APPENDIX U.

MID Cross Reference

Ministers Requirements – Cross Reference

MID-0119-0321

Item #	MID Requirement	Cross Reference for EAR
General		
1	The Department of State Development, Manufacturing, Infrastructure and Planning (the department), received your request on 25 January 2019 to designate premises at Rockhampton in Central Queensland for the development of infrastructure.	Noted
2	The department has reviewed your infrastructure proposal and considers that the supplied material sufficiently addresses the matters outlined in chapter 7, part 1, section 2.2 of the MGR.	Noted
3	You may now prepare a Draft Environmental Assessment Report (dEAR), consistent with chapter 7, parts 3 and 4 of the MGR. Please provide a copy of the dEAR including an amended consultation strategy (consistent with the consultation requirements outlined below), and draft consultation materials to the department for review prior to the commencement of consultation.	Noted
Type of Infrastructure		
4	The department has determined that the South Rockhampton Flood Levee is infrastructure as per schedule 5, part 2 of the Planning Regulation 2017 (the regulation): • Item 17: water cycle management infrastructure (flood levee).	Noted
Relevant Local Governments		
5	The department considers the Rockhampton Regional Council is the only local government affected by the proposal.	Noted
Real Property Description		
6	The real property description of the lands that will be affected by the Project	Appendix A – Project Area
7	The roads that will be affected by the Project	Appendix A – Project Area
Consultation Requirements		
8.	The proposed consultation strategy provided with the designation request has been reviewed and is to be amended to include the following:	Section 6.0 – Community Consultation
9.	• a full summary of consultation, engagement and external communications about the project that has	

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	been undertaken to date	
10.	• a specific consultation strategy for the dEAR, that is separated from the overall consultation strategy for the project, to clearly indicate the activities to be undertaken and parties to be consulted in accordance with the requirements of Chapter 7, parts 3 and 4, of the MGR	
11	• adjoining landowners to the corridor for the properties shown highlighted on Attachment A - Appendix D - Tenure Mapping - Property owners to be consulted, who are to be provided with the same key stakeholder letter as the impacted landowners	
12	• consultation material that: - is succinct and easily readable to the intended audience - without difficult to understand language, acronyms and jargon - includes a concise overview document for the project, which clearly outlines the key details and findings of the EAR - makes effective use of diagrams and images to portray the design details of the project, to assist the general public with understanding the scale of the proposed infrastructure - clearly identifies the impacts (positive and negative) of the proposed infrastructure on all affected properties.	To be provided separately to EAR Document
13	Please provide a copy of the amended consultation strategy and draft consultation materials to the department for review prior to the commencement of consultation.	Section 6 – Community Consultation
14	Consultation is to be carried out in accordance with the amended consultation strategy and material, and is to occur for a minimum period of **20 business days,** inclusive.	Noted
Advice about the Draft Environmental Assessment Report (Draft EAR)		
15	The dEAR must address all matters outlined in Chapter 7, part 3, section 4 of the MGR. It is recommended that the dEAR pay particular regard to the following matters relevant to the proposal (levee and borrow pit):	Executive Summary
General Requirements		
16	Provide a comprehensive assessment of all environmental, social and economic impacts (both positive and negative) including off site and whole of life impacts, of the proposed infrastructure.	Part B – Assessment of Matters
17	Identify strategies to avoid or mitigate negative impacts arising from the proposed infrastructure.	Part B – Assessment of Matters
18	Provide details of benefit enhancement strategies arising from the proposed infrastructure, for example, how the top of the levee will be used as a shared or bike-only facility.	Section 27.0 - Commitments

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19	Assess the cumulative effects of existing and proposed levees on the Fitzroy River, together with recent and proposed road construction, on upstream and downstream properties.	Section 7.0 – Hydraulic Analysis and Assessment
20	Describe how tenure and land acquisition (where required) will be managed including details of any state lands affected, the approvals, consents and tenure required to construct and maintain the proposed infrastructure and mitigation strategies to address all identified impacts on state lands.	Section 4.0 – Project Description Section 8.0 – Land Tenure
21	Identify how native title will be addressed prior to the granting of any tenure interests over state lands.	Section 8.0 – Land Tenure
Proposal Description		
22	Provide mapping at an appropriate scale to clearly identify:	
	• the premises on which the infrastructure will be located	Appendix A – Project Area
	• real property descriptions of the land affected by the infrastructure, and any easements/tenures or leases, existing or to be created that are subject to the infrastructure and their effects	Appendix A – Project Area
	• existing/approved development on each site	Section 10.0 – Land Use
	• existing/approved development on adjoining sites.	Section 10.0 – Land Use
23	Provide plans of the proposed levee (including details, locations and examples/images of each type of levee to be used) and associated infrastructure (e.g. backflow devices, spillway, gates) that clearly illustrate the siting, context and scale of the proposed works and the extent of the impacts of the levee footprint on properties.	Section 4.0 – Project Description Appendix E – Concept Design Plans
24	Describe the design, construction, operation and maintenance of the proposed infrastructure including the safety and sustainability of the structure.	Section 4.0 – Project Description Section 7.0 – Hydraulic Analysis and Assessment
25	Describe how the proposed infrastructure will be operated and maintained (including how temporary structures will be maintained in good working order, especially in roadways), e.g. a levee operations and maintenance manual.	Section 4.0 – Project Description Section 7.0 – Hydraulic Analysis and Assessment Appendix M – Operations & Maintenance Manual
26	Illustrate and assess the hydraulic effects of the proposed infrastructure such as changes to flood path, flow velocity, flooded area, and flood height.	Section 7.0 – Hydraulic Analysis and Assessment

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27	Describe the benefits and impacts to people and property from a range of flood events (Q1 - Q100), including overtopping, for premises affected by changes in the hydraulic regime.	Section 7.0 – Hydraulic Analysis and Assessment
State Interests		
28	Identify the applicable state interests and how these are addressed by the proposed infrastructure, including the following matters.	
29	*Liveable communities* • Identify any visual impacts resulting from the proposed infrastructure and describe mitigation measures intended to address such impacts, including best practice urban design and incorporation of CPTED principles.	Section 18.0 – Visual Amenity
30	*Liveable communities* • Provide a vulnerability and tolerability assessment of the proposed infrastructure and identify measures proposed to address any issues arising from the assessment.	Section 7.0 – Hydraulic Analysis and Assessment Appendix O – Vulnerability & Tolerability Report
31	*Liveable communities* • Identify potential for impacts on, or disruptions to, businesses resulting from operation (including erection and removal of temporary elements) of the proposed infrastructure and measures proposed to mitigate those impacts/disruptions.	Section 19.0 – Social and Economics
32	*Liveable communities* • Identify potential impacts and appropriate mitigation strategies to ensure there are no adverse impacts on: public use and access to tidal land and waterways; community access to fisheries resources and fish habitats; and, commercial fisheries and associated infrastructure services and facilities.	Section 10.0 – Land Use
33	*Agriculture* • Identify any potential impacts on agricultural activities and associated infrastructure (e.g. loss of crops, severance of land or restrictions on access) resulting from the construction and operation of the proposed infrastructure, and measures proposed to mitigate such impacts.	Section 10.0 – Land Use
34	*Development and construction* • Identify how any nearby State Development Areas and relevant Regional Plans are affected by the proposed infrastructure and describe mitigation measures to be put in place to manage the identified impacts.	Section 5.0 – Planning and Approval Context
35	*Development and construction*	Section 19.0 – Social and Economics

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	• Identify potential for impacts on, or disruptions to, businesses resulting from construction of the proposed infrastructure and measures proposed to mitigate those impacts/disruptions.	
36	*Development and construction* • Describe how construction of the proposed infrastructure will be managed to be consistent with best practice environmental management procedures including those for air quality, waste, noise, vibration, erosion and sedimentation, and construction hours. • Describe how construction environmental management procedures will be monitored, audited and reported to ensure the required construction management standards are achieved, and how complaints and corrective actions would be managed.	Section 26.0 – Environmental Management Appendix T – Environmental Management Plan (Planning)
37	*Development and construction* • Identify potential impacts and proposed mitigation measures to address any local government or private infrastructure (e.g. water, sewer, stormwater, roads, telecommunications, gas and electricity) that is affected by the proposed infrastructure.	Section 20.0 – Infrastructure
38	*Biodiversity* • Describe the potential direct and indirect impacts on the biodiversity and natural environmental values of areas impacted by the construction , operation and decommissioning (borrow pit) of the proposed infrastructure. • Identify the proposed impact avoidance and/or mitigation measures to address the identified impacts.	Section 11.0 – Waterways Section 12.0 – Wetlands Section 13.0 – Terrestrial Ecology Section 14.0 – Biosecurity
39	*Biodiversity* • The EAR should provide information based on relevant guidelines that cover flora and fauna (including Category B 'of concern' and Category R 'regulated regrowth vegetation '), aquatic ecology, coastal issues, groundwater dependent ecosystems, water, and matters of local, state and national environmental significance.	Section 11.0 – Waterways Section 12.0 – Wetlands Section 13.0 – Terrestrial Ecology Section 14.0 – Biosecurity Section 15.0 – Matters of Environmental Significance Section 25.0 – Coastal Management
40	*Biodiversity* • Describe the strategies adopted to avoid and/or mitigate the identified impacts from the proposed borrow pit and if these impacts cannot be appropriately avoid/mitigated, document alternative locations that could be considered.	Borrow pit no longer forms part of the Project.
41	*Biodiversity*	Section 12.0 – Wetlands

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	• Identify potential impacts of the construction and operation of the proposed infrastructure on wetlands including – - MSES wetland systems and flora and fauna, - high environmental value waters, - hydrological functions - environmental flows - aquatic ecosystems. Describe the measures proposed to avoid or mitigate the identified impacts.	
42	*Biodiversity* • Propose detailed measures to remove, control and limit the spread of pests, weeds disease, pathogens and contaminants on the proposed project site and any areas under the proponent's control, particularly declared plants and animals under *Queensland's Biosecurity Act 2014,* the *Commonwealth Biosecurity Act 2015* and weeds of national significance (WONS). • Weed and pest animal management measures should be aligned with local government pest management priorities.	Section 14.0 – Biosecurity
43	*Biodiversity* • Describe the potential impacts and appropriate mitigation strategies to ensure the proposed infrastructure does not have adverse impacts on natural ecosystem processes, riverine environments, underground water systems, and the physical integrity of watercourses (e.g. bed and bank erosion - impacts caused by increased flow depth and velocity or increased overland flow storage capacity on the land being protected by the proposed infrastructure).	Section 11.0 – Waterways Section 12.0 – Wetlands
44	*Coastal environment* • Identify potential impacts and appropriate mitigation strategies proposed to protect coastal processes and resources (including matters of state environmental significance), and people and infrastructure, from the effects of coastal erosion and storm tide inundation.	Section 25.0 – Coastal Management
45	*Cultural heritage* • Describe potential impacts to cultural heritage values (indigenous and non-indigenous) from construction and operation of the infrastructure and how these will be mitigated and/or managed including: - details of the 2014 cultural heritage assessment mentioned in the Infrastructure Proposal - mapping showing the relationship between the heritage places in Quay Street and the type and	Section 16.0 – Non-Indigenous Heritage Section 17.0 – Indigenous Heritage

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	features of the proposed levee in that area.	
46	*Water quality* • Define the relevant water quality objectives applicable to the environmental values of surface waters within the proposed project area, immediately downstream, and within the Great Barrier Reef Marine Park, and demonstrate how these will be met during construction, operation, and decommissioning (borrow pit) of the proposed infrastructure.	Section 11.0 – Waterways
47	*Emissions and hazards* • Identify measures to manage and mitigate the impacts of disturbance of acid sulfate soils should these have the potential to be affected by the proposed infrastructure.	Section 9.0 – Land Appendix T – Environmental Management Plan (Planning)
48	*Emissions and hazards* • Describe the potential for disturbance of contaminated land, the risks posed by such disturbance and how potentially contaminated land will be managed to mitigate impacts during the construction process.	Section 9.0 – Land Appendix T – Environmental Management Plan (Planning)
49	*Flooding* • Identify any significant impacts on upstream and downstream properties and the affected population, such as: - >5cm increase in water depth over floorboards - >0.2 m/s increase in flow velocity over floorboards.	Section 7.0 – Hydraulic Analysis and Assessment
50	*Flooding* • Describe how risks associated with levee failure, levee seepage, and/or with overtopping of the structures will be avoided, minimised or mitigated to protect people, property and the environment.	Section 7.0 – Hydraulic Analysis and Assessment
51	*Flooding* • Provide an outline of the proposed integrated emergency management planning procedures, including evacuation plans, if required, for the range of situations identified in the risk assessment developed in response to 33 above.	Section 7.0 – Hydraulic Analysis and Assessment
52	*Flooding* • Describe the emergency management procedures proposed for the case where the levee fails or is overtopped, including the impacts of failure and mitigation measures proposed to address such impacts. Provide details on the safeguards that would reduce the likelihood and severity of hazards, consequences and risks to persons, within and adjacent to the proposed infrastructure. • Identify the residual risk following application of proposed mitigation measures. Present an assessment	Section 7.0 – Hydraulic Analysis and Assessment

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	of the overall acceptability of the impacts of the proposed project in light of the residual uncertainties and risk profile.	
53	Outline any consultation undertaken with the relevant emergency management authorities, including the local disaster management group. Provide details of how the Local Disaster Management Plans will be updated to reflect the changes resulting from constructing the levee.	Section 7.0 – Hydraulic Analysis and Assessment
54	*Bushfire* • Describe the management strategies proposed to deal with the risks to people and property posed by construction and operation of the proposed infrastructure in bushfire prone areas.	Section 24.0 – Bushfire Risks
55	*Energy and water supply* • Identify the potential for damage, disruption and the changes required to public and private energy (including Powerlink and Energex assets) and water supply infrastructure (including sewerage and stormwater) resulting from construction and operation of the proposed infrastructure and increases in water depth or flow velocity in flood events. Describe measures proposed to mitigate the identified impacts.	Section 20.0 – Infrastructure
56	*Transport infrastructure* • Identify any impacts and appropriate mitigation strategies to ensure there are no adverse impacts on the form and function of existing and planned transport infrastructure - roads, rail, maritime, air - from construction activities and operation of the proposed infrastructure.	Section 20.0 – Infrastructure Section 21.0 – Construction Traffic
57	*Transport infrastructure* • In relation to any works proposed in the railway corridor provide an earthworks plan, including cross sections/elevations, and any required supporting technical details clearly showing: - the location and extent of proposed excavation and filling (earthworks), including likely volumes of cut and fill adjacent to the railway corridor - the maximum depth of any excavation and maximum height of any proposed filling and the gradient and height of any proposed batters adjacent to the railway corridor - the maximum height and intended form/design of any proposed retaining walls or structures adjacent to the railway corridor - where proposed excavations, filling/backfilling or retaining works will be greater than 1m in depth or height abutting the railway corridor, demonstrate that the works will not de- stabilise the railway corridor - demonstrate that any retaining structures, excavations, and filling/backfilling will be located outside	Section 4.0 – Project Description Appendix E – Concept Design Plans Appendix F – Concept Design Report

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	the railway corridor - The difference between existing site levels and finished/design levels should be clearly shown.	
58	*Transport infrastructure* • Provide scaled cross sections and elevations showing the interface with the railway corridor as a result of the proposed flood levee including the following details: - the layout, design and extent of all structures such as the flood gate - vehicle access points and access tracks including for construction and on-going maintenance - proposed fencing arrangements with the railway corridor - the extent of any works in relation to the railway corridor such as for earthworks and stormwater management.	Section 4.0 – Project Description Appendix E – Concept Design Plans Appendix F – Concept Design Report
59	*Transport infrastructure* • Provide additional information to demonstrate the full range of impacts resulting from the stormwater and flooding management of the proposed infrastructure to the railway corridor in at least the following flood and stormwater events: 50%, 20%, 10%, 5%, 2% and 1% AEP (equivalent to 2, 5, 10, 20, 50 and 100 year ARI events). • Stormwater and flooding impacts from the proposed infrastructure must be identified for the railway corridor, including rail transport infrastructure, caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects. Hydraulic conveyance and flood storage capacity should also be identified.	Section 7.0 – Hydraulic Analysis and Assessment
60	*Transport infrastructure* • The South Rockhampton Flood Levee Hydraulic Assessment - Volumes 1 and 2 indicates that the project will result in reduced flood immunity or freeboard and increases in the Time of Submergence to the North Coat Rail Line and Blackwater Line. Therefore, further information is required to quantify these impacts. In particular, the following should be addressed: • all flood impact mapping should be revised to more clearly identify the impacts on the relevant railway corridors by ensuring they adequately encompass the railway corridors and show appropriate inset maps and numeric values • afflux maps should be provided to clearly illustrate the pre-development scenario, and the post development impacts for all relevant design events up to a 1% AEP. These maps should adequately encompass the North Coast Line and Blackwater Line and clearly indicate the impacts to these railway corridors • the flooding impacts of the proposed development should be clearly conveyed in relation to the	Section 7.0 – Hydraulic Analysis and Assessment

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	potential impacts on rail transport infrastructure such as the railway formation (for example, embankment), ballast, track levels, bridges, drainage features (such as culverts) and other relevant rail transport infrastructure. Railway tracks are constructed using specifically designed pavement structural layers. Increased inundation must not result in soaking of the underlying layers in the railway corridor. Cross sections should be provided showing the flood impact in the railway corridor at regular intervals and critical sections in relation to the rail transport infrastructure. The cross sections should show the registered levels (Rls) of the rail transport infrastructure and pre and post peak water levels (change in flood height) for all relevant design events. As-constructed drawings of the railway corridor or alternatively a survey of the railway corridor is likely to be required for this analysis. Please contact the Department of Transport and Main Roads (RAPTTA@tmr.qld.gov.au) should you need any further assistance with this matter.	
61	*Transport infrastructure* • Identify any impacts on railway level crossings as a result of traffic generated by the proposed works during construction. In particular, at Jellicoe Street (ID: 5394), Port Curtis Road (ID 5395) and Fitzroy Street (ID:5401), amongst other relevant railway level crossings including RPEQ certified traffic information addressing: - the expected traffic distribution on the road network as a result of the proposed development. This should identify the roads intended to be used by development generated traffic during construction including the likely origin and destination of vehicles accessing the development - identification of any railway level crossing/s likely to be impacted on by development generated traffic. The proportion of development generated traffic that is likely to use the identified railway level crossing/s should be identified - the expected timeframe for the delivery of the proposed development, namely the commencement and completion of construction - existing traffic flows (expressed as vehicles per day) over the impacted railway level crossing/s, including daily (peak hour) fluctuations, and number and percentage of heavy vehicles - the expected background traffic growth (expressed as vehicles per day) over the impacted railway level crossing/s, including the number and percentage of heavy vehicles. This should include background traffic growth from the anticipated commencement of construction to the completion of construction - the expected development generated traffic (expressed as vehicles per day), including daily fluctuations (peak hour) and percentage of heavy vehicles, that will pass over the impacted railway level crossing/s from the commencement of construction to the completion of construction - the maximum size and type of vehicle (including length, width, height and weight) anticipated over	Section 21.0 – Construction Traffic Section 27.0 - Commitments

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<tr><th>Item #</th><th>MID Requirement</th><th>Cross Reference for EAR</th></tr>
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the impacted railway level crossings as a result of the development during construction
- the following data table is required to be populated for each impacted railway level crossing:
<table>
<tr><td colspan="4">AADT over railway level crossing
(Prepare table for each impacted railway level crossing)</td></tr>
<tr><td>Year</td><td>Without development (background growth)</td><td>With development</td><td>No. and dimensions/type of heavy vehicles</td></tr>
<tr><td>2019 (current scenario)</td><td></td><td></td><td></td></tr>
<tr><td>Commencement of Construction</td><td></td><td></td><td></td></tr>
<tr><td>Completion of Construction</td><td></td><td></td><td></td></tr>
</table>
- confirmation of sight distances on each side of the impacted railway level crossing/s
- demonstrate how the development generated traffic will not worsen vehicular queuing (short stacking) issues over the impacted railway level crossings. In particular, demonstrate that there is sufficient clearance between the relevant intersection and the railway level crossing to allow the maximum size of vehicle used in the operation to queue.
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<tr><td>62</td><td>
Transport infrastructure
• Provide details of the following matters impacting on the State-controlled road (SCR) network:
- any modelled impacts on the SCR and related infrastructure behind the levee in South Rockhampton that may result from an adverse weather event over the city during a major weather event that creates any front of wall flooding and proposed mitigation strategies. That is, DTMR recognises that a weather event may occur within the Fitzroy River catchment that does not directly affect Rockhampton from a rainfall perspective, and that a 2019 Townsville flood event may also occur that traps water behind the levee that could impact on the SCR
- the interface arrangements for the levee with SCR such as the Bruce Highway and the Jellicoe Street Bruce Highway intersection and other locations
- the modelled impacts of flood waters on the Bruce Highway, Capricorn Highway and other SCR downstream from the levee. That includes any extra water coverage over this infrastructure and an extra length of time of possible road closure on this infrastructure as a consequence of the levee
- the potential for scouring impact on the abutment of the Fitzroy River Bridge with the placement of temporary levee infrastructure
</td><td>Section 7.0 – Hydraulic Analysis and Assessment</td></tr>
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	- mitigation strategies to address any failure of Interior Drainage infrastructure, including pumps and pipes - traffic impacts and pavement impacts on SCR during the construction phase, including the location and safety of any access onto any SCR.	
63	*Transport Infrastructure* • Describe potential impacts and appropriate mitigation strategies to ensure haulage of fill material for construction of the proposed infrastructure does not damage or affect the operation of local government-controlled road infrastructure.	Section 21.0 – Construction Traffic
Borrow Pit		
64	In assessing the borrow pit the dEAR should have particular regard to the matters identified in the following clauses above - 1-2, 5-7, 9, 13, 17, 20-27, 29, 32, 38, 40, 45-46.	Borrow pit no longer forms part of the Project.
Additional advice		
65	A Ministerial Infrastructure Designation over the subject land has the effect of making the proposed works accepted development for all approvals required under the *Planning Act 2016*. The designation does not negate the need to obtain approvals required under other legislation.	-
66	Please also note that you are required to notify the relevant State department for the type of infrastructure proposed, being the Department of Natural Resources Mines and Energy, as outlined by chapter 7, part 1, section 2.3 of the MGR.	-
67	The Infrastructure Designations team is also happy to facilitate targeted meetings with relevant technical agencies in relation to any of the matters identified in this advice.	-