland.IDAS@tmr.qld.gov.au**, confirming the development has been constructed in accordance with part (c) of this condition.

Condition 7. Rail corridor

- (a) At all times, any excavation, filling/backfilling/compaction, retaining structures, stormwater management measures, and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts.

Condition 8. Fencing – Rail

- (a) Prior to the commencement of use of the Hughenden workers accommodation camp and to be maintained at all times, provide trespass proof fencing sufficient to prevent unauthorised access to the railway corridor by people and vehicles.
- (b) Where the fencing required in part (a) is located along the site boundary with the railway corridor, it must be in accordance with Queensland Rail drawing number QR-C-S3230 – '1.8m High Chain Link Security Fence Without Rails Using 50mm Diamond Mesh General Arrangement'.

Condition 9. Vehicular Access onto the State-controlled road

- (a) Direct access is not permitted between the Flinders Highway (a State-controlled road) and Lot 129 on SP119557, unless otherwise approved by the Department of Transport and Main Roads.

Condition 10. Road Works on a State-controlled road

- (a) Prior to the commencement of use of the Hughenden workers accommodation camp, road works comprising a Channelised Right (CHR) and Auxiliary Left (AUL) turn treatment must be provided generally in accordance with Channelised Right Turn (CHR) / Auxiliary Left Lane (AUL), prepared by Pitt & Sherry, dated 30 April 2024, reference CU2-HU00-SKT-PAS-100-0102.
- (b) The road works must be designed and constructed in accordance with:
 - (i) Department of Transport and Main Roads' Road Planning and Design Manual, Second Edition.
 - (ii) Manual of Uniform Traffic Control Devices (MUTCD).
 - (iii) Austroads Guide to Road Design.

Condition 11. Flora and Fauna

- (a) Retain existing mature vegetation unless required to be removed to facilitate the proposed development or respond to an unacceptable safety risk.
- (b) Prior to the commencement of works, undertake the necessary actions to protect vegetation that is not required to be cleared from construction impacts.
- (c) Relocate any removed habitat features and resources (e.g. large woody debris, tree hollows, logs, rocks) required to be removed to facilitate the proposed development to adjacent areas.
- (d) Cleared vegetation must:
 - (i) not be stacked or pushed against mature trees, habitat trees or tall immature trees that is not required to be cleared from construction impacts
 - (ii) not obstruct the flow of drains or watercourses.
- (e) Prior to the commencement of construction, the proponent must determine all species breeding places requiring a species management program (SMP). An SMP for each species is to consider results of targeted pre-clearance surveys of potential listed threatened species habitat within the project footprint.
- (f) SMPs are to be lodged with the Department of Environment, Science and Innovation (DESI) for approval under the *Nature Conservation Act 1992*.

Condition 12. Construction water

- (a) Potable water must not be used for construction purposes.

Part B. Development Permit for Operational Work (Earthworks)

Condition 1. Approved plans

(a) The development must be carried out generally in accordance with the following plans –

Plan name	Prepared by	Drawing reference number	Plan revision date	Location in change application
Civil – Bulk earthworks layout plan – sheet 1 of 2	Pitt and Sherry	CU2-HU00-DRG-PAS-100-0103	Revision A 20/05/2024	Volume 2 – Drawing set B – Civil – Bulk earthworks layout plan and Pavement plan
Civil – Bulk earthworks layout plan – sheet 2 of 2	Pitt and Sherry	CU2-HU00-DRG-PAS-100-0104	Revision A 20/05/2024	Volume 2 – Drawing set B – Civil – Bulk earthworks layout plan and Pavement plan
Civil – Typical sections and details plan	Pitt and Sherry	CU2-HU00-DRG-PAS-100-0105	Revision A 20/05/2024	Volume 2 – Drawing set B – Civil – Bulk earthworks layout plan and Pavement plan
Civil – Pavement Plan	Pitt and Sherry	CU2-HU00-DRG-PAS-100-0111	Revision A 20/05/2024	Volume 2 – Drawing set B – Civil – Bulk earthworks layout plan and Pavement plan

Condition 2. Environmental work pack

- (a) Prior to construction commencing, the proponent must submit a civil earthworks work pack inclusive of an environmental work method statement, site environment plan, vehicle movement plan and site specific erosion and sediment control plan to the Coordinator-General.
- (b) The civil earthworks work pack submitted to the Coordinator-General must include a Work Pack Certification.
- (c) The development must be carried out in accordance with the civil earthworks work pack.

Condition 3. Rail corridor

- (a) At all times, any excavation, filling/backfilling/compaction, retaining structures, stormwater management measures, and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts.

Condition 4. Construction water

- (a) Potable water must not be used for construction purposes.

Part C. General Advice

1. Works on a Railway Corridor

Pursuant to section 255 of the *Transport Infrastructure Act 1994*, the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations.

For example, approval will need to be obtained from the railway manager should fencing be required on the site's boundary with the railway corridor.

Please be advised that Appendix 2, Part A, condition 8 of this report does not constitute an approval under section 255 of the *Transport Infrastructure Act 1994* and that such approvals need to be separately obtained from Queensland Rail.

The applicant should contact the Queensland Rail property team at QRPropertyWayleaves@qr.com.au in relation to this matter.

2. Waterway Barrier Works

Works must comply with the Department of Agriculture and Fisheries (DAF) *Accepted development requirements for operational work that is constructing or raising waterway barrier works* or the proponent is to liaise with DAF regarding any operational works permit(s) required for the construction or raising of waterway barrier works.

Appendix 3 – Proponent Commitments

Condition	Description
C1	Powerlink will plan, implement and monitor the mitigation and management measures outlined of the Project Framework Environmental Management Plan and Field Development Plan to minimise and avoid adverse environmental impacts.
C2	Powerlink and their technical service partners and Construction Contractors are committed to obtaining all relevant approvals, including all necessary environmental approvals, prior to the commencement of construction relating to the approval trigger and comply with all required approvals and conditions for the Project.
C3	Transmission towers will be designed to maintain a mid-span clearance of the transmission line above local terrain in compliance with Queensland legislation.
C4	The potential locations of the associated infrastructure will be finalised during the detailed design of the Project. Sites will be determined after careful consideration of all physical constraints such as sensitive environmental areas, rock/soil types, significant watercourse/infrastructure crossings, existing land use. The finalisation of these sites will be achieved through ongoing negotiations with landholders and consultation with relevant government agencies as appropriate e.g. local councils, Department of Transport and Main Roads (TMR) and the Department of Community Safety.
C5	The construction program will be structured so that where possible, peak construction activities located in areas susceptible to flooding are programmed to occur outside of the forecast seasonal wet weather period. Areas at high-risk of flooding and erosion will be targeted for construction during the dry months.
C6	A Road Use Management Plan (RUMP) will be developed as part of the MID and secondary approvals process and will be implemented prior to and during construction as outlined in the RUMP. Consultation will occur with the relevant transport authorities, such as DTMR, Queensland Rail and local councils during the development of the RUMP.
C7	Access tracks will generally be contained within the transmission line easement where practical. Existing cleared access tracks are to be preferred for construction use where practical. The access tracks for the Project will be constructed to a standard suitable for dry weather use for 4WDs (and variable terrain heavy machinery) at low speed.
C8	Suitable weed control measures will be implemented during construction and operation of the Project. The Project will consult with local government weed and pest management officers and landholders during the development of Biosecurity Plans for the Project.
C9	Cultural heritage clearance for the Project will be managed in accordance with the Cultural Heritage Management Plans (CHMPs) being developed for the Project.
C10	Where work is proposed to be conducted in proximity to a sensitive receptor, the timing of construction will consider the noise, dust, vibration and light impacts of the construction process and of access issues.
C11	A complaint handling process, including a complaints register, will be developed prior to commencement of construction as part of the Stakeholder and Community Engagement Plan, which will include regular reviews and reporting procedures.
C12	At laydown/delivery areas along the transmission line, deliveries will occur in a manner not to cause nuisance to a sensitive receptor (occupier of a building) outside of the hours of 6.30 am to 6.30 pm Monday to Saturday (asper the requirements of the Environmental Protection Act 1994).

Condition	Description
C13	Appropriate vegetation management measures shall be incorporated in the Construction Environmental Management Plan. These shall include the presence of qualified fauna spotter/catcher(s) during clearing and identification and delineation of vegetation to be preserved.
C14	Vegetation clearing will typically be conducted by bulldozers. Heavy duty mulchers may also be used. More refined hand or mechanical clearing methods will be employed for smaller clearing operations in environmentally sensitive areas as defined in the Construction Environmental Management Plan which may include some riparian zones. Vegetation felled near watercourses will be kept out of the channel.
C15	The Project will consult and holders and other stakeholders on appropriate uses for timber of commercial value.
C16	Ongoing consultation with Landholders and resource tenement holders will continue through development of the Project in accordance with land access protocols. This consultation process may include assessment of alternative corridor routes, outcomes of all realignment must be done in accordance with project change request criteria.
C17	The Construction Environmental Management Plan shall include erosion and sediment control measures which takes into consideration the International Erosion Control Association's Best Practice Erosion and Sediment Control Guidelines(IECA, 2008). The plan will include onsite drainage, stormwater runoff control, vegetation clearing, earthworks, site exit and egress points and soil stockpile management.
C18	A plan for the handling and temporary storage of topsoil and spoil during construction activities at the transmission tower sites will be developed as part of the Construction Environmental Management Plan.
C19	In the unlikely event that blasting is required, a licenced contractor will be required to manage all health and safety risks.
C20	Helicopters will be employed as the primary means of installing insulator strings, conductor draw lines and overhead earth wires to reduce additional vehicle movements and compaction of soils.
C21	The transmission network will be subject to a detailed testing and commissioning plan and a number of performance trials to verify the integrity and safety of the transmission lines and substation infrastructure during the commissioning phase and prior to operation. A series of system tests will be conducted to ensure power quality performance and will fulfill any required Australian Energy Market Operator testing.
C22	A workforce attraction and retention strategy will be used to assist in establishing and stabilising the workforce for the construction of the Project.
C23	Powerlink will work with local government councils, education and training providers, and labour force suppliers to develop a local business participation strategy and an Indigenous Participation Plan, prior to construction, that will effect: <ul style="list-style-type: none"> • Maximising local participation and employment (including work readiness if appropriate) • Maximising Indigenous participation and employment • Employment of apprentices and trainees (including work readiness if appropriate).
C24	Construction camps will be developed (as needed) by specialist contractors that will construct and operate the camps. The contractors will be responsible for ensuring the facilities meet all applicable occupational health and safety requirements, including those relating to food preparation and storage, ablutions and water quality, vector and vermin control and safety and emergency services. All camps will be built to current industry standards and the requirements of local government laws and approval conditions. Meetings will be held with stakeholders from each LGA regarding construction camp locations in accordance with consultation strategies and protocols to engage with regional community hubs and LGA's chamber of commerce for future project development/participation opportunities. Development approvals for workers accommodation will be obtained as part of individual Ministerial Infrastructure Designation Proposals (MID) aligning with the construction hub areas described in the SEIS. Where a camp or laydown area needs to be progressed in isolation from electricity infrastructure and cannot be approved under the MID process, a work regulation amendment under the SDPWOA will be requested. However, where

Condition	Description
	agreed with an LGA and suitable to do so, an application for Material Change of Use (MCU) assessable under a local planning scheme may be an alternative for some workers accommodation sites.
C25	A Rehabilitation plan that outlines measures for rehabilitating temporary construction sites and associated infrastructure (including temporary construction camps or clearing around substations), following completion of the construction schedule will be developed.
C26	A Rehabilitation plan outlining the requirements for the rehabilitation of land cleared within the corridor selection during construction will be provided prior to construction. Site and stage-specific rehabilitation sub-plans will also be developed, and include tower assembly areas, tower pads, brake and winch sites, CEV Huts and temporary access tracks not required during the operation and maintenance of the transmission infrastructure.
C27	Relevant approvals will be obtained for the use of existing or new bores to access water for the project. Where existing bores are used to access water for the Project, a pump test and drawdown investigation will be undertaken to ensure adequate yields will be available for construction use and for surrounding users. Ongoing monitoring will be undertaken and a management plan developed if yields decrease.
C28	Water supplied for temporary camps will comply with the Australian Drinking Water Guidelines (2011),version3.5
C29	An adequate communications system will be established as part of the emergency planning and response procedures developed for the Project.
C30	Powerlink will pursue a designation of premises by the Treasurer, Minister for Infrastructure and Planning or a local government for deployment of infrastructure in accordance with Planning Act, Chapter 2,Part5.
C31	Powerlink will pursue regulatory approval to be licensed a as a transmission authority and an electricity entity.
C32	The final corridor selection for the Project will require an easement of 120 m in width, for the Renewable Energy Hub and CopperString core transmission line sections to allow for future duplication, 120 m in width for the interconnecting lines with existing circuits at Ergon's Chumvale Substation and 60 m in width for the Mount Isa Augmentation and southern connections to Selwyn and Woodya. Prior to the construction of the transmission network, the easements required for the Project will need to have been acquired by Powerlink.
C33	Powerlink will consult with the owners of any other infrastructure (rail, road, electricity, gas and water) that the Project may cross to detail the transmission line crossing, then once the detailed design and staging of the Project is finalised arrange any planned outages.
C34	Final design of the Corridor selection will avoid or be suitably distanced from areas including areas of: <ul style="list-style-type: none"> • Cultural significance • Contaminated lands • Historical working and existing infrastructure.
C35	In circumstances when it is not possible to avoid, disturbances will be minimised, mitigated and remediated.
C36	Powerlink commits to obtaining relevant Commonwealth, state and local approvals for the construction and operational phases of the Project prior to construction.
C37	Powerlink will prepare and implement an Environmental Management Plan as part of the additional management plans prior to construction.
C38	Separation distances to sensitive land uses will be maintained as far as practical to ensure amenity to visitors and local residents are not adversely impacted

Condition	Description
C39	There will be ongoing engagement and consultation with landholders and stakeholders to exchange information on Project infrastructure design and construction to investigate how land use conflicts can be managed.
C40	Rural land fragmentation and disturbance to landholder practices will be avoided and ongoing consultation with landholders will occur during the detailed design to minimise and mitigate disruptions to agricultural production.
C41	Exploration and mining lease land will be avoided as far as practicable to mitigate disruptions to current and future mining operations. Consultation with tenure holders will be ongoing during the design and construction phases of the Project to consider how to avoid and minimise disruptions to existing mining operations.
C42	Infrastructure placed within Stock routes will be avoided as far as practicable to mitigate disruptions to operation of stock routes.
C43	Further investigations prior to construction will be undertaken to ensure that disused and abandoned workings will be avoided as far as practical to mitigate risk to Project personnel and property.
C44	Disturbance to potentially contaminated land will be avoided as far as practical through discussion with landholders to further delineate known sites and identify potential contamination on properties not listed on the EMR. Site Project infrastructure and activities will be located away from potentially contaminated land as far as practical.
C45	Further consultation with landholders and other stakeholders such as the Department of Defence will be undertaken to further define UXO risk.
C46	In-principal approval for the construction of the Project prior to registration of easements on State leasehold land will be sought from DNRME. In-principal approval should be appropriately conditioned with consideration to landholder consent, cultural heritage and native title assessments and insurance requirements.
C47	Landholder agreements will be secured and managed in accordance with Volume 3 Appendix E Land acquisition protocol.
C48	Mitigation and management measures detailed in Volume 3 Appendix O Visual amenity will be reviewed and considered in detailed design including tower heights, tower placement and vegetation screening for substations.
C49	An unexpected finds protocol will be developed as part of the environmental management plan with procedures to follow in the event of discovery of fossils or items of heritage significance.
C50	Powerlink will develop Road Use and Traffic Management Plans which will address wet weather aspects associated with the use of unsealed access tracks. Many soils in the study area are susceptible to varying types of erosion. To mitigate this impact, an erosion and sediment control plan will be developed prior to construction and implemented. These plans will include measures to avoid, manage or mitigate potential risk to soils, including specific reference to management/mitigation of risks associated with salinity, specifically providing evidence of no clearing in salinity expression areas. This will be used in conjunction with a vegetation management plan and rehabilitation plan which will include actions suitable to manage or prevent cumulative impacts to the geology and soils."
C51	Direct impact to areas of high ecological value will be avoided or minimised through the process of corridor realignments or spanned across wherever possible using higher towers as appropriate to the ecological values and the terrain constraints. In areas of high ecological value this will enable vegetation below 20 m to be retained and mature trees over 20 m may be trimmed if necessary for safety and operational requirements.
C52	Direct impact to watercourses by transmission towers will be avoided by implementing buffer distances and sighting towers so the alignment can completely span waterways. No towers will be located within a watercourse or its riparian zone.

Condition	Description
C53	Micro-siting of towers will occur to avoid key localised ecological resources such breeding, nesting or refuge sites for conservation significant species including but not limited to the black-throated finch (southern), squatter pigeon(southern), Julia Creek dunnart, ornamental snake, greater glider and koala.
C54	In areas of importance for conservation significant species where high levels of fauna connectivity is unavoidably impacted, retention of remnant vegetation strips will be considered to maintain connectivity and reduce habitat fragmentation / isolation. This will be undertaken in areas where the vegetation strips will not impact the operational safety of the network infrastructure.
C55	Temporary and permanent structures and infrastructure will be located in areas of non-remnant or least concern vegetation to minimise clearing of high value vegetation (in particular of concern)
C56	A Flora and Fauna Management Plan will be developed prior to construction commencing. The Flora and Fauna Management Plan will include details relevant to the general management of flora and fauna impacts as well as Species Management Plans for identified conservation significant species that will be impacted. Where necessary, the Flora and Fauna Management Plan will incorporate flora and fauna monitoring activities. Specifically, ongoing monitoring and survey requirements necessary to assess the persistence and health of conservation significant populations will be outlined (i.e.EVNT flora and fauna species impacted by the Project). For more information on the flora and fauna management plan, refer to Volume3 Appendix O Environmental management plan.
C57	<p>The Construction Environmental Management Plan will include rehabilitation measures for areas to be temporarily disturbed during construction will be developed prior to construction commencing with the overall aim of minimising the amount of land disturbed at any one time during the construction of the Project. As soon as practicable after cleared areas are no longer required (i.e. temporary construction camps, laydown areas, quarries, borrows, turning circles and access tracks), rehabilitation will commence. Temporary construction infrastructure will be decommissioned and removed from site. The sites will then be rehabilitated. Rehabilitation measures will include:</p> <ul style="list-style-type: none"> • Removal of potentially hazardous stored substances • Remediation of any contaminated areas • Grading of disturbed surface to a state generally consistent with a natural topography (if required) and to ensure that permanent drainage lines are not compromised • Application of topsoil and revegetation with species adapted to the site. • Requirements and mechanisms for post-construction monitoring of rehabilitation success. • Certain vegetation cleared during construction may be chipped or mulched and used in the rehabilitation of erosion prone areas. Any temporary watercourse crossings will be rehabilitated to a similar profile to minimise flood erosion risks. • The Construction Environmental Management Plan include procedures for revegetation species selection, ground preparation and sowing/planting.
C58	The corridor selection will be located to avoid disturbances within sensitive areas mapped as wetlands and semi-evergreen vine thicket.
C59	A Construction Environmental Management Plan which includes weed and pest management measures will be developed prior to construction commencing. The plan will include details relating to the monitoring, management and, where necessary, treatment of weeds, disposal of green waste, and vehicle/plant weed washdown protocols.
C60	Pre-clearance surveys will be undertaken during the detailed design phase within known and potential habitat areas of conservation significant species and within significant communities such as Of Concern REs and Essential Habitat in order to plan infrastructure placement, tower heights, spans and resulting clearing to avoid known occurrences and habitat for conservation significant species.
C61	The extent of vegetation clearing (and no-go areas) will be clearly identified on construction plans and in the field using high visibility fencing or flagging in the vicinity of high conservation significant areas. Clearing extent will be communicated to construction supervisors.

Condition	Description
C62	Where infrastructure must cross waterways, areas of existing disturbance (i.e. existing tracks or clearing) will be used. Where this is not practicable, the Project footprint will be minimised and the stumps of large habitat trees retained. Waterway crossings in known habitat for conservation significant flora and fauna species will aim to avoid occurrences of conservation significant flora species. Transmission lines will span across the riparian habitat corridors wherever possible.
C63	A CEMP will be prepared and implemented for standards such as weed hygiene, erosion, fuels and hazardous substances, fire, etc. The CEMP will include protocols to limit injury and mortality to fauna including management of risks associated with open excavations, trenching, waterbodies and responses and reporting for roadkill and adverse incident protocols
C64	A Traffic Management Plan will be developed for the construction site with designated access routes, speed limits and sensitive ecological areas (i.e. Particularly areas where squatter pigeons have the potential to occur on access roads).
C65	Erosion and sediment control measures will be developed as part of the CEMP for the Project.
C66	A Waste management procedure will be prepared as part of the CEMP. These will detail the location and specifications for disposal and removal of waste from the construction site. Responsible waste management practices (e.g. not leaving out food waste and not feeding wildlife) will be implemented and followed by all construction personnel. All waste will be stored in secure temporary holding containers and transported offsite.
C67	Management strategies with reference to biosecurity will be developed to reflect the level of risk proposed for Project activities and Project work fronts.
C68	All relevant personnel working in the field on the Project will receive an induction regarding biosecurity matters and management requirements relevant to their specific work activities and Project workfront.
C69	A weed and pest biosecurity survey will be undertaken over of the corridor selection within six months of construction commencing in that section.
C70	The Construction Contractor(s) will undertake a detailed assessment of biosecurity risks associated with specific work activities and construction methods
C71	Prior to leaving their point of origin for access to the Project site, all vehicles, plant, equipment and machinery shall be cleaned down and be accompanied by a current and certified Biosecurity Declaration Form from the entity responsible for the clean down.
C72	Powerlink will develop and implement a movement control plan and species-specific biosecurity treatment procedures.
C73	Biosecurity will be managed in accordance with the Construction Environment Management Plan, prior to leaving a Project work front, or moving between Project work fronts or biosecurity risk areas, all vehicles, plant, equipment and machinery shall undergo clean down at designated facilities and a new Biosecurity Declaration Form completed. Any specific landholder requirements will also be noted apart of the clean down requirements.
C74	Access tracks, stockpiles, and laydown/delivery areas will be located as far as practicable away from important wetlands, waterways and drainage lines.
C75	Taller transmission line structures will be employed near waterways to ensure that spanning of riparian vegetation is achieved where practicable and disturbance is minimised.
C76	Riparian vegetation will be retained where practicable to maintain waterway bank stability.
C77	Ground disturbance will be minimised wherever practical by using existing cleared areas for construction laydown/delivery areas and material stockpiles.

Condition	Description
C78	All disturbed areas will be rehabilitated as soon as practicable in order to establish ground cover and limit the duration that disturbed ground surfaces are exposed to erosive processes.
C79	A construction Water Plan will be developed during the detailed design phase with consultation of Department of Regional Development, Manufacturing and Water (DRDMW). This plan will include all sources of taking water, identifying locations where water will be acquired from, amount of water (outlining maximum limits), locations of potential water interference, and any new or modified works that will capture overland flow for construction purpose sand associated approvals. Water resource objectives and mitigation controls during the project will be outlined in the Water Plan as well as being in accordance with the Framework MP.
C80	Careful consideration of site constraints and placement of towers and associated infrastructure to avoid/minimise direct disturbance to water features.
C81	Waterway crossings the Project traverses will be identified as waterway barrier works, and existing access track swill be utilised wherever possible for access to the Project and when crossing waterways comply with DAF Accepted development requirements for operational work that is constructing or raising waterway barrier works.
C82	Use existing licensed and authorised sources of construction material (e.g. aggregate) from local suppliers.
C83	Implement best practice erosion and sediment controls during construction.
C84	Design temporary and permanent infrastructure with industry standard stormwater management controls
C85	Locate permanent infrastructure away from flood prone areas where practicable or provide appropriate flood immunity in accordance with design requirements.
C86	Utilise existing licenced and authorised water sources during construction in consultation with Council, DNRME and landholders
C87	Transport, store, use and dispose potentially contaminating substances in accordance with manufactures specifications, legislative requirements and industry best practice
C88	Design, construct, operate and decommission STPs in accordance with manufactures specifications, legislative requirements and industry best practice.
C89	During the project design and preconstruction phase, waterway assessments (in addition to those already undertaken during the EIS Phase) will be undertaken that will capture on ground physical and hydrological fish habitat attributes to confirm whether a particular drainage or waterway feature is a defined waterway that provides for fish passage. Theses assessment will be undertaken we reference to the attributes that define a waterway as described in the DAF factsheet 'what is a waterway' (DAF,2017). A pre-lodgement meeting with DAF to assist in the determination of potential waterway barrier works that might be triggered as part of the project. Where the project requires crossing works within a DAF waterway and those works cannot meet the ADR a development approval will be obtained for waterway barrier works prior to commencement of construction in the waterway.
C90	Powerlink will consider implementation of the following mitigation opportunities for the management of air quality: Development of dust and stockpile management procedures within the Environmental Management Plan. Undertake progressive rehabilitation and stabilisation of disturbed areas in accordance with a rehabilitation plan. Maintain a complaints register for the management and tracking of complaints
C90a	Development of a Greenhouse gas offset plan.
C91	Powerlink will consider implementation of mitigation measures to reduce the production of greenhouse gases with regards to fuel c combustion and gas-insulated electrical components.

Condition	Description
	Offset strategies will also include the development of a GHG Offset Plan and consideration of options regarding Green Power sources from a renewable source or contributions to another credited offset program. This strategy will depend on Federal and State climate change policy current at the time the Project is approved.
C92	Traffic Control Plans will be prepared immediately prior to construction by the Construction Contractor which will illustrate the access routes to the site for points along the corridor's election.
C93	Targeted landholder communication will be conducted prior to especially noisy activities such as blasting activities (if required) and helicopter (aerial) stringing of lines.
C94	A complaints register will be maintained. Should non-vexatious noise complaints be received, noise monitoring may be undertaken at the locations concerned. Reasonable and feasible measures will be implemented to reduce noise impacts.
C95	Waste will be dealt with following the waste management hierarchy, where avoidance of waste generation is the most desirable course of action and disposal of waste is the least desirable course of action.
C96	Waste generation will primarily be mitigated and managed by reducing (avoiding), recycling and reusing. All waste is expected to be transported to external licensed waste management facilities, these will be determined during the MID process.
C97	Waste management procedures will be prepared as part of the CEMP that will include specific measures for storing, transporting and disposing of wastes developed in consultation with operators of local waste management facilities
C98	Where necessary, restricted invasive plants material will be disposed in accordance with the biosecurity measures in the CEMP.
C99	During construction, traffic impacts will be managed in accordance with the mitigation measures outlined in the Traffic management plan.
C100	A Traffic management plan will be developed for the Project by the haulage contractor and will include consultation with the relevant transport authorities (including DTMR, QR and local councils). This plan will include a detailed rail impact assessment, supplied to Queensland Rail detailing the traffic volumes expected to traverse level rail crossings, the frequency and period of operation. This will include peak traffic volumes, such as daily workforce movements in addition to heavy, over dimensional vehicles that will cross rail structures including level crossings.
C101	A Road Use and Traffic management plans will be developed for the Project and will include consultation with the relevant transport authorities, such as DTMR, Queensland Rail, Department of Education, and local government councils.
C102	Powerlink and their technical service partners and Construction Contractors are committed to obtaining all relevant approvals, including all necessary environmental approvals, prior to the commencement of construction and complying with all required approvals for the Project.
C103	A Traffic Impact Assessment (TIA) which complies with the Department of Transport and Main Roads' Guide to Traffic Impact Assessment to the Department of Transport and Main Roads will be provided at the beginning of the project's subsequent approval (currently anticipated to be a request for Ministerial Infrastructure Designation). Detailing additional information on design of road crossings in accordance with DTMR requirements.
C104	Opportunities for integration of the workforce into local communities may be identified through meetings between a representative of the Construction Contractor and the local council and chamber of commerce within the regional community hubs to manage or alleviate any positive or negative interactions between the Project work forces and the community. These meetings will occur in accordance with consultation strategies and protocols and will involve regional development organisations for future project development/participation opportunities.

Condition	Description
C105	Powerlink will consider all Project design processes available to reduce the consequences of potential social impacts. These include the location of construction camps and location of laydown areas and concrete batching plants.
C106	It is Powerlink's strong preference that a voluntary and commercial agreement is reached with landholders in the acquisition of an interest (easement) required for the Project. This process will follow detailed land access negotiations with landholders regarding the possible alignment for the corridor selection and other specific issues regarding current and future land uses or operations.
C107	The land access management plan will identify agreed access arrangements during construction and operation, rehabilitation requirements after construction and communication arrangements for each property.
C108	A community and stakeholder engagement plan will guide engagement with stakeholders during construction of the Project. The plan will act as a key mechanism to foster dialogue with communities and stakeholders and manage and monitor potential social impacts and opportunities of the Project. The Plan will include: <ul style="list-style-type: none"> • Identification of key stakeholders • Key messages • Engagement methods and activities • Complaints management procedure.
C109	The Workforce management plan will include a: <ul style="list-style-type: none"> • Training and education program that will maximise employment including indigenous employment and train indigenous and non-indigenous workers who require additional qualifications to work on the Project. • Code of conduct that describes the expected standard of behaviour for all personnel (construction and operation). • Measures to develop a strong mental health culture and promote wellbeing within the workforce.
C110	The local and Indigenous business participation plan will maximise opportunities for local and Indigenous businesses through relationships with local businesses, suppliers and key stakeholders and giving preference to local, regional and Indigenous-owned businesses in tendering evaluation.
C111	Agreeing and executing a Cultural Heritage Management Plans (CHMP) with each Aboriginal party to identify a clear process for managing Aboriginal cultural heritage, including cultural heritage survey and management processes. Ongoing engagement with local Aboriginal and Torres Strait Islander Organisation and Groups will be in accordance with developed CHMP's. The mitigation measures included within the CHMPs will be comprehensive and entail a number of possible procedures that will include (but not be limited to): <ul style="list-style-type: none"> • In the first instance, avoiding Indigenous cultural heritage, wherever practical; • Carrying out further detailed field investigations; • Collecting and relocating cultural heritage items, as agreed with the relevant Aboriginal parties"
C112	Inform personnel and contractors of the appropriate measures to adopt in the event of the discovery of an archaeological artefact
C113	Powerlink will develop and implement an unexpected finds procedure as part of the CEMP with procedures for stopping work in the event of the discovery of an archaeological artefact until a suitably qualified cultural heritage practitioner can assess the item/site and follow a processor identification and recording. In addition, all contractors will be required to undergo cultural heritage inductions to ensure awareness of obligations in preserving significant cultural heritage. The inclusion of cultural heritage awareness training in inductions and procedures for managing archaeological finds in the construction environmental management plan.
C114	Requirements outlined by the Qld Heritage Act 1992 (section 89) will be followed when reporting and managing non-indigenous cultural heritage finds.

Condition	Description
C115	The Project will include a Training Policy and an Indigenous Economic Opportunities Plan to ensure maximise local employment, training and business supply opportunities for Aboriginal and Torres Strait Islander Queenslanders.
C116	Powerlink will aim for at least 15 percent of the total man-hours to be undertaken by apprentices and/or trainees and through other workforce training. Head office and administration roles will work Monday to Friday to minimise staff upload costs associated with weekend work and to attract local workers.
C117	Across all aspects of the Project, Powerlink will strive to include members of Indigenous communities and people with a disability. Skills assessment and recruitment and training programs will be offered. Refer to Local and Indigenous Employment, Engagement and Training Plan (Volume 4 EIS Supplement, Attachment I)
C118	As the Project is based in a regional area and travel will include off road driving, vehicle operation training will be a pre-requisite for some site-based workers and sub-contractors.
C119	Powerlink envisages that the admin, camp cleaning/kitchen hand roles will be filled by local people and businesses. Employees will be given training and develop new skills in reception, administration, cost control systems and software packages as required.
C120	<p>The following training programs will take place:</p> <ul style="list-style-type: none"> • Suitable numbers of people on site will be first aid officers. The number will depend on the crew size for each work front. • Training and development programmes will be offered to office staff, administrators as well as site engineers and supervisors
C121	<p>The Project will engage the following high-level strategies to operationalise this policy:</p> <ul style="list-style-type: none"> • Recognise that involving local industry in projects provides economic benefits to all parties. • Ensure that Queensland and Australian suppliers, contractors and manufacturers are given full, fair and reasonable opportunity to tender and participate in all stages of the Project. • Use Australian standards and codes in the formulation of specifications, tenders and the letting of contracts (except where it is unreasonable to do so). • Seek to maximise levels of goods and services, including design services, from local companies where they are competitive with respect to cost, quality and timeliness. • Seek to incorporate the Queensland Charter for Local Content into contracts entered into with third parties for the supply of goods and services. • Encourage private sector project proponents, who are not formally subject to the provisions of the policy, to apply the principles espoused in the policy to their projects on a voluntary basis as 'good corporate citizens'.
C122	A Road Use Management Plan (RUMP) should be prepared to address the increase of traffic on local roads and highways during construction. This will include but is not limited to details about movements of heavy vehicles, school zone impacts including school bus routes, impacts to access to state-owned forest products / commercial timber/quarry material, transport of construction workers, and details regarding access to transmission line easements.
C123	The hazards and risks identified during the risk assessment process will be maintained within a risk register that is continually updated and relevant. The risk register will be reviewed at least annually to ensure that high level hazards and risks continue to be adequately controlled.
C124	<p>"Powerlink will develop and implement a Risk Management Plan which will include, but not be limited to the following:</p> <ul style="list-style-type: none"> • Application of Design and Construction Standards • Safety in Design Reviews • Construction Safety Management Plans • Construction Environmental Management Plans • Construction Quality Management Plans

Condition	Description
	<ul style="list-style-type: none"> Operational Safety Management Systems Operational Environmental Management Plans Asset Management Strategy and Plans Bushfire Management Plan Emergency Response Planning Stakeholder Communications and Engagement Plan.
C125	The RUMP will be developed in consultation with DTMR and local government councils. Contractors will develop and implement specific plans for oversized loads.
C126	<p>Development of environmental and safe work methods (ESWMS) in accordance with industry best practice to minimise the risk of exposure to electrified equipment during the operation of the Project. The Queensland Electrical Safety Office (ESO) and Energy Networks Australia (ENA) have separately published a number of guidelines and codes that will be adopted to minimise the risk to personnel. These include:</p> <ul style="list-style-type: none"> Australian Standard AS5804 (Series) High-voltage live working Electrical safety code of practice 2013-Managing electrical risks in the workplace
C127	A register of all hazardous materials will be kept updated including relevant safety data sheets for each substance. Appropriate training will be provided including methods for handling, storage and clean-up of hazardous substance and chemical spills. Applicable PPE will be provided.
C128	Substations will be designed in accordance with relevant Australian Standards for the prevention of fire and explosion hazards. Automatic electrical protection systems and separation distances of transformers from buildings will minimise the risk of explosion or fire.
C129	All personnel conducting aerial work must have the required accreditations. Specific ESWMS will be developed for each activity involving aerial work. Aerial inspection of the transmission line will be in accordance with the principles of the National guidelines for aerial surveillance of overhead electricity networks (ENANENS08-2006).
C130	Standard policies on vehicle use and driver safety (such as speed limits, seat belt requirements, vehicle maintenance and zero drug and alcohol limits) will be implemented.
C131	<p>The prevention of aircraft contact with the transmission infrastructure will incorporate:</p> <ul style="list-style-type: none"> Ongoing landholder consultation on the location of the transmission lines; Utilisation of transmission line identification markers in areas of aircraft use, in accordance with AS3891.1-2008; Recording of the transmission line on navigation mapping in conjunction with CASA, Air Services Australia and Royal Australian Air Force-Aero nautical Information Service; Ensuring Powerlink personnel conducting aerial activities are accredited to do so and operate in accordance with the ESWMS and fatigue management plans under the Operational Safety Management System; Advising the electricity entities of the location of the transmission line infrastructure; and Encouraging private aircraft operators to conduct fixed wing aerial mustering in accordance with the techniques identified in the Aerial Mustering Code of Practice (Pastoralists and Graziers Association of Western Australia, 2003)
C132	Powerlink commits to undertaking further consultation with landholders regarding the safety of aerial work operations.
C133	Powerlink will conduct detailed Safety in Design Reviews of each major Project component. These reviews are intended to confirm that risk mitigation (safety, environment, operational) is incorporated into the Project design and to identify opportunities for improvement where potential gaps are identified.

Condition	Description
C134	The use and storage of hazardous materials will be in accordance with current Australian Standards and industry codes of practice. Where available, provisions will be made to include licences and compliance with all associated conditions to ensure the level of risk is minimised.
C135	The Construction EMP will include a safety management sub plan, which will be generated on the basis of a Construction Risk Assessment. The risk assessment will involve a cross section of the construction workforce, in accordance with best practice risk management principles. Ongoing supervision will be provided to ensure compliance with the Safety Management Plan.
C136	A Construction EMP will be prepared to address the environmental management strategies including performance criteria, management actions and monitoring, auditing and reporting requirements and to specify areas of responsibility related to the construction phase of the Project.
C137	A construction Quality Management Plan will ensure that the construction of the Project, including the risk mitigation factors, is delivered in accordance with the prescribed specification. It will include detailed audits and reviews at pre-determined hold points in a gated approach.
C138	An Operational EMP will be prepared to provide specific environmental management requirements to ensure that operational activities have minimal adverse effects on the environment and surrounding community.
C139	An overall asset management strategy will be developed and this will be supported with management plans focusing on such aspects as condition monitoring and preventative maintenance, corrective maintenance, asset replacement and augmentation, change management, etc. Formal policies and standards will be developed based on asset life considerations and standard operating procedures will be developed to ensure that these policies and standards are delivered.
C140	A Bushfire Management Plan will be developed and will consider both network design and operating features relevant to fire prevention, as well as environmental procedures, such as vegetation management, to manage and mitigate the potential consequences of an ignition.
C141	Formal procedures will be developed to ensure that there are adequate resources to respond to community concerns such as network operations issues, traffic management, environmental issues and outline landholder communication protocols and project updates.
C142	Powerlink will maintain a state of emergency preparedness as a commitment to its workforce, local communities and other relevant stakeholders. A detailed Emergency Management Plan will be developed for the Project that details emergency response procedures should an emergency situation arise.
C143	Standard policies on vehicle use and driver safety (such as speed limits, seat belt requirements, vehicle maintenance and zero drug and alcohol limits will be implemented.
C144	Powerlink will develop a structured health and safety management system for construction and operation of the Project in accordance with AS 5577-2013 and AS/NZS 4801-2001: Occupational health and safety management systems, which includes policies, objectives and procedures for ensuring the health and safety of personnel, the community and other associated stakeholders.
C145	Training and health and safety updates will be provided to personnel and contractors where appropriate, through regular toolbox talks. Personnel trained in first aid will be present on site at all times and approximately 20 percent of the workforce will have formal first aid qualifications.
C146	The Emergency Management Plan will be developed in consultation with the relevant emergency service providers including the Department of Community Safety (which includes the Queensland Ambulance Service, Queensland Fire and Rescue Service, Rural Fire Service and Emergency Management Queensland), local government councils and other relevant community stakeholders. The Emergency Management Plan will include reference to the State Planning Policy, Mitigating the Adverse Impacts of Flood, Bushfire and

Condition	Description
	Landslide and local government disaster management plans, where appropriate. Emergency service providers will be updated on amendments and revisions to the management plan, where appropriate.
C147	The Emergency Management Plan and emergency response procedures will be communicated to all personnel associated with the Project through inductions and toolbox talks. Copies of the Emergency Management Plan will be required to be kept in prominent workplace locations and will be made available onsite during construction.
C148	The Emergency Management Plan will be developed in consultation with relevant interested parties and include measures to manage operational responses to risks associated with hazards that have a broader impact e.g., bush fires and flash overs
C149	The corridor selection will avoid environmentally sensitive areas when determining the corridor detailed design.
C150	All potential environmental impacts of the Project have been assessed and comprehensive management plans have been developed to manage potential impacts.
C151	An adaptive management and monitoring protocol will be developed and included in the Flora and Fauna management plan to monitor the ongoing impacts during the life of the Project.
C152	The Project will aim to mitigate potential environmental impacts through design criteria and industry standard management measures.
C153	<p>As part of the Project various overarching management plans will be developed and implemented in relation to the broader environmental aspects for the Project</p> <ul style="list-style-type: none"> • Accommodation Management Plan • Community Liaison Management Plan • Construction Methodology Management Plan • Helicopter Stringing Management Plan • Interface Management Plan • Local and Indigenous Employment, Engagement and Training Plan • Local Industry Participation Plan • Procurement and Logistics Management Plan • Sustainability Management Plan • Waste and Refuse Disposal Management Plan • Biosecurity Management Plan • Community and Stakeholder engagement plan • Field development plan • Land Access Management Plan • Rehabilitation plan • Regulatory Approvals Plan • Species specific management plan • Social impact management plan
C153b	<p>As part of the Construction Environmental Management Plan, various sub-plans will be developed and implemented in relation to the environmental aspects for the Project.</p> <ul style="list-style-type: none"> • Air Quality (Dust) Management • Biosecurity Management

Condition	Description
	<ul style="list-style-type: none"> • Contaminated land • Cultural & European Heritage Management • Erosion and Sediment Control • Flora & Vegetation Management • Fauna Management • Hazards, Health and Safety Management Plan, including hazardous substance register • Noise and Vibration Management • Waste Management • Water Quality Management Plan, including stormwater controls and drainage measures
C153c	<p>As part of the Operational Environmental Management Plan, various sub-plans will be developed and implemented in relation to the environmental aspects for the Project.</p> <ul style="list-style-type: none"> • Air Quality (Dust) Management Plan • Biosecurity Management • Contaminated Land Management Plan • Erosion and Sediment Control Management Plan • Fauna Management Plan • Flora and Vegetation Management Plan • Hazards, Health and Safety Management Plan, including hazardous substance register • Noise and Vibration Management Plan • Waste Management Plan • Water Quality Management Plan, including stormwater controls
C154	<p>Key components that will be integrated into the management plans are outline of the potential impacts and the details of the specific mitigation measures including those discussed in the EIS documentation. The roles and responsibilities for who will be implementing the plan and the monitoring and reporting requirements will be included to act as a guide on site. Relevant stakeholders will be engaged as necessary as part of the development of these plans.</p>
C155	<p>The components of the environmental management plan will include:</p> <ul style="list-style-type: none"> • Environment and Sustainability Policy • Planning, objectives and legal obligations • Resources, roles, responsibilities and authorities • Competence, training and awareness • Communication, consultation and involvement • Documentation, document control and records • Operational controls • Emergency preparedness and response • Monitoring, inspections and audits • Incident management • Complaints management • Non-conformity, corrective action and preventative action • Environmental reporting

Condition	Description
	<ul style="list-style-type: none"> Management review and continuous improvement.
C156	Powerlink will develop and implement an environmental management plan for construction and operation The Construction MP and EMP (Operation) will set out a detailed procedure for managing environmental impacts during the construction and operation of the Project respectively and will be developed in accordance with the objectives, performance criteria, management measures and monitoring requirements stipulated in the Project Framework EMP. The Construction EMP and EMP (Operation) will also incorporate the approval conditions issued for the Project and any relevant commitments made by Powerlink in the EIS.
C157	Powerlink will engage with relevant state and commonwealth agencies in the development of environmental management plans
C158	<p>Powerlink is committed to ensuring that:</p> <ul style="list-style-type: none"> Environmental harm and pollution is minimised through the active identification and management of environmental risks; Ensuring the efficient use of resources, recycling of materials and reduction of waste; Compliance is maintained with relevant environmental legislation, regulation and standards as well as project approval conditions; An environmental management system is implemented that is developed in accordance with AS/NZS ISO 14001; and Regular review and analysis of environmental performance is undertaken to identify and implement continual improvement
C159	Powerlink will ensure that the Construction Contractor's environmental record and policy aligns with Powerlink corporate values to achieve compliance with legislation and approved conditions.
C160	Employees and contractors will undergo site inductions and training relating to environmental management in accordance with the EMP documentation
C161	The EMP will include the development and implementation of a grievance and dispute resolution procedure to ensure any complaints from landholders and other stakeholders are managed effectively and efficiently. Where necessary, this may include monitoring or changes to environmental management plans and procedures
C162	The EMS framework will facilitate continual improvement in performance by the review and, where necessary, revision of the environmental management plans, procedures and monitoring.
C163	Where ecological surveys have currently not been completed, ecological surveys will be completed prior to clearing to confirm the RE status and conservation significant habitat quality and condition in comparison to desktop mapping.
C164	The proposed mitigations are existing commitments within the EIS which are considered to be adequate to also mitigate the cumulative effects of other projects
C164a	Direct impact to areas of high ecological value will be minimised through the process of corridor realignments or spanned across wherever possible using higher towers as appropriate to the ecological values and the terrain constraints
C164b	A Road Use Management Plan (RUMP) and a Traffic Management Plan will be developed for the Project and will include consultation with the relevant transport authorities such as DTMR, Queensland Rail and local government councils.
C164c	Prior to leaving a Project work front, or moving between Project properties, work fronts or biosecurity risk areas, all vehicles, plant, equipment and machinery shall undergo clean down.
C165	Implementation of the waste management hierarchy to reduce the volumes of waste required to be disposed of to the land fill.

Condition	Description
C166	Should apiarists consider placement of bee hives inside the easement, Powerlink will provide advice of suitable techniques to shield the beehives from the electric field generated by the transmission line.
C167	Particular mitigation measures that are to be included in the design of the transmission infrastructure include: <ul style="list-style-type: none"> • Voltage balancing of the transmission lines by phase transposition. • Designing the transmission network to operate remotely from a central control centre, limiting the occupational exposure to times of repair or maintenance. • Restricting access to the substation sites by use of security fencing. This will limit the exposure of the general public to higher fields within the substation.
C168	Powerlink recognises that electrical and magnetic fields (EMF) is an issue of great importance to local communities and nearby residents. Powerlink as part of the Stakeholder and Community Engagement Plan will endeavour to: <ul style="list-style-type: none"> • Remain up to date with the latest scientific research into possible linkages between EMF and adverse health impacts; • Liaise closely with the community to ensure they are educated and informed of emerging research and EMF policy development; and • Encourage concerned stakeholders to liaise with independent organisations in relation to EMF and transmission infrastructure (i.e. ARPANSA).
C169	The proponent will work with the relevant local councils to discuss and agree on acceptable legacy benefits resulting from the project within the local government area. This may include, but is not limited to, alternate accommodation options for the benefit of the community.

Acronyms and abbreviations

Acronym	Definition
ADR	Accepted development requirements
AEP	Annual exceedance probability
ARI	Annual recurrence interval
AUL	Auxiliary left
CEMP	Construction Environmental Management Plan
CGER	Coordinator-General evaluation report
CHR	Channelised right
CLR	Contaminated Land Register
CSEP	Communications and Stakeholder Engagement Plan
DAF	Department of Agriculture and Fisheries
dB(A)	A-weighted decibel
DESI	Department of Environment, Science and Innovation
DHLGPPW	Department of Housing, Local Government, Planning and Public Works
DRDMW	Department of Regional Development, Manufacturing, and Water
DTMR	Department of Transport and Main Roads
EIS	Environmental Impact Statement
EMR	Environmental Management Register
km	kilometre
kV	kilovolt
kVA	kilovolt amperes
MCU	Material change of use
MID	Ministerial infrastructure designation or infrastructure designation
NWMP	North West Minerals Province
OPW	Operational work
RPEQ	Registered Professional Engineer of Queensland
SARA	State Assessment and Referral Agency
SDPWO Act	<i>State Development and Public Works Organisation Act 1971</i>
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
SIMR	Social Impact Management Report

Glossary

Term	Definition
Appropriately Qualified Third Party	a person who is independent of any party involved in the preparation of the CEMP, who has professional qualifications, training, skills or experience relevant to the nominated subject matter and can give authoritative assessment, advice and analysis on performance relating to the subject matter using the relevant protocols, standards, methods or literature.
CEMP Certification	a letter from an Appropriately Qualified Third Party certifying that the CEMP: <ul style="list-style-type: none">• is consistent with the requirements of Appendix 2, Part A, condition 2; and• manages environmental and cultural matters in accordance with Good Environmental Practice.
construction commencing	the first instance of any activity associated with the action on Lot 129 on SP119557 that would ordinarily be defined as assessable development and/or construction of any infrastructure. Construction commencing does not include early works including minor physical disturbance necessary to: <ul style="list-style-type: none">• undertake pre-clearance surveys or monitoring programs• install signage and/or fencing to prevent unapproved use of the project site• protect environmental and property assets from fire, weeds and pests, including erection or construction of fencing and signage, and maintenance or use of existing surface access tracks.
Good Environmental Practice	the implementation of those measures for the protection or enhancement of relevant environmental and cultural values relating to land and adjacent land and water resources which would be expected from a reasonably experienced, competent, prudent and qualified person.
Work Pack Certification	a letter from an Appropriately Qualified Third Party certifying that the civil earthworks work pack: <ul style="list-style-type: none">• is consistent with the requirements of Appendix 2, Part A, condition 3 and Part B, condition 2; and• manages environmental and cultural matters in accordance with Good Environmental Practice.

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