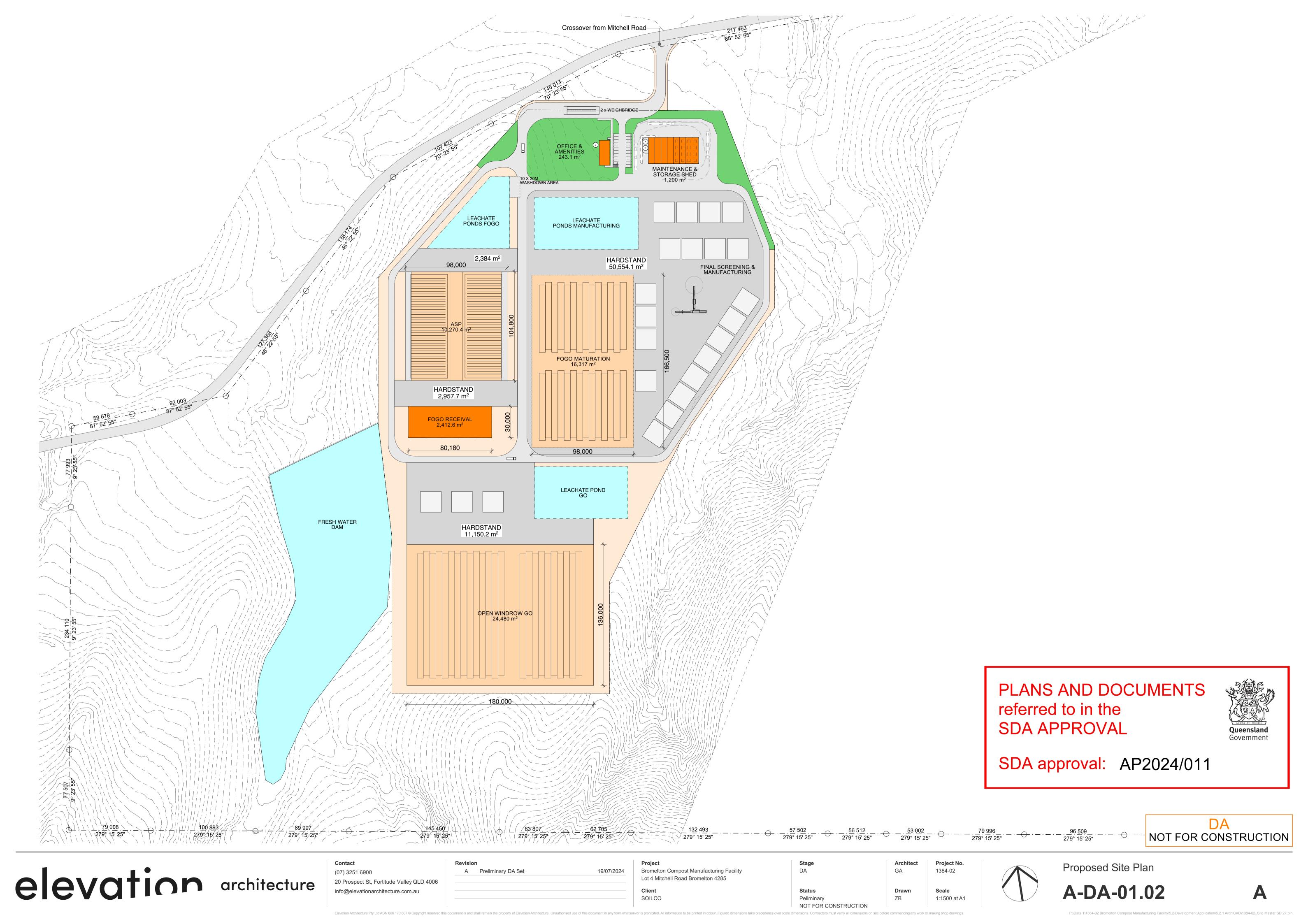


APPENDIX A – Development Plans





APPENDIX B - Pavement Impact Assessment Calculations

Annual Average Daily Traffic data for segments of select roads

Road Name	SECTION_ID	Direction	TDIST_START	TDIST END	AADT	AADT_YEAR	GROWTH_PC_5YR	% NOHV	%_HV	AADT_NOHV	AADT_HV	Existing SAR
BEAUDESERT - NERANG ROAD	202	A	0	1.485	3684	2023	4.43	88.78	11.22	3271	413	1321.6
BEAUDESERT - NERANG ROAD	202	G	0	1.485	3786	2023	4.96	80.66	19.34	3054	732	2342.4
BEAUDESERT - NERANG ROAD	202	A	1.485	1.755	3684	2023	4.43	88.78	11.22	3271	413	1321.6
BEAUDESERT - NERANG ROAD	202	G	1.485	1.755	3786	2023	4.96	80.66	19.34	3054	732	2342.4
BEAUDESERT - NERANG ROAD	202	A	1.755	7.64	3684	2023	4.43	88.78	11.22	3271	413	1321.6
BEAUDESERT - NERANG ROAD	202	G	1.755	7.64	3786	2023	4.96	80.66	19.34	3054	732	2342.4
BEAUDESERT - NERANG ROAD		A	7.64	16.19	221	2023	1.46	67.81	32.19	150	71	227.2
BEAUDESERT - NERANG ROAD	202	G	7.64	16.19	236	2023	3.38	81.88	18.12	193	43	137.6
BEAUDESERT - NERANG ROAD	202	A	17.56	20.33	221	2023	1.46	67.81	32.19	150	71	227.2
BEAUDESERT - NERANG ROAD		G	17.56	20.33	236	2023	3.38	81.88	18.12		43	137.6
BEAUDESERT - NERANG ROAD	202	A	20.33	26.965	4300	2023	4.15	84.17	15.83	3619	681	2179.2
BEAUDESERT - NERANG ROAD		G	20.33	26.965	4670	2023	5.22	91.57	8.43	4276	394	1260.8
BEAUDESERT - NERANG ROAD	202	A	26.965	37.885	4274	2023	4.3	90.44	9.56		409	1308.8
BEAUDESERT - NERANG ROAD	202	G	26.965	37.885	4623	2023	5.22	90.03	9.97	4162	461	1475.2
BEAUDESERT - NERANG ROAD	202	A	37.885	47.932	4087	2023	1.63	85.33	14.67	3487	600	1920
BEAUDESERT - NERANG ROAD	202	G	37.885	47.932	4900	2023	2.56	89.41	10.59	4381	519	1660.8
BEAUDESERT - NERANG ROAD	202	A	47.932	48	4087	2023	1.63	85.33	14.67	3487	600	1920
BEAUDESERT - NERANG ROAD		G	47.932	48	4900	2023	2.56	89.41	10.59	4381	519	1660.8
BEAUDESERT - NERANG ROAD	202	A	48	48.145	6466	2023	1.93	87.99	12.01	5689	777	2486.4
BEAUDESERT - NERANG ROAD	202	G	48	48.145	7938	2023	3.51	87.84	12.16	6973	965	3088
BEAUDESERT - NERANG ROAD		A	48.145	48.277	6466	2023	1.93	87.99	12.01		777	2486.4
BEAUDESERT - NERANG ROAD		G	48.145	48.277	7938	2023	3.51	87.84	12.16		965	3088
BEAUDESERT - NERANG ROAD		A	48.277	48.635	6466	2023	1.93	87.99	12.01	5689	777	2486.4
BEAUDESERT - NERANG ROAD		G	48.277	48.635	7938	2023	3.51	87.84	12.16	6973	965	3088
BEAUDESERT - NERANG ROAD	202	A	48.635	51.05	6466	2023	1.93	87.99	12.01	5689	777	2486.4
BEAUDESERT - NERANG ROAD		G	48.635	51.05	7938	2023	3.51	87.84	12.16	6973	965	3088
BEAUDESERT - NERANG ROAD		A	51.05	51.26	6466	2023	1.93	87.99	12.01	5689	777	2486.4
BEAUDESERT - NERANG ROAD		G	51.05	51.26	7938	2023	3.51	87.84	12.16	6973	965	3088
BEAUDESERT - NERANG ROAD		A	51.26	52.11	12276	2023	1.88	94.06	5.94	11547	729	2332.8
BEAUDESERT - NERANG ROAD	202	G	51.26	52.11	13410	2023	2.25	92.3	7.7	12377	1033	3305.6
IPSWICH - BOONAH ROAD	211	A	0	0.33	3995	2023	4.08	85.29	14.71	3407	588	1881.6
IPSWICH - BOONAH ROAD	211	G	0	0.33	3861	2023	3.86	88.61	11.39		440	1408
IPSWICH - BOONAH ROAD		A	0.33	11.385	3995	2023	4.08	85.29	14.71		588	1881.6
IPSWICH - BOONAH ROAD		G	0.33	11.385	3861	2023	3,86	88.61	11.39	3421	440	1408
IPSWICH - BOONAH ROAD	211	A	11.385	13.615	3317	2023	15.78	82.39	17.61	2733	584	1868.8
IPSWICH - BOONAH ROAD	211	G	11.385	13.615	3224	2023	14.33	85.19	14.81	2747	477	1526.4
IPSWICH - BOONAH ROAD		A	13.615	34.31	1798	2023	1.43	80.44	19.56		352	1126.4
IPSWICH - BOONAH ROAD	211	G	13.615	34.31	1850	2023	1.25	82.36	17.64	1524	326	1043.2
IPSWICH - BOONAH ROAD		A	34.31	34.385	1798	2023	1.43	80.44	19.56	1446	352	1126.4
IPSWICH - BOONAH ROAD		G	34.31	34.385	1850	2023	1.25	82.36	17.64		326	1043.2
BEAUDESERT - BOONAH ROAD	212	A	0	0.37	1964	2023	3.25	81.53	18.47	1601	363	1161.6
BEAUDESERT - BOONAH ROAD	212	G	0	0.37	1895	2023	2.92	80.99	19.01	1535	360	1152
BEAUDESERT - BOONAH ROAD	212	A	0.37	0.6	1964	2023	3.25	81.53	18.47	1601	363	1161.6
BEAUDESERT - BOONAH ROAD	212	G	0.37	0.6	1895	2023	2.92	80.99	19.01		360	1152
BEAUDESERT - BOONAH ROAD		A	0.6	31.63	1964	2023	3.25	81.53	18.47	1601	363	1161.6
BEAUDESERT - BOONAH ROAD	212	G	0.6	31.63	1895	2023	2.92	80.99	19.01	1535	360	1152
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	A	0	2.39	28804	2023	3,56	71.61	28.39	20627	8177	26166.4
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	0	2.39	28839	2023	1.81	86.95	13.05		3763	12041.6
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	A	2.39	5.27	20320	2023	-0.47	87.05	12.95	17689	2631	8419.2
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	2.39	5.27	19186	2023	-2.98	85.8	14.2	16462	2724	8716.8
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		A	5.27	12.2	14863	2023	6.11	89.01	10.99		1633	5225.6
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	G	5.27	12.2	15559	2023	3.65	89.32	10.68	13897	1662	5318.4
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		A	12.2	13.175	10984	2023	1.55	89.53	10.47	9834	1150	3680
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	12.2	13.175	10980	2023	-3.3	89.8	10.2		1120	3584
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	A	13.175	18.91	10984	2023	1.55	89.53	10.47	9834	1150	3680
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	13.175	18.91	10980	2023	-3.3	89.8	10.2	9860	1120	3584
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		A	18.91	19	10984	2023	1.55	89.53	10.47	9834	1150	3680
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	G	18.91	19	10980	2023	-3.3	89.8	10.2	9860	1120	3584
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		A	19	20.095	12040		5.59	82.45	17.55		2113	6761.6
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	19	20.095	12038	2023	0.61	88.42	11.58		1394	4460.8
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		A	20.095	22.62	12040	2023	5.59	82.45	17.55	9927	2113	6761.6
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	20.095	22.62	12038	2023	0.61	88.42	11.58		1394	4460.8
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	A	22.62	28.86	6649	2023	-9.22	86.49	13.51	5751	898	2873.6
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	22.62	28.86	6593	2023	-13.69	84.53	15.47	5573	1020	3264
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		A	28.86	38.63	5080	2023	-2.34	69.62	30.38		1543	4937.6
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	G	28.86	38.63	5038	2023	-3.23	79.11	20.89	3986	1052	3366.4
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		A	38.63	40.25	6556	2023	0.68	84.65	15.35	5550	1002	3219.2
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	G	38.63	40.25	6508	2023	0.48	85.09	14.91	5538	970	3104
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	A	40.25	40.435	6556	2023	0.68	84.65	15.35	5550	1006	3219.2
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	40.25	40.435	6508	2023	0.48	85.09	14.91		970	3104
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	25A	A	40.435	40.66	1293	2023	3.89	73.97	26.03	956	337	1078.4
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	40.435	40.66	1345	2023	3.41	72.94	27.06	981	364	1164.8
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		A	40.435	40.66	1293	2023	3.41	73.97	26.03		364	1078.4
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	40.66	41.6	1345	2023	3.89	72.94	27.06		364	1164.8
		A	40.66	41.6	1345	2023	3.41	72.94	26.03	981	364	1164.8
			1 41.6	41.85	1293	2023	3.89	1 /3.9/1	20.03	1 956	. 33/1	10/8.4
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)		G	41.6	41.85	1345	2023	3.41	72.94	27.06	981	364	1164.8

Background SAR4 per day																		
Road Name	Direction	TRICK CTARY	TRIOT FUR	1107 0		64 104	AADT_HV Directionality SAR4_PER_HV	SAR4_PER_DAY_2023 SAR 2023	4_PER_DAY_2024 2023	2024 2025 2026	20007	2028	2029 2030	6 7	8	9 10 11 3 2034 2035 2036 2	12 13 37 2038	14 15 16 17 18 19 20 2039 2040 2041 2042 2043 2044 2045
REALIDESERT - NERANG ROAD	A	IDISI_START	1.485	3684		11.22	413 1	3.2 1.322	482 384	503.754 526.070 549.375								965,156 1,007,912 1,052,563 1,099,191 1,147,885 1,198,737 1,251,841
BEAUDESERT - NERANG ROAD	G	0	1.485	3786	4.96			3.2 2.342	854,976									1.854.962 1.946.968 2.043.538 2.144.897 2.251.284 2.362.948 2.480.150
BEAUDESERT - NERANG ROAD	A	1.485	1.755	3684	4.43	11.22	413 1	3.2 1,322	482,384	503,754 526,070 549,375	573,712	599,128	625,669 653,386	682,331 712,558	744,125	777,089 811,514 847,464 885,	07 924,213	965,156 1,007,912 1,052,563 1,099,191 1,147,885 1,198,737 1,251,841
BEAUDESERT - NERANG ROAD	G	1.485	1.755	3786	4.96	19.34		3.2 2,342	854,976	897,383 941,893 988,611	1,037,646	1,089,113	1,143,133 1,199,833	1,259,344 1,321,808	1,387,370	1,456,183 1,528,410 1,604,219 1,683,	88 1,767,304 1	1,854,962 1,946,968 2,043,538 2,144,897 2,251,284 2,362,948 2,480,150
BEAUDESERT - NERANG ROAD	A	1.755	7.64	3684	4.43	11.22	413 1	3.2 1,322	482,384	503,754 526,070 549,375								965,156 1,007,912 1,052,563 1,099,191 1,147,885 1,198,737 1,251,841
BEAUDESERT - NERANG ROAD	G	1.755	7.64	3786	4.96	19.34		3.2 2,342	854,976				1,143,133 1,199,833					1,854,962 1,946,968 2,043,538 2,144,897 2,251,284 2,362,948 2,480,150
BEAUDESERT - NERANG ROAD	A	7.64	16.19	221		32.19		3.2 227	82,928	84,139 85,367 86,614								
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	G	17.56	16.19 20.33	236	3.38 1.46	18.12 32.19		3.2 138 3.2 227	50,224 82,928	51,922 53,677 55,491 84,139 85,367 86,614	57,366 87,878			65,524 67,739 93,124 94,483				85,486 88,376 91,363 94,451 97,643 100,944 104,355 104,573 106,100 107,649 109,220 110,815 112,433 114,074
BEAUDESERT - NERANG ROAD	C	17.56	20.33	236	3.38	18.12	43 1	3.2 227 3.2 138	82,928 50,224	51.922 53.677 55.491	57,366			93,124 94,483 65.524 67.739				85.486 88.376 91.363 94.451 97.643 100.944 104.355
REALIDESERT - NERANG ROAD	A	20.33	26.965	4300	4.15	15.83		3.2 2,179	795,408	828,417 862,797 898,603	935,895		1.015.186 1.057.316					1.524.538 1.587.807 1.653.701 1.722.329 1.793.806 1.868.249 1.945.781
BEAUDESERT - NERANG ROAD	G	20.33	26.965	4670	5	8.43		3.2 1,261	460.192	483.202 507.362 532.730	559,366							1.004.541 1.054.768 1.107.507 1.162.882 1.221.026 1.282.078 1.346.182
BEAUDESERT - NERANG ROAD	A	26.965	37.885	4274	4.3	9.56	409 1	3.2 1,309	477,712	498,254 519,679 542,025	565,332	589,641	614,996 641,440		727,795	759,090 791,731 825,776 861,	898,319	936,947 977,236 1,019,257 1,063,085 1,108,798 1,156,476 1,206,204
BEAUDESERT - NERANG ROAD	G	26.965	37.885	4623	5	9.97		3.2 1,475	538,448	565,370 593,639 623,321								1,175,364 1,234,133 1,295,839 1,360,631 1,428,663 1,500,096 1,575,101
BEAUDESERT - NERANG ROAD	A	37.885	47.932	4087	1.63	14.67		3.2 1,920	700,800	712,223 723,832 735,631	747,622			797,571 810,572				907,705 922,501 937,538 952,820 968,351 984,135 1,000,176
BEAUDESERT - NERANG ROAD	G	37.885	47.932	4900	2.56			3.2 1,661	606,192	621,711 637,626 653,950	670,691							908,361 931,615 955,484 979,924 1,005,010 1,030,738 1,057,125
BEAUDESERT - NERANG ROAD	A	47.932	48	4087	1.63	14.67		3.2 1,920	700,800	712,223 723,832 735,631	747,622			797,571 810,572				907,705 922,501 937,538 952,820 968,351 984,135 1,000,176
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	G	47.932 48	48.145	4900 6466		10.59		3.2 1,661	606,192 907.536	621,711 637,626 653,950 925,051 942,905 961,103			705,470 723,530					908,361 931,615 955,464 979,924 1,005,010 1,030,738 1,057,125 1,232,243 1,256,025 1,280,266 1,304,975 1,330,161 1,355,834 1,382,001
BEAUDESERI - NERANG ROAD BEAUDESERT - NERANG ROAD	A.	48	48.145	7938	3.51	12.01		3.2 2,486 3.2 3.088	907,536									1,232,243 1,256,025 1,280,266 1,304,975 1,330,161 1,355,834 1,382,001 1,957,434 2,026,140 2,097,257 2,170,871 2,247,069 2,325,941 2,407,581
BEAUDESERT - NERANG ROAD	A	48.145	48.277	6466	1.93			3.2 2,486	907,536	925.051 942.905 961.103								1,232,243 1,256,025 1,280,266 1,304,975 1,330,161 1,355,834 1,382,001
BEAUDESERT - NERANG ROAD	G	48.145	48.277	7938	3.51	12.16		3.2 3.088	1,127,120	1.166.682 1.207.632 1.250.020								1,957,434 2,026,140 2,097,257 2,170,871 2,247,069 2,325,941 2,407,581
BEAUDESERT - NERANG ROAD	A	48.277	48.635	6466	1.93	12.01	777 1	3.2 2,486	907,536	925,051 942,905 961,103								1,232,243 1,256,025 1,280,266 1,304,975 1,330,161 1,355,834 1,382,001
BEAUDESERT - NERANG ROAD	G	48.277	48.635	7938	3.51	12.16	965 1	3.2 3,088	1,127,120	1,166,682 1,207,632 1,250,020	1,293,896	1,339,312	1,386,322 1,434,982	1,485,349 1,537,485	1,591,451	1 1,647,311 1,705,131 1,764,982 1,826,	32 1,891,058 1	1,957,434 2,026,140 2,097,257 2,170,871 2,247,069 2,325,941 2,407,581
BEAUDESERT - NERANG ROAD	A	48.635	51.05	6466	1.93	12.01	777 1	3.2 2,486	907,536	925,051 942,905 961,103	979,652	998,560	1,017,832 1,037,476	1,057,499 1,077,909	1,098,713	3 1,119,918 1,141,532 1,163,564 1,186,	1,208,911 1	1,232,243 1,256,025 1,280,266 1,304,975 1,330,161 1,355,834 1,382,001
BEAUDESERT - NERANG ROAD	G	48.635	51.05	7938	3.51	12.16	965 1	3.2 3,088	1,127,120	1,166,682 1,207,632 1,250,020		1,339,312	1,386,322 1,434,982	1,485,349 1,537,485	1,591,451	1 1,647,311 1,705,131 1,764,982 1,826,	32 1,891,058 1	1,957,434 2,026,140 2,097,257 2,170,871 2,247,069 2,325,941 2,407,581
BEAUDESERT - NERANG ROAD	A	51.05	51.26	6466	1.93			3.2 2,486	907,536									1,232,243 1,256,025 1,280,266 1,304,975 1,330,161 1,355,834 1,382,001
BEAUDESERT - NERANG ROAD	G	51.05	51.26	7938	3.51	12.16		3.2 3,088	1,127,120									1,957,434 2,026,140 2,097,257 2,170,871 2,247,069 2,325,941 2,407,581
BEAUDESERT - NERANG ROAD REALIDESERT - NERANG ROAD	A	51.26	52.11	12276	1.88	5.94		3.2 2,333	851,472	867,480 883,788 900,404								1,147,079 1,168,644 1,190,615 1,212,998 1,235,803 1,259,036 1,282,706
IPSWICH - BOONAH ROAD	G	51.26	52.11 0.33	13410 3995	2.25 4.08			3.2 3,306	1,206,544 686,784	1,233,691 1,261,449 1,289,832 714.805 743.969 774.323								1,722,488 1,761,244 1,800,872 1,841,392 1,882,823 1,925,187 1,968,503 1,302,257 1,355,389 1,410,689 1,468,245 1,528,149 1,590,498 1,655,390
IPSWICH - BOONAH ROAD	C	0	0.33	3861	3.86	11.39		3.2 1,882 3.2 1,408	513.920	533,757 554,360 575,759				695,796 722,654		3 779,520 809,609 840,860 873,		
IPSWICH - BOONAH ROAD	A	0.33	11.385	3995	4.08	14.71	588 1	3.2 1,882	686.784	714.805 743.969 774.323								1.302.257 1.355.389 1.410.689 1.468.245 1.528.149 1.590.498 1.655.390
IPSWICH - BOONAH ROAD	G	0.33	11.385	3861	3.86	11.39		3.2 1,408	513.920	533,757 554,360 575,759	597,983			695,796 722,654				942.038 978.401 1.016.167 1.055.391 1.096.130 1.138.440 1.182.384
IPSWICH - BOONAH ROAD	A	11.385	13.615	3317	5	17.61		3.2 1,869	682,112	716,218 752,028 789,630	829,111	870,567	914,095 959,800					1,488,965 1,563,413 1,641,584 1,723,663 1,809,846 1,900,339 1,995,355
IPSWICH - BOONAH ROAD	G	11.385	13.615	3224	5	14.81	477 1	3.2 1,526	557,136	584,993 614,242 644,955	677,202	711,062	746,616 783,946	823,144 864,301	907,516	952,892 1,000,536 1,050,563 1,103,	1,158,246	1,216,158 1,276,966 1,340,814 1,407,855 1,478,248 1,552,160 1,629,768
IPSWICH - BOONAH ROAD	A	13.615	34.31	1798	1.43	19.56	352 1	3.2 1,126	411,136	417,015 422,979 429,027	435,162	441,385	447,697 454,099	460,593 467,179	473,860		51 508,724	515,998 523,377 530,861 538,453 546,153 553,963 561,884
IPSWICH - BOONAH ROAD	G	13.615	34.31	1850	1.25			3.2 1,043	380,768	385,528 390,347 395,226	400,166			420,553 425,810				464,495 470,301 476,180 482,132 488,159 494,261 500,439
IPSWICH - BOONAH ROAD	A	34.31	34.385	1798	1.43	19.56		3.2 1,126	411,136	417,015 422,979 429,027	435,162			460,593 467,179				515,998 523,377 530,861 538,453 546,153 553,963 561,884
IPSWICH - BOONAH ROAD BEAUDESERT - BOONAH ROAD	G	34.31	34.385 0.37	1850 1964	1.25	17.64		3.2 1,043 3.2 1,162	380,768 423,984	385,528 390,347 395,226 437,763 451,991 466,680	400,166 481,848			420,553 425,810 547,608 565,405				464,495 470,301 476,180 482,132 488,159 494,261 500,439 707,278 730,265 753,999 778,504 803,805 829,929 856,901
BEAUDESERT - BOONAH ROAD BEAUDESERT - BOONAH ROAD	C	0	0.37	1895	2.92		363 1	3.2 1,152	423,984	432,758 445,395 458,400	481,848			529.351 544.808				707,278 730,265 753,999 778,504 803,805 829,929 856,901 666,410 685,870 705,897 726,509 747,723 769,557 792,028
BEAUDESERT - BOONAH ROAD	A	0.37	0.6	1964	3.25			3.2 1,162	423,984	437,763 451,991 466,680	481.848			547.608 565.405				707,278 730,265 753,999 778,504 803,805 829,929 856,901
BEAUDESERT - BOONAH ROAD	G	0.37	0.6	1895	2.92			3.2 1,152	420,384	432,758 445,395 458,400	471 785			529 351 544 808				666.410 685.870 705.897 726.509 747.723 769.557 792.028
BEAUDESERT - BOONAH ROAD	A	0.6	7.92	1964	3.25	18.47	363 1	3.2 1.162	423,984	437.763 451.991 466.680	481.848			547,608 565,405	583,781			707,278 730,265 753,999 778,504 803,805 829,929 856,901
BEAUDESERT - BOONAH ROAD	G	0.6	7.92	1895	2.92	19.01	360 1	3.2 1,152	420,480	432,758 445,395 458,400	471,785	485,561	499,740 514,332	529,351 544,808	560,716			666,410 685,870 705,897 726,509 747,723 769,557 792,028
BEAUDESERT - BOONAH ROAD	A	7.92	31.63	1964	3.25	18.47	363 1	3.2 1,162	423,984	437,763 451,991 466,680	481,848	497,508	513,677 530,371	547,608 565,405	583,781	602,754 622,344 642,570 663,	685,015	707,278 730,265 753,999 778,504 803,805 829,929 856,901
BEAUDESERT - BOONAH ROAD	G	7.92	31.63	1895	2.92	19.01	360 1	3.2 1,152	420,480	432,758 445,395 458,400	471,785	485,561		529,351 544,808				666,410 685,870 705,897 726,509 747,723 769,557 792,028
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	0	2.39	28804	3.56			3.2 26,166	9,550,736									6,715,120 17,310,179 17,926,421 18,564,602 19,225,501 19,909,929 20,618,723
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	0	2.39	28839	1.81	13.05		3.2 12,042	4,395,184									5,856,310 5,962,309 6,070,227 6,180,098 6,291,958 6,405,842 6,521,788
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A.	2.39	5.27 5.27	20320	1	12.95	2631 1 2724 1	3.2 8,419 3.2 8,717	3,073,008	3,103,738 3,134,775 3,166,123			3,262,060 3,294,681			3 3,428,458 3,462,742 3,497,370 3,532,		3,603,344 3,639,377 3,675,771 3,712,528 3,749,654 3,787,150 3,825,022 3,730,714 3,768,021 3,805,701 3,843,758 3,882,196 3,921,018 3,960,228
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	5.27		14863	5			3.2 5,226	1 907 344									4,163,493 4,371,667 4,590,251 4,819,763 5,080,751 5,313,789 5,579,478
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	5.27	12.2	15559	3.65			3.2 5.318	1,941,216									3,444,949 3,570,689 3,701,020 3,836,107 3,976,125 4,121,253 4,271,679
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	12.2	13.175	10984	1.55	10.47	1150 1	3.2 3,680	1,343,200									1,717,986 1,744,614 1,771,656 1,799,117 1,827,003 1,855,321 1,884,079
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	12.2	13.175	10980	1	10.2	1120 1	3.2 3,584	1,308,160	1,321,242 1,334,454 1,347,799	1,361,277	1,374,889	1,388,638 1,402,525	1,416,550 1,430,715	1,445,022	1,459,473 1,474,067 1,488,808 1,503,	6 1,518,733 1	1,533,920 1,549,260 1,564,752 1,580,400 1,596,204 1,612,166 1,628,287
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	13.175	18.91	10984	1.55	10.47	1150 1	3.2 3,680	1,343,200	1,364,020 1,385,162 1,406,632	1,428,435	1,450,575	1,473,059 1,495,892	1,519,078 1,542,624	1,566,534	1,590,816 1,615,473 1,640,513 1,665,	1 1,691,763 1	1,717,986 1,744,614 1,771,656 1,799,117 1,827,003 1,855,321 1,884,079
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	13.175	18.91	10980	1	10.2		3.2 3,584	1,308,160	1,321,242 1,334,454 1,347,799	1,361,277	1,374,889	1,388,638 1,402,525	1,416,550 1,430,715	1,445,022	2 1,459,473 1,474,067 1,488,808 1,503,	6 1,518,733 1	1,533,920 1,549,260 1,564,752 1,580,400 1,596,204 1,612,166 1,628,287
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	18.91	19	10984		10.47		3.2 3,680	1,343,200									1,717,986 1,744,614 1,771,656 1,799,117 1,827,003 1,855,321 1,884,079
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	18.91	19	10980	1	10.2		3.2 3,584	1,308,160 2 467 984									1,533,920 1,549,260 1,564,752 1,580,400 1,596,204 1,612,166 1,628,287 5.387,300 5.656,665 5.939,498 6.236,473 6.548,296 6.875,711 7.219,497
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	19		12040 12038	5	17.55 11.58		3.2 6,762 3.2 4.461	2,467,984 1.628.192									5,387,300 5,656,665 5,939,498 6,236,473 6,548,296 6,875,711 7,219,497 1,909,183 1,928,275 1,947,558 1,967,033 1,986,704 2,006,571 2,026,636
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A .	20.095	20.095 22.62	12038	- 1	17.55	2113 1	3.2 4,461 3.2 6,762	2,467,984									1,909,183 1,928,275 1,947,558 1,967,033 1,986,704 2,006,571 2,026,636 5,387,300 5,656,665 5,939,498 6,236,473 6,548,296 6,875,711 7,219,497
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	20.095	22.62	12038	1	11.58		3.2 4,461	1,628,192									1,909,183 1,928,275 1,947,558 1,967,033 1,986,704 2,006,571 2,026,636
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	22.62	28.86	6649	1	13.51	898 1	3.2 2,874	1.048.864	1.059.353 1.069.946 1.080.646	1.091.452	1.102.367	1.113.390 1.124.524	1,135,769 1,147,127	1.158.598	3 1.170.184 1.181.886 1.193.705 1.205.	12 1.217.699 1	1.229.876 1.242.174 1.254.596 1.267.142 1.279.813 1.292.612 1.305.538
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	22.62	28.86	6593	1	15.47	1020 1	3.2 3,264	1,191,360	1,203,274 1,215,306 1,227,459	1,239,734	1,252,131	1,264,653 1,277,299	1,290,072 1,302,973	1,316,003	3 1,329,163 1,342,454 1,355,879 1,369,	88 1,383,132 1	1,396,963 1,410,933 1,425,042 1,439,293 1,453,686 1,468,222 1,482,905
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	28.86	38.63	5080	1	30.38		3.2 4,938	1,802,224	1,820,246 1,838,449 1,856,833	1,875,402	1,894,156	1,913,097 1,932,228	1,951,550 1,971,066	1,990,777	7 2,010,684 2,030,791 2,051,099 2,071,	10 2,092,326 2	2,113,249 2,134,382 2,155,726 2,177,283 2,199,056 2,221,046 2,243,257
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	28.86	38.63	5038	1	20.89	1052 1	3.2 3,366	1,228,736	1,241,023 1,253,434 1,265,968	1,278,628	1,291,414	1,304,328 1,317,371	1,330,545 1,343,850				1,440,790 1,455,197 1,469,749 1,484,447 1,499,291 1,514,284 1,529,427
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	38.63	40.25	6556	1	15.35	1006 1	3.2 3,219	1,175,008	1,186,758 1,198,626 1,210,612								1,377,789 1,391,567 1,405,483 1,419,538 1,433,733 1,448,070 1,462,551
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	38.63	40.25	6508	1	14.91		3.2 3,104	1,132,960									1,328,485 1,341,770 1,355,187 1,368,739 1,382,427 1,396,251 1,410,213
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	40.25	40.435	6556		15.35	1006 1	3.2 3,219	1,175,008	1,186,758 1,198,626 1,210,612								1,377,789 1,391,567 1,405,483 1,419,538 1,433,733 1,448,070 1,462,551
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	40.25		6508	1			3.2 3,104	1,132,960									1,328,485 1,341,770 1,355,187 1,368,739 1,382,427 1,396,251 1,410,213
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	40.435	40.66	1293	3.89	26.03		3.2 1,078	393,616	408,928 424,835 441,361	458,530							724,858 753,055 782,348 812,782 844,399 877,246 911,371 727,017 751,809 777,445 803,956 831,371 859,721 889,037
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A .	40.435 40.66	40.66 41.6	1345 1293	3.41	27.06 26.03		3.2 1,165 3.2 1,078	425,152 393,616	439,650 454,642 470,145 408.928 424.835 441.361	486,177 458,530							727,017 751,809 777,445 803,956 831,371 859,721 889,037 724,858 753,055 782,348 812,782 844,399 877,246 911,371
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G C	40.66	41.6	1293	3.89	26.03		3.2 1,078	393,616 425,152	408,928 424,835 441,361 439,650 454,642 470,145						598,941 622,240 646,445 671, 4 614,798 635,762 657,442 679,		724,858 753,055 782,348 812,782 844,399 877,246 911,371 727,017 751,809 777,445 803,956 831,371 859,721 889,037
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A	41.6	41.85	1293		26.03	337 1	3.2 1,078	393,616									724,858 753,055 782,348 812,782 844,399 877,246 911,371
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G	41.6		1345		27.06		3.2 1,165	425,152									727,017 751,809 777,445 803,956 831,371 859,721 889,037

Development Inputs - SAR4

Vehicles In/ Day

Vernicues III/ Di	4.9			
Truck Type	No of Trucks In	Notes	Notes	Loaded / Unloaded
Waste Collection Truck	10	Local GO & FOGO Deliveries - Councils etc	Class 5 - Medium 4 Axle	Loaded
Walking Floor	5	Long Haul Transfer Contracts	Class 7 - 4 axle articulated	Loaded
High Volume Side Tipper	19	Long Haul Transfer Contracts	Class 10 - B double	Loaded
Rigid Truck & Dog	15	Manufacturing Drop Off	Class 8 - 5 Axle	Loaded
Walking Floor	13	Extra Vehicles- Material in - short haul	Class 7 - 4 axle articulated	Loaded
Rigid Truck & Dog	13	Extra Vehicles- Material in - long haul	Class 8 - 5 Axle	Loaded
Staff Vehicles	10	Cars	Class 1	Loaded

Vehicles Out/ Day

Truck Type	No of Trucks Out	Notes	Notes	Loaded / Unloade
Waste Collection Truck	10	trucks leave site empty	Class 5 - Medium 4 Axle	Unloaded
Walking Floor	5	Walking floors in transport end product out	Class 7 - 4 axle articulated	Loaded
High Volume Side Tipper	19	Side Tippers Leave Site Empty	Class 10 - B double	Unloaded
Rigid Truck & Dog	36	Manufactured out	Class 8 - 5 Axle	loaded
Rigid Truck & Dog	5	Contamination out	Class 8 - 5 Axle	loaded
Staff Vehicles	10	Cars	Class 1	

0-5 years
15%

Type
Waste Collection
Walking Floor - In
Walking Floor - In Extra
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tinner

	Loaded						Uni	loaded				
Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICL	E SAR4_DAY S	SAR4_YEAR
Class 5	IN	1	4.09	5.963863	1,706	Waste Collection	Class 5	OUT	1.458157227	0.46	0.670752	192
Class 7	IN	1	5.02	4.117471	1,178	High Vol Side Tipper	Class 10	OUT	2.916314455	0.53	1.545647	442
Class 7	IN	2	5.02	9.789	2,800							
Class 7	OUT	1	5.02	4.117471	1,178							
Class 8	IN	2	5.61	12.27039	3,509							
Class 8	IN	2	5.61	10.9395	3,129							
Class 8	OUT	5	5.61	30.29562	8,665							
Class 8	OUT	1	5.61	4.045673	1,157							
Class 10	IN	3	6.3	18.37278	5,255							
					28,575							634

TOTAL YEAR

1,898
1,820
2,800
1,178
3,509
3,129
8,885
1,157
5,255
29,209

6-10 years 40%

Туре
Waste Collection
Walking Floor - In
Walking Floor - In Extra
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tipper

	Loaded							Unloaded				
Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR
Class 5	IN	4	4.09	15.90363	4,548	Waste Collection	Class 5	OUT	3.888419273	0.46	1.788673	512
Class 7	IN	2	5.02	10.97992	3,140	High Vol Side Tipper	Class 10	OUT	7.776838546	0.53	4.121724	1,179
Class 7	IN	5	5.02	26.104	7,466							
Class 7	OUT	2	5.02	10.97992	3,140							
Class 8	IN	6	5.61	32.72105	9,358							
Class 8	IN	5	5.61	29.172	8,343							
Class 8	OUT	14	5.61	80.78832	23,105							
Class 8	OUT	2	5.61	10.78846	3,086							
Class 10	IN	8	6.3	48.99408	14,012							
					76,199							1,690

TOTAL_YEAR
5,060
4,319
7,466
3,140
9,358
8,343
23,105
3,066
14,012
77,890

11-15 years 75%

Туре
Waste Collection
Walking Floor - In
Walking Floor - In Extra
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tipper
Total

	Loaded						Unloa	aded				
Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEA
Class 5	IN	7	4.09	29.81932	8,528	Waste Collection	Class 5	OUT	7.290786137	0.46	3.353762	959
Class 7	IN	4	5.02	20.58736	5,888	High Vol Side Tipper	Class 10	OUT	14.58157227	0.53	7.728233	2,210
Class 7	IN	10	5.02	48.945	13,998							
Class 7	OUT	4	5.02	20.58736	5,888							
Class 8	IN	11	5.61	61.35197	17,547							
Class 8	IN	10	5.61	54.6975	15,643							
Class 8	OUT	27	5.61	151.4781	43,323							
Class 8	OUT	4	5.61	20.22837	5,785							
Class 10	IN	15	6.3	91.86391	26,273							
					142,874							3,169

9,488 8,098 13,998 5,888 17,547 15,643 43,323 5,785 26,273 146,043

16-20 years 100%

100%
Type
Waste Collection
Walking Floor - In
Walking Floor - In Etra
Walking Floor - Out
Rigid Tâb - In Manu
Rigid Tâb - In Etra
Rigid Tāb - Out Cont
High Viside Tipper
Total

	Loaded	ı						Unl	paded				
	Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR
	Class 5	IN	10	4.09	39.75909	11,371	Waste Collection	Class 5	A	9.721048183	0.46	4.471682	1,279
	Class 7	IN	5	5.02	27.44981	7,851	High Vol Side Tipper	Class 10	A	19.44209637	0.53	10.30431	2,947
ra	Class 7	IN	13	5.02	65.26	18,664							
	Class 7	OUT	5	5.02	27.44981	7,851							
	Class 8	IN	15	5.61	81.80262	23,396							
	Class 8	IN	13	5.61	72.93	20,858							
	Class 8	OUT	36	5.61	201.9708	57,764							
	Class 8	OUT	5	5.61	26.97115	7,714							
	Class 10	IN	19	6.3	122.4852	35,031							
						190,498							4,226

TOTAL YEAR
12,850
10,798
18,694
7,851
23,396
20,858
57,794
7,714
35,031
194,724

Development Inputs - SAR5

Vehicles In/ Day

V CITICACO IIII/ DI	шу			
Truck Type	No of Trucks In	Notes	Notes	Loaded / Unloaded
Waste Collection Truck	10	Local GO & FOGO Deliveries - Councils etc	Class 5 - Medium 4 Axle	Loaded
Walking Floor	5	Long Haul Transfer Contracts	Class 7 - 4 axle articulated	Loaded
High Volume Side Tipper	19	Long Haul Transfer Contracts	Class 10 - B double	Loaded
Rigid Truck & Dog	15	Manufacturing Drop Off	Class 8 - 5 Axle	Loaded
Walking Floor	13	Extra Vehicles- Material in - short haul	Class 7 - 4 axle articulated	Loaded
Rigid Truck & Dog	13	Extra Vehicles- Material in - long haul	Class 8 - 5 Axle	Loaded
Staff Vehicles	10	Cars	Class 1	Loaded

Vehicles Out/ Day

Truck Type	No of Trucks Out	Notes	Notes	Loaded / Unloader
Waste Collection Truck	10	trucks leave site empty	Class 5 - Medium 4 Axte	Unloaded
Walking Floor	5	Walking floors in transport end product out	Class 7 - 4 axle articulated	Loaded
High Volume Side Tipper	19	Side Tippers Leave Site Empty	Class 10 - B double	Unloaded
Rigid Truck & Dog	36	Manufactured out	Class 8 - 5 Axle	loaded
Rigid Truck & Dog	5	Contamination out	Class 8 - 5 Axle	loaded
Staff Vehicles	10	Cars	Class 1	

TOTAL YEAR
14,874
11,296
21,304
8,961
27,441
24,464
67,751
9,048
39,424
224,563

0	5	y	ea
	4	s	34

15%
Туре
Waste Collection
Walking Floor - In
Walking Floor - In Extra
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tipper
Total

		Unloaded								Loaded			
TOTAL_YEAR	SAR4_YEAR	SAR4_DAY	SAR5_PER_VEHICLE	Daily Demand	Direction	Vehicle Class	Type	SAR4_YEAR	E SAR4_DAY	SAR5_PER_VEHICLE	Daily Demand	Direction	Vehicle Class
2,194	154	0.5395182	0.37	1.458157227	OUT	Class 5	Waste Collection	2,039	7.1303888	4.89	1	IN	Class 5
1,694	350	1.2248521	0.42	2.916314455	OUT	Class 10	High Vol Side Tipper	1,344	4.699823	5.73	1	IN	Class 7
3,196								3,196	11.1735	5.73	2	IN	Class 7
1,344								1,344	4.699823	5.73	1	OUT	Class 7
4,116								4,116	14.392012	6.58	2	IN	Class 8
3,670								3,670	12.831	6.58	2	IN	Class 8
10,163								10,163	35.5339	6.58	5	OUT	Class 8
1,357								1,357	4.7451923	6.58	1	OUT	Class 8
5,914								5,914	20.676669	7.09	3	IN	Class 10
33,647	505							33,142					

6-10 years 40%

Type
Waste Collection
Walking Floor - In
Walking Floor - In Extra
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tipper

													1
	Loaded							Unloaded					
Vehicle Class	Direction	Daily Demand	SAR5_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR5_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	TOTAL_YEAR
Class 5	IN	4	4.89	19.01437	5,438	Waste Collection	Class 5	OUT	3.888419273	0.37	1.4387151	411	5,850
Class 7	IN	2	5.73	12.532861	3,584	High Vol Side Tipper	Class 10	OUT	7.776838546	0.42	3.2662722	934	4,519
Class 7	IN	5	5.73	29.796	8,522								8,522
Class 7	OUT	2	5.73	12.532861	3,584								3,584
Class 8	IN	6	6.58	38.378698	10,976								10,976
Class 8	IN	5	6.58	34.216	9,786								9,786
Class 8	OUT	14	6.58	94.757068	27,101								27,101
Class 8	OUT	2	6.58	12.653846	3,619								3,619
Class 10	IN	8	7.09	55.137785	15,769								15,769
					88,380							1,346	89,725

11-15 years 75%

Type
Waste Collection
Walking Floor - In
Walking Floor - In Ex
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Man
Rigid T&D - Out Cont
High Vol Side Tipper
Total

	Loaded							Unloaded					
Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	TOTAL_YEAR
Class 5	IN	7		35.651944		Waste Collection	Class 5	OUT	7.290786137	0.37	2.6975909	772	10,968
Class 7	IN	4	5.73	23.499115	6,721	High Vol Side Tipper	Class 10	OUT	14.58157227	0.42	6.1242604	1,752	8,472
Class 7	IN	10	5.73	55.8675	15,978								15,978
Class 7	OUT	4	5.73	23.499115	6,721								6,721
Class 8	IN	11	6.58	71.960059	20,581								20,581
Class 8	IN	10	6.58	64.155	18,348								18,348
Class 8	OUT	27	6.58	177.6695	50,813								50,813
Class 8	OUT	4	6.58	23.725962	6,786								6,786
Class 10	IN	15	7.09	103.38335	29,568								29,568
					165,712							2,523	168,235

16-20 years

10	**		ye
	1	00	196

Type
Waste Collection
Walking Floor - In
Walking Floor - In Ext
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tipper
Total

Loadeo	1		Unloaded									
Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR4_PER_VEHICLE	SAR4_DAY	SAR4_YEA
Class 5	IN	10	4.89	47.535926	13,595	Waste Collection	Class 5	OUT	9.721048183	0.46	4.4716822	1,279
Class 7	IN	5	5.73	31.332153	8,961	High Vol Side Tipper	Class 10	OUT	19.44209637	0.42	8.1656805	2,335
Class 7	IN	13	5.73	74.49	21,304							
Class 7	OUT	5	5.73	31.332153	8,961							
Class 8	IN	15	6.58	95.946746	27,441							
Class 8	IN	13	6.58	85.54	24,464							
Class 8	OUT	36	6.58	236.89267	67,751							
Class 8	OUT	5	6.58	31.634615	9,048							
Class 10	IN	19	7.09	137.84446	39,424							
					220,949							3,614

Development Inputs - SAR12

Vehicles In/ Day

Truck Type	No of Trucks In	Notes	Notes	Loaded / Unloaded
Waste Collection Truck	10	Local GO & FOGO Deliveries - Councils etc	Class 5 - Medium 4 Axle	Loaded
Walking Floor	5	Long Haul Transfer Contracts	Class 7 - 4 axle articulated	Loaded
High Volume Side Tipper	19	Long Haul Transfer Contracts	Class 10 - B double	Loaded
Rigid Truck & Dog	15	Manufacturing Drop Off	Class 8 - 5 Axle	Loaded
Walking Floor	13	Extra Vehicles- Material in - short haul	Class 7 - 4 axle articulated	Loaded
Rigid Truck & Dog	13	Extra Vehicles- Material in - long haul	Class 8 - 5 Axle	Loaded
Staff Vehicles	10	Cars	Class 1	Loaded

Vehicles Out/ Day

Truck Type	No of Trucks Out	Notes	Notes	Loaded / Unloaded
Waste Collection Truck	10	trucks leave site empty	Class 5 - Medium 4 Axle	Unloaded
Walking Floor	5	Walking floors in transport end product out	Class 7 - 4 axle articulated	Loaded
High Volume Side Tipper	19	Side Tippers Leave Site Empty	Class 10 - B double	Unloaded
Rigid Truck & Dog	36	Manufactured out	Class 8 - 5 Axle	loaded
Rigid Truck & Dog	5	Contamination out	Class 8 - 5 Axle	loaded
Staff Vehicles	10	Cars	Class 1	

0-5 years
15%

Туре
Waste Collection
Walking Floor - In
Walking Floor - In Extra
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tinner

Load	led						l	Inloaded				
Vehicle Class	Direction	Daily Demand	SAR12_PER_VEHIC	LE SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR12_PER_VEHIO	CLE SAR4_DAY	SAR4_YEAR
Class 5	IN	1	17.07	24.89074	7,119	Waste Collection	Class 5	OUT	1.458157227	0.09	0.131234	38
Class 7	IN	1	15.13	12.40983	3,549	High Vol Side Tipper	Class 10	OUT	2.916314455	0.11	0.320795	92
Class 7	IN	2	15.13	29.5035	8,438							
Class 7	OUT	1	15.13	12.40983	3,549							
Class 8	IN	2	20.61	45.07893	12,893							
Class 8	IN	2	20.61	40.1895	11,494							
Class 8	OUT	5	20.61	111.3	31,832							
Class 8	OUT	1	20.61	14.86298	4,251							
Class 10	IN	3	17.17	50.07312	14,321							

7,156
3,641
8,438
3,549
12,893
11,494
31,832
4,251
14,321
97,575

6-10 years 40%

Туре
Waste Collection
Walking Floor - In
Walking Floor - In Extra
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tipper

Load	ed						Unic	paded				
Vehicle Class	Direction	Daily Demand	SAR12_PER_VEHIC	CLE SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR12_PER_VEHIO	CLE SAR4_DAY	SAR4_YEA
Class 5	IN	4	17.07	66.37532	18,983	Waste Collection	Class 5	OUT	3.888419273	0.09	0.349958	100
Class 7	IN	2	15.13	33.09288	9,465	High Vol Side Tipper	Class 10	OUT	7.776838546	0.11	0.855452	245
Class 7	IN	5	15.13	78.676	22,501							
Class 7	OUT	2	15.13	33.09288	9,465							
Class 8	IN	6	20.61	120.2105	34,380							
Class 8	IN	5	20.61	107.172	30,651							
Class 8	OUT	14	20.61	296.7999	84,885							
Class 8	OUT	2	20.61	39.63462	11,336							
Class 10	IN	8	17.17	133.5283	38,189							
					259,855							345

TOTAL YEAR
19,083
9,709
22,501
9,465
34,380
30,651
84,885
11,336
38,189
260,199

11-15 years 75%

Туре
Waste Collection
Walking Floor - In
Walking Floor - In Extra
Walking Floor - Out
Rigid T&D - In Manu
Rigid T&D - In Extra
Rigid T&D - Out Manu
Rigid T&D - Out Cont
High Vol Side Tipper
Total

Loade	ed						Unloa	aded				
Vehicle Class	Direction	Daily Demand	SAR12_PER_VEHIC	CLE SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR12_PER_VEHIC	LE SAR4_DAY	SAR4_YEA
Class 5	IN	7	17.07	124.4537	35,594	Waste Collection	Class 5	OUT	7.290786137	0.09	0.656171	188
Class 7	IN	4	15.13	62.04915	17,746	High Vol Side Tipper	Class 10	OUT	14.58157227	0.11	1.603973	459
Class 7	IN	10	15.13	147.5175	42,190							
Class 7	OUT	4	15.13	62.04915	17,746							
Class 8	IN	11	20.61	225.3947	64,463							
Class 8	IN	10	20.61	200.9475	57,471							
Class 8	OUT	27	20.61	556.4998	159,159							
Class 8	OUT	4	20.61	74.3149	21,254							
Class 10	IN	15	17.17	250.3656	71,605							
					487,227							646

35,781 18,205 42,190 17,746 64,463 57,471 159,159 21,254 71,605 487,874

16-20 years 100%

100%
Type
Waste Collection
Walking Floor - In
Walking Floor - In Etra
Walking Floor - Out
Rigid Tâb - In Manu
Rigid Tâb - In Etra
Rigid Tāb - Out Cont
High Viside Tipper
Total

Load	ed						Unloa	ded				
Vehicle Class	Direction	Daily Demand	SAR12_PER_VEHIC	CLE SAR4_DAY	SAR4_YEAR	Type	Vehicle Class	Direction	Daily Demand	SAR12_PER_VEHI	CLE SAR4_DAY	SAR4_YEA
Class 5	IN	10	17.07	165.9383	47,458	Waste Collection	Class 5	OUT	9.721048183	0.09	0.874894	250
Class 7	IN	5	15.13	82.7322	23,661	High Vol Side Tipper	Class 10	OUT	19.44209637	0.11	2.138631	612
Class 7	IN	13	15.13	196.69	56,253							
Class 7	OUT	5	15.13	82.7322	23,661							
Class 8	IN	15	20.61	300.5262	85,950							
Class 8	IN	13	20.61	267.93	76,628							
Class 8	OUT	36	20.61	741.9997	212,212							
Class 8	OUT	5	20.61	99.08654	28,339							
Class 10	IN	19	17.17	333.8208	95,473							
					649,636							862

TOTAL YEAR
47,709
24,273
56,253
23,661
85,960
76,628
212,212
28,339
95,473
650,498

Assigned Development Inputs - SAR4

Road Name	Road Data Direction TDIST START TDIST	NO CARA DER VI	PEAR 2024 % Distribution Load Status	or Class E. Land Status Class M	SAR4_PER_YEAR_2024	2025	15%	2017 2019 2020 2020 202	2022 2022	2024 2025	75%	00 2000 2040 2	0% Net 2042 2042 2	SARS_PER_YEAR_2024	ns 2006 2017 2019	2020 2020 2021 20	20 2022 2024 2025 2026	2027 2029 2020 2040 2041 20	2042 2044	20.45 2024 2025 2026 2027 2026	9 2020 2020 2021 2022 2022 2024 2025	2020 2027 2020 2020 2040 2041 2042 2042 2044 2045
BEAUDESERT - NERANG ROAD	A 0 1		503.754 10% Loaded	Loaded	1.758	1.758	1 758	1.758 1.758 1.758 1.758 4.68	4687 4687	4687 4687	8 788 8 788 8 7	88 8.788 8.788 11	217 11 717 11 717 11	717 11 717 2 028 2 021	28 2.028 2.028 2.028	2.028 2.028 2.028 2.0	28 2.028 2.028 2.028 2.028 2	0.008 2.008 2.008 2.008 2.008 2.0	28 2.028 2.028	2 028 5 781 5 781 5 781 5 781 5 781	1 5781 5781 5781 5781 5781 5781 5781 578	5781 5781 5781 5781 5781 5781 5781 5781
BEAUDESERT - NERANG ROAD	G 0 1		897,383 10% Unloaded		1,163	1,163	1,163	1,163 1,163 1,163 1,163 3,10					755 7,755 7,755 7,	755 7,755 1,337 1,33	37 1,337 1,337 1,337	1,337 1,337 1,337 1,3	37 1,337 1,337 1,337 1,337 :	1,337 1,337 1,337 1,337 1,337 1,3	37 1,337 1,337	1,337 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD	A 1.485 1.	55	503,754 10% Loaded	Loaded	1,758	1,758	1,758		4,687 4,687	4,687 4,687	8,788 8,788 8,7	88 8,788 8,788 11,	717 11,717 11,717 11,	717 11,717 2,028 2,021	28 2,028 2,028 2,028	2,028 2,028 2,028 2,03	28 2,028 2,028 2,028 2,028 2	2,028 2,028 2,028 2,028 2,028 2,0	28 2,028 2,028	2,028 5,781 5,781 5,781 5,781 5,781	1 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5	5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781
BEAUDESERT - NERANG ROAD	G 1.485 1.	55	897,383 10% Unloaded	Unloaded	1,163	1,163	1,163	1,163 1,163 1,163 1,163 3,10	3,102 3,102	3,102 3,102	5,624 5,624 5,6	24 5,624 5,624 7,	755 7,755 7,755 7,	755 7,755 1,337 1,33	37 1,337 1,337 1,337	1,337 1,337 1,337 1,3	37 1,337 1,337 1,337 1,337 :	1,337 1,337 1,337 1,337 1,337 1,3	37 1,337 1,337	1,337 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	1,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	A 1.755 7	64	503,754 10% Loaded 897.383 10% Unloaded	Loaded Unloaded	1,758 1.163	1,/58	1,/58	1,758 1,758 1,758 1,758 4,68 1,163 1,163 1,163 1,163 3,10					71/ 11,/1/ 11,/1/ 11,	71/ 11,71/ 2,028 2,020	28 2,028 2,028 2,028	2,028 2,028 2,028 2,0 1,927 1,927 1,927 1,9	28 2,028 2,028 2,028 2,028 1 17 1,997 1,997 1,997 1,997	2,028 2,028 2,028 2,028 2,028 2,0 1 997 1 997 1 997 1 997 1 997 1 9	97 1 997 1 997	2,028 5,781 5,781 5,781 5,781 5,781	0 0070 0070 0070 0070 0070 0070 0070 0070	0.761 5,761
BEAUDESERT - NERANG ROAD	G 1.755 7 A 7.64 16	19	84,139 10% Loaded	Loaded	1,758	1.758	1,758		4,687 4,687			88 8.788 8.788 11.	717 11.717 11.717 11	717 11.717 2.028 2.02	28 2.028 2.028 2.028	2.028 2.028 2.028 2.0	28 2.028 2.028 2.028 2.028	2.028 2.028 2.028 2.028 2.028 2.0	28 2.028 2.028	2.028 5.781 5.781 5.781 5.781 5.781	1 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781	5781 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781
BEAUDESERT - NERANG ROAD	G 7.64 16		51,922 10% Unloaded	Unloaded	1,163	1,163	1,163	1,163 1,163 1,163 1,163 3,10	3,102 3,102	3,102 3,102	5,624 5,624 5,6	24 5,624 5,624 7,	755 7,755 7,756 7,	755 7,755 1,337 1,33	37 1,337 1,337 1,337	1,337 1,337 1,337 1,3	37 1,337 1,337 1,337 1,337 :	1,337 1,337 1,337 1,337 1,337	37 1,337 1,337	1,337 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	1,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD	A 17.56 20	33	84,139 10% Loaded	Loaded	1,758	1,758	1,758	1,758 1,758 1,758 1,758 4,68	4,687 4,687	4,687 4,687	8,788 8,788 8,7	88 8,788 8,788 11,	717 11,717 11,717 11,	717 11,717 2,028 2,021	28 2,028 2,028 2,028	2,028 2,028 2,028 2,03	28 2,028 2,028 2,028 2,028 2	2,028 2,028 2,028 2,028 2,02	28 2,028 2,028	2,028 5,781 5,781 5,781 5,781 5,781	1 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5	5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781
BEAUDESERT - NERANG ROAD	G 17.56 20	33	51,922 10% Unloaded	Unloaded	1,163	1,163	1,163		3,102 3,102	3,102 3,102	5,624 5,624 5,6	24 5,624 5,624 7,	755 7,755 7,755 7,	755 7,755 1,337 1,33	37 1,337 1,337 1,337	1,337 1,337 1,337 1,3	37 1,337 1,337 1,337 1,337	1,337 1,337 1,337 1,337 1,337 1,3	37 1,337 1,337	1,337 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	1,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	A 20.33 26. G 20.33 26.	65	828.417 10% Loaded 483,202 10% Unloaded	Loaded Unloaded	1.758 1,163	1./58	1./58				8.788 8.788 8.7 5,624 5,624 5,6		71/ 11.71/ 11.71/ 11 755 7.755 7.755 7	71/ 11./1/ 2.028 2.02 755 7.755 1.337 1.33	28 2.028 2.028 2.028 17 1.937 1.937 1.937	2.028 2.028 2.028 2.0 1.337 1.337 1.337 1.3	28 2.0	7.028 2.028 2.028 2.028 2.028 2.0 1.337 1.337 1.337 1.337 1.337 1.3	28 2.028 2.028 37 1.337 1.337	2.028 5.781 5.781 5.781 5.781 5.781 1337 3.938 3.938 3.938 3.938 3.938	1 5.761 5.761 5.761 5.761 5.761 5.761 5.761 5.761 5	3.781 5.781
BEAUDESERT - NERANG ROAD	A 26.965 37.	85	498,254 10% Loaded	Loaded	1,758	1.758	1,758	1.758 1.758 1.758 1.758 4.68	4,687 4,687	4.687 4.687	8.788 8.788 8.7	88 8.788 8.788 11.	717 11.717 11.717 11	717 11.717 2.028 2.02	28 2.028 2.028 2.028	2.028 2.028 2.028 2.0	28 2.028 2.028 2.028 2.028	2.028 2.028 2.028 2.028 2.028 2.0	28 2.028 2.028	2.028 5.781 5.781 5.781 5.781 5.781	1 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781	5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781
BEAUDESERT - NERANG ROAD	G 26.965 37.	85	565,370 10% Unloaded	Unloaded	1,163	1,163	1,163	1,163 1,163 1,163 1,163 3,10	3,102 3,102	3,102 3,102	5,624 5,624 5,6	24 5,624 5,624 7,	755 7,755 7,755 7,	755 7,755 1,337 1,33	37 1,337 1,337 1,337	1,337 1,337 1,337 1,3	37 1,337 1,337 1,337 1,337 :	1,337 1,337 1,337 1,337 1,337 1,3	37 1,337 1,337	1,337 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD	A 37.885 47.		712,223 10% Loaded	Loaded	1,758	1,758	1,758	1,758 1,758 1,758 1,758 4,68					717 11,717 11,717 11,	717 11,717 2,028 2,021	28 2,028 2,028 2,028	2,028 2,028 2,028 2,03	28 2,028 2,028 2,028 2,028 2	2,028 2,028 2,028 2,028 2,028 2,0	28 2,028 2,028	2,028 5,781 5,781 5,781 5,781 5,781	1 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5	5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	G 37.885 47.	62	621,711 10% Unloaded 712,223 10% Loaded	Unloaded Loaded	1,163 1,758	1,163	1,163		3,102 3,102 4,687 4,687		5,624 5,624 5,6	24 5,624 5,624 7,	755 7,755 7,755 7,	755 7,755 1,337 1,33	37 1,337 1,337 1,337	1,337 1,337 1,3	37 1,337 1,337 1,337 1,337 1	1,337 1,337 1,337 1,337 1,337 1,3	37 1,337 1,337	1,337 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	1,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	A 47.932 G 47.932	48	712,223 10% Loaded 621,711 10% Unloaded		1,163	1,750	1,750	1,750 1,750 1,750 1,750 4,60 1163 1163 1163 1163 310	3 102 3 102	3 102 3 102	5,624 5,624 5,6	04 5,604 5,604 7	70 11,70 11,70 11,	75 775 1337 133	17 1397 1397 1397	1337 1337 1337 13	0 1307 1307 1307 1307 1	2,028 2,028	37 1337 1337	1337 3 978 3 976 3 976 3 976 3 976	8 3976 3976 3976 3976 3976 3976 3976 3976	3,761 5,761
BEAUDESERT - NERANG ROAD	A 48 48.		925.051 10% Loaded	Loaded	1.758	1.758	1,758	1.758 1.758 1.758 1.758 4.68	4.687 4.687	4.687 4.687	8.788 8.788 8.7	88 8.788 8.788 11	717 11.717 11.717 11	717 11.717 2.028 2.02	28 2.028 2.028 2.028	2.028 2.028 2.028 2.0	28 2.028 2.028 2.028 2.028	2.028 2.028 2.028 2.028 2.028 2.0	28 2.028 2.028	2.028 5.781 5.781 5.781 5.781 5.781	1 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781	5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781 5.781
BEAUDESERT - NERANG ROAD	G 48 48.	45	1,166,682 10% Unloaded	Unloaded	1,163	1,163	1,163	1,163 1,163 1,163 1,163 3,10	3,102 3,102	3,102 3,102	5,624 5,624 5,6	24 5,624 5,624 7,	755 7,755 7,755 7,	755 7,755 1,337 1,33	37 1,337 1,337 1,337	1,337 1,337 1,337 1,3	37 1,337 1,337 1,337 1,337 :	1,337 1,337 1,337 1,337 1,337 1,3	37 1,337 1,337	1,337 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD	A 48.145 48.	77	925,051 10% Loaded	Loaded	1,758	1,758	1,758				8,788 8,788 8,7		717 11,717 11,717 11,	717 11,717 2,028 2,021	28 2,028 2,028 2,028	2,028 2,028 2,028 2,03	28 2,028 2,028 2,028 2,028 1	2,028 2,028 2,028 2,028 2,028 2,0	28 2,028 2,028	2,028 5,781 5,781 5,781 5,781 5,781	1 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5	5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	G 48.145 48. A 48.277 48.		1,166,682 10% Unloaded 925,051 10% Loaded	Unloaded Loaded	1,163 1,758	1,163	1,163	1,163 1,163 1,163 1,163 3,10 1,700 1,700 1,700 1,700 4,00	3,102 3,102	3,102 3,102	5,624 5,624 5,6	24 5,624 5,624 7,	/bb /,/bb 7,755 7,	/55 /,/55 1,337 1,33 747 11,747 2,009 0,00	3/ 1,33/ 1,337 1,337	1,33/ 1,33/ 1,337 1,3 2,000 2,000 2,000 2,000	5/ 1,33/ 1,33/ 1,337 1,337 :	1,337 1,337 1,337 1,337 1,3	3/ 1,33/ 1,337	2,037 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	1,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	G 48.277 48.		925,051 10% Loaded 1.166.682 10% Unloaded		1,758	1,758	1,73d	1,758 1,758 1,758 1,758 4,68 1,163 1,163 1,163 1,163 3,10	3 102 3 102	3 102 3 102	5.624 5.624 5.6	04 5604 5604 7	255 7.255 7.255 7	765 7 755 1 337 1 33	28 2,028 2,028 2,028 37 1.337 1.337 1.337	1337 1337 1337 13	0 130 130 130 130 130	1337 1337 1337 1337 1337 1337 13	37 1337 1337	1337 3476 3476 3476 3476 3476 3476	8 3 3 7 8 3	0,762 0,762 0,762 0,762 0,761
BEAUDESERT - NERANG ROAD	A 48.635 51		925,051 10% Loaded	Loaded	1,758	1,758	1,758					88 8,788 8,788 11,	717 11,717 11,717 11,	717 11,717 2,028 2,021	28 2,028 2,028 2,028	2,028 2,028 2,028 2,03	28 2,028 2,028 2,028 2,028	2,028 2,028 2,028 2,028 2,028 2,0	28 2,028 2,028	2,028 5,781 5,781 5,781 5,781 5,781	1 5,781 5,781 5,781 5,781 5,781 5,781 5,781	5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781
BEAUDESERT - NERANG ROAD	G 48.635 51	05	1,166,682 10% Unloaded	Unloaded	1,163	1,163	1,163	1,163 1,163 1,163 1,163 3,10			5,624 5,624 5,6		755 7,755 7,755 7,	755 7,755 1,337 1,33	37 1,337 1,337 1,337	1,337 1,337 1,337 1,3	37 1,337 1,337 1,337 1,337 :	1,337 1,337 1,337 1,337 1,337 1,3	37 1,337 1,337	1,337 3,976 3,976 3,976 3,976 3,976	8 3,976 3,976 3,976 3,976 3,976 3,976 3	3,976 3,978 3,978 3,976 3,976 3,976 3,976 3,978 3,978
BEAUDESERT - NERANG ROAD	A 51.05 51		925,051 10% Loaded	Loaded	1,758	1,758	1,758	1,758 1,758 1,758 1,758 4,68	4,687 4,687	4,687 4,687	8,788 8,788 8,7	88 8,788 8,788 11,	717 11,717 11,717 11,	717 11,717 2,028 2,021	28 2,028 2,028 2,028	2,028 2,028 2,028 2,03	28 2,028 2,028 2,028 2,028 2	2,028 2,028 2,028 2,028 2,028 2,0	28 2,028 2,028	2,028 5,781 5,781 5,781 5,781 5,781	1 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5	5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781 5,781
BEAUDESERT - NERANG ROAD BEAUDESERT - NERANG ROAD	G 51.05 51 A 51.26 52		1,166,682 10% Unloaded 867,480 10% Loaded	Unloaded Loaded	1,163 1.758	1,163	1,163	1,163 1,163 1,163 1,163 3,10 1,758 1,758 1,758 1,758 4,68	3,102 3,102	3,102 3,102	5,624 5,624 5,6	24 5,624 5,624 7, 88 8.788 8.788 11	755 7,755 7,755 7,	755 7,755 1,337 1,33 717 11.717 2.028 2.02	3/ 1,33/ 1,33/ 1,33/	1,33/ 1,33/ 1,3	3/ 1,33/ 1,33/ 1,33/ 1,33/ 1	1,33/ 1,33/ 1,33/ 1,33/ 1,3	00 0.000 0.000	1,337 3,976 3,976 3,976 3,976 3,976	5 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3	1,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976 3,976
BEAUDESERT - NERANG ROAD	G 51.26 50	11	1,233,691 10% Unloaded		1,163	1.163	1.163	1.163 1.163 1.163 1.163 3.10	3.102 3.102	3.102 3.102	5.624 5.624 5.6	24 5.624 5.624 7.	755 7.755 7.755 7.	755 7,755 1,337 1,33		1337 1337 1337 13	2026 2026 2026 2026 2026 27 1337 1337 1337 1337	1.337 1.337 1.337 1.337 1.337 1.3	37 1.337 1.337	1.337 3.976 3.976 3.976 3.976 3.976	8 3976 3976 3976 3976 3976 3976 3976 3976	3.761 5.761
IPSWICH - BOONAH ROAD	A 0 0		714,805 25% Unloaded	Unloaded	2,908	2,908	2,908	2,908 2,908 2,908 2,908 7,75	7,755 7,755	7,755 7,755 1	14,060 14,060 14,0	60 14,060 14,060 19,	388 19,388 19,388 19,	388 19,388 3,342 3,343	42 3,342 3,342 3,342	3,342 3,342 3,342 3,3	£2 3,342 3,342 3,342 3	3,342 3,342 3,342 3,342 3,342 3,3	42 3,342		0 9,940 9,940 9,940 9,940 9,940 9,940 9,940 5	
IPSWICH - BOONAH ROAD	G 0 0	33	533,757 25% Loaded	Loaded	4,394	4,394	4,394	4,394 4,394 4,394 4,394 11,71	11,717 11,717	11,717 11,717 1	21,969 21,969 21,9	69 21,969 21,969 29,	293 29,293 29,293 29,	293 29,293 5,070 5,071	70 5,070 5,070 5,070	5,070 5,070 5,070 5,0	70 5,070 5,070 5,070 5,070 5	5,070 5,070 5,070 5,070 5,070 5,0	70 5,070	14,453 14,453 14,453 14,453 14,453	3 14,453 14,453 14,453 14,453 14,453 14,453 14	1,453 14,453 14,453 14,453 14,453 14,453 14,453
IPSWICH - BOONAH ROAD IPSWICH - BOONAH ROAD	A 0.33 11.		714,805 25% Unloaded 533,757 25% Loaded	Unloaded	2,908	2,908	2,908	2,908 2,908 2,908 2,908 7,75 4,394 4,394 4,394 4,394 11,71	7,755 7,755					388 19,388 3,342 3,343		3,342 3,342 3,3	12 3,342 3,342 3,342 3,342	3,342 3,342 3,342 3,342 3,3	42 3,342		0 9,940 9,940 9,940 9,940 9,940 9,940 9,940 5	
IPSWICH - BOONAH ROAD IPSWICH - BOONAH ROAD	G 0.33 11. A 11.385 13.	15	533.757 25% Loaded 716,218 25% Unloaded	Loaded Unloaded	4.394 2,908	2 908	2 908	4.394 4.394 4.394 4.394 11.71 2,908 2,908 2,908 2,908 7,75	7 755 7 755	7 755 7 755 1	21.969 21.969 21.5 14.060 14.060 14.0	69 21.969 21.969 29. 60 14.060 14.060 19:	293 29:293 29:293 29: 388 19:388 19:388 19:	293 29:293 5:070 5:07 388 19:388 3:342 3:34	70 5.070 5.070 5.070 42 3,342 3,342 3,342	3342 3342 3342 33	70 5.070 5.070 5.070 5.070 5 27 3.342 3.342 3.342 3.342	3.070 5.070 5.070 5.070 5.070 5.0 3.342 3.342 3.342 3.342 3.342 3.3	42 3.342		3 14.453 14.453 14.453 14.453 14.453 14.453 14.453 14. 0 9,940 9,940 9,940 9,940 9,940 9,940 9,940 9,940 5	
IPSWICH - BOONAH ROAD	G 11.385 13.		584,993 25% Loaded	Loaded	4,394	4.394	4,394	4,394 4,394 4,394 4,394 11,71	11,717 11,717	11.717 11.717 2	21.969 21.969 21.9	69 21,969 21,969 29	293 29.293 29.293 29.	293 29,293 5,070 5,070	70 5,070 5,070 5,070	5.070 5.070 5.070 5.0	70 5.070 5.070 5.070 5.070	5.070 5.070 5.070 5.070 5.070 5.0	70 5.070		3 14,453 14,453 14,453 14,453 14,453 14,453 14,453 14	1.453 14.453 14.453 14.453 14.453 14.453 14.453 14.453
IPSWICH - BOONAH ROAD	A 13.615 34	31	417,015 25% Unloaded	Unloaded	2,908	2,908	2,908	2,908 2,908 2,908 2,908 7,75	7,755 7,755	7,755 7,755 1	14,060 14,060 14,0	60 14,060 14,060 19,	388 19,388 19,388 19,	388 19,388 3,342 3,34	42 3,342 3,342 3,342	3,342 3,342 3,342 3,3	42 3,342 3,342 3,342 3	3,342 3,342 3,342 3,342 3,342 3,3	42 3,342	9,940 9,940 9,940 9,940 9,940	0 9,940 9,940 9,940 9,940 9,940 9,940 9,940 5	3,940 9,940 9,940 9,940 9,940 9,940 9,940
IPSWICH - BOONAH ROAD	G 13.615 34	31	385,528 25% Loaded	Loaded	4,394	4,394	4,394	4,394 4,394 4,394 4,394 11,71	11,717 11,717						70 5,070 5,070 5,070		70 5,070 5,070 5,070 5,070 5	5,070 5,070 5,070 5,070 5,070 5,0	70 5,070		3 14,453 14,453 14,453 14,453 14,453 14,453 14	
IPSWICH - BOONAH ROAD IPSWICH - BOONAH ROAD	A 34.31 34.	85	417.015 25% Unloaded 385,528 25% Loaded	Unloaded Loaded	2.908	2.908	2.908	2.908 2.908 2.908 2.908 7.75 4.394 4.394 4.394 4.394 11.71	7.756 7.755	7.755 7.755 1	14.060 14.060 14.0 21.060 21.060 21.0	60 14.060 14.060 19:	388 19.388 19.388 19. 293 29,293 29,293 29,	388 19.388 3.342 3.34 399 39.399 5.630 5.63	42 3.342 3.342 3.342 20 5.020 5.020 5.020	3.342 3.342 3.3 6.020 6.020 6.020 6.02	42 3.342 3.342 3.342 3.342 3	3.342 3.342 3.342 3.342 3.342 3.3 5.020 5.020 5.020 5.020 5.020 5.0	42 3.342 20 6.020		0 9.940 9.940 9.940 9.940 9.940 9.940 9.940 9.940 3.940 3.940 9.94	
BEAUDESERT - BOONAH ROAD	G 34.31 34.	37	437,763 65% Loaded	Loaded	4,394 11,424	11.424	11.424		30.464 30.464	30,464 30,464 5	57.121 57.121 57.1	21 57.121 57.121 76:	161 76.161 76.161 76	161 76.161 13.181 13.18	81 13.181 13.181 13.181 1	13.181 13.181 13.181 13.1	81 13.181 13.181 13.181 13.181 1	3.181 13.181 13.181 13.181 13.181 13.1	81 13.181		9 37,579 37,579 37,579 37,579 37,579 37,579 37,579	
BEAUDESERT - BOONAH ROAD	G 0 0	37	432,758 65% Unloaded	Unloaded	7,562	7,562	7,562	7,562 7,562 7,562 7,562 20,16	20,164 20,164	20,164 20,164 3	36,557 36,557 36,5	67 38,557 38,557 50,	410 50,410 50,410 50,	410 50,410 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,69	81 13,181 13,181 13,181 13,181 11 90 8,690 8,690 8,690 8,690 8,690 8 81 13,181 13,181 13,181 13,181 1	3,690 8,690 8,690 8,690 8,690 8,6	90 8,690	25,845 25,845 25,845 25,845 25,845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5,845 25,845 25,845 25,845 25,845 25,845 25,845
BEAUDESERT - BOONAH ROAD	A 0.37	1.6	437,763 65% Loaded	Loaded	11,424	11,424	11,424	11,424 11,424 11,424 11,424 30,46	30,464 30,464	30,464 30,464 5	57,121 57,121 57,1	21 57,121 57,121 76;	161 76,161 76,161 76,	161 76,161 13,181 13,18	81 13,181 13,181 13,181 1	3,181 13,181 13,181 13,1	81 13,181 13,181 13,181 13,181 1	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181		9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37	
BEAUDESERT - BOONAH ROAD BEAUDESERT - BOONAH ROAD	G 0.37	1.6	432.758 65% Unloaded 437,763 65% Loaded	Unloaded Loaded	7.562 11,424	7.562	7.562	7.562 7.562 7.562 7.562 20.16	20.164 20.164	20.164 20.164 3	98.557 36.557 36.5 E2 121 E2 121 E2 1	67 38.567 38.567 50. 24 57.424 57.424 36	410 50.410 50.410 50. 461 70.461 70.461 70	410 50.410 8.690 8.690 461 70.461 42.491 42.49	90 8.690 8.690 8.690	8.690 8.690 8.690 8.61 12.191 12.191 12.191 12.11	90 8.690 8.690 8.690 8.690 8 81 13,181 13,181 13,181 13,181 1	8.690 8.690 8.690 8.690 8.690 8.6	90 8.690		5 25.845	
BEAUDESERT - BOONAH ROAD	G 0.6	92	432,758 65% Unloaded	Unloaded	7,562	7,562	7.562	7.562 7.562 7.562 7.562 20.16	20,164 20,164	20.164 20.164 3	36.557 36.557 36.5	57 36.557 36.557 50.	410 50.410 50.410 50.	410 50.410 8.690 8.69	90 8.690 8.690 8.690	8.690 8.690 8.69	00 8.690 8.690 8.690 8	3.690 8.690 8.690 8.690 8.690 8.6	90 8.690	25.845 25.845 25.845 25.845 25.845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5.845 25.845 25.845 25.845 25.845 25.845 25.845 25.845
BEAUDESERT - BOONAH ROAD	A 7.92 3:	63	437,763 25% Unloaded	Unloaded	2,908	2,908	2,908	2,908 2,908 2,908 2,908 11,71	11,717 11,717	11,717 11,717 1	14,060 14,060 14,0	60 14,060 14,060 19,	388 19,388 19,388 19,	388 19,388 13,181 13,18	81 13,181 13,181 13,181 1	3,181 13,181 13,181 13,1	00 8,690 8,690 8,690 8,690 8 81 13,181 13,181 13,181 13	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181	37,579 37,579 37,579 37,579 37,579	9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37	7,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579
BEAUDESERT - BOONAH ROAD	G 7.92 31		432,758 25% Loaded	Loaded	4,394	4,394	4,394	4,394 4,394 4,394 7,79	7,755 7,755	7,755 7,755 2	21,969 21,969 21,9	69 21,969 21,969 29,	293 29,293 29,293 29,	293 29,293 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,690 8,61	8 8,690 8,690 8,690 8,690 8	3,690 8,690 8,690 8,690 8,690 8,6	90 8,690	25,845 25,845 25,845 25,845 25,845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5,845 25,845 25,845 25,845 25,845 25,845 25,845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 0 3	39	9.890.742 65% Loaded 4,474,737 65% Unloaded	Loaded	11.424	11.424	11.424	11.424 11.424 11.424 11.424 30.46 7 500 7 500 7 500 7 500 30.46	30.464 30.464	30.464 30.464 5	57.121 57.121 57.1 97.909 97.909 97.9	21 57.121 57.121 76: no 97.000 97.000 50	161 76.161 76.161 76. 410 50.410 50.410 50	161 76.161 13.181 13.18 410 50.410 0.600 0.600	81 13.181 13.181 13.181 1 nn 0.000 0.000 0.000	0.000 0.000 0.000 0.00	81 13.181 13.181 13.181 13.181 1 80 8,690 8,690 8,690 8,690 1	3.181 13.181 13.181 13.181 13.181 13.1 0.000 0.000 0.000 0.000 0.000 0.0	81 13.181	37.579 37.579 37.579 37.579 37.579 25 0 AE 25 0 AE 25 0 AE 25 0 AE 25 0 AE	9 37.579	7.579 37.579 37.579 37.579 37.579 37.579 37.579 37.579
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 2.39 5		3,103,738 65% Loaded	Loaded	7,562 11,424	11,424	11.424	11 424 11 424 11 424 11 424 30 46	30,464 30,464	30,464 30,464 5	57 121 57 121 57 1	21 57 121 57 121 28	161 76 161 76 161 76	161 76 161 13 181 13 18	81 13 181 13 181 13 181 1	3 181 13 181 13 181 13 1	81 13,181 13,181 13,181 13,181 1	3 181 13 181 13 181 13 181 13 181 13 18	81 13 181		9 37,579 37,579 37,579 37,579 37,579 37,579 37,579	
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 2.39		3,213,448 65% Unloaded	Unloaded	7,562	7,562	7,562	7,562 7,562 7,562 7,562 20,16	20,164 20,164	20,164 20,164 3	37,808 37,808 37,8	08 37,808 37,808 50,	410 50,410 50,410 50,	410 50,410 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,690 8,6	80 8,690 8,690 8,690 8	8,690 8,690 8,690 8,690 8,690 8,6	90 8,690	25,845 25,845 25,845 25,845 25,845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5,845 25,845 25,845 25,845 25,845 25,845 25,845 25,845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 5.27 1		2,002,711 65% Loaded	Loaded	11,424	11,424	11,424	11,424 11,424 11,424 11,424 30,46	30,464 30,464	30,464 30,464 5	57,121 57,121 57,1	21 57,121 57,121 78,	161 76,161 76,161 76,	161 76,161 13,181 13,18:	81 13,181 13,181 13,181 1	13,181 13,181 13,181 13,1	81 13,181 13,181 13,181 13,181 1	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181	37,579 37,579 37,579 37,579 37,579	9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37	
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 5.27 1		2.012.070 65% Unloaded		7.562	7.562	7.562	7.562 7.562 7.562 7.562 20.16	20.164 20.164	20.164 20.164 3	37.808 37.808 37.8	08 37.808 37.808 50.	410 50.410 50.410 50.	410 50.410 8.690 8.690	90 8.690 8.690 8.690	8.690 8.690 8.69	00 8.690 8.690 8.690 1	8.690 8.690 8.690 8.690 8.6	90 8.690	25.845 25.845 25.845 25.845 25.845	5 25.845 25.845 25.845 25.845 25.845 25.845 25.845 25	5.845 25.845 25.845 25.845 25.845 25.845 25.845 25.845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT). MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 12.2 13. G 12.2 13.		1,364,020 65% Loaded 1,321,242 65% Unloaded	Loaded Unloaded	11,424 7,562	7 582	7 560	7 SR2 7 SR2 7 SR2 7 SR2 2 SR2 20 16	20 164 20 164	20 164 20 164 3	37 808 37 808 37 8	08 37.808 37.808 50.	410 50,410 50,410 50	410 50.410 8.690 8.69	00 8 600 8 600 8 600	8 690 8 690 8 690 8 69	81 13,181 13,181 13,181 13,181 1 80 8,690 8,690 8,690 8,690	8 ean	90 8 690	25.845 25.845 25.845 25.845 25.845	9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579 5 25,84	5 845 25 845 25 845 25 845 25 845 25 845 25 845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 13.175 18		1,364,020 65% Loaded	Loaded	11,424	11,424	11,424	11,424 11,424 11,424 11,424 30,46	30,464 30,464	30,464 30,464 5	57,121 57,121 57,1	21 57,121 57,121 76,	161 76,161 76,161 76,	161 76,161 13,181 13,18	81 13,181 13,181 13,181 1	13,181 13,181 13,181 13,1	81 13,181 13,181 13,181 13	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181	37,579 37,579 37,579 37,579 37,579	9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579	7,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 13.175 18	91	1,321,242 65% Unloaded	Unloaded	7,562	7,562	7,562	7,562 7,562 7,562 7,562 20,16	20,164 20,164	20,164 20,164 3	37,808 37,808 37,8	08 37,808 37,808 50,	410 50,410 50,410 50,	410 50,410 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,69	90 8,690 8,690 8,690 8,690 1	3,690 8,690 8,690 8,690 8,690 8,6	90 8,690	25,845 25,845 25,845 25,845 25,845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5,845 25,845 25,845 25,845 25,845 25,845 25,845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 18.91	19	1.364.020 65% Loaded	Loaded	11.424	11.424	11.424						161 76.161 76.161 76.	161 76.161 13.181 13.18	81 13.181 13.181 13.181 1	3.181 13.181 13.181 13.1	81 13.181 13.181 13.181 13.181 1	3.181 13.181 13.181 13.181 13.181 13.1	81 13.181	37.579 37.579 37.579 37.579 37.579	9 37.579 37.579 37.579 37.579 37.579 37.579 37.579 37	7.579 37.579 37.579 37.579 37.579 37.579 37.579 37.579
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT). MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT).	G 18.91 A 19 20.		1,321,242 65% Unloaded 2,591,383 65% Loaded	Unloaded Loaded	7,562 11,424	11,694	11,424	7,562 7,562 7,562 7,562 20,16					420 50,420 50,420 50, 161 76 161 76 161 70	420 30,420 8,690 8,690 161 76.161 13.181 49.49	90 8,690 8,690 8,690 81 13,181 13,181 13,181 1	0,000 8,000 8,000 8,00 3 181 13 181 13 181 49 40	80 0,000 8,600 8,600 8,600 1 81 13181 13181 13181 40494 41	5,030 0,000 8,690 8,690 8,690 8,6 3 181 13 181 13 181 13 181 19 494 49 4	81 13 181		5 25,845	
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 19 20.		1,644,474 65% Unloaded	Unloaded	7,562	7,562	7,562	7,562 7,562 7,562 7,562 20,16	20,164 20,164	20,164 20,164 3	37,808 37,808 37,8	08 37,808 37,808 50,	410 50,410 50,410 50,	410 50,410 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,69	8,690 8,690 8,690 8	8,690 8,690 8,690 8,690 8,6	90 8,690	25,845 25,845 25,845 25,845 25,845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5,845 25,845 25,845 25,845 25,845 25,845 25,845 25,845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 20.096 22		2,591,383 65% Loaded	Loaded	11,424	11,424	11,424	11,424 11,424 11,424 11,424 30,46	30,464 30,464	30,464 30,464 5	57,121 57,121 57,1	21 57,121 57,121 78,	161 76,161 76,161 76,	161 76,161 13,181 13,18	81 13,181 13,181 13,181 1	13,181 13,181 13,181 13,1	81 13,181 13,181 13,181 13,181 1	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181	37,579 37,579 37,579 37,579 37,579	9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37	7,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 20.095 22	62	1.644.474 65% Unloaded	Unloaded	7.562	7.562	7.562	7.562 7.562 7.562 7.562 20.16	20.164 20.164	20.164 20.164 3	37.808 37.808 37.8	08 37.808 37.808 50.	410 50.410 50.410 50.	410 50.410 8.690 8.690	90 8.690 8.690 8.690	8.690 8.690 8.6	90 8.690 8.690 8.690 8	8.690 8.690 8.690 8.690 8.690 8.6	90 8.690	25.845 25.845 25.845 25.845 25.845	5 25.845 25.845 25.845 25.845 25.845 25.845 25.845 25	5.845 25.845 25.845 25.845 25.845 25.845 25.845 25.845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT). MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT).	A 22.62 28		1,059,353 65% Loaded 1,203,274 65% Unloaded	Loaded	11,424	11,424	11,424	11,424 11,424 11,424 11,424 30,46	30,464 30,464	30,464 30,464 5	57,121 57,121 57,1	21 57,121 57,121 76,	161 76,161 76,161 76,	161 76,161 13,181 13,18	81 13,181 13,181 13,181 1	3,181 13,181 13,181 13,1	81 13,181 13,181 13,181 13,181 1	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181		9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37 5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25,845	
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 22.62 28 A 28.86 38		1,820,246 65% Loaded	Unloaded Loaded	7,562 11,424	11.424	11.424	11.424 11.424 11.424 11.424 30.46	30.464 30.464	30,464 30,464 5	57,121 57,121 57,1	21 57.121 57.121 76:	410 50,410 50,410 50, 161 76.161 76.161 76.	161 76.161 13.181 13.18	81 13.181 13.181 13.181 1	3,181 13,181 13,181 13,1	81 13.181 13.181 13.181 13.181 1	3,881 13,181 13,181 13,181 13,181 13,1	81 13.181	37.579 37.579 37.579 37.579 37.579	9 37.579 37.579 37.579 37.579 37.579 37.579 37.579 37.579	7.579 37.579 37.579 37.579 37.579 37.579 37.579 37.579
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 28.86 3		1,241,023 65% Unloaded		7,562	7,562	7,562	7,562 7,562 7,562 7,562 20,16	20,164 20,164	20,164 20,164 3	37,808 37,808 37,8	08 37,808 37,808 50,	410 50,410 50,410 50,	410 50,410 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,690 8,6	0 8,690 8,690 8,690 8,690 8	8,690 8,690 8,690 8,690 8,690 8,6	90 8,690	25,845 25,845 25,845 25,845 25,845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5,845 25,845 25,845 25,845 25,845 25,845 25,845 25,845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 38.63 40	25	1,186,758 65% Loaded	Loaded	11,424	11,424	11,424	11,424 11,424 11,424 11,424 30,46	30,464 30,464	30,464 30,464 5	57,121 57,121 57,1	21 57,121 57,121 76,	161 76,161 76,161 76,	161 76,161 13,181 13,18	81 13,181 13,181 13,181 1	13,181 13,181 13,181 13,1	81 13,181 13,181 13,181 13,181 1	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181		9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37	
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 38.63 40		1,144,290 65% Unloaded	Unloaded	7,562	7,562	7,562	7,562 7,562 7,562 7,562 20,16	20,164 20,164	20,164 20,164 3	37,808 37,808 37,8	08 37,808 37,808 50,	410 50,410 50,410 50,	410 50,410 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,69	90 8,690 8,690 8,690 8,690 1	8,690 8,690 8,690 8,690 8,6	90 8,690		5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT). MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT).	A 40.25 40. G 40.25 40.		1,186,758 65% Loaded 1.144.290 65% Unloaded	Loaded Unloaded	11,424 7.562	7 560	7 560	7 SR2 7 SR2 7 SR2 7 SR2 2 SR2 20 16	20 164 20 164	20.164 20.164 3	37 808 37 808 37 8	ns 37.808 37.808 50.	410 50,410 50,410 50	410 50.410 8.690 8.69	81 13,181 13,181 13,181 1 90 8.690 8.690 8.690	8 ean 8 ean 8 ean 8 e	n 8.690 8.690 8.690 8.690 1	8 ean	90 8 690		9 37,579	
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 40.435 40		408,928 65% Loaded	Loaded	11,424	11,424	11,424	11,424 11,424 11,424 11,424 30,46	30,464 30,464	30,464 30,464 5	57,121 57,121 57,1	21 57,121 57,121 76,	161 76,161 76,161 76,	161 76,161 13,181 13,18	81 13,181 13,181 13,181 1	13,181 13,181 13,181 13,1	81 13,181 13,181 13,181 13,181 1	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181		9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579	
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 40.435 46	66	439,650 65% Unloaded		7,562	7,562	7,562	7,582 7,582 7,582 7,582 20,18	20,164 20,164	20,164 20,164 3	37,808 37,808 37,8	08 37,808 37,808 50,	410 50,410 50,410 50,	410 50,410 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,69	8,690 8,690 8,690 8,690	8,690 8,690 8,690 8,690 8,6	90 8,690	25,845 25,845 25,845 25,845 25,845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5,845 25,845 25,845 25,845 25,845 25,845 25,845
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	A 40.66 4	1.6	408,928 65% Loaded	Loaded	11,424	11,424	11,424	11,424 11,424 11,424 11,424 30,46	30,464 30,464	30,464 30,464 5	57,121 57,121 57,1	21 57,121 57,121 76,	161 76,161 76,161 76,	161 76,161 13,181 13,18	81 13,181 13,181 13,181 1	3,181 13,181 13,181 13,1	81 13,181 13,181 13,181 13,181 1	3,181 13,181 13,181 13,181 13,181 13,1	81 13,181	37,579 37,579 37,579 37,579 37,579	9 37,579 37,579 37,579 37,579 37,579 37,579 37,579 37	7,579 37,579 37,579 37,579 37,579 37,579 37,579 37,579
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT). MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT).	G 40.66 4		439,650 65% Unloaded 408.928 65% Loaded		7,562 11.424	7,562	7,562	7,562 7,562 7,562 7,562 20,16 11,424 11,424 11,424 11,424 30,46							90 8,690 8,690 8,690		80 8,690 8,690 8,690 8	8,690 8,690 8,690 8,690 8,690 8,6 3.181 13.181 13.181 13.181 13.181 13.1	91 19 191	25,845 25,845 25,845 25,845 25,845	5 25,845	25,845 25,
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT)	G 41.6 41	85	439,650 65% Unloaded		7,562	7,562	7,562	7,562 7,562 7,562 7,562 20,16	20,164 20,164	20,164 20,164 3	37,808 37,808 37,8	08 37,808 37,808 50,	410 50,410 50,410 50,	410 50,410 8,690 8,690	90 8,690 8,690 8,690	8,690 8,690 8,690 8,6	10.161 13.161 13.161 13.161 1 10.161 13.161 13.161 13.161 1	8,690 8,690 8,690 8,690 8,690 8,6	90 8,690	25,845 25,845 25,845 25,845 25,845	5 25,845 25,845 25,845 25,845 25,845 25,845 25,845 25	5,845 25,845 25,845 25,845 25,845 25,845 25,845 25,845

Assigned Development Inputs - S

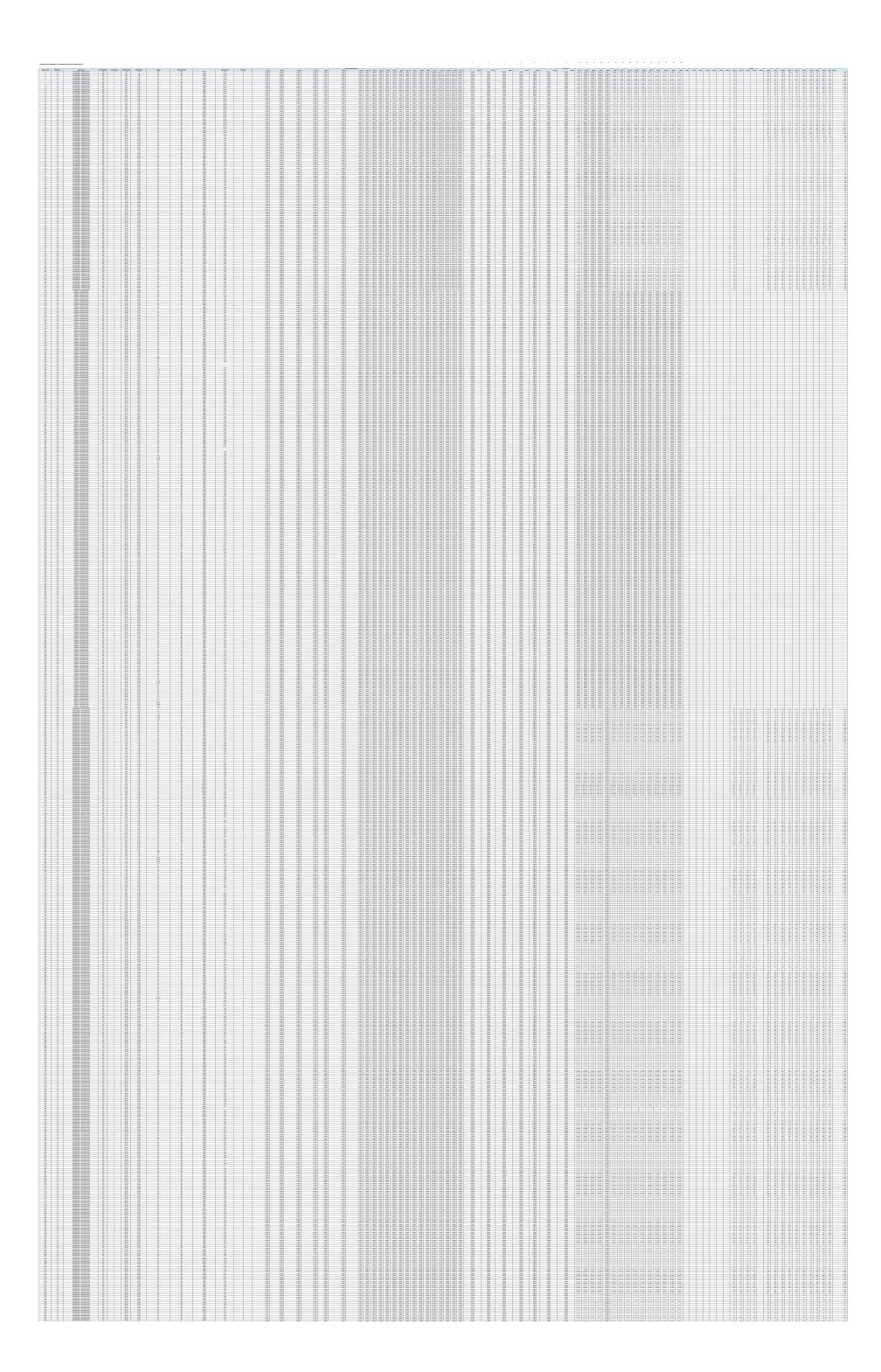
The column The			$\overline{}$										4074		SANS FOR TORK 2024					
Manual Property Manual Pro												4 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045	2027 2028 2029 2030 2031 2032 2033 2034	2025 2026	ss 10 2024	d Status Class 5 Load Status Class	PER_YEAR_2024 % Distribution Load Sta	TDIST_START TDIST_END SAR4	Direction	Road Name
Column C														2.028 2.028	2.028			0 1.485	A	
March Marc			\rightarrow							\rightarrow				1,337 1,337	1,337			0 1.485	G	
Mathematical Math			-		-							8 5,408 10,139 10,139 10,139 10,139 10,139 13,519 1	2,028 2,028 2,028 2,028 5,408 5,408 5,408 5,408 5,408 1,408 5,408	2,028 2,028	2,028		503,754 10% Loaded	1.485 1.755	A O	BEAUDESERT - NERANG ROAD
March Marc			-							$\overline{}$		5 3,565 6,536 6,536 6,536 6,536 6,536 6,536 6,537 6,53	2 028 2 028 2 028 2 028 5 408 5 408 5 408 5 408	2 028 2 028	2 028			1755 764	A	
March Marc			-											1.337 1.337					G	
March Marc														2,028 2,028	2,028				A	BEAUDESERT - NERANG ROAD
Man State												5 3,565 6,538 6,538 6,538 6,538 6,538 8,937 8,937 8,937 8,937	1,337 1,337 1,337 1,337 3,565 3,565 3,565 3,565	1,337 1,337				7.64 16.19	G	
Month			\rightarrow											2,028 2,028	2,028	fed Loaded		17.56 20.33	A	
March Marc			-											1,337 1,337	1,337				G .	BEAUDESERT - NERANG ROAD
March Marc			-	-								5 5.408 10.19 10.19 10.19 10.19 10.139 10.139 13.519 13.519 13.519 13.519 13.519	2.028 2.028 2.028 2.028 5.408 5.408 5.408 5.408 4.997 4.997 4.997 4.997 9.000 9.000 9.000 9.000	1 997 1 997	1 997				A C	
Manuscont Manu														2.028 2.028	2,028				A	
Market Ma			-									5 3,565 6,538 6,538 6,538 6,538 6,538 8,937 8,937 8,937 8,937	1,337 1,337 1,337 1,337 3,565 3,565 3,565 3,566	1,337 1,337		baded Unloaded	565,370 10% Unloaded	26.965 37.885	G	
Martin M												8 5,408 10,139 10,139 10,139 10,139 20,139 13,519 13,519 13,519 13,519 13,519	2,028 2,028 2,028 2,028 5,408 5,408 5,408 5,408	2,028 2,028	2,028	fed Loaded	712,223 10% Loaded	37.885 47.932	A	
Seed Seed Seed Seed Seed Seed Seed Seed			\rightarrow									5 3,565 6,538 6,538 6,538 6,538 6,538 8,937 8,937 8,937 8,937 8,937	1,337 1,337 1,337 1,337 3,565 3,565 3,565 3,565	1,337 1,337	1,337			37.885 47.932	G	
March Marc			\rightarrow			-						8 5,408 10,139 10,139 10,139 10,139 10,139 13,519 13,519 13,519 13,519 13,519	2,028 2,028 2,028 2,028 5,408 5,408 5,408 5,408	2,028 2,028	2,028			47.932 48	A	
March Marc			-	-								5 3,565 6,538 6,538 6,538 6,538 6,538 8,937 8,937 8,937	1,337 1,337 1,337 1,337 3,565 3,565 3,565 3,565	1,337 1,337					G A	
March Marc												5 3.565 6.538 6.538 6.538 6.538 6.538 8.937 8.937 8.937 8.937	1.337 1.337 1.337 1.337 3.565 3.565 3.565 3.565	1.337 1.337		aded Unloaded		48 48.145	G	
None of the control o														2,028 2,028					A	
Control Cont												5 3,565 6,538 6,538 6,538 6,538 6,538 8,937 8,937 8,937 8,937	1,337 1,337 1,337 3,565 3,565 3,565 3,565	1,337 1,337	1,337	aded Unloaded	1,166,682 10% Unloaded	48.145 48.277	G	BEAUDESERT - NERANG ROAD
Control Cont			\rightarrow									8 5,408 10,139 10,139 10,139 10,139 10,139 13,519 13,519 13,519 13,519 13,519	2,028 2,028 2,028 2,028 5,408 5,408 5,408 5,408	2,028 2,028		fed Loaded	925,051 10% Loaded	48.277 48.635	A	
Control Section Control Se			-		+	$\overline{}$			-	\rightarrow		5 3.565 6.538 6.538 6.538 6.538 6.538 8.937 8.937 8.937 8.937	1.337 1.337 1.337 3.565 3.565 3.565 3.565	1.337 1.337				48.277 48.635	G	
Seed-standing of the property			-						-	-				2,028 2,028					A O	DEAUDESENT - NEKANG HUAD
Second Se			-									5 3,365 0,336 0,336 0,336 0,336 0,336 0,336 0,337 0,33	2 028 2 028 2 028 2 028 5 408 5 408 5 408 5 408	2 028 2 028		fed Loaded		48.830 51.05 51.05 51.26	Δ	
1			\neg							$\overline{}$		5 3,565 6,538 6,538 6,538 6,538 6,538 8,937 8,937 8,937 8,937	1,337 1,337 1,337 1,337 3,565 3,565 3,565 3,565	1,337 1,337					G	
1			$\perp \perp \perp'$											2.028 2.028					A	
1			-									5 3,565 6,538 6,538 6,538 6,538 6,538 8,937 8,937 8,937 8,937	1,337 1,337 1,337 1,337 3,565 3,565 3,565 3,565	1,337 1,337		aded Unloaded	1,233,691 10% Unloaded	51.26 52.11	G	
Processor Column			-							-		2 8.912 16,344 16,344 16,344 16,344 16,344 22,344 22,344 22,344 22,344 22,344	3,342 3,342 3,342 8,912 8,912 8,912 8,912	3,342 3,342				0 0.33	A	
Proc. Decomosos C. 1, 15			\rightarrow			$\overline{}$				\rightarrow	\rightarrow	1 13,519 25,348 25,348 25,348 25,348 25,348 33,77 33,777 33,777	5,070 5,070 5,070 5,070 13,519 13,519 13,519 13,519	5,070 5,070				0 0.33	G A	
Teach Companies			-											5,342 5,342					0	
1														3,342 3,342				11.385 13.615	A	
Proc. Control Co. 1												9 13,519 25,348 25,348 25,348 25,348 25,348 33,797 33,797 33,797 33,797 33,797	5,070 5,070 5,070 5,070 13,519 13,519 13,519	5,070 5,070					G	IPSWICH - BOONAH ROAD
Proc. Decombine Proc. Deco												2 8,912 16,344 16,344 16,344 16,344 16,344 22,344 22,344 22,344 22,344 22,344	3,342 3,342 3,342 8,912 8,912 8,912 8,912	3,342 3,342					A	
Proc. 10 10 10 10 10 10 10 1			-							-				5,070 5,070					G	
Marchell M			-	-	-	-		-			-			3.342 3.342				34.31 34.385	A C	
MACHINE PLANE 1												35 140 85 905 85 905 85 905 85 905 85 905 85 905 87 87 87 87 87 87 87 87 87 87 87 87 87	13 181 13 181 13 181 13 181 35 149 35 149 35 149 35 149	13 181 13 181				0 0.37	Δ	BEAUDESERT - BOONAH BOAD
MACHINE COMPANIE			-											8,690 8,690				0 0.37	G	
MACHINE FLOWER SCHOOL A C C C C C C C C C			==									9 35,149 65,905 65,905 65,905 65,905 65,905 87,873 87,873 87,873 87,873 87,873	13,181 13,181 13,181 13,181 35,149 35,149 35,149	13,181 13,181	13,181			0.37 0.6	A	BEAUDESERT - BOONAH ROAD
Exception Company Co														8.690 8.690				0.37 0.6	G	
MACHINE PRODUCT A 70 150 40 20 20 Install 100			-									9 35,149 65,905 65,905 65,905 65,905 65,905 87,873 87,873 87,873 87,873 87,873	13,181 13,181 13,181 13,181 35,149 35,149 35,149 35,149	13,181 13,181				0.6 7.92	A	
Secondary Company Co			-	-								2 25,172 42,405 42,405 42,405 42,405 42,405 42,405 58,003 58,003 58,003 58,003 58,003	8,890 8,890 8,890 8,890 23,1/2	8,690 8,690				7.00 21.02	G A	
MONTH INFORM PROBLEM SERVICES A C 28 1890 2 1991 1994			\rightarrow		-					\rightarrow		9 8 9 9 2 5 3 8 2 5 3	5,020 5,020 5,020 5,020 2,020 25,020 25,020 25,020 5,020 5,020 5,020 8,912 8,912 8,912 8,912	5.020 5.020				7.92 31.63	n n	
MONTH INFORM PROBREM SERVICES 1 29			-									9 35.149 65.905 65.905 65.905 65.905 65.905 87.873 87.873 87.873 87.873 87.873	13.181 13.181 13.181 13.181 35.149 35.149 35.149 35.149	13.181 13.181				0 2.39	NNE - BEAUDESERT) A	
Column C												2 23,172 43,448 43,448 43,448 43,448 43,448 58,093 58,093 58,093 58,093 58,093	8,690 8,690 8,690 8,690 23,172 23,172 23,172 23,172	8,690 8,690			4,474,737 65% Unloaded	0 2.39	NNE - BEAUDESERT) G	MOUNT LINDESAY HIGHWAY (BRISBANE -
SOUTH INCIDENT MORPHISMER, BEAUGIETH 1.91 1.92 1.9												9 35,149 65,905 65,905 65,905 65,905 65,905 87,873 87,873 87,873 87,873 87,873	13,181 13,181 13,181 13,181 35,149 35,149 35,149	13,181 13,181	13,181	fed Loaded		2.39 5.27		
NOATH ACCURATION FROM PRIBABLE RELOCATION 1			\rightarrow			-						2 23,172 43,448 43,448 43,448 43,448 43,448 58,093 58,093 58,093 58,093 58,093	8,690 8,690 8,690 8,690 23,172 23,172 23,172 23,172	8,690 8,690				2.39 5.27		
SOUTH INCREMENT HOMES AND REPORT FOR STREET FOR STREE			-	-										13,181 13,181				5.2/ 12.2		
NOLY INCIDENT MORPHUM (IRRIANCE SEALCHERY) 1 11/1			-									2 25.172 43.446 43.446 43.446 43.446 43.446 30.003 30.0000 30.000 30.000 30.000 30.000 30.000 30.000 30.000 30.000 30.000	13 181 13 181 13 181 13 181 35 149 35 149 35 149 35 149	13 181 13 181		fed Inaded				
PACKED P			\neg							$\overline{}$		2 23,172 43,448 43,448 43,448 43,448 43,448 58,093 58,093 58,093 58,093 58,093	8,690 8,690 8,690 8,690 23,172 23,172 23,172 23,172	8,690 8,690			1,321,242 65% Unloaded			
MOUNT INCREPT WEBBANE REACKERS A 13 13 13 13 13 13 13												9 35,149 65,905 65,905 65,905 65,905 65,905 87,873 87,873 87,873 87,873 87,873	13,181 13,181 13,181 13,181 35,149 35,149 35,149	13,181 13,181	13,181	ded Loaded	1,364,020 65% Loaded	13.175 18.91	NNE - BEAUDESERT) A	MOUNT LINDESAY HIGHWAY (BRISBANE -
NOTH INDEX (MIRCHES) 1900 1875 1900 1875 1900 1875 1900 1875 1900 1875 1900 1875			-									2 23,172 43,448 43,448 43,448 43,448 43,448 58,093 58,093 58,093 58,093 58,093	8,690 8,690 8,690 8,690 23,172 23,172 23,172 23,172	8,690 8,690	8,690	aded Unloaded	1,321,242 65% Unloaded	13.175 18.91		
MOUNT INCIDENT MONTHLY INFORMATION AND AND ADMINISTRATION AND ADMINI			-		+	$\overline{}$	-	$\overline{}$	-	\rightarrow		3 35.149 65.905 65.905 65.905 65.905 65.905 87.873 87.873 87.873 87.873 87.873	13.181 13.181 13.181 35.149 35.149 35.149 35.149	13.181 13.181		fed Loaded				
NOATH MORPH PROPARE			-						-	\rightarrow		2 23,1/2 43,040 43,040 43,040 43,048 43,048 43,048 38,083 38,083 38,083 58,083	0,000 8,600 8,600 8,600 23,1/2 23,1/2 23,1/2 23,172	8,690 8,690 12 101 12 101						
***SOME INCRESSES AND ADDRESSES AND ADDRESSE			-									2 23.172 43.448 43.448 43.448 43.448 43.448 58.093 58.093 58.093 58.093 58.093	8,690 8,690 8,690 8,690 23,172 23,172 23,172 23,172	8.690 8.690				19 20.095		
MOUNT INCIDENT MONING PROBABLE REACK/PERT 0 20 1 164 AC 4 69 Commont 1 160 AC 4 69			\rightarrow									3 35,149 65,905 65,905 65,905 65,905 65,905 65,905 87,873 87,873 87,873 87,873 87,873	13,181 13,181 13,181 13,181 35,149 35,149 35,149 35,149	13,181 13,181				20.096 22.62		
MONTHORN HOMEN BEAR ALL DECEMBER A 220 284 109.51 69 Good Londord 1.92 1.9												2 23.172 43.448 43.448 43.448 43.448 43.448 58.093 58.093 58.093 58.093 58.093	8.690 8.690 8.690 23.172 23.172 23.172 23.172	8.690 8.690	8.690		1.644.474 65% Unloaded	20.096 22.62		
MOUNT HORSEN H			-		\perp	\perp		\perp		\perp		9 35,149 65,905 65,905 65,905 65,905 65,905 87,873 87,873 87,873 87,873 87,873	13,181 13,181 13,181 13,181 35,149 35,149 35,149 35,149	13,181 13,181				22.62 28.86		
MONTH DEEDER HOMEN'S BESINE - EAUCESTS) 0 268 95.0 1,241,20 699, Unicode 9.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			-		+	$\overline{}$	-	+	-	\rightarrow				8,690 8,690				22.62 28.86		
MOUNT LOGGEN HOMBARY RESEAUR. EAGLEGESS D 38.6 AS 1,141,75 69 (loaded Loade 1,145 1,		-	-		+	+		+	\rightarrow	\rightarrow		3 30,349 00,340 00,340 00,540	13,181 13,181 13,181 13,181 35,149 35,149 35,149 35,149 35,149	13,181 13,181						
HOWIT DEEDS VI PHONEY (RISKINGE - EALICESSY) 0 368 40.25 1,144,200 699 (Instance Unicode) 8,600			-											13 181 13 181				38.63 40.25		
			$\neg \neg \neg$									2 23,172 43,448 43,448 43,448 43,448 43,448 58,093 58,093 58,093 58,093 58,093	8,690 8,690 8,690 8,690 23,172 23,172 23,172 23,172	8,690 8,690				38.63 40.25		
												9 35,149 65,905 65,905 65,905 65,905 65,905 87,873 87,873 87,873 87,873 87,873	13,181 13,181 13,181 13,181 35,149 35,149 35,149	13,181 13,181	13,181	sed Loaded	1,186,758 65% Loaded	40.25 40.435		
MOUNTUNDSW/HOHMAY/#868AME-564005597) 0 40.25 40.455 1144.200 55% Unicode Unicode E600 8.60			-							\perp		2 23.172 43.448 43.448 43.448 43.448 43.448 58.093 58.093 58.093 58.093 58.093	8.690 8.690 8.690 23.172 23.172 23.172 23.172	8.690 8.690		aded Unloaded	1.144.290 65% Unloaded	40.25 40.435		
MOUNT DEEDS HOMBNY (BREAMS & EAUCESST) A 44.45 40.66 48.203 659 (Loaded Light 1.12th 1			+									3 35,149 65,905 65,905 65,905 65,905 65,905 87,873 87,873 87,873 87,873 87,873	13,181 13,181 13,181 13,181 35,149 35,149 35,149 35,149	13,181 13,181				40.435 40.66		
MONITHORS/HOMAN (BROAK E-BLUCKEST) 0			-		-					-		2 23,172 43,448 43,448 43,448 43,448 43,448 58,003 58,003 58,003 58,003 58,000	8,690 8,690 8,690 8,690 23,172 23,172 23,172 23,172	8,690 8,690				40.435 40.66		
MONITORINGEN/HOMBAY (BERGAME #EUDORSEY) A 46.6 44.5 48.503 69.5 (Loade Loade 1.132 1.132 1.132 1.132 1.132 1.132 1.132 1.132 1.132 1.133 1.132 1.133 1.132 1.133 1			-				_							9 000 9 000						
TRANSPERSION TRAN			-							\neg		35,149 65,905 65,905 65,905 65,905 66,905 87,873 87,873 87,873 87,873 87,873	13.181 13.181 13.181 13.181 35.149 35.149 35.149 35.149	13.181 13.181						
MOUNT LIGORAT HORNAM PROBANE SERVICESTED 4.15 44.50 569 (Londor 1 1.05 1.05 1.05 1.05 1.05 1.05 1.05 5.10 5			$\overline{}$									2 23,172 43,448 43,448 43,448 43,448 43,448 58,093 58,093 58,093 58,093 58,093	8,690 8,690 8,690 8,690 23,172 23,172 23,172 23,172	8,690 8,690	8,690			41.6 41.85		
																			-	

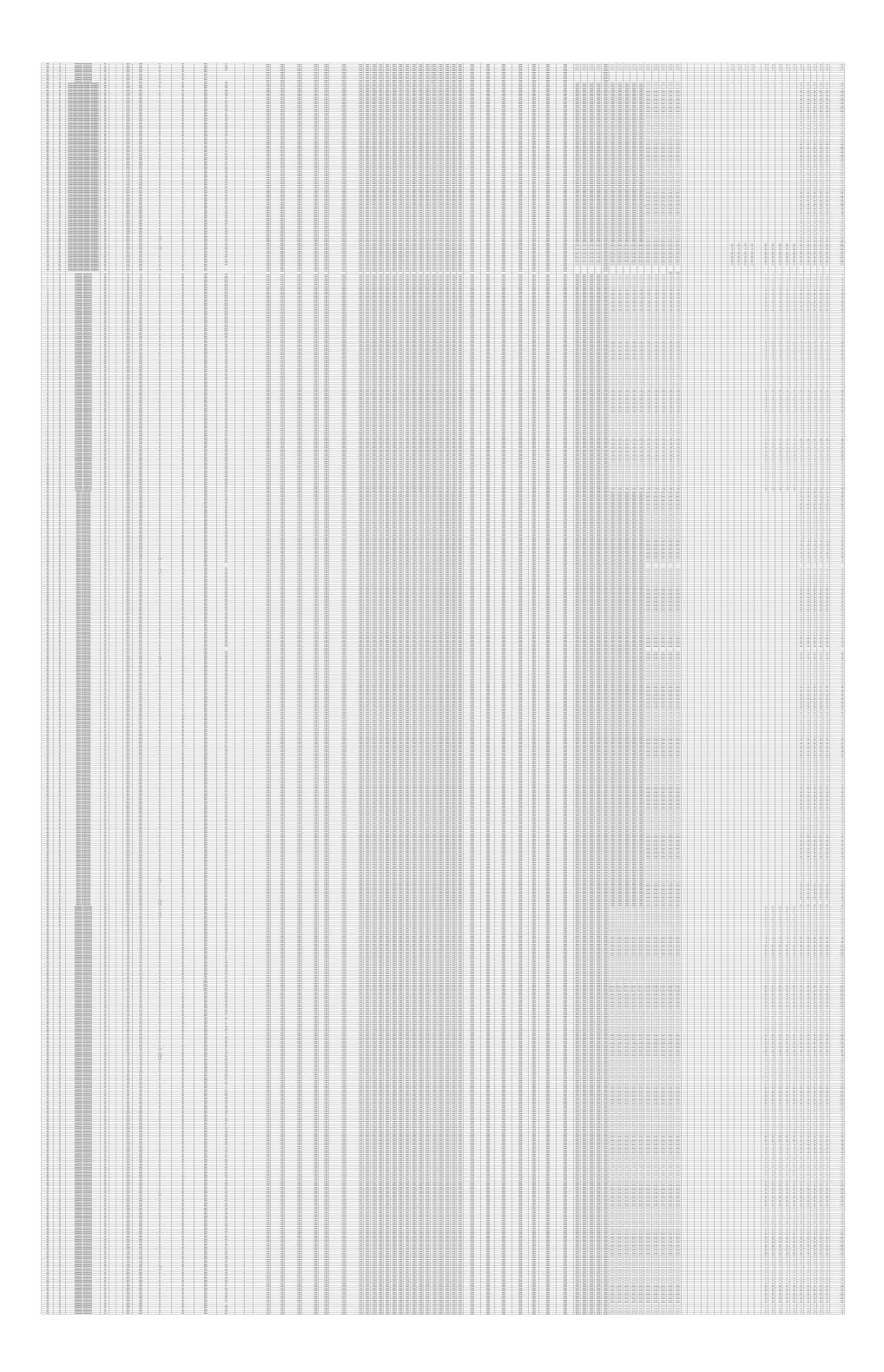
Assigned Development Inputs - S.

19	Read	(Data		Douglooment	94	912 DED VEAD 1024		15%			400			70%			100%																						
	Road Name Direct	etion IDI	IST START TOIST FND SARA PER YEAR 2024	% Distribution Load Status	Class 5 I nad Status Class 18	2024	2025	2026	2027	2028 2029	2030 2031	2032 2033	2034 2035	5 2036 20	2037 2038	2039 2040	2041 20	42 2043 2044	2045																				
	BEN IDECEST NEBANO BOAD					6 701	E 701	E 791	5.791	5 791	5 791 15 417	15.417 15.417 1	15.417 15.417	7 29.007 29.0	9.007 29.007	2003 2007	20 542 20 5	12 20 542 20 542	20.542																				
							2,020	2.076	2,020												-	-		-		-	-							-					-
							5,304	5,374	5,374	5,370 5,370	5,370 45,443	45,447 45,447 4	45,443 45,443	2 00.002 00.0	0.007 00.007	20,007 20,007	20,547 20,5	40 00.540 00.540	20,540			-					-												-
	BENIDEDENT NEDANO BOAD		1.495 1.755 997.993				3,030	2,076	2,020	2 076 2 076	2 076 10 602	10,600 10,600 1	10,600 10,600	10 10 900 10 0	0.967 10.967	10.907 10.907	36,542 36,5	12 36 517 36 517	36.582		-	-					-	-				-							-
		_	1755 7.64 509.754				£ 791	5,370	5,370	6 791 6 791	5.791 15.417	15 417 15 417 1	15 417 15 417	7 29.007 29.0	9,002 29,003	29,003 29,003	20,507 20,50	67 20,567 20,567 67 20,567 20,567	20,567		-	\rightarrow		-			-					-							-
							0,702	0,702	0,701												-	-				-	-	-				-							-
							E 791	5.370	5.701	5.370 5.370	5.370 16.003	15.417 15.417 1	15.417 15.417	7 29.007 29.0	9.002 29.002	29.003 29.003	20.507 20.50	67 20.567 20.567 67 20.567 20.567	20.507		-	-				-	-					-	-	-					-
							2,020	2,076	2,020													-																	-
	BEAUDEDENT NEDANO BOAD		17.50 20.22 94.120				6.791	5,370	5,370	5 791 5 791	5.791 15.417	15 417 15 417 1	15.417 15.417	7 29.007 29.0	9.002 29.002	29,003 29,003	20,507 20,5	67 20,567 20,567 67 20,567 20,567	20,507		-	-				-	-	-				-							-
		_					0,702	0,702	0,701													-										_							-
							5,376	5,976	3,976																							-							-
	DENUDESERI - NERANG ROAD	_	20.33 20.965 620.417			0.000	3.781	0.701	0.781	0.701 0.701	0.000 40.000	10.000 10.000 1	10.41/ 10.41/	7 28.907 28.1	0.907 28.907	40.000 40.000	30.542 30.5	42 30.542 30.542	30.542			-	_	_	-	-	_					-							-
		_	20.33 26.965 463,202		Londord		5,376	5,976	5,976	5,976 5,976	5,376 10,603	10,003 10,003 1	10,003 10,003	3 19,863 19,8	0,003 29,003	29,863 29,863	20,507 20,50	10 20,507 20,507	20,507								_				_	_							$\overline{}$
	DENUDESCRI - NERANG ROAD A	_	20.900 37.000 400,254	10% Coaded	Universal		3,781	0,701	0,781	0,701 0,701	0,781 15,417	10,417 13,417 1	10,417 10,417	20,907 20,3	0,907 28,907	20,307 20,307	30,542 30,5	42 30,542 30,542	30,342					_			_					-							-
1		_					3,976	5,976	3,976	5,976 5,976	5,376 10,603	10,003 10,003 1	10,003 10,003	3 19,863 19,8	0,003 20,003	20,003 20,003	20,507 20,50	17 26,507 26,507	20,507	_	-	\rightarrow	_	-	-		_	-	-		_	-						_	$\overline{}$
		_					3,781	5,761	5,781													-					_					-							-
	BEAUDESERI - NERANG HOAD G		37.885 47.932 621,711		Unioaded	3,976	3,976	3,978	3,9/6												-	\rightarrow		-			\rightarrow	-				-							-
Manual Content		_	4/.932 48 /12,223		Loaded		5,/81	5,781	5,781	5,781 5,781	5,781 15,417	15,41/ 15,41/ 1	15,41/ 15,41/	28,907 28,3	8,90/ 28,90/	28,90/ 28,90/	38,542 38,5	42 38,542 38,542	38,542		\rightarrow	\rightarrow	_	-	-	-	\rightarrow	-				-							-
					Unioaded		3,976	3,976	3,9/6												-	\rightarrow					\rightarrow	-				-							-
	BEAUDESERT - NERANG ROAD A	_			Loaded		5.781	5.781	5.781	5.781 5.781	5.781 15.417	15.417 15.417 1	15.417 15.417	7 28.907 28.5	8.907 28.907	28.907 28.907	38.542 38.5	42 38.542 38.542	38.542		\rightarrow	\rightarrow		-	-	\rightarrow	_	\rightarrow			_	-							-
Column					Unioaded		3,976	3,976	3,9/6	3,9/6 3,9/6	3,9/6 10,603	10,803 10,803 1	10,603 10,603	19,863 19,8	9,863 19,863	19,863 19,863	26,507 26,50	0/ 26,50/ 26,50/	26,507		-	\rightarrow		-	-	-	\rightarrow	-				-	\rightarrow						-
Column C	BEAUDESERT - NERANG ROAD A	_	48.145 48.277 925,051	10% Loaded	Loaded		5,781	5,781	5,781	5,781 5,781	5,781 15,417	15,417 15,417 1	15,417 15,417	7 28,907 28,5	8,907 28,907	28,907 28,907	38,542 38,5	42 38,542 38,542	38,542					-		-		-				-							+
		-	46.140 48.2// 1,166,682		Umpaded		3,9/6	3,9/6	3,976	3,976 3,976	3,976 10,603	10,603 10,603 1	10,603	19,863 19,8	2,863 29,863	19,863 29,863	26,507 26,50	u/ 26,507 26,507	20,007			\rightarrow	_		_		_	\rightarrow				+	\rightarrow				_		+
		_			Loaded		5,781	5,781	5,781	5,781 5,781	5,781 15,417	15,41/ 15,417 1	15,41/ 15,417	1/ 28,907 28,5	8,907 28,907	28,907 28,907	38,542 38,5	42 38,542 38,542	38,542	\rightarrow	\rightarrow	\rightarrow				\rightarrow	\rightarrow	\rightarrow	-			+	\rightarrow				-		+
March Marc	BEAUDESEKI - NERANG ROAD G	-					3.976	3.976	3.976											\rightarrow	\rightarrow	\rightarrow	_	-	\rightarrow	\rightarrow	_	\rightarrow	-		_	\rightarrow	\rightarrow	_			_	-	\rightarrow
							5,781	5,781	5,781	5,781 5,781	5,781 15,417	15,41/ 15,417 1	15,41/ 15,417	1/ 28,907 28,5	8,907 28,907	28,907 28,907	38,542 38,5	42 38,542 38,542	38,542	\rightarrow	\rightarrow	\rightarrow	_			\rightarrow	\rightarrow	\rightarrow				+	\rightarrow						+
	BEAUDESEKI - NERANG ROAD G	-					3,976	3,976	3,976	3,976 3,976	3,976 10,603	10,603 10,603 1	10,603 10,603	19,863 19,8	9,863 19,863	19,863 19,863	26,507 26,50	0/ 26,507 26,507	26,507	-	-	\rightarrow	_	-	-	\rightarrow	\rightarrow	-	-	-		-	-	-				 -	+
March Marc		_		10% Loaded			5,781	5,781	5,781	5,781 5,781	5,781 15,417	15,41/ 15,41/ 1	15,41/ 15,41/	28,907 28,3	8,90/ 28,90/	28,90/ 28,90/	38,542 38,5	42 38,542 38,542	38,542	\rightarrow		\rightarrow	_		+	\rightarrow	\rightarrow	\rightarrow	-			-	\rightarrow	-				-	+
Market Ma		-					3,976	3,976	3,976	3,976 3,976	3,976 10,603	10,603 10,603 1	10,603 10,603	19,863 19,8	9,863 19,863	29,863 29,863	26,507 26,50	0/ 26,507 26,507	26,507	\rightarrow	-	\rightarrow	_	-		\rightarrow	_	-	-	-		-	-	-			_	 -	+
Property column Property c		_					5.781	5.781	5.781	5.781 5.781	5.781 15.417	15.417 15.417 1	15.417 15.417	7 28.907 28.9	8.907 28.907	28.907 28.907	38.542 38.5	42 38.542 38.542	38.542	\rightarrow	\rightarrow	\rightarrow	_	-	\rightarrow	\rightarrow	_	\rightarrow	\rightarrow		_	+	\rightarrow	_					+
Property		_	51.26 52.11 1,233,691				3,976	3,976	3,976	3,976 3,976	3,976 10,603	10,603 10,603 1	10,603 10,603	3 19,863 19,8	9,863 19,863	19,863 19,863	26,507 26,50	07 26,507 26,507	26,507			\rightarrow	_	-	-	-	-	-			_	-							+
March Marc			0 0.33 714,805				9,940	9,940	9,940	9,940 9,940	9,940 26,507	26,507 26,507 2	26,507 26,507	7 49,658 49,6	9,658 49,658	49,658 49,658	66,268 66,26	68 66,268 66,268	66,268			\rightarrow		-	-							-							-
March Marc		_	0 0.33 533,757	25% Loaded			14,453	14,453	14,453	14,453 14,453	14,453 38,542	38,542 38,542 3	38,542 38,542	2 72,267 72,2	2,267 72,267	72,267 72,267	96,356 96,3	56 96,356 96,356	96,356			\rightarrow	_	-				\rightarrow				-					_		\rightarrow
March Marc					Unloaded		9,940	9,940	9,940	9,940 9,940	9,940 26,507	26,507 26,507 2	26,507 26,507	7 49,658 49,6	9,658 49,658	49,658 49,658	66,268 66,26	68 66,268 66,268	66,268			\rightarrow		-	-							-							-
1			0.33 11.385 533.757				14.453	14.453	14.453												_	_																	
1			11.385 13.615 716,218				9,940	9,940	9,940	9,940 9,940	9,940 26,507	26,507 26,507 2	26,507 26,507	7 49,658 49,6	9,658 49,658	49,658 49,658	66,268 66,26	68 66,268 66,268	66,268																				$\overline{}$
1							14,453	14,453	14,453																														-
1			13.615 34.31 417,015	25% Unloaded	Unloaded		9,940	9,940	9,940																		_					_							
1			13.615 34.31 385,528				14,453	14,453	14,453																														-
1			34.31 34.385 417.015		Unloaded		9.940	9.940	9.940	9.940 9.940	9.940 26.507	26.507 26.507 2	26.507 26.507	7 49.658 49.6	9.658 49.658	49.658 49.658	66.268 66.26	68 66.268 66.268	66.268																				
1			34.31 34.385 385,528		Loaded		14,453	14,453	14,453																							-							$\overline{}$
March Marc							37,579	37,579	37,579																														-
March Marc						25,845	25,845	25,845	25,845																		_					_							
1 1 1 1 1 1 1 1 1 1							37,579	37,579	37,579																														-
Marchest			0.37 0.6 432.758		Unloaded		25.845	25.845	25.845																														
Margine Marg	BEAUDESERT - BOONAH ROAD A				Loaded		37,579	37,579	37,579																														\rightarrow
1	BEAUDESERT - BOONAH ROAD G		0.6 7.92 432,758		Unloaded		25,845	25,845	25,845																														
1					Loaded		9,940	9,940	9,940	9,940 9,940	9,940 38,542	38,542 38,542 3	38,542 38,542	2 49,658 49,6	9,658 49,658	49,658 49,658	66,268 66,26	68 66,268 66,268	66,268								_					_							
Contract					Unloaded		14,453	14,453	14,453	14,453 14,453	14,453 26,507	26,507 26,507 2	26,507 26,507	72,267 72,2	2,267 72,267	72,267 72,267	96,356 96,35	56 96,356 96,356	96,356																				
Contract							37.579	37.579	37.579																														
Contract C	MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) G				Unloaded		25,845	25,845	25,845	25,845 25,845	25,845 68,919	68,919 68,919 6	68,919 68,919	9 129,224 129,2	9,224 129,224	129,224 129,224	172,298 172,29	98 172,298 172,298	172,298																				
Second processes and process					Loaded		37,579	37,579	37,579	37,579 37,579	37,579 100,210	100,210 100,210 10	100,210 100,210	0 187,894 187,8	7,894 187,894	187,894 187,894	250,526 250,52	26 250,526 250,526	250,526																				
Second property pro	MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) G		2.39 5.27 3,213,448	65% Unloaded	Unloaded		25,845	25,845	25,845																														
SOUTH CONFIDENCE PROMETED FOR MARKET STATES 1.1					Loaded	37,579	37,579	37,579	37,579																														
Mart					Unloaded	25.845	25.845	25.845	25.845																														
Contractor Con			12.2 13.175 1,384,020		Loaded		37,579	37,579	37,579													\rightarrow		-	\rightarrow		_	\rightarrow				\rightarrow	\rightarrow						\rightarrow
SOUTH MARKET NAME AND ADDRESS AND ADDRES			12.2 13.175 1,321,242	65% Unloaded	Unloaded		25,845	25,845	25,845													\rightarrow						\rightarrow	\rightarrow				\rightarrow					-	\rightarrow
NOATH AGENE AGEN					Loaded		37,579	37,579	37,579												_			-								\rightarrow							
MOUNT INCIDENT PROPRIES AND AGENCY AND AGE					Unloaded		25,845	25,845	25,845	25,845 25,845	25,845 68,919	68,919 68,919 6	68,919 68,919	9 129,224 129,2	9,224 129,224	129,224 129,224	172,298 172,29	98 172,298 172,298	172,298			\rightarrow						\rightarrow	\rightarrow				\rightarrow					-	\rightarrow
MOUNT INCIDENT PROPRIES AND AGENCY AND AGE				65% Loaded		37.579	37.579	37.579	37.579	37.579 37.579	37.579 100.210	100.210 100.210 10	100.210 100.210	0 187.894 187.8	7.894 187.894	187.894 187.894	250.526 250.52	26 250.526 250.526	250.526			\rightarrow						\rightarrow				\perp							\rightarrow
SOUTH INCRESS FROM PRIBBALE REACKERS ST. 18		-	18.91 19 1,321,242	65% Unloaded	Unloaded	25,845	25,845	25,845	25,845	25,845 25,845	25,845 68,919	68,919 68,919 6	68,919 68,919	9 129,224 129,2	9,224 129,224	129,224 129,224	172,298 172,29	98 172,298 172,298	172,298	\rightarrow		\rightarrow	_	-	+	\rightarrow	\rightarrow	\rightarrow	$\overline{}$	+		+	\rightarrow	-	-	-		-	+
HOLDING ACCORDANCE AND AGEN HOLDING ACCORDANCE A SAME A SA			19 20.095 2,591,383	65% Loaded	Loaded	37,579	37,579	37,579	37,579	37,579 37,579	37,579 100,210	100,210 100,210 10	100,210 100,210	0 187,894 187,8	7,894 187,894	187,894 187,894	250,526 250,52	26 250,526 250,526	250,526			\rightarrow				\rightarrow	\rightarrow	\rightarrow				\perp	\rightarrow						\rightarrow
NOATH AGENERAL PROMET			19 20.095 1,644,474		Unloaded	25,845	25,845	25,845	25,845	25,845 25,845	25,845 68,919	68,919 68,919 6	68,919 68,919	9 129,224 129,2	9,224 129,224	129,224 129,224	172,298 172,29	98 172,298 172,298	172,298		_	\rightarrow			\rightarrow		_	\rightarrow				+							\rightarrow
SOUTH INCREMENT AND PRODUCT			20.096 22.62 2,591,383		Loaded	37,579	37,579	37,579	37,579	37,579 37,579	37,579 100,210	100,210 100,210 10	100,210 100,210	0 187,894 187,8	7,894 187,894	187,894 187,894	250,526 250,52	26 250,526 250,526	250,526			\rightarrow				\rightarrow	\rightarrow	\rightarrow				\perp	\rightarrow						\rightarrow
PACIFIC PACI			20.095 22.62 1.644.474		Unloaded		25.845	25.845	25.845													\rightarrow						\rightarrow				\perp							\rightarrow
NOLITY INCIDENT PROPRIATE PROPRIAT			22.62 28.86 1,059,353				37,579	37,579	37,579												\rightarrow	\rightarrow			\perp	\rightarrow	\rightarrow	\rightarrow				\perp	\rightarrow						\rightarrow
Column C			22.62 28.86 1,203,274	65% Unloaded	Unloaded	25,845	25,845	25,845	25,845	25,845 25,845	25,845 68,919	68,919 68,919 6	68,919 68,919	9 129,224 129,2	9,224 129,224	129,224 129,224	172,298 172,29	98 172,298 172,298	172,298																				
MOUNT INCREMENT MORNING (IRRIGAM, ELECTRICITY) 1			28.86 38.63 1,820,246	65% Loaded		37,579	37,579	37,579	37,579													\rightarrow			\perp							\perp							\rightarrow
MOUNT INCIDENT PROPRIES (PROPRIES ALL CORPET) A 34.6 0.15 1.144,70 6.9 Loade 37.7 27.9 27	MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) G		28.86 38.63 1,241,023	65% Unloaded	Unloaded	25,845	25,845	25,845	25,845	25,845 25,845	25,845 68,919	68,919 68,919 6	68,919 68,919	9 129,224 129,2	9,224 129,224	129,224 129,224	172,298 172,29	98 172,298 172,298	172,298			-			\perp														\perp
NOUTH INCREMENT HORSEN (PRISMAN ELECTRICITY) 1 1 1 1 1 1 1 1 1			38.63 40.25 1,186,758	65% Loaded	Loaded		37,579	37,579	37,579																														
MOUTH INCRESS PROBREMS REALIZERS A	MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) G		38.63 40.25 1,144,290		Unloaded	25,845	25,845	25,845	25,845																														
MOUNT INDERFEMBERS PROPRIEST M. 4.6.5 14.4.20 4.6.9.0 14.4.20 4.6.9.0 14.4.20 14					Loaded	37,579	37,579	37,579	37,579																														
MOUNT INCREPT PROBBANE PROBB					Unloaded		25.845	25.845	25,845																														
MONTHORN-PHONNE PROBRAME SEQUENCES 0	MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) A				Loaded		37,579	37,579	37,579																														
MONTH LORGER HOMEN (BROME & BLUESSET) A 4.6 4.5 4.8 (2.0 6.9 Loaded 2.79 2.			40.435 40.66 439,650				25,845	25,845	25,845																														
MONTH LIGHT-PHONEN (RESMAR-ERACHERS) 0 46.6 41.6 48.00 699, located 1.5 46.5 5.56 5.56 5.56 5.56 5.56 5.56 5.	MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) A						37,579	37,579	37,579																														
MODIFICIAL PROPERTY RESIDENCE - SEALORS ST. A 44.5 44.55 46.523 699, Locate Locate 9.579 9			40.66 41.6 439,650				25,845	25,845	25,845																														
								37.579	37,579																														
			41.6 41.85 439,650	65% Unloaded	Unloaded	25,845	25,845	25,845		25,845 25,845	25,845 68,919	68,919 68,919 6	68,919 68,919	9 129,224 129,2	9,224 129,224	129,224 129,224	172,298 172,29	98 172,298 172,298	172,298																				

Sections	Assessment	with	>5%	impact

Sections Assessment with >5% Impact					
MPACTID Road Name Directi	on TDIST START TOIST END 2024 2025 2026 2027 2020 2029	2000 2001 2012 2022 2033 2014 2015 2015 2017 2018 2017 2018 2019 2040 2041 2042 2043 2044 2045 MPMCTIC 2014 2025 2025 2026 2	827 2028 2029 2020 2021 2022 2022 2022 2023 2024 2025 2024 2025 2024 2025 2024 2027 2028 2029 2040 2041 2042 2042 2044 2045 DPACTE 2024 2025 2025 2025	7 2028 2029 2029 2020 2021 2022 2023 2024 2025 2024 2025 2026 2027 2028 2029 2040 2041 2042 2043 2044 2045 NFACTE 2024 2025 2025 2025	6 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045
BEAUDESERT - NERANG ROAD A	0 1465 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%	9.7% 9.7% 9.7% 9.6% 9.6% 9.6% 1.0% 1.0% 9.2% 9.2% 1.1% 1.2% 1.0% 1.0% 9.2% 9 0 0 0			
BEALDESERT - NERANG ROAD G BEALDESERT - NERANG ROAD A	0 1.65 0.16 0.16 0.16 0.16 0.16 0.16 0.16	0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%			
BEALDESERT - NERANG ROAD G	1485 1.755 0.1% 0.1% 0.1% 0.1% 0.1% 0.1%	0.7% 0.7% 0.0% 0.0% 0.0% 1.0% 1.0% 1.0% 1.0% 0.0% 0			
BEALDESERT - NERANG ROAD A	1.755 7.64 0.3% 0.3% 0.3% 0.3% 0.3% 0.3% 0.3%	0.7% 0.7% 0.7% 0.6% 0.6% 0.6% 1.0% 1.0% 0.9% 0.9% 1.1% 1.2% 1.0% 0.9% 0.9% 0.0 0			
BEALDESERT - NERWING ROAD G SA BEALDESERT - NERWING ROAD A	1.755 7.66 0.1% 0.1% 0.1% 0.1% 0.2% 0.2%	0.5% 0.2% 0.2% 0.2% 0.2% 0.2% 0.4% 0.3% 0.3% 0.3% 0.4% 0.6% 0.5% 0.3% 0.3% 0.0 0 0			
16 BEALDESERT - NERANG ROAD G	7.64 16.19 2.26 2.26 2.16 2.06 2.06 2.06 1.96 7.64 16.19 2.26 2.26 2.16 2.06 2.06 1.96	1.0% 5.0% 5.0% 4.0% 4.0% 4.7% 8.0% 8.7% 8.2% 8.2% 8.2% 8.0% 8.0% 8.0% 8.0% 8.0% 8.0% 8.0% 8.0	2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
2A BEALDESERT - NERANG ROAD A	17.56 20.33 2.1% 2.1% 2.0% 2.0% 2.0% 1.9%	1.9% 5.0% 5.0% 4.9% 4.9% 4.7% 1.1% 1.7% 1.2% 1.6% 1.2% 1.1.7% 1.1.0% 11.6% 11.6% 11.2% 24 0 0 0	0 0 0 0 4887 0 0 0 0 8.788 8.788 8.788 8.788 1170 1170 1170 1170 1170 1170 24 0 0 0	0 0 0 0 5827.57 0 0 0 0 0339.2 2039.2 2039.2 2039.2 1539.2	D D D D D 15417 D D D 0 25427 D D D 0 0 0 28906.0 28906.0 28906.0 28906.0 38542.4 28542.4 28542.4 28542.4 28542.4
2G BEALDESERT - NERANG ROAD G	17.56 20.20 2.2% 2.2% 2.1% 2.0% 2.0% 1.0%	1,0% 4,7% 4,6% 4,6% 4,2% 4,1% 7,2% 5,0% 6,0% 6,0% 6,0% 8,2% 7,9% 7,7% 7,6% 25 0 0 0	0 0 0 0 0 0 0 0 0 0 5504 5504 5404 5404	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 28962.2 28962.2 28962.2 28962.2 28962.2 26962.4 26907.4 26907.4 26907.4
BEALDESERT - NERANG ROAD G BEALDESERT - NERANG ROAD G	2032 26365 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 2032 26365 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%	9 25 9 46 9 46 9 46 9 46 26 27 28 28 28 28 28 28 28 28 28 28 28 28 28			
BEALDESERT - NERANG ROAD A	20,965 27,885 0.49 0.29 0.29 0.29 0.29 0.29	9.25 9.75 9.75 9.05 9.05 9.05 1.15 1.05 1.05 9.05 1.15 1.15 1.15 1.15 1.15 1.15 1.05 9 9 9			
BEALDESERY - NERANG ROAD G	25,965 27,865 0,2% 0,2% 0,2% 0,2% 0,2% 0,2%	9.2% 9.4% 9.4% 9.4% 9.2% 9.2% 9.5% 9.5% 9.5% 9.5% 9.5% 9.5% 9.5% 9.5			
BEALDESERT - NERANG ROAD A BEALDESERT - NERANG ROAD G		0.2% 0.0% 0.0% 0.0% 0.0% 1.0% 1.0% 1.0% 1.0			
BEALDESERT - NERANG ROAD A	27922 48 0.29 0.29 0.29 0.29 0.29 0.29 0.29	275 265 265 265 265 265 265 275 275 275 265 265 265 265 275 275 275 275 275 275 275 275 275 27			
BEALDESERT - NERANG ROAD G	47,932 48 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%	0.2% 0.4% 0.4% 0.4% 0.4% 0.4% 0.7% 0.7% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0			
BEALDESERT - NERANG ROAD A	48 48 45 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%	0.2% 0.4% 0.4% 0.4% 0.4% 0.4% 0.2% 0.2% 0.7% 0.7% 0.7% 0.9% 0.9% 0.9% 0.9% 0.2% 0.0 0			
BEALDESERT - NERANG ROAD G BEALDESERT - NERANG ROAD A	48 48 46 55 0.1% 0.1% 0.1% 0.1% 0.1% 0.2% 0.2% 0.2%	0.1% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2			
BEALDESERT - NERANG ROAD G	48.145 48.277 0.1% 0.1% 0.1% 0.1% 0.1% 0.1%	0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%			
BEALDESERT - NERANG ROAD A	48.277 48.635 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%	9.2% 9.4% 9.4% 9.4% 9.4% 9.4% 9.2% 9.2% 9.2% 9.2% 9.2% 9.9% 9.9% 9.9			
BEALDESERT - NERANG ROAD G BEALDESERT - NERANG ROAD A		0.7% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2			
BEALDESERT - NERANG ROAD G		0.75 0.75 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.2			
BEAUDESERY - NERANG ROAD A	51.05 51.26 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%	0.2% 0.4% 0.4% 0.4% 0.4% 0.4% 0.4% 0.2% 0.7% 0.7% 0.7% 0.9% 0.9% 0.9% 0.9% 0.8% 0.0 0 0			
BEALDESERT - NERWING ROAD G BEALDESERT - NERWING ROAD A		0.7% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2			
BEALDESERT - NERANG ROAD G	51.26 52.11 0.19 0.19 0.19 0.19 0.19 0.29 0.29	0.75 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.2			
IPSWICH-BOONAH RDAD A	0 0.20 0.6% 0.6% 0.6% 0.2% 0.2%	0.3% 0.8% 0.8% 0.8% 0.7% 0.7% 1.2% 1.2% 1.1% 1.0% 1.4% 1.3% 1.2% 1.2% 1.2% 0 0 0			
PSWCH-BOONAH ROAD G		0.7% 1.7% 1.6% 1.0% 1.0% 2.6% 2.5% 2.5% 2.2% 2.2% 2.9% 2.8% 2.7% 2.6% 2.5% 0 0 0			
IPSINCH - BOONAH ROAD A IPSINCH - BOONAH ROAD G		9.7% 9.7% 9.8% 9.8% 9.7% 9.7% 12% 12% 11% 14% 14% 14% 1.2% 1.2% 1.2% 1.2% 1.2% 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			
PSWICH - BOONAH ROAD A	11,305 11,615 0.65 0.65 0.65 0.65 0.25 0.25	9.25 9.25 9.25 9.25 9.25 9.25 9.00 1.25 1.05 9.25 9.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1			
IPSWICH-BOONAH ROAD G	11.285 12.615 0.8% 0.7% 0.7% 0.6% 0.6% 0.6% 0.6%	0.6% 1.6% 1.6% 1.2% 1.2% 1.2% 2.0% 1.9% 1.8% 1.7% 2.2% 2.5% 1.0% 1.8% 0 0 0			
SA PSINCH-BOONAH ROAD A SG PSINCH-BOONAH ROAD G	13.615 34.31 0.7% 0.7% 0.7% 0.7% 0.7% 0.6%	0.0% 1.7% 1.0% 1.0% 1.0% 2.2% 2.7% 2.7% 2.7% 2.7% 2.7% 2.7% 2.0% 2.0% 2.5% 2.5% 0.0 0 0 0 1.1% 2.2% 2.2% 2.7% 2.7% 2.0% 2.0% 2.5% 2.5% 2.0% 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
6A IPSINCH-BOONAH ROAD A	24.21 24.26 0.76 0.76 0.76 0.76 0.76 0.76 0.65	1.05 1.75 1.75 1.05 1.05 1.05 2.25 2.05 2.05 2.05 2.05 2.05 2.05 2	3		
4G IPSWICH-BOONAH ROAD G	3431 3438 136 136 136 136 136 136	1.16 2.86 2.86 2.76 2.76 2.76 4.96 4.86 4.86 4.76 4.76 6.26 6.26 6.26 5.96 5.96 46 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SA BEALDESERT - BOONAH ROAD A SG BEALDESERT - BOONAH ROAD G	0 0.27 2.66 2.56 2.66 2.66 2.36 2.26	228 509 529 529 529 529 529 529 529 529 529 52	0 0 0 0 266 266 266 0 5.22 572 572 572 572 572 572 572 572 572 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 200210 200210 200210 0 187864 187864 187864 187864 20000 20000 20000 20000 20000
GA BEALDESERT - BOONAH ROAD A	0.37 0.6 2.0% 2.2% 2.4% 2.4% 2.2% 2.2% 2.2%	1.7% 1.6% 1.7% 1.7% 1.2% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5	0 0 0 0 0 0,664 20,664 0,664 0 57,122		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6G BEALDESERT - BOONAH ROAD G	0.37 0.6 1.7% 1.7% 1.6% 1.6% 1.6% 1.5%	15% 18% 17% 18% 15% 1.6% 6.2% 5.8% 5.5% 5.5% 7.3% 6.5% 6.5% 6.6% 6.5 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 129111 129111 129111 129111 17298 172298 172298 172298 172298
7A BEALDESERT - DODNAH ROAD A 7G BEALDESERT - DODNAH ROAD G	0.6 7.92 2.95 2.55 2.45 2.65 2.25 2.25 2.65 2.05 2.25 2.25 2.25 2.25 2.25 2.25 2.2	276 506 548 578 518 496 896 806 818 726 8120 928 928 929 78 0 0 0	0 0 0 0 0 Madel 20464 20464 0 0 57:22 57:2	9 9 0 0 25589 2 25589 2 25589 2 25589 2 0 5590 7 55	0 0 0 0 0 0 00210 100210 100210 0 187894 187894 187894 187894 157005 25556 25556 25556 25556 25556
7A BEALDESERT - BOONAH ROAD A		1.5% 2.6% 3.7% 1.6% 3.5% 2.6% 6.5% 5.5% 5.5% 5.5% 5.5% 5.5% 6.5% 6		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7G BEALDESERT - BOONAH ROAD G	7.92 21.63 1.0% 1.0% 1.0% 0.9% 0.9% 0.2%	198 129 149 149 129 129 129 129 129 129 129 129 129 12			
MOUNT LINDESAY HIGH WAY (BRISDANE - BEAUDISSERT) A		9.7% 9.2% 9.2% 9.2% 9.2% 9.4% 9.4% 9.4% 9.2% 9.2% 9.2% 0.4% 0.4% 0.4% 0.4% 0.4% 0.0 0 0			
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) G MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDESERT) A	0 2.39 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2% 0.2%	0.2% 0.6% 0.6% 0.6% 0.6% 0.6% 0.7% 0.7% 0.7% 0.7% 0.0% 0.6% 0.6% 0.0% 0.0% 0.0% 0.0% 0.0			
MOUNT LINDESAY HIGHWAY (BRISDANE - BEAUDESERT) G		225 265 265 265 265 265 265 105 105 105 105 105 105 125 125 125 125 125 125 125 125 125 12			
MOUNT LINDESAY HIGH WAY (BRISDANE - BEAUDISSERT) A	5.27 12.2 0.6% 0.5% 0.5% 0.5% 0.5% 0.4%	0.6% 11% 1.0% 1.0% 0.9% 0.9% 1.0% 1.5% 1.6% 1.6% 1.7% 1.6% 1.5% 1.6% 1.6% 0 0 0			
MOUNT LINDESAY HIGHWAY (RISSIANE - BEAUDISSERT) G MOUNT LINDESAY HIGHWAY (RISSIANE - BEAUDISSERT) A		0.2% 0.8% 0.8% 0.7% 0.7% 0.7% 1.2% 1.2% 1.1% 1.1% 1.6% 1.2% 1.2% 1.2% 0 0 0			
MOUNTLINGESAYHIGHWAY (BRISBANE - BEAUDESERT) G	12.2 13.175 0.6% 0.6% 0.6% 0.6% 0.6% 0.5% 0.5% 0.5%	0.6% 2.0% 1.0% 1.0% 1.0% 1.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2			
MOUNTLINDESAYHISHWAY (BRISBANE - BEAUDESERT) A	12,175 18,91 0,8% 0,8% 0,8% 0,8% 0,8% 0,8%	0.0% 2.0% 2.0% 1.9% 1.9% 1.9% 2.5% 2.6% 2.0% 2.0% 4.2% 4.2% 4.2% 4.2% 4.0% 0 0 0			
MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDISSERT) G MOUNT LINDESAY HIGHWAY (BRISBANE - BEAUDISSERT) A	13.175 18.91 0.6% 0.6% 0.6% 0.5% 0.5% 0.5%	0.5% 1.6% 1.6% 1.6% 1.6% 2.5% 2.5% 2.5% 2.5% 2.5% 2.5% 2.5% 3.2% 3.2% 3.2% 3.1% 0 0 0 0			
MOUNTLINGESAYHIGHWAY (BRISBANE - BEALDESERT) G	10.91 19 0.6% 0.6% 0.6% 0.6% 0.5% 0.5%	126 146 146 146 146 126 226 226 226 226 226 127 128 128 135 135 0 0 0			
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Marginal Cost Calculations for Selected Roads

Impact ID	Tota	ıl Costs (\$)
1A	\$	73,812
1G	\$	34,974
2A	\$	26,996
2G	\$	12,939
ЗА	\$	-
3G	\$	95,235
4A	\$	-
4G	\$	418
5A	\$	23,045
5G	\$	9,800
6A	\$	20,358
6G	\$	8,657
7A	\$	1,058,237
7G	\$	449,446
8A	\$	100,993
8G	\$	-
9A	\$	24,503
9G	\$	-
10A	\$	3,076
10G	\$	-
11A	\$	9,655
11G	\$	4,156
12A	\$	37,556
12G	\$	16,167
13A	\$	5,875
13G	\$	2,529
Total	\$	2,018,427





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9 July 2024 J002474-001-L-Rev0

Mary-Lourde Dagher SOILCO Pty Ltd

Email: mary-lourde.dagher@soilco.com.au

SLOPE STABILITY ASSESSMENT PROPOSED COMMERCIAL DEVELOPMENT MITCHELL ROAD BROMELTON

PLANS AND DOCUMENTS referred to in the SDA APPROVAL



SDA approval: AP2024/011

INTRODUCTION

At the request of SOILCO Pty Ltd (the Client), Core Consultants Pty Ltd (Core) has undertaken a landslide stability assessment for the proposed development at the above site. Our assessment was based on a review of available published geological information (Council maps and published geological mapping), a walk-over survey by a Core geotechnical engineer, and review of a previous geotechnical investigation report performed at this site (East Coast Geotechnical, dated 27th July 2021).

This report presents the results of our desktop study and site observations, together with our slope stability assessment. The landslide hazard assessment report has been prepared using the national AGS landslide guidelines methods.

SITE DESCRIPTION

The proposed development site is located on Lot 4 on RP85497 and covers an area of about 27,000 m2. The subject site is west of Beaudesert-Boonah Road and to the south of Mitchell Road.

The site is occupied by grassed paddocks with sparse to medium dense tree cover and has grass cover with shrubs and tree cover consisting of medium to large trees, the site has an undulating topography which is gently to steeply sloping. An overview of the site is provided in Image 1 below. Site conditions at the time of the walk-over are shown in Photographs 1 to 6 below.



Image 1: Aerial view of site - Nearmaps (approximate site boundary annotated by Co













Photograph 1: From western side of the site, looking east towards the centre of site



Photograph 2: From western side of the site, looking east towards the centre of site





Photograph 3: From northern side of the site, looking south towards the centre of site



Photograph 4: From northern side of the site, looking east, also showing creek with scour erosion





Photograph 5: Creek at north of the site, showing evidence of erosion



Photograph 6: Creek at north of the site, showing evidence of erosion



PROPOSED DEVELOPMENT

The proposed commercial development is to consist of a compost manufacturing facility, with associated access driveways, the development will involve cut to fill earthworks of approximately 10 m maximum depth of cut and fill. Fill slopes will not exceed 1V:2H and cut slopes will not exceed 1V:2H in soil and 1V:1H in rock. The development layout is shown in Image 2.

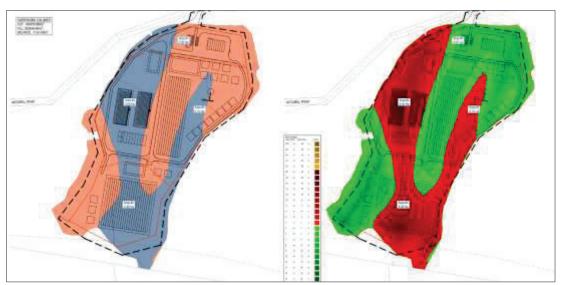


Image 2: Layout and cut-fill plan of proposed development (provided by Client)

METHOD OF INVESTIGATION

As part of our slope stability assessment, a desktop study was carried out comprising a review of the published geological maps of the area and the previous geotechnical investigation report at the site (East Coast Geotechnical, dated 27th July 2021), and the Scenic Rim Council (SRRC) planning scheme interactive map.

A walkover survey was conducted by a geotechnical engineer on 8thJuly 2024 to make an appraisal of the general site conditions, including assessment of the site conditions, topography, drainage, vegetation cover, geology, erosion, and slope stability.

RESULTS OF INVESTIGATION

Regional Geology

The Queensland Geotechnical Database (QGD) indicates that approximately half of the the site is underlain by the Middle Jurassic aged Heifer Creek Sandstone Member (**Jbmkh**) comprising "Sublabile to quartzose sandstone, siltstone, shale". The other half of the site is underlain by Early Jurassic – Middle Jurassic aged (**Jbmk**) comprising "Lithofeldspathic labile and sublabile to quartzose sandstone, siltstone, shale, minor coal, ferruginous oolite marker." An extract from the geology map is shown below in Image 3.



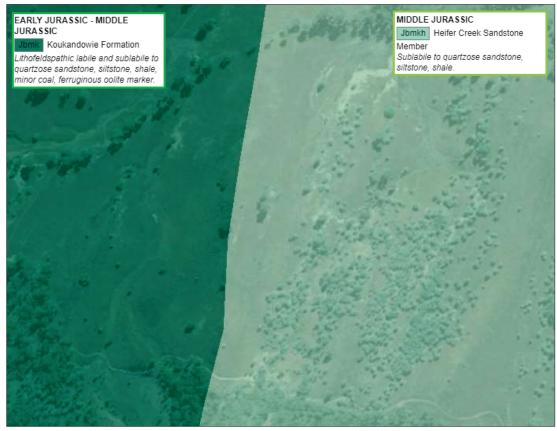


Image 3: Extract from the QGD



Image 4: Topographic setting (Georesglobe)



Previous geotechnical investigation

The previously performed geotechnical investigation (East Coast Geotechnical, dated 27th July 2021) is attached in Appendix C.

Based on the information provided in the previous geotechnical investigation report, the subsurface profile at the investigation site is likely to consist of natural silty clays and sand, with weathered rock encountered at 0.9 to 5.5 m below ground level (bgl). No signs of groundwater or seepage were recorded in the previous investigation's boreholes; local surface might be experienced in near surface sandy layers during or after periods of wet weather.

Site walkover

Observations made during the walk-over indicate that the site drainage is generally poor to fair. Erosion was noted around the creek located to the north of the site (draining to the north, but mostly dry at the time of inspection). The sites natural topography is undulating, with slight to steep slopes. The maximum slope fall is approximately 25 - 30%. Aside from the previously noted creek bed, there were no signs of water ponding noted at the site. There were no signs of instability noted during the site walkover.

COMMENTS AND RECOMMENDATIONS

Existing Conditions

The site is covered by the SRRC Landslide (susceptibility) Hazard Overlay which indicates areas of *Slope Hazard over 25%* (refer Image 5). These areas mainly appear the ridges at the south-east corner of the site.

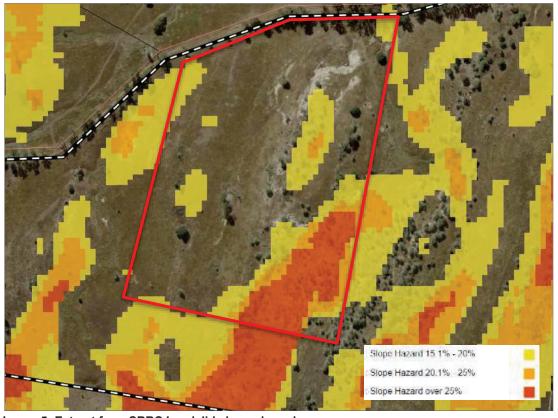


Image 5: Extract from SRRC Landslide hazard overlay

Following bulk earthworks (Image 2), the site will be level apart from perimeter cut and fill slopes. Fill slopes will not exceed 1V:2H and cut slopes will not exceed 1V:2H in soil and 1V:1H in rock. These slopes, and if any retaining walls are to be adopted, are checked by a geotechnical engineer to achieve a safety factor of not less than 1.5 for global instability.

Landslide Susceptibility Analysis

Using the Australian Geomechanics Society Landslide Risk Management methods (refer Appendix A) the likelihood of a failure of the existing site and the proposed development slopes provided all slope and retraining walls are checked by a geotechnical engineer to achieve a safety factor of not less than 1.5 for



global instability, is Unlikely and the consequence Minor, and the assessed risk is Low and acceptable. The creek banks and areas of cut to fill should also be checked by a geotechnical engineer at time of construction to verify stability.

A landslide susceptibility analysis was also carried out using the method of MacGregor and Taylor and is attached in Appendix B; this method indicates that the site has a Low susceptibility rating (i.e. less than 0.6) with no special treatment for stability being required.

Relative levels of risk and their implications are given in Table 1 below taken from 'Qualitative Terminology for Use in Assessing Risk to Property'.

Table 1: Stability Risk Levels

Risk L	.evel	Example Implications
VH	VERY HIGH RISK	Unacceptable without treatment. Extensive detailed investigation and research, planning and implementation of treatment options essential to reduce risk to Low; may be too expensive and not practical. Work likely to cost more than value of property.
Н	HIGH RISK	Unacceptable without treatment. Detailed investigation, planning and implementation of treatment options required to reduce risk to Low. Work would cost a substantial sum in relation to the value of the property.
M	MODERATE RISK	May be tolerated in certain circumstances (subject to regulators' approval) but requires investigation, planning and implementation of treatment options to reduce risk to Low. Treatment options to reduce to Low risk should be implemented as soon as practicable.
L	LOW RISK	Usually acceptable to regulators. Where treatment has been required to reduce the risk to this level, ongoing maintenance required.
VL	VERY LOW RISK	Acceptable. Manage by normal slope maintenance procedures.

1) The implications for a particular situation are to be determined by all parties to the risk assessment and may depend on the nature of the property at risk; these are only given as a general guide.

LIMITATIONS

Your attention is drawn to the document Limitations, which is also attached in Appendix D.

Please contact the undersigned should you wish to discuss any of the above matters.

Yours sincerely,

CORE CONSULTANTS PTY LTD

Matthew Addis BEng(Civil) MIEAust

Geotechnical Engineer

BE(Civil) FIEAust EngExec CPEng NER RPEQ 4366

Senior Principal Geotechnical Engineer

Andrew Middleton

MA/AM/am

Appendix A – AGS Qualitative Terminology for use in Assessing Risk to Property Attachments:

Appendix B - Landslide Susceptibility Assessment

Appendix C - Limitations



Appendix A AGS Qualitative Terminology for use in Assessing Risk to Property

PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

APPENDIX C: LANDSLIDE RISK ASSESSMENT

QUALITATIVE TERMINOLOGY FOR USE IN ASSESSING RISK TO PROPERTY

QUALITATIVE MEASURES OF LIKELIHOOD

Approximate A	Approximate Annual Probability	Implied Indicativ	ve Landslide	December		0.00
Indicative Value	Notional Boundary	Recurrence	Interval	nescubnon	Describor	rever
10^{-1}	5×10-2	10 years	•	The event is expected to occur over the design life.	ALMOST CERTAIN	A
10^{-2}	0.10-3	100 years	20 years	The event will probably occur under adverse conditions over the design life.	LIKELY	В
10^{-3}	OIXC	1000 years	200 years	The event could occur under adverse conditions over the design life.	POSSIBLE	С
104	5x10 ⁻	10,000 years	2000 veals	The event might occur under very adverse circumstances over the design life.	UNLIKELY	D
10^{-5}	5x10 ⁻⁵	100,000 years	20,000 years	The event is conceivable but only under exceptional circumstances over the design life.	RARE	ш
10^{-6}	2010	1,000,000 years	200,000 years	The event is inconceivable or fanciful over the design life.	BARELY CREDIBLE	F

The table should be used from left to right; use Approximate Annual Probability or Description to assign Descriptor, not vice versa. \exists Note:

QUALITATIVE MEASURES OF CONSEQUENCES TO PROPERTY

Approximate	Approximate Cost of Damage	Decomination	Dogowie	[0/x0]
Indicative Value	Notional Boundary	Describtion	nescribior	revei
200%	/0001	Structure(s) completely destroyed and/or large scale damage requiring major engineering works for stabilisation. Could cause at least one adjacent property major consequence damage.	CATASTROPHIC	1
%09	100%	Extensive damage to most of structure, and/or extending beyond site boundaries requiring significant stabilisation works. Could cause at least one adjacent property medium consequence damage.	MAJOR	2
20%	40%	Moderate damage to some of structure, and/or significant part of site requiring large stabilisation works. Could cause at least one adjacent property minor consequence damage.	MEDIUM	3
5%	10%	Limited damage to part of structure, and/or part of site requiring some reinstatement stabilisation works.	MINOR	4
0.5%		Little damage. (Note for high probability event (Almost Certain), this category may be subdivided at a notional boundary of 0.1%. See Risk Matrix.)	INSIGNIFICANT	5

The Approximate Cost of Damage is expressed as a percentage of market value, being the cost of the improved value of the unaffected property which includes the land plus the 5 Notes:

The Approximate Cost is to be an estimate of the direct cost of the damage, such as the cost of reinstatement of the damaged portion of the property (land plus structures), stabilisation works required to render the site to tolerable risk level for the landslide which has occurred and professional design fees, and consequential costs such as legal fees, temporary accommodation. It does not include additional stabilisation works to address other landslides which may affect the property. 3

The table should be used from left to right, use Approximate Cost of Damage or Description to assign Descriptor, not vice versa 4

PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

APPENDIX C: - QUALITATIVE TERMINOLOGY FOR USE IN ASSESSING RISK TO PROPERTY (CONTINUED)

QUALITATIVE RISK ANALYSIS MATRIX – LEVEL OF RISK TO PROPERTY

LIKELIHOOD CONSEC	CONSEQUENCES TO PROPERTY (With Indicative Approximate Cost of Damage)	ERTY (With Indicati	ve Approximate Cost	of Damage)
Indicative Value of 1: CATASTROPHIC Approximate Annual 200% Probability	2: MAJOR 60%	3: MEDIUM 20%	4: MINOR 5%	5: INSIGNIFICANT 0.5%
10^{-1}	ΛΗ	НΛ	Н	M or L (5)
10^{-2}	ΛΗ	Н	M	Г
10 ⁻³ VH	Н	M	М	ΛΓ
10^{-4} H	M	Т	Т	AL
10 ⁻⁵ M	Г	Т	TA	AL
10-6 L	VL	VL	ΤΛ	AL
10-5 M	T AT		T AL	T AL AL

(S) (S) Notes:

For Cell A5, may be subdivided such that a consequence of less than 0.1% is Low Risk.

When considering a risk assessment it must be clearly stated whether it is for existing conditions or with risk control measures which may not be implemented at the current

RISK LEVEL IMPLICATIONS

	Risk Level	Example Implications (7)
М	VERY HIGH RISK	Unacceptable without treatment. Extensive detailed investigation and research, planning and implementation of treatment options essential to reduce risk to Low; may be too expensive and not practical. Work likely to cost more than value of the property.
Н	HIGH RISK	Unacceptable without treatment. Detailed investigation, planning and implementation of treatment options required to reduce risk to Low. Work would cost a substantial sum in relation to the value of the property.
M	MODERATE RISK	May be tolerated in certain circumstances (subject to regulator's approval) but requires investigation, planning and implementation of treatment options to reduce the risk to Low. Treatment options to reduce to Low risk should be implemented as soon as practicable.
L	LOW RISK	Usually acceptable to regulators. Where treatment has been required to reduce the risk to this level, ongoing maintenance is required.
ΛΓ	VERY LOW RISK	Acceptable. Manage by normal slope maintenance procedures.

The implications for a particular situation are to be determined by all parties to the risk assessment and may depend on the nature of the property at risk; these are only given as a general guide. Note: (7)



Appendix B Landslide Susceptibility Assessment

Appendix B1

LANDSLIDE FREQUENCY ANALYSIS

Analysis	No.:	

	NATURAL SHALLOW LANDSLI	DES					
LOC	CATION: Mitchell Rd Bromelton	Site No	.	Site	e name: J002474		
1	Basic Frequency			6	Concentration of surface water		
2	Slope Angle			Site			Factor
G:4	1	T 1	г ,	1	Ridge	L	0.7
Site	1 1 5 1	Level	Factor	╟	Crest	M	0.8
	Less than 5 degrees	L	0.1	-	Upper slope	M	0.9
	Between 5 and 15 degrees	M	0.5	-	Mid slope	Н	1.2
	Between 15 and 30 degrees	M			Lower slope	Н	1.5
	Between 30 and 45 degrees More than 45 degrees	H M	0.8	7	E-idence of moundaries		
	More than 45 degrees	IVI	0.8	_ /	Evidence of groundwater		
3	Slope Shape			Site		Level	Factor
				211	None apparent	L	0.7
Site]	Level	Factor		Minor moistness	М	0.9
	Crest or ridge	L	0.7		Generally wet	Н	1.5
	Planar	M	0.9		Surface springs	VH	3
	Convex	M	0.9		1 2		
	Concave	Н	1.5	8	Evidence of instability		
				•	•		
4	Site geology			Site		Level	Factor
	_				No sign of instability	L	0.5
Site		Level	Factor		Trees bent	Н	1.5
	Volcanic rock	Н	1.1		Minor irregularity	VH	2
	Sedimentary rock	M	1		Major irregularity	VH	5
	Low grade metamorphic rock	M	1		Scarps	VH	10
	High grade metamorphic rock	L	0.9				
	Granitic rock	M	1		Summary		
						_	Factor
5	Material strength			2	Slope Angle		8.0
	7			3	Slope Shape		0.7
Site		Level	Factor	4	Site geology		1.0
	Rock at surface	VL	0.1	5	Material strength	4	1.5
	Residual soil < 1 m deep	L	0.5	6	Concentration of surface water	1	1.2
	Residual soil 1-3 m deep	M	0.9	11-	Evidence of groundwater	4	0.7
	Residual soil >3 m deep	Н	1.5	8	Evidence of instability		0.5
	Colluvial soil < 1 m deep	Н	1.5			, ,	
	Colluvial soil 1-3 m deep	VH	2	9	Relative Frequency (2x3x4x5x6x7x8)		0.35
	Colluvial soil > 3 m deep	VH	4			'	
	Fill (slope regrading)	VH	5		Site Frequency (1 x 9)		0.35



Appendix C Limitations



LIMITATIONS

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CONSULTING ENGINEERS

ELECTRICAL
LIGHTING
MECHANICAL
SECURITY
COMMUNICATIONS
AUDIO VISUAL

28th June 2024

SMEC 832 Southport-Nerang Road NERANG QLD 4211

Attention: Robert Nutt

Email: Robert.Nutt@smec.com

BROMELTON COMPOST MANUFACTURING FACILITY - ENERGY CONCEPT REPORT DESIGN CONSULTANCY - ELECTRICAL & LIGHTING SERVICES

Dear Robert,

The following report has been produced to investigate the proposed infrastructure for the Bromelton Compost Manufacturing Facility and produce commentary on the proposed upgrades required for the project.

The site is located on lot 4/RP85497 which is adjacent to Mitchell Road, Bromelton. Based on Energex online mapping there is an existing LV supply provided near the intersection of Mitchell Road / Beaudesert-Boonah Road.

An application has been placed with Energex for the supply of the site (Reference CX24BEA1117829Q) which is placed on hold until the DA conditions (and additional details) can be provided.

Based on the information provided, the scope of works is as follows:

- New sitewide point of supply
- New office building and parking facilities
- New internal roadway lighting
- Electrical supply to manufacturing equipment
 - Specific location and loads to be provided by the client
- External distribution boards with consideration for future connected electrical plant equipment

PLANS AND DOCUMENTS referred to in the SDA APPROVAL



SDA approval: AP2024/011



The following is an estimated maximum demand for the site based on the equipment list provided from the client:

Equipment No.	Equipment Type	PROPOSED 3Ø LOAD
CV-01A	Conveyor 1 - Infeed Hopper A	4A
CV-01B	Conveyor 1 - Infeed Hopper b	2A
CV-02	Conveyor 2 - Incline Conveyor	4A
SC-01	Trommer Screen	15A ¹
CV-03	Conveyor 3 - Overs/Sort Conveyor	4A ²
MA-01	Overbelt Magnet	2A ³
LS-01	Lights Recovery Separator	23A
CV-04	Shredder Feed Conveyor	4A
SH-01	Shredder - E50 or Similar	413A
CV-05	Fines Transfer Conveyor 1	4A
CV-06	Fines transfer Conveyor 2	4A
CV-07	Shredder Unders Conveyor	4A
FA-01	ASP Fan 1	61A
FA-02	ASP Fan 2	41A
Office Fit-out & Carpark Lighting	-	25A
Internal Roadway Lighting	-	10A
TOTAL		620A

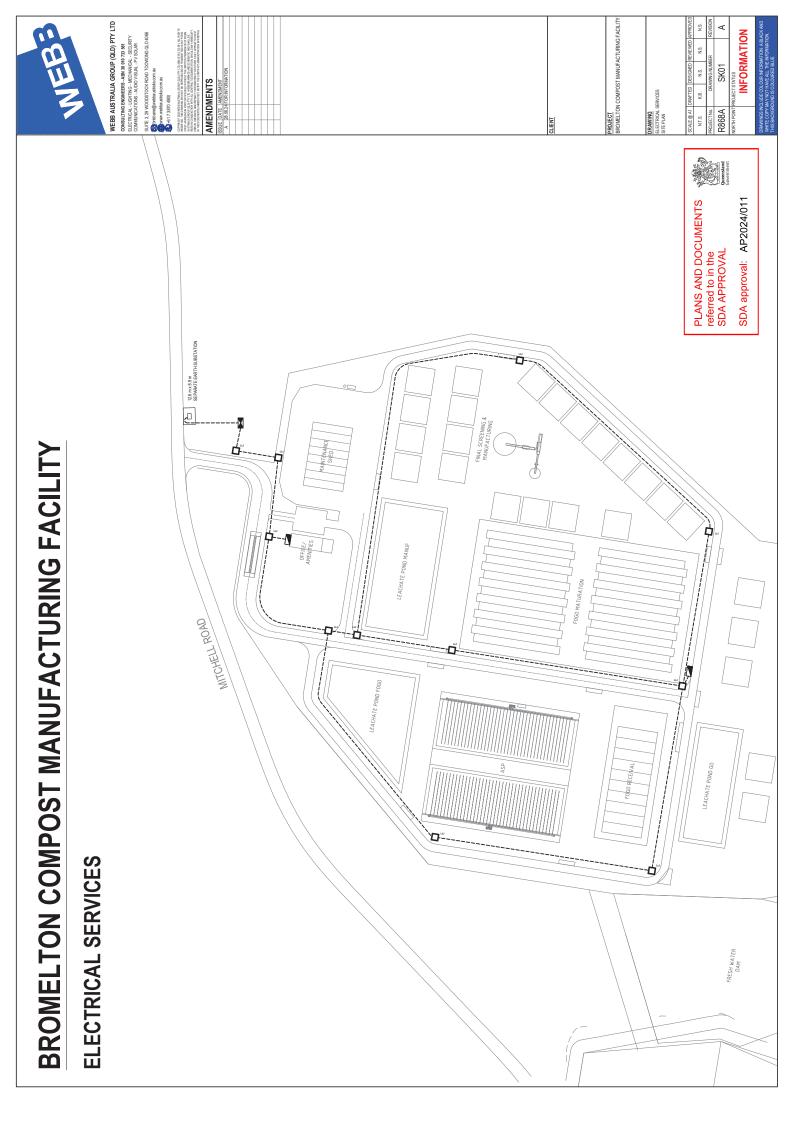
The loads mentioned above would be further confirmed throughout a detailed design phase of the project.

Based on the maximum demand, a Padmount substation will be required. Refer to attached sketch for indicative location and Energex standard details around for sizing. Confirmation would be required from Energex regarding the earthing arrangement, for now a separate earthed substation is proposed. To further assist with location and sizing, the following information should be provided:

- Any Q100 flood levels of the site
- Hydrant locations to ensure minimum 10m separation in accordance with Energex standards
- Major electrical connections through the site
 - Potential const savings could be achieved by moving the substation internal of the site
- Any know future electrical plant that would be proposed for the site
 - Including indicative locations due to the size of the site

Yours faithfully Webb Australia Group (Qld) Pty Ltd







STAKEHOLDER ENGAGEMENT REPORT

BROMELTON COMPOST MANUFACTURING FACILITY 260 MITCHELL ROAD, BROMELTON, QLD 4285 Lot 4 RP85497



PLANS AND DOCUMENTS referred to in the SDA APPROVAL



SDA approval: AP2024/011

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Executive Summary

SOILCO propose to establish and operate a Compost Manufacturing Facility (CMF) on Lot 4 RP85497, 260 Mitchell Road, Bromelton, QLD 4285. The development site is a 24-hectare greenfield site located within the Bromelton State Development Area (SDA) and Scenic Rim Regional Council Area.

The site is located approximately 8km west of the township of Beaudesert. The population of Beaudesert, as per the 2021 Australian Bureau of Statistics Census, is 6,752. Bromelton and Josephville, two areas which comprise the Bromelton SDA, have a population of 129 and 172 respectively. These areas were considered relevant and included in the community consultation efforts.

Relevant stakeholder groups engaged with include State Government Departments, Local Government Council, Business Associations, Local Community, Traditional Owners and Neighbouring Landholders

As the proposed development is still in the application stage, implementation of the stakeholder engagement plan is ongoing. Some engagement activities are yet to be undertaken.

The following engagement activities have been, or will be, undertaken by SOILCO as part of the engagement plan:

- Stakeholder meetings
- Email liaison
- Presentation of the proposed project at Beaudesert Chamber of Commerce
- Membership with the Beaudesert Chamber of Commerce
- Membership with the Bromelton Business Group
- Newspaper advertisements in local Scenic Rim media outlets (i.e. Beaudesert Bulletin, Fassifern Guardian)
- Open day at the SOILCO Stott's Creek Organics Processing Facility (OPF) in Northern NSW
- Social media posts and other online media
- Consultation with traditional Mununjali elders for a Walk on Country
- Hosting of an onsite community field day at the Bromelton site (to be undertaken as part of the public notification period)

Throughout the design and assessment phase of the project, there has been general support for the proposed SOILCO Bromelton CMF and the overall direction of this development.

Regular monitoring, reviewing and adaptation of the community stakeholder engagement plan will ensure it remains effective and encourages community participation.

1.0 Project Description

SOILCO Pty Ltd is a family-founded business that designs, builds and operates innovative organics recycling facilities across New South Wales and Queensland. The head office is located in Kembla Grange, NSW.

SOILCO propose to establish a Compost Manufacturing Facility (CMF) on Lot 4 RP85497, a 24-hectare greenfield site located within the Bromelton State Development Area (SDA). The site is located approximately 8km west of the township of Beaudesert and is to be accessed via Mitchell Road, a currently unformed road that will be constructed as part of the development. Mitchell Road extends off the state-controlled Beaudesert-Boonah Road; Mitchell and Beaudesert-Boonah Rd intersection upgrades are also proposed as part of the development.

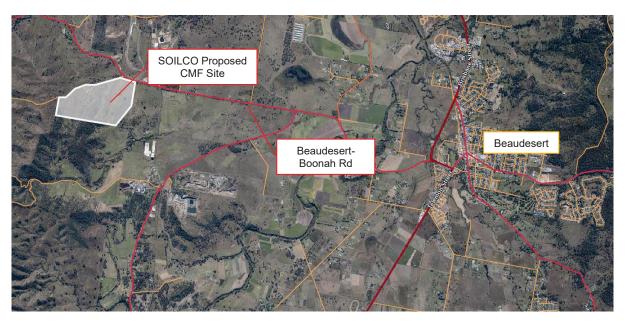


Figure 1: Proposed CMF Site Location

The proposal seeks to manufacture, store, and distribute soil, compost and mulch products that meet Australian Standards AS4454:2012 and AS4419 for sale direct to market. The proposed CMF will consist of three areas—receival, decontamination and composting—for the processing of:

- 150,000 tpa of organic waste using an Aerated Static Pile (ASP) method; and
- 100,000 tpa of organic waste using a Passive Open Windrow (OW) method.

The proposed facility will also undertake receipt, processing, storage and blending of up to 150,000 tpa of sand and soil products for the manufacturing of soil blends to cater for the landscape, agricultural and urban amenity markets.

Odour and leachate management strategies will be implemented as per the QLD Department of Environment, Science and Innovation Best Practice Environmental Management ERA 53(a) Organic Material Processing by Composting (2024). Associated infrastructure such as offices, car parks and amenities blocks will be built to support the development and operation of the proposed CMF.

Operational hours of the CMF would be as follows:

- Monday to Friday from 6am to 6pm.
- Saturday from 6am to 4pm; and
- Sundays and Public Holidays from 9am to 4pm.

2.0 Consultation

The Bromelton SDA is located within the Scenic Rim Regional Council, approximately 8km west of Beaudesert and 75km south-west of Brisbane. The Bromelton SDA is an area designated for high impact, difficult to locate and rail dependent (due to access of the Sydney-Brisbane rail corridor) industries. It includes much of the areas of Bromelton and Josephville, population 129 and 172 respectively (Australian Bureau of Statistics, 2021 Census data). The township of Beaudesert, population 6,752, is also considered as relevant and was thus included in the consultation.

Initial agency consultation (with the Queensland Office of the Co-Ordinator General) commenced in mid-2022.

Stakeholder engagement began in the pre-lodgment phase of the proposal and has been conducted in accordance with the QLD Department of State Development, Infrastructure, Local Government and Planning Social Impact Assessment Guideline (2018).

The following stakeholders were, or will be, contacted by SOILCO as part of the engagement plan:

- State Government Departments:
 - Department of Transport and Main Roads (TMR)
 - Department of Environment, Science and Innovation (DESI)
 - Department of Agriculture and Fisheries (DAF)
 - Department of Regional Development and Water (Water Services)
 - Seqwater
 - Office of the Coordinator-General (OCG)
- Scenic Rim Regional Council (SRRC)
- Business Associations:
 - Bromelton Business Group
 - Beaudesert Chamber of Commerce
- Local community
- Traditional owners
- Neighbouring Landholders

Table 1 contains further information on the above stakeholders who have been engaged with during consultation, as well as those intended to be engaged with in future.

The following engagement activities have been undertaken by SOILCO as part of the engagement plan to date:

- Stakeholder meetings
- Email liaison
- Presentation of the proposed project at Beaudesert Chamber of Commerce and membership of the Beaudesert Chamber of Commerce

- Membership with the Bromelton Business Group
- Newspaper advertisements in local Scenic Rim media outlets (ie. Beaudesert Bulletin, Fassifern Guardian)
- Open day at the Stott's Creek OMF facility in Northern NSW

Table 1 also outlines the engagement activities undertaken during consultation. While these actions are minimal to date, SOILCO intends to engage more with community stakeholders about the progress, performance and compliance of the project, and continue its open and frequent communication with statutory bodies. Regular monitoring, reviewing and adaptation of the stakeholder engagement plan will ensure it remains effective and encourages ongoing open communication with all stakeholders.

The following future engagement activities are planned to be undertaken by SOILCO as part of the engagement plan:

- Further newspaper advertisements in local Scenic Rim media outlets.
- Social media posts and other online media.
- Consultation with traditional Mununjali elders for a Walk on Country.
- As part of the public notification period, hosting of an onsite community field day at the Bromelton site.

Overall, there is general support for the proposed SOILCO Bromelton CMF and the direction of this development throughout the design and assessment phase of the project.



Figure 2: Joel Coulton (SOILCO business manager) receiving his Beaudesert Chamber of Commerce membership certificate from President John Powell (Beaudesert Bulletin, Oct 2023)

2.1 Values and Objectives

SOILCO has undertaken its stakeholder engagement process in a sequenced, strategic approach t, to provide fair opportunities for communities and stakeholders to participate in the project's development and delivery.

A focus on best practice public participation has been undertaken to enhance the project's reputation and build SOILCO's social licence to operate in the local community.

The strategic approach considers five elements:

1.	A strong narrative	Developing a narrative that is clear and promotes the benefits of the CMF for Beaudesert, the Scenic Rim and South-East Queensland.
2.	Sequenced briefings	Ensuring correct sequencing of stakeholder briefings such that right stakeholders are informed at the right time.
3.	Agreed messaging	Communication should be adapted to suit different audiences and used consistently for communication materials and engagement activities. Emphasis on plain, English language for community engagement is important to ensure inclusivity.
4.	Robust engagement schedule and reporting cycle	A Communication Action Plan will be used to track upcoming activities, internal roles and responsibilities. A regular reporting cycle will ensure lessons learned are captured and changes to the engagement approach can be adopted for better outcomes if necessary.
5.	Effective issues management	A risk mitigation and issues management plan will be required to minimise engagement risks and protect reputation in the event of negative community and stakeholder feedback.

2.2 Stakeholder Engagement

Table 1: Stakeholder Engagement and Activities

		3C	al for	υ	afe 3oonah		. review	to								
		SOILCO presented a project summary at SRRC Workshop. The project was well received.	SRRC have endorsed the development in the Bromelton SDA. They have also given approval for	the construction of Mitchell Road to access the development site.	Several meetings have been held to discuss safe access to the SOILCO site from Beaudesert Boonah		The application for approval is currently under review by the TMR South Coast Team.	A pre-referral meeting was held with the OCG to discuss the following:								
Notes		SOILCO presented a project summary at Workshop. The project was well received	I the develo	tchell Road	e been helc) site from E		proval is cu ast Team.	was held w	U	s. /matters.	dwater.					
		resented a . The projec	/e endorsec SDA. Thev	uction of Misent site.	eetings hav the SOILCC		The application for approval is c by the TMR South Coast Team.	A pre-referral meeting discuss the following:	Project Overview.	Technical reports/matters.	Water and groundwater.	Waste receivals.	Program timeline.	Koala mapping.	steps.	
	ø.	SOILCO p Workshop	SRRC hav	the construction o development site.	Several m access to	Road.	The applic by the TM	A pre-refe discuss th	- Projec	- Techn	- Water	- Waste	- Progra	- Koala	- Next steps.	
ment Aethod	taken to date	ew of the	neeting to Irding blications.		ew of the	ding ersection.		dgement advice	pment							
Engagement Purpose/Method	ment under	Meeting - Overview of the project	Pre-lodgement meeting to seek advice regarding development applications.		Meeting - Overview of the project	Discussion regarding Mitchell Road intersection.		Meeting – Pre-lodgement meeting to seek advice	regarding development applications.							
	Engage		Pre-l seek deve					Meet	regar							.,
olved	Stakeholder/Community Engagement undertaken to date	SRRC – Mayor, CEO, General Managers, Economic Development Team	SOILCO – Charlie Emery (<i>Managing Director</i>), Jason Gaff (<i>General Manager Infrastructure Delivery</i>)	ACS Engineers – Angela Harlen (<i>Director</i>), Susan Shay (<i>Director/Principal</i> Civil and Environmental Engineer)	Falvey (S <i>enior</i>	Designer), Angela Harlen, Susan Shay		OCG – Amanda Koenig, Marcus Peck, Rachael Leeson	SOILCO – Jason Gaff, Duncan Le Good (Executive General Manager, Products,	yn Florie-	nivariager, ainability),	l Manager, Iannina)	ay, Angela		GHD – Sarah Wilson, Adrienne Harvey, Prasanna Wijesinghe	DESI – Madeleine Lewis, Jasmine Corica, Scott Blanchard
Project Team Involved	Stakeholde	SRRC – Mayor, CEO, General Economic Development Team	SOILCO – Charlie Emery (<i>Managing Director</i>), Jason Gaff (<i>General Mana</i> g <i>Infrastructure Delivery</i>)	ACS Engineers – Angela Harlen (<i>Director</i>), Susan Shay (<i>Director/F</i> Civil and Environmental Engineer)	n Gaff – Nicholas	ıla Harlen, S		Koenig, Ma	n Gaff, Dun eral Manage	Sales and Innovation), Roslyn Florie-	George (Executive General Manager, Business Growth and Sustainability),	Dave Schumacher (General Manager, Ouality, Environment and Planning)	ACS Engineers – Susan Shay, Angela		'ilson, Adrie inghe	ne Lewis, Ja
Projec		C – Mayor, iomic Devel	SOILCO – Charlie Eme Director), Jason Gaff (C Infrastructure Delivery)	Engineers ctor), Susar and Enviror	SOILCO – Jason Gaff ACS Engineers – Nicholas	<i>gner</i>), Ange		OCG – Amanda Rachael Leeson	.CO – Jasol cutive Gene	s and Innov	ge (Execut ness Growt	Schumach	Engineers	u	GHD – Sarah Wilson, Prasanna Wijesinghe	DESI – Madeleir Scott Blanchard
		SRR	SOIL Direc	ACS (Dire Civil	SOIL	Desi		OCG			Busi	Dave Qual	ACS	Harlen	GHD	DES Scot
Stakeholder/s		Regional (RC)			t of nd Main	$\widehat{\mathcal{L}}$		e General	t of	it, Science						
Stakel		Scenic Rim Regional Council (SRRC)			Department of Transport and Main	Roads (TMR)		Office of the Coordinator General	(OCG) and Department of	Environment, Science and Innovation (DESI)	5					
Date		05/06/2024			Ongoing discussions	since late 2023		05/06/2024								

Date	Stakeholder/s	Project Team Involved	Engagement Purpose/Method	Notes
14/06/2024	DESI	GHD - Lauren Rolfe	Email Meeting – Pre- lodgement advice regarding development applications.	The following information was sent to DESI by email: - Leachate management. - Facility design. - Odour Assessment. - GHG Emissions.
01/07/2024	Department of Agriculture and Fisheries		Email Meeting – Pre- lodgement advice regarding development applications.	The following information was sent to DAF by email: - Brief overview of the project. - A map with the two low risk waterways traversing the facility location. - A request to declassify the mentioned waterways, based on the aquatic assessment report. - A question regarding the setback distances the compost facility should have from existing moderate risk waterways.
01/07/2024	Department of Regional Development and Water (Water Services) (DRDMW)		Email Meeting – Pre- lodgement advice regarding progress of the SDA MCU development application.	The following information was sent to DRDMW by email: - Brief overview of the project. - A map with the facility location. - A request for unmapped water features to be classified as drainage features, based on the aquatic assessment report. - A query regarding the need of a water licence or an approval under the Water Plan (Logan Basin) 2007 to construct a freshwater dam with overflow spillway to store uncontaminated water run-off on the site.
04/07/2024	Seqwater	Seqwater – Leah Snerling, Medina Handley GHD – Sarah Wilson, Prasanna Wijesinghe, Rod Towner SOILCO – Jason Gaff, David Schumacher ACS Engineers - Angela Harlen, Susan Shay	Meeting – Pre-lodgement advice regarding progress of the SDA MCU development application.	A pre-lodgement meeting was held with the Seqwater team for the Bromelton SDA to discuss the following: Stormwater quality and potential impact on receiving waters to Seqwater's treatment plants. How SOILCO intends to address the critical performance outcomes in the Seqwater Development Guidelines for the Project. Whether any additional technical studies were required other than those identified in the soil presentation.
C		: (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Sainte Campa to Machine	ŀ

Date	Stakeholder/s	Project Team Involved	Engagement Purpose/Method	Notes
				 Whether Seqwater has any concerns about the design that is being proposed for the facility. Any other documents/policies that will need to be considered for the project.
26/10/2023	Local Community	SOILCO – Duncan Le Good, Joel Coulton (Business Manager, Industry & Government)	Meeting	In October 2023, SOILCO became members of the Beaudesert Chamber of Commerce. SOILCO presented the project to the Beaudesert Chamber of Commerce on the 26/10/23 to share with the community the goals of the compost
			Newspaper article	A newspaper article was published in the Beaudesert Bulletin, detailing this presentation.
				The benefits to the environment and the community were explained, including how this project will: Reduce the amount of waste sent to landfill Generate compost for agricultural use, and Create local job opportunities.
Quarterly from 03/2023	Neighbouring Landholders			In March 2023, SOILCO became members of the Bromelton Business Group.
				All Bromelton SDA landholders are members of the Bromelton Business Group – this includes SOILCO.
				The Bromelton Business Group meet quarterly to discuss topics concerning the Bromelton SDA, which has allowed SOILCO to make surrounding businesses and neighbouring landholders aware of the proposed CMF.
				The location of neighbouring landowners is shown in Figure 3 and Table 2 below.
26/06/2024	DESI, Neighbouring Landholders	SOILCO – Joel Coulton	Open day	An open day was held at the Stott's Creek Organics Processing Facility in Tweed Heads, NSW. An informative 2-hour tour was given of the site and its operations.

Notes	en e	SOILCO has engaged Redleaf Group to undertake Cultural Heritage assessments and assist with engaging with indigenous leaders and custodial landowners of the project site.	Regular engagement with the local community is intended to be maintained as the project progresses, through communication actions such as: - Regular social media posts. - Advertisement and advertorials in local Scenic Rim media outlets. - Onsite community field day at the Bromelton site.	Following the success of the open facility at Stott's Creek, SOILCO will host an open field day at the Bromelton CMF for all stakeholders to view the facility and its operation. Future open facility days at Stotts Creek are also planned.
Engagement Purpose/Method	Stakeholder/Community Engagement still to be undertaken			
Project Team Involved	Stakeholder/Community Eng			
Stakeholder/s		Traditional Owners	Local Community	OCG, SRRC & DESI
Date		ТВС		

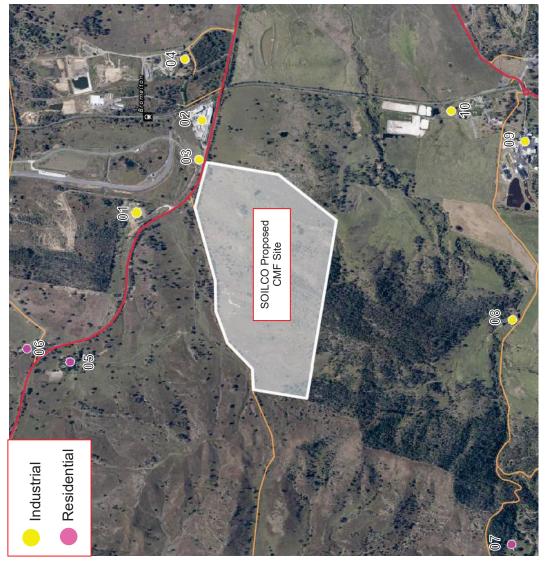


Figure 3: Location of Neighbouring Landowners (within 2km of SOILCO Bromelton CMF).

Table 2: Neighbouring Landholders

□	Receptor Type	Address	Distance from Project
01	Industrial	Beaudesert Saleyards 2563 Beaudesert Boonah Road	863m Northeast
02	Industrial	Quickcell Technology Products Pty Ltd Lot 3 Beaudesert Boonah Road	1150m Northeast
03	Industrial	SCT Logistics 2603 Beaudesert Boonah Road	1000m Northeast
70	Industrial	SRRC Waste Facility Waste Facility Road	1700m Northeast
05	Residential	2572 Beaudesert Boonah Boonah Road	1100m Northwest
90	Residential	15 Tilley Road	1466m North
20	Residential	388 Swan Gully Road	2000m Southwest
80	Industrial	194 Swan Gully Road	1400m South
60	Industrial	Bush's Proteins QLD (A J Bush & Sons) 358 Sandy Creek Road	1800m Southeast
10	Industrial	28 Swan Gully Road	1700m Southeast

2.3 Concerns and Issues

All concerns or issues raised by stakeholders during consultation are contained in table 3 below. This table is intended to be a live document which will be amended and added to as stakeholder feedback is received by SOILCO over the course of the project.

Table 3: Stakeholder Concerns and Issues

Contributor	Concern	Comments	Way forward

2.4 Next Steps

Stakeholder engagement is a process that will be continually undertaken throughout the approval, construction and operation of the Bromelton CMF.

During the approval stage, further community engagement and liaison with relevant statutory bodies is anticipated. Engagement with the following stakeholders is planned or intended, as mentioned in Table 1:

- Traditional Owners walk on country or similar meeting.
- Local Community further and continual engagement through distribution of information brochures, and social media/other online media updates.
- OCG & SRRC through an onsite open field day.

During the construction of the CMF, stakeholder engagement, particularly with surrounding landholders, is important to ensure construction activities are not disruptive or cause any actionable nuisances.

Once the CMF is operational, regular and ongoing engagement with the local community and neighbouring landholders will be necessary to ensure the development is still meeting community expectations.

SOILCO is proactively facilitating engagement through its membership in the local Beaudesert Chamber of Commerce and Bromelton Business Group. Additionally, SOILCO will be active members of the wider community and plans to invest and sponsor local events and clubs in the future.

Any issues or concerns raised will be received and a Response to Submission Report will be prepared by SOILCO and documented in Table 3 as part of the Stakeholder Engagement Plan.

Regular monitoring, reviewing and adaptation of the community stakeholder engagement plan will ensure it remains effective and encourages community participation.





Bromelton Compost Manufacturing Facility

Surface Water Impact Assessment

SOILCO Pty Ltd 28 August 2024



Project n	ame	Bromelton Compos	st Manufacturing	Facility					
Documer	nt title	Bromelton Compost Manufacturing Facility Surface Water Impact Assessment							
Project n	umber	12626213							
File name	e	12626213-REP_Bromelton_Compost_Manufacturing_Facility-SWIA.docx							
Status	Revision	Author	Reviewer Approved for issue						
Code			Name	Signature	Name	Signature	Date		
S3	A	A Harvey	R Towner	DRAFT	E. Rothwell	DRAFT	09/08/24		
S4	0	A Harvey	R Towner	On File	E. Rothwell	Cmma Rothwell	28/08/24		
•									
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GHD Pty Ltd | ABN 39 008 488 373

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Executive Summary

Background

SOILCO Developments Pty Ltd (SOILCO) is a producer of organic soil improvers, manufacturing a range of soil, compost, and mulch products and specialising in the processing of organic waste through composting facilities and organics processing facilities. SOILCO currently has four approved and licensed facilities in New South Wales and is proposing to develop and operate a Compost Manufacturing Facility (CMF) in Southeast Queensland, approximately 80 km south-west of Brisbane and 62 km west of the Gold Coast (the Project).

SOILCO engaged GHD to undertake a Surface Water Impact Assessment for the Project, comprising this report. This report also includes a conceptual surface water management plan. This has been developed in collaboration with the design process for the Project, to develop in-built mitigation measures which seek to manage water-related aspects of the Project in accordance with the relevant legislation and design criteria.

Existing conditions

The regional topography in the vicinity of the Project site includes foothills and valleys extending from an unnamed ridge, which is located 6km south of the Project site. The Project site is undulating and slopes relatively steeply towards the north. The grade of west-east undulations at the Project site are up to 24%.

The Project site is situated within the regional catchment of the Logan River, a coastal draining watercourse some 11 km downstream of the Project site. Major regional hydrological features include Wyaralong Dam, located 4.6 km to the northwest, which impounds Teviot Brook, a direct tributary of the Logan River downstream of the Project site. Bromelton Off Stream Storage, an off-stream storage located adjacent the Logan River, is also located 4.2 km north east of the Project site, however is currently not in commission.

Two first order drainage lines of Allan Creek intersect the Project site, which drain north to adjoin a third order, north easterly flowing tributary of Allan Creek. Allan Creek is a fourth order tributary of the Logan River at the confluence of these waterways. There are farm dams located within the lot boundary, including approximately 650 to 700 m east of the Project site. The hydrological features in the vicinity of the project site are shown in Figure 3.3.

The existing flood conditions at the site were characterised through development of a hydraulic flood model in TUFLOW. In the upper tributaries across the southern extent of the Project lot, for the 1% AEP storm, the lateral flood extents are shown to be topographically constrained, with minimal bank storage of flood waters. Peak flood depths in these areas were modelled up to 1.18 m within the tributary and generally less than 0.4 m in the bank areas. The topography flattens slightly in the northern portion of the Project lot. In the 1% AEP flood event, the lateral extent of the flood waters in this area extend from the north and occur out of stream bank areas, with flood depths predominantly less than 0.2 m to 0.4 m. Outside of the Project lot, at the confluence of the tributaries across the site, in stream peak flood depths of up to 1.5 m were modelled.

Water quality sampling undertaken indicates that existing surface water quality across the site was reasonably poor in relation to guideline values.

Proposed conditions

Based on the review of the relevant regulatory context applicable to the Project and the existing conditions at the Project site, a requirement for mitigation measures to be in-built into the Project was identified. This has been undertaken through the development of the Surface Water Management Plan in Section 4, described herein, which has been developed collaboratively with (and informed) the Project design development undertaken by SMEC.

The potential impacts of the Project were assessed with relation to surface water, including the in-built management measures. The water related risks were found to be generally acceptably managed based on the following:

- Appropriate separation of water types in accordance with best-practice for composting sites and the ERA53(s)
 Model Operating Conditions (MOC) produced by the Queensland Government.
- Provision of in excess of 30 ML of leachate storage sized in exceedance of the 24-hour event supported by the MOC, with reuse in the early stage of composting. No proposed active release of leachate and no overflow up to a design standard rainfall of 900 mm falling within a 6 month period.
- Separation of stormwater from contamination and management through provision of a stormwater treatment train in accordance with South East Queensland Water (SEQW) guidelines.
- Estimation of water demands by SOILCO and confirmation that during dry periods they can be sourced via appropriately licensed external sources. Provision of a 30ML harvesting storage to minimise reliance on imported water.
- Location of the operational site outside the 1% AEP flood impact for the identified flow paths adjacent to the site in accordance with SEQW guidelines and the Scenic Rim Hazard Overlay Code.
- Separation distances from identified flow paths consistent with the understood intent of the SEQW guidelines.
- Provision of an erosion and sediment control plan, based on relevant regulatory requirements, to be updated and confirmed during detailed design.

Risk reduction was anticipated as the Project water management measures were developed through the process outlined in this assessment, in consideration of potential impacts and in accordance with regulatory requirements. However, it was noted that whilst appropriate measures are specified to the degree that they can realistically be at this stage, there are some additional mitigations required, that can only be fully defined and implemented through the operational phase of the project. These additional mitigations consist of:

- Preparation and regular update of an Operational Management Plan.
- Adjustment of leachate catchment area when full processing rate is not occurring.
- Preparation of a detailed water balance model based on actual site operational data and provide emergency containment bunding if required.

With inclusion of the in-built measures, as well as the additional measures, the project is expected to appropriately manage risks with relation to surface water.

Limitations

This report is subject to, and must be read in conjunction with, the limitations, assumptions and qualifications contained throughout the Report.

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1. Introduction

The Bromelton Compost Manufacturing Facility (the Bromelton CMF Project) is an organics facility located along Mitchell Road in Bromelton, in South East Queensland. The Bromelton CMF Project will involve the construction and operation of a facility for the receipt, processing, composting, and storage of the following materials: garden, food, wood wastes, manures and soil for the sale and distribution of finished compost, mulch and soil products. SOILCO Pty Ltd (referred to as SOILCO) will design, construct and operate the Bromelton CMF Project.

SOILCO are seeking the following approvals for the Project:

- A State Development Area (SDA) Material Change of Use approval for works within the Bromelton SDA under the State Development and Public Works Organisation Act 1971.
- An Environmental Authority (EA) Approval for Environmentally Relevant Activities (ERAs) ERA:
 - ERA 33(1): Crushing, milling, grinding or screening more than 5,000t of material in a year.
 - ERA 53(a): Organic material processing processing more than 200 t of organic material in a year by composting
 - ERA 54(2)(c): Mechanical waste reprocessing operating a facility for receiving and mechanically reprocessing more than 10,000 t a year of general waste

SOILCO engaged GHD to undertake a Surface Water Impact Assessment for the Project, comprising this report. This Surface Water Impact Assessment has been prepared to support the application for an Environmental Authority (EA) for the above ERAs. The surface water assessment in the context of this report considers, flooding, drainage, surface water quality, wastewater, flooding and water sourcing.

This report also includes a conceptual surface water management plan. This has been developed in collaboration with the design process for the Project, to develop in-built mitigation measures which seek to manage water-related aspects of the Project in accordance with the relevant legislation and design criteria.

1.1 Project overview

The Bromelton CMF Project aligns with objectives in the Queensland Government Queensland Organics Strategy 2022–2032 by reducing the amount of organic waste going to landfill and it will offer economic and social benefits through employment and local business opportunities in South East Queensland.

SOILCO commenced composting operations in 1985 in Australia and has a strong distribution network in agricultural and urban markets in Australia. SOILCO are a manufacturer of quality assured compost, mulch and soil blends and specialise in the design, construction and operation of innovative organics recycling facilities in Australia. SOILCO's mission is to transform organic resources into the world's best products to regenerate and enhance the health and productivity of soil and to maximise our contribution to clean energy and sustainable communities. SOILCO successfully operates a state-of-the-art network of licensed organics processing facilities across Eastern Australia. SOILCO's infrastructure experience spans different technology solutions, including:

- Open Windrow (OW)
- In-Vessel Composting (IVC) tunnels
- Aerated Static Piles/ Covered Aerated Static Piles (ASP/CASP)

For the Bromelton CMF Project, SOILCO will utilise ASP & OW technologies..

Table 1.1 and Figure 1.1 summarise and depict the key Bromelton CMF Project components.

Table 1.1 Project components

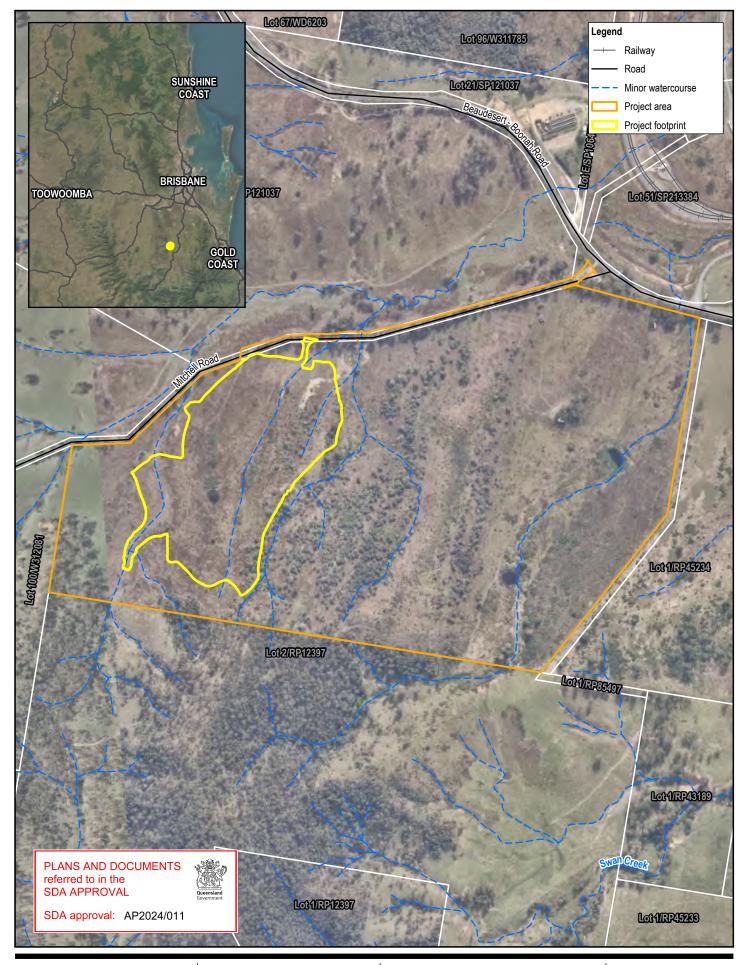
Project Component	Details
Lot on Plan	Lot 4 on Plan RP85497 and Mitchell Road (Local government road parcel)
Summary of proposed works	Construct and operate a Compost Manufacturing Facility (CMF) at 260 Mitchell Road, Bromelton for the sale and distribution of finished compost, mulch & soil products

Project Component	Details
	The site will be split into 3 different processing areas: Receival, decontamination and composting utilizing Forced Aeration Pad system (ASP).
Construction disturbance area within Lot 4 RP85497	21 hectares
Operational footprint within Lot 4 RP85497	18.5 hectares
Proposed output of the compost facility and type of material to be received and processed	Receipt, processing, composting, and storage of up to 250,000 tpa of the following materials: Garden, Food and Wood wastes and manure.
	Receipt, processing, storage and blending of up to 150,000 tpa of sand and soil products for manufacturing (Virgin Excavated Natural Materials or VENM).
Technology used	Two composting technologies will be utilised to handle different feedstocks:
	100,000 tpa of garden organics (GO) composted by Passive Open Windrow (OW) method.
	150,000 tpa of Food Organics and Garden Organics (FOGO) is to be processed on a Forced Aeration Pad system (ASP).
	Wood wastes and manure will make up a small portion of the composting feedstocks and will be blended with the GO & FOGO based on onsite capacity.
	VENM will be received and stored as required based on demand of finished products.
	Due to the seasonal nature of feedstock generation, up to 15% of the total annual waste may be received in any one month. This would typically occur around spring and autumn.
Key infrastructure and structures	Access from Mitchell Road
	Weigh bridges
	Internal road network
	Maintenance and storage shed
	Final screening and manufacturing area
	Water tanks
	Aeration Pad system
	Office, carparking and amenities FOGO receival area
	3 x leachate ponds, lined with either HDPE or 300 mm thick clay with permeability of no more than 1 x 10 ⁻⁹ m/s
	1 x freshwater dam
	Open windrows pad
	FOGO maturation pad
	Hardstand areas
	Retaining wall
	Upgrade of Mitchell Road
Hours of Operation	Monday – Friday 6am to 6pm
	Saturday – 6am to 4pm
	Sunday and public holidays 9am - 4pm
Operational Staff	22 employees
Access arrangements	Mitchell Road will connect the Bromelton CMF Project to the road network. Mitchell Road will be upgraded to accommodate the traffic from the Bromelton CMF Project.

Project Component	Details
Timeframe	Construction and Commissioning
	7th April 2025 – 30th January 2026

Based on review of the proposed project the following key considerations with relation to surface water are noted:

- Water sourcing
- Water quality (construction and operational phase, including wastewater)
- Flooding
- Stormwater quantity (non-flooding)
- Waterways and separation distances





Map Projection: Transverse Mercator Horizontal Datum: GDA2020 Grid: GDA2020 MGA Zone 56





SOILCO Pty Ltd Bromelton Compost Manufacturing Facility Project No. 12626213
Revision No. A

Date 8/08/2024

Project area and locality

FIGURE 1-

1.2 Purpose of this report

The purpose of this report is to document the outcomes of the Surface Water Impact Assessment undertaken by GHD to support SOILCO's application for the EA. This report also summarises the proposed conceptual surface water management pan developed through the assessment and design process.

1.3 Scope and limitations

The scope of this report is to summarise the surface water impact assessment considering potential surface water related impacts arising from the Project, including flooding, drainage, surface water quality, wastewater, flooding and water sourcing. The scope of this report also includes the development of a conceptual stormwater management plan.

This report has been prepared by GHD for SOILCO Pty Ltd and may only be used and relied on by SOILCO Pty Ltd for the purpose agreed between GHD and SOILCO Pty Ltd as set out in Section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than SOILCO Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described *throughout this* report. GHD disclaims liability arising from any of the assumptions being incorrect.

1.4 Structure of this report

This report is structured as follows:

- Section 2 summarises the key governing legislation and policy to inform the design and management requirements of the Project with relation to surface water
- Section 3 describes the existing environment at the Project site relevant to surface water
- Section 4 describes the Surface Water Management Plan in-built into the proposal development/design.
 This includes the basis for its development, with reference to the requirements of Section 2.
- Section 5 provides an assessment of the impacts on surface water due to the project, with the inclusion of the measures outlined in Section 4, and where required, outlines additional mitigation measures required.
- Section 6 concludes the report.

2. Regulatory context

This section outlines a review of the relevant legislation and regulations that was undertaken to contextualise the Project within the QLD planning system. It should be noted that Sections 4 and 5 further review and synthesise these requirements into specific objectives for the Project that were then adopted into the development of the Surface Water Management Plan and impact assessment/mitigation process.

The relevant legislation, guidelines and performance criteria were reviewed with regard to integrating appropriate measures with relation to the following key issues:

- Water sourcing and licensing (Section 2.2)
- Operational phase water quality management (Section 2.3)
- Construction phase water quality management (Section 2.4)
- Flooding (Section 2.5)Waterways and separation distances (Section 2.6)
- Stormwater quantity (non-flooding) (Section 2.7)

2.1 Legislation, regulations and codes

2.1.1 Environmental Protection Act 1994

The *Environmental Protection Act 1994* aims to protect Queensland's environment to maintain ecological processes, while allowing for development that improves current and future quality of life. It also defines environmental values and environmental harm and states the general environmental duty which requires that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm.

Environmental values relevant to the Project under the *Environmental Protection Act 1994* include natural and physical resources including surface water, groundwater and ecological habitats. Consideration of ecologically sustainable development principles is established in environmental licensing and a number of other legislative frameworks, relevant to the project as described below.

2.1.2 Environmental Protection Regulation 2019

Environmentally Relevant Activities (ERAs) describe activities which are generally industrial or intensive industries with the potential to release emissions which impact on the environment and surrounding land uses. Schedule 2 of the Environmental Protection Regulation 2019 lists all prescribed ERAs regulated by the Department of Environment, Science and Innovation (DESI). The Project is most closely aligned with the prescribed ERA 53 - Organic material processing. The organic material processing ERA is a listed concurrence ERA within Schedule 2 of the *Environmental Protection Regulation 2019*.

A Development Assessment (DA) is required for assessment of a prescribed concurrence ERA. An Environmental Authority (EA) is required to undertake an ERA; however, a DA application is also an application for an Environmental Authority (EA), under Section 115 (2) of the *Environmental Protection Act 1994*. Where a concurrence ERA is a Material Change of Use (MCU), the development application is referred to the state for assessment under Schedule 8 of the *Planning Regulation 2017* in accordance with State Code 22: Environmentally Relevant Activities and the Guideline.

2.1.3 State Code 22: Environmentally Relevant Activities

State Code 22 provides assessment benchmarks which identify overall performance outcomes (PO) to achieve the purpose statement and acceptable outcomes (AO) which identify one way to achieve the relevant performance outcome. Assessments must demonstrate compliance with either the PO or AO of the code. If the development does not meet the relevant AO or PO, SARA may determine on balance that the overall purpose statement is complied with. The provisions under State Code 22 for the Project relevant to surface water are addressed in the Environmental Assessment Report (GHD 2024).

2.1.4 Environmental Protection (Water and Wetland Biodiversity) Policy 2019

The Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP Water 2019) is nested within the Environmental Protection Act 1994 and exists to protect the quality of all waters and wetlands in Queensland while also supporting ecologically sustainable development. Part 2 of the Policy outlines how it aims to achieve its purpose:

- Identifying environmental values for waters and wetlands to be enhanced or protected.
- Identifying management goals for waters.
- Stating water quality objectives and water quality guidelines for enhancing or protecting the environmental values of waters.
- Providing a framework for making consistent, equitable and informed decisions about waters.
- Monitoring and reporting on the condition of waters.

Schedule 1 of the Policy refers to documents published by the department which contain prescribed environmental values and water quality objectives for waters in Queensland. The water quality objectives for the Logan river are described in Section 3.4.

Logan River Environmental Values and Water Quality Objectives

The Logan River Environmental Values and Water Quality Objectives contains Environmental Values (EVs) and Water Quality Objectives (WQOs) for surface fresh and estuarine waters in the Logan River Basin and is listed under schedule 1 of the EPP (2019). Review of the WQ1454 Logan River Map DES (2022) indicates the Project is located within the Western Logan River Fresh Waters environmental value zone boundary. The environmental values (EVs) for the catchment are shown in Figure 2.1 and outlined in Table 2.1.

		Environmental values ¹⁻⁵										
LOGAN RIVER BASIN (Refer plan WQ1454)	Aquatic ecosystem	Irrigation	Farm supply/use	Stock water	Aquaculture	Human consumer 5	Primary recreation ⁵	Secondary recreation⁵	Visual recreation ⁵	Drinking water ⁵	Industrial use	Cultural and spiritual values
Environmental Value Zone (listed alphabetically)	₹		••••				•	1	(G
Western Logan River Fresh Waters	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓

Figure 2.1 Environmental Values – Western Logan River Fresh Water catchment (EPP Water 2019 – Logan River Basin)

Table 2.1 Environmental Values – Western Logan River Fresh Water catchment

Environmental value zone	Description
Aquatic ecosystem	The aquatic ecosystem EV is a default applying to all Queensland waters, and therefore the WQOs for aquatic ecosystems form the minimum WQOs for all waters. The WQOs applicable to watercourses within the Project lot are described in Section 3.4.
Irrigation	The management goal for irrigation water is that the quality of water, when used in accordance with the best irrigation and crop management practices and principles of ecologically sustainable development, does not result in crop yield loss or soil degradation (noting that water quality requirements may differ by crop type).
Farm supply use	The management goal for farm supply use is that the quality of water is suitable for produce preparation and domestic uses other than drinking.
Stock water	The management goal for stock watering is that the quality of water provided to stock does not cause deterioration in stock health or condition (noting that water quality requirements may differ by stock type).

Environmental value zone	Description	
Human consumption	The management goal is that the water quality is suitable for producing or taking aquatic foods that are safe and suitable for human consumption.	
Primary recreation	The management goal for recreational water quality is to achieve a low risk to human	
Secondary recreation	health from water quality threats posed by exposure through ingestion, inhalation or contact during recreational use of water resources.	
Visual recreation		
Drinking water	The management goal is to: - minimise the risk that the quality of raw water taken for treatment for human consumption results in adverse human health effects - maintain the palatability rating of water taken for treatment for human consumption at the level of 'good' as set out in the Australian Drinking Water Guidelines - minimise the risk that the quality of raw water taken for treatment for human	
Industrial use	consumption results in the odour of drinking water being offensive to consumers. The management goal for industrial use is that the quality of water provided to industry is, with an appropriate level of treatment, suitable for industrial use. Industries usually treat water supplies to meet their specific needs, accordingly no WQOs are specified	
Cultural and spiritual values	The management goal is that water is suitable to support identified cultural and spiritual values of waters, including those of Aboriginal people or Torres Strait Islanders. Management goals and objectives specified for aquatic ecosystems and other human water uses (including recreation, human consumption of aquatic foods, and drinking water) will assist in supporting some aspects of cultural and spiritual values of water.	

2.1.5 Water Act 2000

The *Water Act 2000* is the governing legislation for the sustainable management of Queensland's water resources. The main purposes of the *Water Act 2000* are to provide a framework for water security in terms of planning, management of supply and demand, management of impacts on underground water caused by the exercise of underground water rights by the resource sector and the effective operation of water authorities.

The Water Act 2000 details the framework for licenses or permits to take water. However, these licenses do not authorise the construction of groundwater related works, which is dealt with in the *Planning Act 2016*. The Water Regulation 2016 administers the provisions of the Water Act 2000 with respect to administrative and operational matters. The QLD Government also prepares and implements water plans and water use plans and administers these plans under the Water Act 2000. The Project is located within the Water Plan (Logan Basin) 2007 plan area (refer to Section 2.1.4).

2.1.5.1 Water Regulation 2016

The Water Regulation 2016 intends to prescribe the administrative and operational matters of the Water Act 2000. Relevant sections of the Water Regulation 2016 include water licencing and water allocations, water rights and planning, authorisations to take or interfere with water, and water supply and demand management.

A **water licence** is an authority granted under the *Water Act 2000* to either take water, interfere with water or both interfere with and take water where these two activities are inextricably linked. A water licence is required for taking or interfering with water in a watercourse for stock and domestic use on lands, irrigation, industrial and commercial use, storage of water behind a weir, impounding water behind a storage structure, or storing water in excavations that are within or connected to a watercourse.

Water sourcing and licensing requirements for the Project are described in Section 2.2.

2.1.6 Planning Act 2016

The purpose of the *Planning Act 2016* is to establish a system for land use planning, development assessment and related matters which facilitates ecological sustainability.

2.1.6.1 State Planning Policy 2017

The State Planning Policy (SPP) outlines the Queensland Government's interests in, and policies for, a range of land use planning matters. It provides a policy framework for planning outcomes across Queensland by requiring that these state interests are delivered through local government planning schemes and regional plans. The SPP contains guiding principles to ensure plan-making and development assessment systems are outcome focused, integrated, efficient and accountable.

Scenic Rim Regional Council Planning Scheme (refer below) has developed an integrated development scheme as per Part 2 State Planning Provisions.

2.1.6.2 Scenic Rim Planning Scheme 2020

SRRC developed the Scenic Rim Planning Scheme which commenced in 2020, which is a framework for managing development in accordance with the Planning Act 2016 and the SPP (2017). The Scenic Rim Planning Scheme contains overlay areas which identify areas relevant to state and local interests that may have sensitivity, land use constrains, valuable resources or development opportunities. The overlays which traverse through the project site include:

- OM4E Environmental significance Local Watercourses (watercourse buffer area A)
- OM7A Landslide Hazard Steep Slope Steep Slope
- Bromelton State Development Area Industrial Precincts

Where an overlay traverses a proposed assessable development lot boundary, the planning scheme outlines performance criteria and related acceptable outcomes to be achieved by the project, which are outlined within overlay codes. The overlay codes relevant to this assessment include:

- Environmental significance overlay code
- Landslide Hazard Steep Slope Steep Slope overlay code

These overlay code performance outcomes relevant to the Project are discussed in Section 2.3 to Section 2.6.

2.1.6.3 Development Guidelines for Water Quality Management in Drinking Water Catchments 2017 (Seqwater 2017)

The Seqwater Development Guidelines for Water Quality Management in Drinking Water Catchments (Seqwater 2017) provide an assessment framework to manage the risk of development activities in the drinking water catchments in South East Queensland (SEQ), in accordance with the State Planning Policy (2017) and the South East Queensland Regional Plan (2017). Seqwater (2017) catchment overlay code applies to developments within a water resource catchment, Water Supply Buffer area or aquifer recharge area. The Project is located in a water resource area and within the water supply buffer area, as identified within Figure 1 of Seqwater (2017).

As the Project is considered to be a high impact industry, the development is considered to be 'Assessable' with the Assessment Benchmarks for Assessable Development. The benchmarks for assessable developments relevant to this report include:

- Separation distances
- Stormwater quality and hydrology
- Wastewater

2.2 Water sourcing and water licence

Water security and water licencing in Queensland are primarily governed by the *Water Act 2000* (Section 2.1.2) and administered by the *Water Regulation 2016* (Section 2.1.5.1). Water take within the Project site would be subject to the conditions set out by the *Water Plan (Logan Basin) 2007* (Section 2.2.1) for water resources. Water is required to be sourced from local water resources to support the construction and operation of the Project.

2.2.1 Water Plan (Logan Basin) 2007

A water plan is a plan that applies to a part of the State and advances the sustainable management of Queensland's water. Water plans may apply to rivers, lakes and springs, overland flow and underground water.

The Project is located within the Logan Basin water plan area. Water availability and supply is therefore regulated under the *Water Plan (Logan Basin) 2007* (the Water Plan). In accordance with Part 2 of the Water Plan, this area includes water in a watercourse or lake, and water in springs not connected to water which the *Water Plan (Great Artesian Basin and Other Regional Aquifers) 2017* applies. Review of the *Great Artesian Basin and Other Regional Aquifers) 2017* plan map indicates the Project is not located within this area.

The Water Plan also sets environmental flow objectives for performance indicators for sub catchments within the Plan area. As shown in Figure 2.2, the Project site is located south of Allan Creek, within sub catchment area 3, the largest sub catchment within the Plan. The use of these flow objectives within this assessment have been excluded, on the basis that impacts at the sub catchment outlet node G will not be measurable, given the relative size of the catchment area to be excised for the Project compared to the overall sub catchment area.

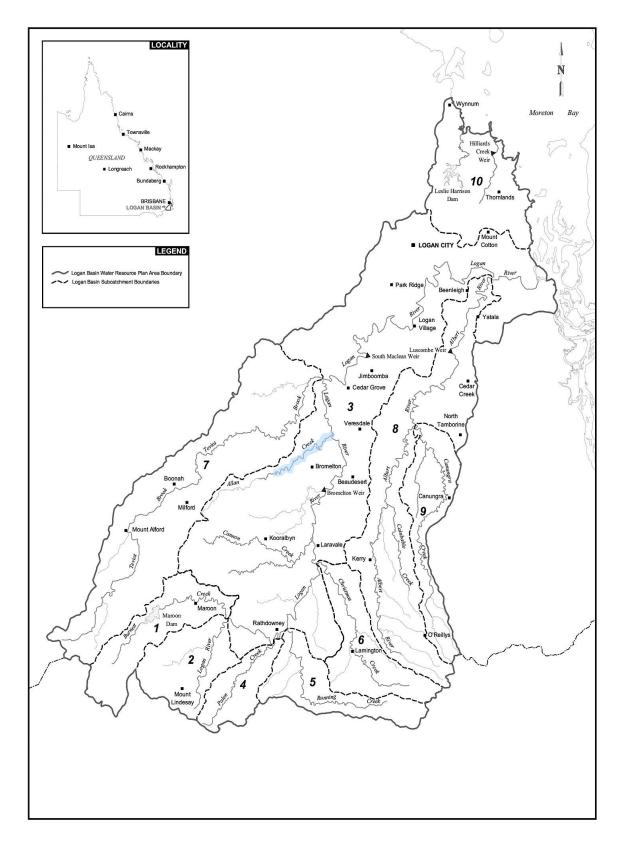


Figure 2.2 Logan Basin sub-catchments for the Water Plan (Logan Basin) 2007

Note: highlighted blue section of Allan Creek is downstream of the Project.

2.3 Operational phase water quality management

A critical component of operational water quality management for the Project is providing for the separation of water quality streams, in particular, the separation of stormwater (unimpacted by organics activities at the site) from impacted water.

The Model Operating Conditions (MOC) for ERA 53 were identified as the most specific guideline to inform the framework for the management of operational phase water quality. The MOC as relevant to this assessment are included in Section 2.3.1. Consideration of the Seqwater guidelines is also undertaken, noting they are not specific to composting sites.

2.3.1 ERA 53 (a) Model operating conditions

The MOC for ERA 53 (a) Organic material processing by composting document is relevant to the proposed development. The model operating conditions provide a non-mandatory framework of conditions that apply to site specific applications for an environmental authority to undertake ERA 53 (a) in QLD

The MOC outline specific conditions related to protecting water values, which may form part of the EA for the proposed development. As the EA would permit the site to undertake an ERA, the Project seeks to meet the MOC in addition to other relevant requirements.

Review of the operating conditions suggest that leachate means a liquid that has passed through or emerged from or is likely to have passed through or emerged from, a material that contains soluble, suspended or miscible contaminants. This is key for interpretation of the guidelines, however elsewhere in this report and in the design of the site, leachate is used to define any water potentially contaminated by organics handling or composting activities, whether infiltrated water or surface water runoff.

The conditions define disturbed areas as areas that are susceptible to erosion and/or have been contaminated by the activity, and/or upon which stockpiles of soil or other materials are located.

Table 2.2 Model operating conditions – ERA 53

Condition	Description
WT1	Other than as permitted within this environmental authority, contaminants must not be released to waters
WT2	Any stormwater which filters through composting piles or stored feedstock must be managed as leachate.
WT3	Stormwater
	Stormwater must be managed to:
	a) prevent stormwater from being contaminated by the activity; or
	b) direct stormwater that is contaminated by the activity to stormwater treatment and retention measures.
WT4	Stormwater treatment and retention measures must have capacity to retain stormwater runoff from disturbed areas generated by a rainfall event up to and including a 24-hour rainfall event with an Annual Exceedance Probability (AEP) of [insert site-specific AEP]
WT5	Stormwater may only be released to waters where:
	(a) beneficial reuse of contained stormwater runoff on site is not viable; and
	(b) the release is necessary to maintain stormwater retention capacity required by condition WT4; and
	(c) there are no contaminants present that will, or that are capable of causing environmental harm.
WT6	Leachate must be collected and stored in:
	(a) Aerated ponds that maintain aerobic conditions; or
	(b) An enclosed leachate tank.
WT7	Leachate collection and storage must be designed, installed, operated and maintained by an appropriately qualified person to:
	(a) Prevent ponding of leachate in any area other than the designated leachate collection and/or storage areas; and
	(b) Prevent the leachate directly entering a stormwater basin; and
	(c) Drain leachate away from composting material; and

Condition	Description
	(d) Drain leachate to a collection drain; and (e) Ensure the structural integrity of the impervious barrier is maintained.

2.3.2 Development Guidelines for Water Quality Management in Drinking Water Catchments 2017 (Seqwater 2017)

The Seqwater Development Guidelines for Water Quality Management in Drinking Water Catchments (SEQ Water 2017) include performance outcomes for stormwater management during operational stages to protect drinking water supply environmental values.

Table 2.3 Stormwater quality performance outcomes under Seqwater (2017) development guidelines

Performance outcomes	Acceptable outcomes
and facilitate the achievement of water quality objectives for	OR
receiving waters. Note: Drinking water supply environmental values are referenced within Schedule 1 of the Environmental Protection Policy (Water) 2009.	AO8.2 Development is for reconfiguring a lot that; a. will not create more than two additional lots; or b. involves a land area less than 1000m2.
	OR
	AO8.3 Stormwater run-off generated during operation (post-construction) demonstrates a minimum reduction in mean annual load from unmitigated development that achieves the following stormwater management design objectives:
	85% reduction in total suspended solids;
	65% reduction in total phosphorus;
	45% reduction in total nitrogen; and
	95% reduction in gross pollutants.
	OR AO8.4 Stormwater run-off generated during operation is captured and transferred off-site or captured and treated to any applicable re-use standards and reused on-site.
	Note: A Site Stormwater Quality Management Plan is to be prepared by a suitably qualified individual such as a Civil Engineer or an Environmental Professional and is to be certified by a Registered Professional Engineer (RPEQ) (Civil or Environmental) to demonstrate compliance with the stormwater design objectives.

2.3.3 Scenic Rim Planning Scheme (SRRC 2020)

The SRRC (2020) Landslide Hazard Steep Slope Overlay traverses the Project site. The relevant performance objectives from the overlay code with respect to stormwater drainage are presented in Table 2.4.

Table 2.4 Landslide hazard steep slope overlay

Performance objective	Acceptable outcome
PO6	AO6
Development ensures that stormwater runoff does not: increase the susceptibility of the site to landslide; and does not cause detriment to the natural environment or to any other lots.	Stormwater drainage (including roof guttering and rainwater tank overflows) is managed to avoid an increase in onsite groundwater, ponding of water and water concentration into slopes and discharges to a lawful point of discharge

2.4 Construction phase water quality

In addition to the operational phase water quality guidelines, the scale of construction phase activities also requires consideration of particular controls to restrict impacts to water quality. These include consideration of the Seqwater (2017) guidelines, the SPP (2017), and best practice erosion and sediment control guidelines (IECA 2008), as described below.

2.4.1 Seqwater Development Guidelines – Water quality management in drinking water catchments

Seqwater (2017) provides performance outcomes for the management of surface water runoff during the construction phase. The Seqwater performance outcomes are outlined in Table 2.5. The acceptable outcomes of the Seqwater (2017) guidelines make reference to Appendix 2, Table A of the SPP for the development of stormwater management design objectives. These design objectives are outlined in Section 2.4.2.

Table 2.5 Seqwater (2017) stormwater quality and hydrology

Performance outcome	Acceptable outcomes
PO7 Manage stormwater at the construction phase to protect drinking water supply environmental values and facilitate the achievement of water quality objectives for receiving waters.	AO7.1 At the construction stage, an erosion and sediment control program (ESCP) demonstrates that stormwater achieves the design objectives listed in Table A of the SPP (appendix 2): Construction Phase – Stormwater management design objectives (all parts). OR AO7.2 An ESCP demonstrates how stormwater quality will be managed at the construction stage in accordance with an acceptable regional or local guideline so that target contaminants are treated to a design objective at least equivalent to Table A of the SPP (all parts). OR AO7.3 Stormwater run-off generated during construction is captured and transferred off-site or captured and treated to any applicable re-use standards and reused on-site.

2.4.2 State Planning Policy (2017) – Appendix 2 – Stormwater management design objectives

The stormwater management design objectives as described by the SPP (2017) are presented in Table 2.6. The SPP (2017) makes reference to construction areas greater than 2500m² requiring a minimum of 80% of average annual runoff volumes of the contributing catchment to be treated to 50 mg/L TSS or less and pH in the range of 6.5 – 8.5 pH units. It is noted these requirements are implemented within the *Procedural guide, Releases to waters from land development sites and construction sites 2500 m² and greater* (the Procedural Guide; DES 2019) in accordance with IECA (2008 and 2018). These guidelines are described in Section 2.4.3 and Section 2.4.4 respectively.

Table 2.6 State Planning Policy – Appendix 2 - Stormwater management design objectives

Issue	Desired outcomes
Sediment control	Direct runoff from exposed site soils to sediment controls that are appropriate to the extent of disturbance and level of erosion risk.
	2. All exposed areas greater than 2500 m² must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5).
Drainage control	Manage stormwater flows around or through areas of exposed soil to avoid contamination.
	2. Manage sheet flows in order to avoid or minimise the generation of rill or gully erosion.
	3. Provide stable concentrated flow paths to achieve the construction phase stormwater management design objectives for temporary drainage works (part 2).
	4. Provide emergency spillways for sediment basins to achieve the construction phase stormwater management design objectives for emergency spillways on temporary sediment basins (part 3).
Erosion control	1. Stage clearing and construction works to minimise the area of exposed soil at any one time.
	2. Effectively cover or stabilise exposed soils prior to predicted rainfall.
	3. Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised using methods which will achieve effective short-term stabilisation.
Litter, hydrocarbons and	Remove gross pollutants and litter.
other contaminants	2. Avoid the release of oil or visible sheen to released waters.
	3. Dispose of waste containing contaminants at authorised facilities.
Waterway stability and flood flow management	Where measures are required to meet post-construction waterway stability objectives (specified in table B), these are either installed prior to land disturbance and are integrated with erosion and sediment controls, or equivalent alternative measures are implemented during construction.
	2. Earthworks and the implementation of erosion and sediment controls are undertaken in ways which ensure flooding characteristics (including stormwater quantity characteristics) external to

Issue	Desired outcomes	
	the development site are not worsened during construction for all events up to and including the 1 in 100 year ARI (1% AEP).	

2.4.3 Procedural guide, releases to waters from land development sites and construction sites 2500 m² and greater (DES 2019)

The Procedural guide provides a framework for achievement of the water quality provisions of the EP Act. The Procedural Guide applies to all Queensland construction sites greater than 2500 m². While the Procedural guide provides assessment criteria for actual and potential water contamination, it also provides assessment criteria for depositing prescribed water contaminants or release of stormwater runoff. The general provisions of the document include:

- Requirements for development of erosion and sediment control plans
- Prevention, reduction and treatment of contaminants
- Erosion control, including:
 - the extent of clearing is restricted to that necessary for access to, and safe construction of the approved works i.e. vegetation remains intact or is protected in all other areas of the site the duration of exposure is minimised by undertaking works so that:
 - clearing of vegetation is only undertaken immediately prior to an area being actively worked
 - the work is staged to minimise the area of soil exposed at any one time
 - if clearing is undertaken in areas which are not intended to be immediately worked, such areas are effectively stabilised immediately following clearing
 - areas at finished level are effectively stabilised
 - steep areas, such as stockpiles, batters and embankments, which are not being actively worked, are
 effectively stabilised.
- Drainage control, including the criteria provided in Section 2.4.5
- Sediment control, including:
 - all site sub-catchments with greater than 2500m² of exposed soil drain to an appropriate sediment
 control device (e.g. sediment basins and including associated drainage controls), which is designed,
 implemented and maintained to a standard which would achieve at least 80 per cent of the average
 annual run-off volume of the contributing catchment treated to 50mg/L Total Suspended Solids (TSS) or
 less
 - the sediment control have the capacity to store two months' sediment from the receiving catchment, as determined using the Revised Universal Soil Loss Equation (RUSLE)
- Risk management
- Disturbances in waterways
- Monitoring and adaptive management.

It should be noted that the sediment control standard has been developed in response to the low effectiveness of traditional batch sediment basins which were implemented in accordance with the previous standard. The above revised standard was incorporated in an update to IECA (2008) - Appendix B (IECA 2018) to incorporate design procedures for more effective continuous-flow (or high efficiency) sediment basins capable of meeting this standard.

2.4.4 Best Practice Erosion and Sediment Control (IECA 2008 and 2018)

IECA has published a suite of Erosion and Sediment Control guidelines which intends to provide guidance in the planning, design installation and maintenance of erosion and sediment control measures on building and construction sites, with the intent to facilitate the minimisation of environmental harm. The general principles from

IECA (2008) will be applied the development of erosion and sediment controls for the project, where local or state guidelines and codes are non-specific.

The design and implementation of sediment basins are outlined in the updated Appendix (IECA 2018) is relevant to the management of construction phase water quality.

Table 2.7 Basin type and performance criteria

Basin type	Soil and/or catchment conditions	Features
Type A	The duration of the soil disturbance within a given drainage catchment, exceeds 12 months 1,2,3	 Type A basins are considered the most effective sediment traps for clayey soils. Pond size is governed by both minimum volume and minimum surface area requirements. Operation of the sediment basin relies on the installation of an automatic chemical dosing system. A floating decant system collects water from the top of the water column during the storm event. In most circumstances, the settling pond is required to be de-watered to the nominated static level prior to a rain event that is likely to produce runoff. Temporary basins are typically sized for the 1 year ARI, 24 hour storm event.
Type B	The duration of the soil disturbance within a given drainage catchment, does not exceed 12 months1,2,3	 Pond size is primarily governed by a minimum required surface area. These basins are typically larger in volume and surface area than Type A basins. Operation of the sediment basin relies on the installation of an automatic chemical dosing system. Ideally the settling pond should be de-watered prior to a rain event that is likely to produce runoff; however, during dry conditions water may be retained in the pond as a source of water for usage on the construction site. Temporary basins are typically sized for a discharge of 0.5 times the peak 1 in 1 year ARI critical duration storm.
Type C	Less than 33% of soil finer than 0.02 mm (i.e. d ₃₃ > 0.02 mm) and no more than 10% of soil dispersive	 Type C basins are limited to works within non-dispersive, low-clay, sandy soils. Pond size is governed by a minimum required surface area. These basins are free-draining, which means they are normally 'empty' at the start of rainfall; however, under certain conditions water may be retained in the pond as supply a source of water for usage on the site. Temporary basins are typically sized for a discharge of 0.5 times the peak 1 in 1 year ARI critical duration storm
Type D	An alternative to type A or B basin where it can be demonstrated that automatic chemical flocculation is not reasonable or practical 3,	 Pond size is governed by a minimum required volume. Operation of the sediment basin normally relies on chemical dosing, using either an automatic or manual chemical dosing system. The settling pond is required to be de-watered to the bottom of the settling zone prior to a rain event that is likely to produce runoff. Temporary basins are typically sized for an 80%ile, 5-day rainfall depth, depending on catchment conditions and risk.

Note:

- 1. Duration of soil disturbance include periods when there is likely to be less than 70% of groundcover
- 2. Reasonableness and practicality comes down to whether effective automated dosing can be implemented i.e. multiple inflow locations
- 3. Type D basins may be implemented in lieu of type A or B basins where shown to achieve a commensurate performance outcome. Alternative designed should demonstrate through long-term water balance modelling:
 - a. The equivalent water quality outcomes of existing type A basins in the local area
 - If local data on the performance of type A basins is not available, as least 80% of the annual average runoff volume can achieve the specified WQO

2.4.5 Scenic Rim Planning Scheme

The Environmental Significance Overlay Code for local waterways applies to the Project. PO11/AO11 of this code requires that a site-based stormwater quality management plan be prepared in accordance with the design objectives identified in Table 8.2.4.3.2 of the Planning Scheme. These design objectives are replicated in Table 2.8. It is noted that the requirements contained in Table 2.8 generally reflect those described in IECA (2008), DES (2019) and SPP (2017), given the Scenic Rim Planning Scheme is the regional framework for managing development in accordance with the *Planning Act 2016* and the SPP (2017). However, it is noted that the requirements outlined for sediment control are equivalent to the requirements of DES (2019), as outlined for Type D sediment basins described in the updated appendix (IECA 2018) to Best Practice Erosion and Sediment Control, IECA (2008).

Table 2.8 SRRC Planning Scheme - Stormwater management design objectives

Element	Measure	Criteria	
Drainage control	Temporary drainage works	Design life and design storm for temporary drainage works:	
		a. Disturbed area open for <12 months—1 in 2-year ARI event	
		b. Disturbed area open for 12–24 months—1 in 5-year ARI event	
		c. Disturbed area open for > 24 months—1 in 10-year ARI event	
		2. Design capacity excludes minimum 150 mm freeboard	
		Temporary culvert crossing—minimum 1 in 1-year ARI hydraulic capacity	
Erosion control	Erosion control measures	Minimise exposure of disturbed soils at any time Divert water run-off from undisturbed areas around disturbed areas Determine the erosion risk rating using local rainfall erosivity, rainfall depth, soil-loss rate or other acceptable methods	
		Implement erosion control methods corresponding to identified erosion risk rating	
Sediment control	Sediment control measures Design storm for sediment control basins Sediment basin dewatering	Determine appropriate sediment control measures using: a. potential soil loss rate, or b. monthly erosivity, or c. average monthly rainfall	
		Collect and drain stormwater from disturbed soils to sediment basin for design storm event: a. design storm for sediment basin sizing is 80th% five-day event or similar	
		3. Site discharge during sediment basin dewatering: a. TSS < 50 mg/L TSS, and b. Turbidity not >10% receiving waters turbidity, and c. pH 6.5–8.5	
Water quality	Litter and other waste, hydrocarbons and other contaminants	Avoid wind-blown litter; remove gross pollutants	
		Ensure there is no visible oil or grease sheen on released waters	

Element	Measure	Criteria
		Dispose of waste containing contaminants at authorised facilities
Waterway stability and flood flow management	Changes to the natural waterway hydraulics and hydrology	For peak flow for the 1-year and 100-year ARI event, use constructed sediment basins to attenuate the discharge rate of stormwater from the site

2.5 Flooding

2.5.1 Australian Rainfall and Runoff (ARR, 2019)

Australian Rainfall and Runoff (ARR 2019) is the primary technical publication for stormwater and hydrological estimates and design considerations. The publication was the result of several years' of updates to the previous version of Australian Rainfall and Runoff (Engineers Australia 1987). The technical analysis and development of the hydrologic and hydraulic models, including the management and flooding at the site would need to consider this guideline.

2.5.2 Scenic Rim Planning Scheme (2020) - Flood Hazard Overlay Code

SRRC (2020) has published a flood overlay code which provides overarching performance outcomes and acceptance criteria for assessable developments. The purpose of the Flood Hazard Overlay Code is to ensure that development in a flood hazard area is compatible with the risk of the flood hazard and protects life and property. While the flood hazard overlay does not traverse the site, the minimum flood immunity standards for infrastructure have been adopted.

The defined minimum flood immunity standards for infrastructure, such as waste management facilities (refer to Table 8.2.6.3.2 of Scenic Rim Planning scheme) are replicated in Table 2.9.

Table 2.9 Scenic Rim Planning scheme – Minimum flood immunity standards for infrastructure

Infrastructure type	Settlement context	Floodplain Context	Minimum immunity
Cemetery and crematorium Sporting facility, community centre, meeting hall (where not used as an evacuation or recovery facility) Waste management facilities Storage and works depots and similar facilities, including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in this part.	All	High hazard or limited warning (e.g. less than 24 hours)	Locate outside 1% AEP.
		High hazard and longer warning	Locate outside 1% AEP. OR Building floor levels above 1%AEP plus freeboard.
		Lower hazard and longer warning	

2.6 Waterways and separation distances

2.6.1 Segwater (2017) guidelines

The Seqwater (2017) guidelines note the following assessment benchmarks for separation distances for assessable developments, outlined in Table 2.10. Table 5 of Seqwater (2017) are replicated in Figure 2.3.

Table 2.10 Assessment benchmarks for separation distances Seqwater (2017)

Performance outcome	Acceptable outcome	
PO1	AO1.1	
and avoids areas of potential flood inundation to protect waterways or water supply sources	Development complies with the separation distances and other locational criteria specified in Table 5. Note: Where another setback distance or locational criteria is identified within this code, the higher standard applies.	

Development type and activities	Stream Order 1 To 3	Stream Order 4 or greater	Full supply level of a dam, lake or reservoir or watercourse that serves as a potable water supply	Flood immunity	
Intensive animal industry	50m	100m	800m	AEP 1%	
Aquaculture	Case-by-case basis	Case-by-case basis	Case-by-case basis	N/A	
All other agricultural or forestry land uses	50m	100m	400m	Buildings – AEP 1% Other areas – AEP 20%	
Extractive industry	50m	100m	400m	AED 10/	
All other industry uses	100m	100m	800m	AEP 1%	
Motor sport facility Outdoor sport and recreation	50m	100m	400m	Buildings – AEP 1% Other infrastructure (e.g.	
Major sport, recreation and entertainment facility				trails) – AEP 20%	
Service station	50m	100m	800m	AEP 1%	
All other development types	50m	100m	400m	AEP 1%	

Figure 2.3 Table 5 of Seqwater (2017)

The Seqwater (2017) guidelines also provide assessment benchmarks for excavation and filling activities on development sites. These benchmarks would apply to construction phase earthworks and design of developments near waterways for assessable developments. These benchmarks are outlined in Table 2.11.

Table 2.11 Assessment benchmarks for excavation and filling Seqwater (2017)

Performance outcome	Acceptable outcome		
PO13	AO13.1		
The siting and design of earthworks minimises impacts on	Earthworks comply with the following locational criteria:		
the natural landform that may cause contamination or interfere with the flow of a waterway or water supply source.	a. 25m setback to a stream order 1–3;		
	b. 50m setback to a stream order 4 or greater;		
	c. 200m setback to a full supply level of a dam, lake or reservoir or watercourse which serves as a potable water supply;		
	d. is not undertaken on land at or below the 1% AEP; and		
	e. is not undertaken on a slope greater than 15%.		

2.6.2 Scenic Rim Planning Scheme (2020) – Environmental Significance Overlay Code

SRRC (2020) Environmental Significance Overlay Code performance outcome (PO10) requires developments within a watercourse buffer area shown on the Environmental Significance Overlay Map – Local watercourse OM-04-E. The requirements are outlined in Table 2.12.

Table 2.12 Performance outcomes for watercourse offsets – Scenic Rim Planning Scheme

Performance outcome	Acceptable outcome
PO10 Development within a Watercourse Buffer Area (A, B or C) shown on environmental Significance Overlay Map – Local Watercourse OM-04-E has no adverse impact on: Native vegetation Terrestrial and aquatic habitat Ecological functions Native conservation functions	AO10 The development footprint is not located within: 10 m from the high or outer bank of the watercourse located in Watercourse buffer area A 25 m from the high or outer bank of the watercourse locate din Watercourse buffer area B 50 m from the high or outer bank of the watercourse located in watercourse buffer area C

2.7 Stormwater quantity (non flooding)

2.7.1 Seqwater (2017) guidelines

The Seqwater (2017) guidelines note the following assessment benchmarks for surface water flows for assessable developments, outlined in Table 2.10.

Table 2.13 Performance outcomes for stormwater quantity Seqwater (2017)

Performance outcomes	Acceptable outcomes
PO10	No Acceptable outcome is nominated
Development avoids and minimises changes to the existing surface water natural hydrological regime so that:	
a. there is no change to the reference high-flow and low-flow duration frequency curves, lowflow spells frequency curve and mean annual flow to and from waterways as a result of the development;	
b. any relevant flows into waterways comply with the relevant flow objectives of the applicable water plan for the area; and	
c. the collection and re-use of stormwater occurs so there is no increase to the velocity or volume of stormwater flows entering a waterway.	

3. Existing environment

This section outlines the existing environment of the project site and surrounds with particular relation to surface water.

3.1 Climate

Daily rainfall data were obtained from the Scientific Information for Land Owners (SILO) database operated by the Queensland Government - Department of Environment and Science (DES 2024). SILO patched point data are based on historical data from a particular Bureau of Meteorology (BOM) station with missing data interpolated from nearby stations. For this assessment, SILO data were obtained for grid point -28.00, 152.90, which is located within proximity to the Project site. The patched point annual rainfall depth totals between 1970 and 2023 inclusive are shown in Figure 3.1.

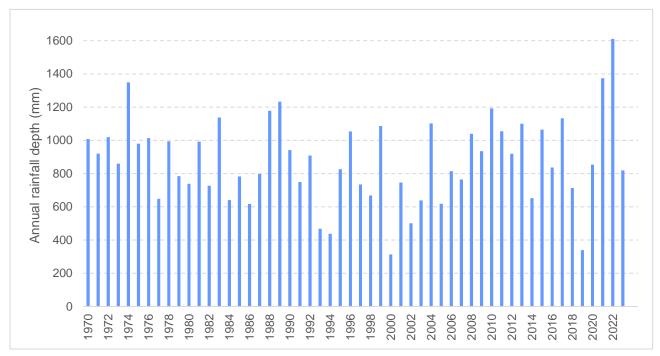


Figure 3.1 Annual rainfall depth totals

The annual rainfall statistics associated with the Project area are:

- Minimum annual rainfall total 313.4 mm in 2000
- Median annual rainfall of 856.1 mm
- Average annual rainfall of 888.0 mm
- Maximum rainfall total 1610.2 mm in 2022

Average monthly rainfall and evaporation depths have been reviewed as shown in Figure 3.2.

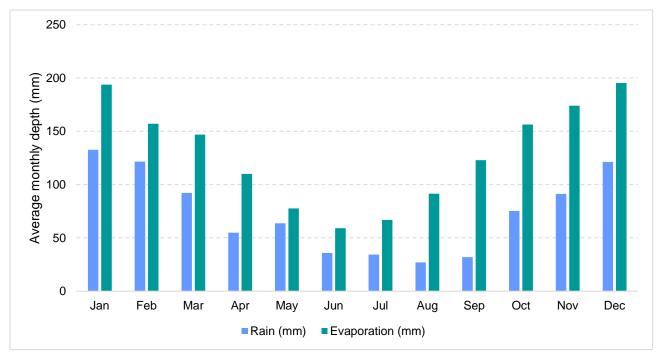


Figure 3.2 Average monthly rainfall and evaporation depths

As shown in Figure 3.2, rainfall and evaporation are seasonal, with higher rainfall and evaporation totals occurring in October to March, and the lowest totals occurring in April to September. Review of the average monthly rainfall and evaporation depths indicates a monthly rainfall deficit in each month throughout the year, though occurring more strongly during September to April. The annual average rainfall deficit from 1970 to 2023 is 673 mm.

3.2 Topography and hydrology

The regional topography in the vicinity of the project site includes foothills and valleys extending from an unnamed ridge, which is located 6km south of the Project site. The Project site is undulating and slopes relatively steeply towards the north, with site elevations ranging from 155 m AHD at the southern boundary of the Project site to 100 m AHD at the northern boundary. The grade of west-east undulations at the Project site are up to 24%.

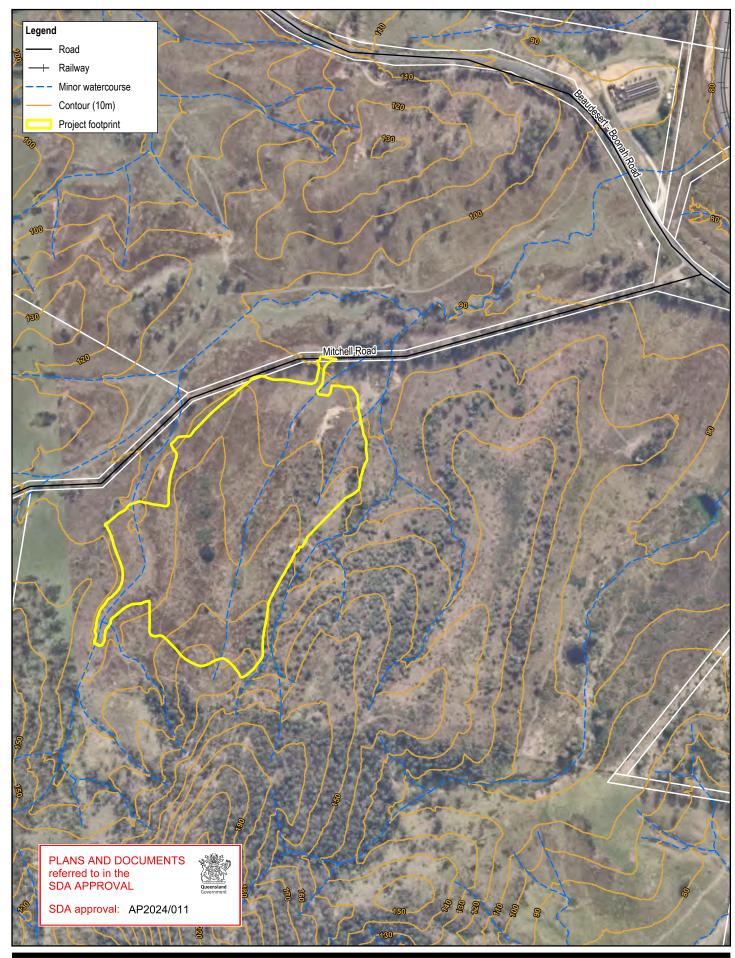
The Project site is situated within the regional catchment of the Logan River, a coastal draining watercourse some 4.8 km downstream of the Project site. Major regional hydrological features include Wyaralong Dam, located 4.6 km to the northwest, which impounds Teviot Brook, a direct tributary of the Logan River downstream of the Project site. Bromelton Off Stream Storage, an off-stream storage located adjacent the Logan River, is also located 4.2 km north east of the Project site, however is currently not in commission.

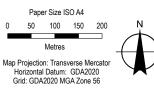
According to Queensland Globe mapping, two mapped "drainage features" of Allan Creek intersect the Project site.

For the purposes of the definitions of waterways under the *Water Act 2000*, the waterways within the Project lot are considered to be "drainage features". However, several of the first order tributaries are also mapped as "unmapped" features. Liaison with DRDMW has informed the following outcome:

The unmapped features traversing Lot 4 RP85497 have been determined as drainage for the purpose of the Water Act 2000, and Queensland Globe will be updated to reflect this. Therefore, the department has no requirements for an authorisation to undertake any proposed works.

These unmapped features therefore drain north to adjoin a third order, north easterly flowing tributary of Allan Creek. Allan Creek is a fourth order tributary of the Logan River at the confluence of these waterways. There are farm dams located within the lot boundary, including approximately 650 to 700 m east of the Project site. The hydrological features in the vicinity of the Project site are shown in Figure 3.3.







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Topography and hydrology

FIGURE 3.3

3.3 Flooding

The existing flood conditions at the site were characterised through development of a hydraulic flood model in TUFLOW as outlined in Appendix B, with peak flows for the critical durations of the waterways developed using a Watershed Bounded Network Model (WBNM) used as inputs to the TUFLOW model. The model was simulated for the 63.2%, 50%, 20%, 10%, 2%, 1% and 0.2% AEP storm events in accordance with the procedures of Australian Rainfall and Runoff (Section 2.5.1). The 0.2% AEP storm event has been presented as a proxy for the future climate change 1% AEP storm event. The full modelling methodology and results are included in Appendix B, however key results have been summarised to characterise the baseline flood conditions under a range of storm events.

As shown in Figure 3.4, in the upper tributaries across the southern extent of the Project lot, for the 1% AEP storm, the lateral flood extents are topographically constrained, with minimal bank storage of flood waters. Peak flood depths upstream of Mitchell Road were modelled up to approximately 0.8 m in the western tributary, 1.2 m in the eastern tributary and generally less than 0.4 m in the bank areas. The topography flattens slightly in the northern portion of the Project lot. In the 1% AEP flood event, the lateral extent of the flood waters in this area extend from the north and occur out of stream bank areas, with flood depths predominantly less than 0.2 m to 0.4 m. Outside of the Project lot, at the confluence of the tributaries across the site, in stream peak flood depths of up to approximately 1.9 m were modelled.

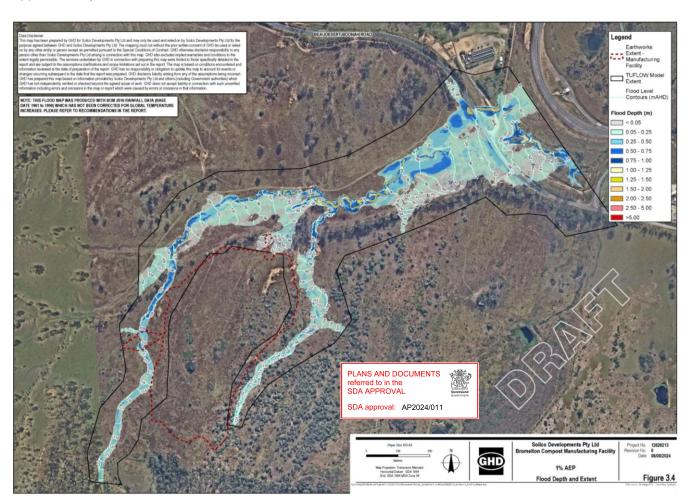


Figure 3.4 1% AEP flood extent and depth

3.4 Surface water quality

A field survey was conducted on 5 April 2024 and 10 April 2024 by GHD for the purpose of the Aquatic Ecology Assessment GHD (2024). During the survey, opportunistic *in-situ* water quality sampling was undertaken. A total of five monitoring locations were sampled, across each tributary of Allan Creek within the site and per the methodology described in GHD (2024). Sampling locations are shown in Figure 3.5 and included:

- ACT1 located in the south-west extent of the Project area
- ACT2 located in the Project area
- ACT3 is located slightly east and outside of the Project area but within the Lot boundary
- ACT4 is located far east and outside of the Project area but within the Lot boundary
- ACT5 is outside of the Lot at the confluence of tributaries ACT1 to 3

The results of the *in-situ* water quality sampling are shown in Table 3.1.

As described in Section 2.1.4, the aquatic ecosystem WQOs applicable to the Project site under EPP (2019) are the Western Logan River Freshwaters –Moderately Disturbed waters (Low Flow) (DES 2022). The surface water quality data has been compared against the guidelines (DES 2022) as shown in Table 3.1. There are no water quality guidelines for water temperature; however, water temperatures were within normal ranges expected for the sampling season.

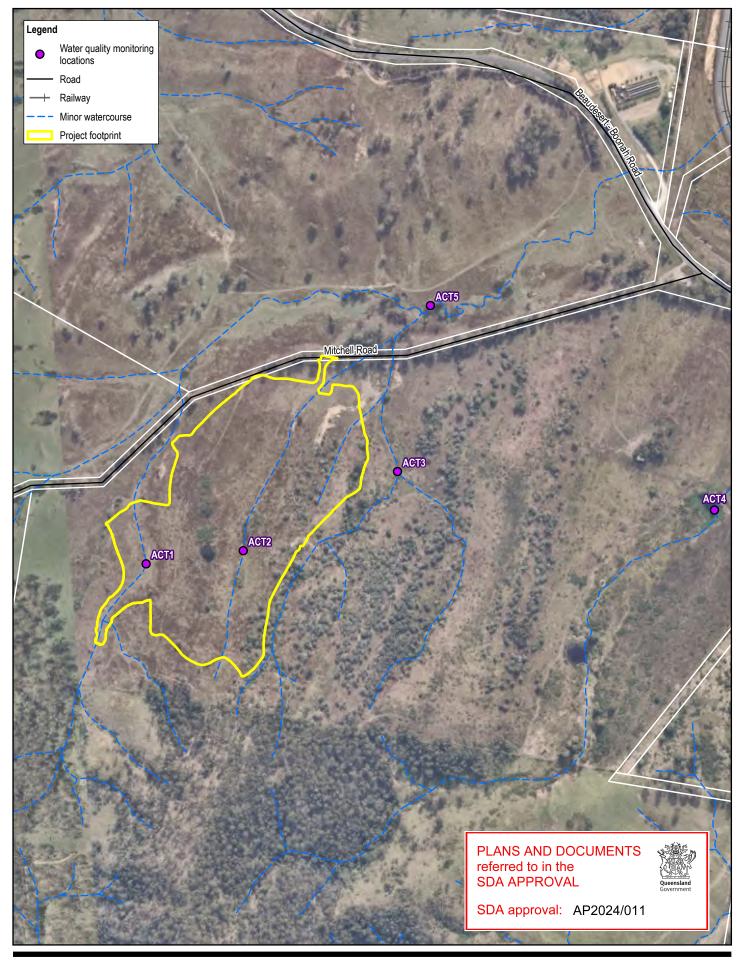
Table 3.1 In-situ water quality results

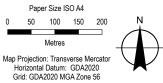
Sample Location ID	Date	Temp.	рН	Electrical conductivity	Dissolved oxygen	Dissolved oxygen	Turbidity
Units	DD/MM/YY	°C	pH unit	μS/cm	mg/L	% sat.	NTU
Guideline *	-	-	6.5-8.2	350	_	85 – 110%	11
ACT1	05/04/24	27.5	7.5	371	5.9	51.2	78.15
ACT2	05/04/24	27.2	7.0	365	5.8	50.6	64.12
ACT3	05/04/24	26.9	6.9	357	6.2	58.6	74.72
ACT4	10/04/24	21.8	7.3	346	6.4	65.8	42.11
ACT5	10/04/24	22.1	7.9	361	6.8	84.1	73.85

^{*} Environmental Protection (Water and Wetland Biodiversity) Policy 2019, Logan River Environmental Values and Water Quality Objectives Basin No. 145 (part) – Western Logan River Freshwaters – Upland Freshwaters – Upland Moderately Disturbed waters (Low Flow)

Orange cells note exceedances compared against water quality guidelines

As shown in Table 3.1, exceedances were recorded at all five sites for dissolved oxygen and turbidity. Dissolved oxygen ranged from 50.6% (ACT2) to 84.1% (ACT5) whilst turbidity ranged from 42.11 NTU (ACT4) to 78.15 NTU (ACT1). Exceedances for electrical conductivity were also recorded at all sites, except for site ACT4 (346 μ S/cm). The pH was within the water quality guideline range at each site. These results indicate the overall water quality across site was reasonably poor in relation to the guideline values.







SoilCo Pty Limited Bromelton Compost Manufacturing Facility Stormwater Impact Assessment

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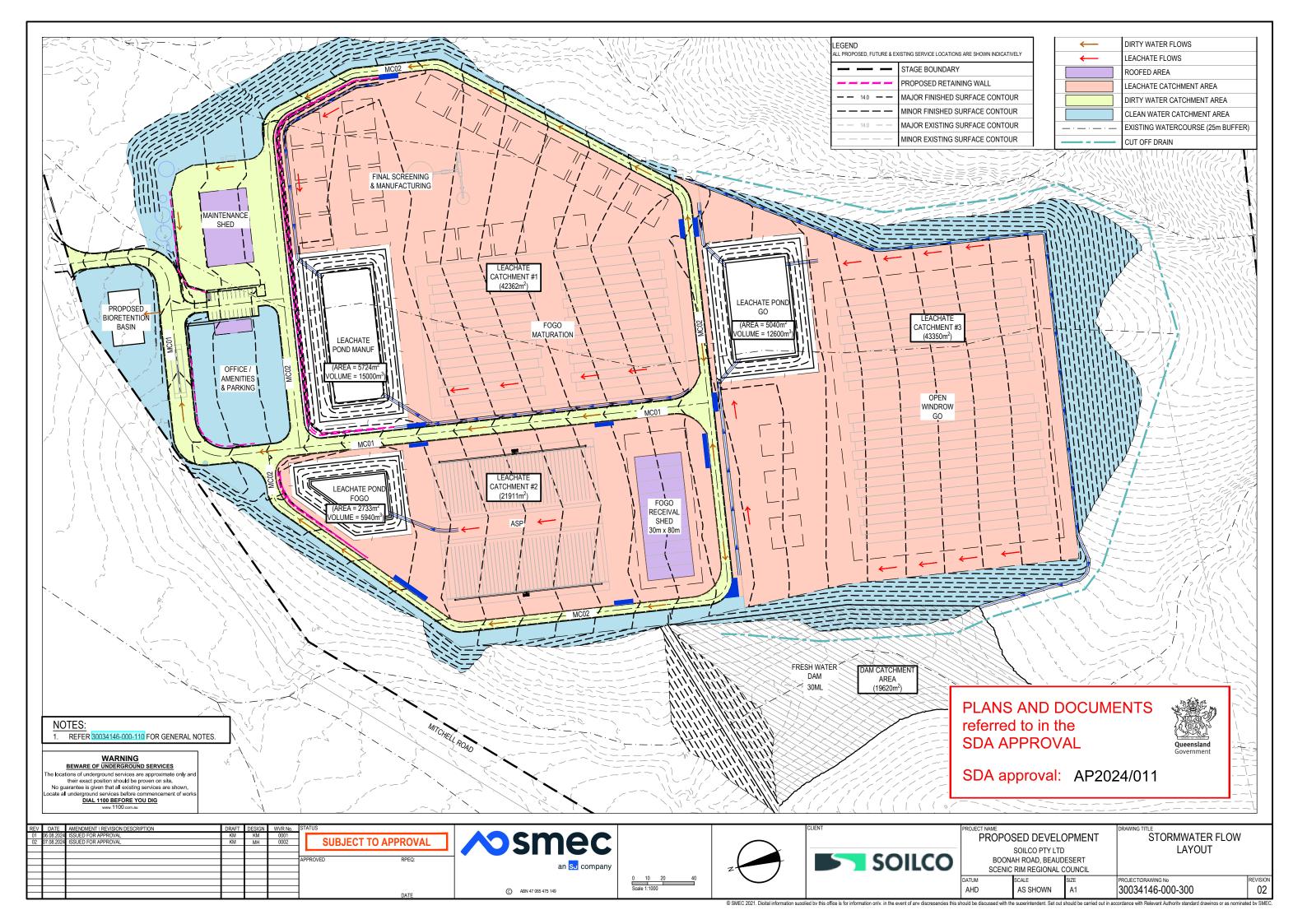
Date 9/08/2024

4. Surface water management plan

Based on the review of the relevant regulatory context applicable to the Project (refer Section 2) and the existing conditions at the Project site (refer Section 3), a requirement for mitigation measures to be in-built into the Project was identified. This has been undertaken through the development of this Surface Water Management Plan, described herein, which has been developed collaboratively with (and informed) the Project design development undertaken by SMEC.

Figure 4.1 outlines the SMEC design, inclusive of surface water management measures during operation and Figure 4.2 also providing a construction phase Erosion and Sediment Control Plan.

Table 4.1 outlines the in-built water management measures, consistent with the SMEC design and with additional detail where applicable. The table also includes the basis of the measures, developed in consideration of the regulatory context outlined in Section 2.



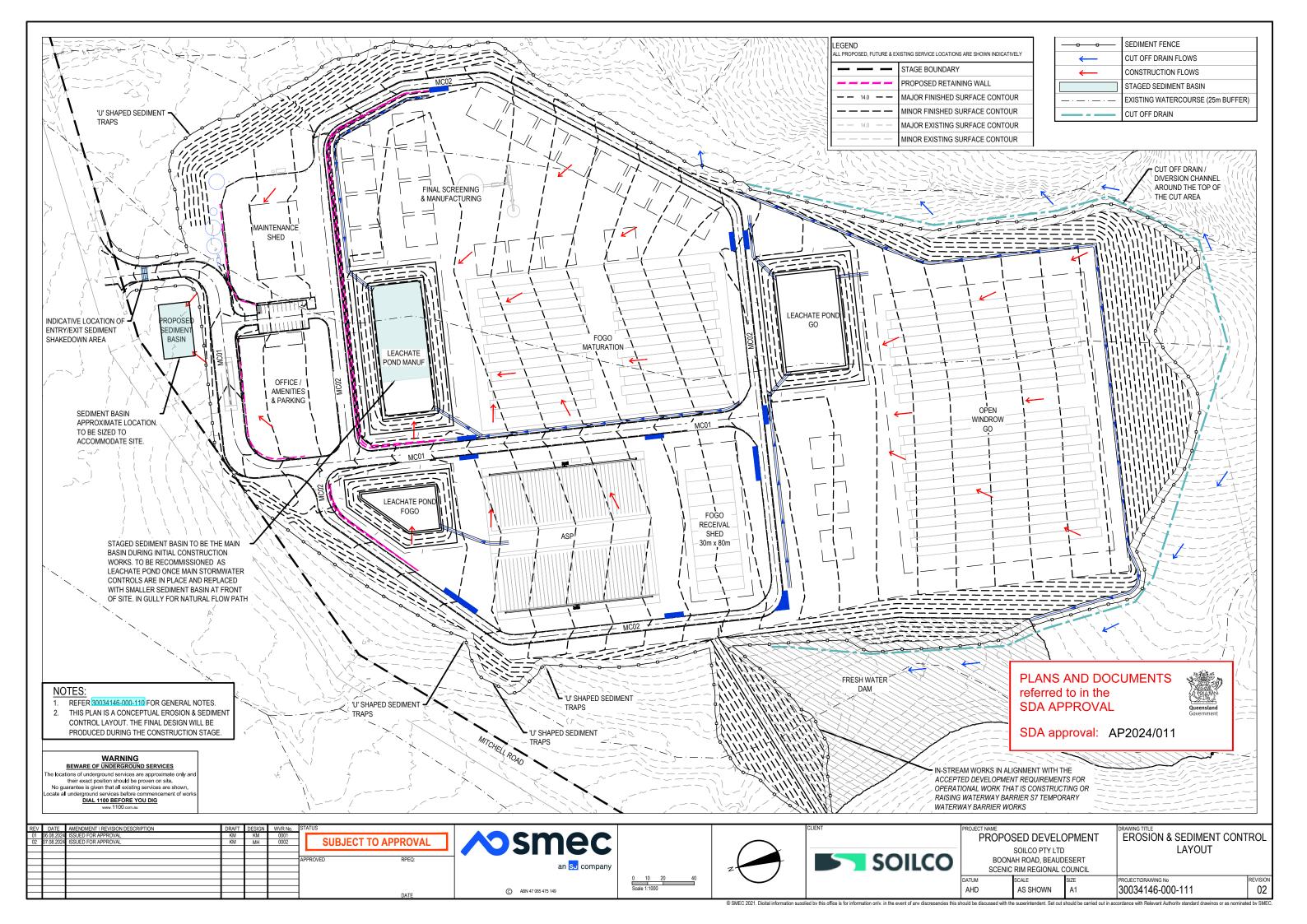


Table 4.1 Surface Water Management Plan in-built water management measures

Category	Phase	Description	In-built control measures	Basis of measures
Separation of water types	Operation	Composting sites generate differing water types distinguished by their respective water quality. This has impacts on both risk to downstream environments but on the ability to use in the composting process. They consist of leachate that has been in contact with organic material, stormwater which has not, roofwater, and runoff from areas external to the operational site. It should be noted that at times 'leachate' is used to refer specifically to water that has seeped from organic piles but for this assessment the term refers to any water in significant contact with organics. Leachate can only be reused in early phase stage of the process, whereas other water types can be used throughout the full process. Due to the different water quality risks and reuse opportunities, these types of water must be appropriately separated.	Diversion of upstream runon around the facility Designation of respective leachate and stormwater catchments within the operational site, with separate stormwater conveyance systems. With leachate catchments those with realistic probability of generating runoff quality impacted by the presence of organic material.	The Model Operating Conditions (MOC) ERA53(a) Organic Material Processing by Composting (Section 2.3.1) form the most specific authoritative guideline that considers the specific requirements of composting sites with relation to their need to separate and manage different water types differently. This is reflected in Condition WT3 requiring prevention of stormwater being contaminated by the activity or direction of water that is contaminated to treatment and retention measures.
Leachate management	Operation	Runoff that has come into significant contact with organic material is generally not suitable for regular, untreated discharge and must therefore be contained up to a design standard rainfall.	Provision of in excess of 30 ML of contact water storage with disposal via reuse in the early phase of the process. No proposed active release of leachate and no overflow up to a design standard rainfall of 900 mm falling within a 6 month period.	The MOC (Section 2.3.1) nominate (WT3) that leachate needs to be directed to stormwater treatment and retention measures and that these measures must have the capacity to retain runoff for a 24-hour rainfall event up to an unspecified site-specific Annual Exceedance Probability (AEP). It is noted that there is precedent for other sites for an Average Recurrence Interval (ARI) of 10 years and that this is consistent with the NSW guideline <i>Environmental Guidelines, Composting and Related Organics Processing Facilities, NSW DEC 2003</i> . Therefore containment of the 10-year 24 hour event (152 mm) was taken as the initial minimum sizing and identified to be approximately 17 ML assuming 100% runoff.
				However, it was identified based on preliminary water balance of the site that the site would be most sensitive to longer durations of regular rainfall rather than a shorter intense storm. Therefore, approximately twice (i.e. 30ML) the volume of the minimum sizing

Category	Phase	Description	In-built control measures	Basis of measures
				was adopted. This, based on water balance calculations considering a 6 month period in which 900 mm of rainfall occurs. This rainfall was selected as approximately the depth within a 6 month period that is exceeded once every 10 years on average based on historical rainfall records.
				The water balance calculations indicated that this period could be managed with disposal via early phase reuse. The required disposal estimated approximately on average 150% of the typical conditions average demand/disposal rates supplied by SOILCO.
				In consultation with SOILCO this was considered to be achievable on the basis that the typical operational demand estimates are based on water demands during average and dryer times, not volumes that can be disposed of during periods of excess water. There are a number of operational actions that SOILCO could implement including increasing fan speeds of the ASP and increasing frequency of windrow turning. The preliminary water balance calculations are shown in Appendix C.
Stormwater management	Operation	Runoff from impervious site areas not impacted by organic material includes a water quality risk consistent with typical urban stormwater, requiring consideration accordingly.	Provision of a typical urban stormwater treatment train including 500 m² of bioretention filter area and a Gross Pollutant Trap.	The MOC (Section 2.3.1) note that runoff to be conveyed to the stormwater treatment and retention measures consists of water contaminated by the activity (WT3) and runoff from "disturbed areas". Disturbed areas are defined to include areas susceptible to erosion, contaminated by the activity or upon which stockpiles are located. Being an engineered surface, free of organics storage the stormwater catchment is not considered to be classified as a disturbed area and not subject to the treatment and retention measures under the MOC.
				Notwithstanding this, typical urban stormwater quality risks still exist and as such the <i>Development Guidelines Water Quality Management in Drinking Water Catchments (SEQW Guidelines)</i> (Section 2.3.2) were considered the most applicable and specify pollutant reduction targets in outcome AO 8.3. MUSIC modelling was developed for the stormwater catchment in accordance with <i>Water By Design MUSIC Modelling Guidelines Nov 2018</i> demonstrating compliance with these targets.
				This modelling is summarised in Appendix A demonstrating the derivation of the proposed stormwater treatment train.
Wastewater	Operation	Management of wastewater generated in the amenities building is required	Provision of advanced secondary 10EP wastewater treatment plant and land application area adjacent to	AO5.2 of the Seqwater (2017) guidelines require developments with wastewater treatment system designed for less than 21EP achieve a low or medium risk classification in accordance with the Land Use Risk Tool (LURT) for on site sewage facilities.
			amenities building	A site soil and evaluation report (Stav's Hydraulic Services 2024, refer to Appendix D) was undertaken for the proposed effluent

Category	Phase	Description	In-built control measures	Basis of measures
				disposal from the proposed on-site waste water treatment facility. Based on the evaluation report and proposal, a LURT assessment has been undertaken for the Project site, as included in Appendix D.
				The outcomes of the LURT determined a "very low risk" for subsurface irrigation of effluent and therefore meets AO5.2 of Seqwater (2017).
Water sourcing	Operation	Water is required for the composting process, including in the early phase and later phase processes, with leachate only able to be used in the early phase process.	Provision of a 30 ML harvesting storage to the west of the operational area. Water to be sourced externally from appropriately licensed source for delivery during dry periods to meet water supply needs.	Demand estimate for water use was provided by SOILCO equalling approximately 700,000 L/week. SOILCO has confirmed the ability to provide this demand during dry periods (if required) via appropriately licensed, externally sourced water imported to site. Reliance on externally sourced water has been reduced through provision of the harvesting storage. The storage was sized based water balance optimisation considering the catchment available for the storage and evaporation from the dam. With respect to the Logan Water Plan (Section 2.2.1), the drainage line of the harvesting storage is not mapped as a watercourse under the plan and is therefore not subject to surface water licensing requirements.
				Groundwater is not to be utilised to contribute to site water requirements.
Impact from flooding	Operation	Avoidance of impact from external floodwaters is required both with respect to minimising impact on operations and also water quality risks associated with site inundation.	As shown in Appendix B, the operational site is located outside the 1% AEP flood impact for the identified flow paths adjacent to the site, other than for two minor locations where through detailed design extents would be altered as required to locate outside the flood extent. This would also be undertaken in consideration of waterway separation distance requirements (refer later in this table). ACS Engineers has prepared design documentation for the upgrade of Mitchell Road including provision of appropriate flood protection and flow conveyance.	SEQW Guidelines (Section 2.3.2) and the Scenic Rim Hazard Overlay Code (Section 2.3.3) require flood immunity in the 1% AEP event.

Category	Phase	Description	In-built control measures	Basis of measures
Impact on flooding	Operation	Increasing impervious areas associated with the site has the potential to increase the peak rate of runoff and impact downstream flooding conditions.	Leachate storages	As outlined in Appendix B, critical storm durations of receiving waterways for flooding are up to 4.5 hours. The 1% AEP 4.5 hour event corresponds to approximately 130 mm of rainfall which is less than half of the runoff depth associated with filling the leachate storages from empty. Therefore, as the leachate catchment is sensitive to longer duration events and is to be maintained relatively empty, it is anticipated that for storm events critical for flooding the leachate catchment would typically be contained. As this comprises the majority of the impervious catchment it is anticipated to offset the impact of increasing imperviousness at the site. This would be confirmed hydrologic modelling undertaken during detailed design.
Separation distances from existing flow paths	Constructi on and Operation	Government authorities	25 m setback from flow paths, other than the harvesting storage Location of site operational activities above the 1% AEP.	With respect to water quality impacts from the operations: providing an equivalent outcome of the separation distances, by locating outside of the 1% AEP flood extent requirement of the SEQ Guidelines (Section 2.6.1). This in turn meets the intended outcomes of the separation distances specified in Table 5 of the guideline. With respect to vegetation clearing and earthworks: maintaining the 25m specified in the guideline. Achieved in most locations in current design with detailed design to set toe of batter based on 25m setback based on detailed survey.
Erosion and sediment control	Constructi	During construction, substantial ground disturbance activities will be undertaken with the potential to generate sediment discharged to the downstream environment.	Construction phase erosion and sediment control plan (Figure 4.1) prepared as a component of the facility design. Including provision of sediment basins. During detailed design these would be sized in accordance with management of at least 80% of the annual average runoff to 50 mg/L of TSS. Erosion and drainage controls to be included as required in Section 2.4. Staging of the works is also to be considered during detailed design, and in particular the provision of early stage temporary sediment basin(s) before final pad levels are reached and leachate basins	As outlined in Section 2.4 IECA Appendix B provides design guidance for sediment basins to achieve management of at least 80% of average annual runoff to 50 mg/L of Total Suspended Solids. This guidance has been adopted in specifying the sediment basin sizing and also in specifying general drainage and erosion controls.

Cat	egory	Phase	Description	In-built control measures	Basis of measures
				cannot be used as temporary sediment basins.	

5. Impact assessment and mitigation

The potential impacts of the Project were assessed with relation to surface water, including the in-built management measures outlined in Section 4. The water related risks were found to be generally acceptably managed based on the following:

- Appropriate separation of water types in accordance with best-practice for composting sites and the ERA53(s)
 Model Operating Conditions (MOC).
- Provision of in excess of 30 ML of leachate storage sized in exceedance of the 24-hour event supported by the MOC, with reuse in the early phase of composting. No proposed active release of leachate and no overflow up to a design standard rainfall of 900 mm falling within a 6 month period.
- Provision of a wastewater treatment system for amenities wastewater in accordance with the Seqwater (2017) guidelines.
- Separation of stormwater from contamination and management through provision of a stormwater treatment train in accordance with SEQWater (2017) guidelines.
- Potential changes to general hydrological (not during times of flood) regimes were considered alongside water quality requirements for the proposal. It is noted that to manage water quality risks containment of flows for a large portion of the site is required. As such, maintenance of existing flow regimes is not possible. As this impacts only the direct area of the manufacturing pad, which is a small portion of the overall receiving catchment, it is not anticipated to result in measurable hydrologic change to the overall downstream system.
- Estimation of water demands by SOILCO and confirmation that during dry periods they can be sourced via appropriately licensed external sources. Provision of a 30ML harvesting storage to minimise reliance on imported water.
- Location of the operational site outside the 1% AEP flood impact for the identified flow paths adjacent to the site in accordance with Seqwater (2017) guidelines and the Scenic Rim Hazard Overlay Code (refer to 2.5.2).
- Containment of the leachate catchment offsetting the impact of increasing imperviousness on peak discharge rates.
- Separation distances from identified flow paths consistent with the understood intent of the Seqwater (2017) quidelines.
- Provision of an erosion and sediment control plan, based on relevant regulatory requirements, to be updated and confirmed during detailed design.

Risk reduction was expected as the Project water management measures were developed through the process outlined in this assessment, in consideration of potential impacts and in accordance with regulatory requirements. However, it was noted that whilst appropriate measures are specified to the degree that they can realistically be at this stage, there are some additional mitigations required, that can only be fully defined and implemented through the operational phase of the Project. These are outlined in Table 5.1, as well as the basis for why they are required.

With inclusion of the in-built measures outlined in Section 4, as well as the additional measures outlined in Table 5.1, the Project is expected to appropriately manage risks with relation to surface water.

Table 5.1 Additional Mitigation Required

Relevant Category (of Table 4.1)	Additional Mitigation	Basis
Separation of water types	Preparation and regular update of a Operational Management Plan	The critical nature of separation of waters was identified, and that a lack of separation could potentially occur due to operational factors. Therefore, preparation and annual updating of a management plan is required, stipulating in particular maintenance and observation requirements for the stormwater catchment to confirm it is not contaminated by organic material. At a minimum this plan is to include daily inspection of the stormwater catchment, demonstrating the appropriate isolation of the catchment from contamination. Water quality monitoring requirements are to be included with quarterly sampling undertaken. In addition, sampling is to be undertaken prior to, during and after any overflow from leachate storages. Analytes are to include suite of analytes potentially impacted by composting, including those specified in the NSW EPA Composting Guidelines as a minimum. Locations are to include the leachate dams and discharge from the stormwater catchment before and after the stormwater treatment train. As stormwater discharge is only periodic at least one sample per year is to be obtained during a rainfall event when the stormwater catchment is discharging.
Leachate management	Adjustment of leachate catchment area when full processing rate is not occurring	It was identified that leachate disposal is via reuse in the early phase process and that at site commencement the full processing rate and therefore full disposal rate will not be available. The water balance calculations (Appendix C) were undertaken based on the full rate. Therefore, prior to that rate being achieved only partial areas of the leachate catchment are to be used for organics storage or processing to reduce rainfall into the system. The drainage system is to be designed so that the site can be actively portioned, and part of the leachate catchment operates as part of the stormwater catchment during early periods of site operation.
Leachate management and water sourcing	Preparation of a detailed water balance model based on actual site operational data and provide emergency containment bunding if required	Highly accurate quantification of wet period water disposal/reuse ability through the early phase process cannot be achieved until data on the actual site operations. A reasonable estimate based on available data has been undertaken, suggesting that disposal for the design standard 6 month period is feasible, and is in excess of the 24-hour duration specified in the MOC. However, after 24 months of site operation a detailed water balance is to be prepared based on daily observations (via automated telemetry) collected on water application rates, withdrawals from the dams, leachate dam levels and harvesting storage levels. If the updated water balance predicts that the design standards adopted herein are not satisfied then operational controls are to be implemented, potentially including road tankering leachate offsite to an appropriately licenced facility, as well as bunding of part of the leachate catchment to provide temporary storage over select working areas up to that required for the design standard. That is, in the unexpected event that the leachate system is not performing as predicted in this assessment, the risks are transferred from environmental discharge to operational factors. The water balance would also include a more accurate representation of the harvesting storage, allowing for optimising of external water sourcing procedures. Further, SOILCO may consider a first-flush system for part of the stormwater catchment where initial runoff is conveyed to leachate system with subsequent runoff conveyed to the stormwater system. If implemented, this would be assessed in the detailed water balance to demonstrate it does not compromise the performance of the leachate system.

6. Conclusions

The potential impacts of the Project were assessed with relation to surface water, including the in-built management measures incorporated into the design and the Surface Water Management Plan developed herein. The water related risks were found to be generally acceptably managed which is to be expected as they were developed through the process outlined in this assessment, in consideration of potential impacts and in accordance with regulatory requirements. However, it was noted that whilst appropriate measures are specified to the degree that they can realistically be at this stage, there are some additional mitigations required and stipulated herein, that can only be fully defined and implemented through the operational phase of the project.

With inclusion of the in-built measures, as well as the additional measures, the project is expected to appropriately manage risks with relation to surface water.

7. References

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DES (2022) WQ1454 - Logan River, Environmental Protection (Water and Wetland Biodiversity) Policy 2019, South-east Queensland Map Series accessed from

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ARR (2019) Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors), 2019, Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia.

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IECA (2008) Best Practice Erosion and Sediment Control

IECA (2018) Appendix B - Sediment Basin Design and Operation

DES (2019) Procedural guide, releases to waters from land development sites and construction sites 2500 m² and greater

DES (2022) WQ1454 Logan River Map

EPP Water (2019) Environmental Protection (Water and Wetland Biodiversity) Policy 2019

South East Queensland Regional Plan (2017).

Appendices

Appendix A MUSIC Modelling Summary

Introduction

Conceptual MUSIC modelling was undertaken to inform the concept development for management of the stormwater (non leachate) catchment. Being an engineered surface, free of organics storage, the stormwater catchment is not considered to be classified as a disturbed area and not subject to the treatment and retention measures required for the leachate catchment.

Notwithstanding this, typical urban stormwater quality risks still exist and as such the Development Guidelines Water Quality Management in Drinking Water Catchments (Seqwater 2017) were considered the most applicable and specify pollutant reduction targets in outcome AO 8.3 (refer to Section 2.3)

Methodology

The MUSIC modelling was undertaken for the stormwater catchment in accordance with the requirements specified in Water By Design MUSIC Modelling Guidelines Nov 2018 (Water By Design 2018). The inputs and configuration of the modelling undertaken are summarised in this section. The stormwater quality treatment train included a gross pollutant trap (GPT) and a bioretention basin. The model configuration is shown in Figure 7.2. Key parameters input to the modelling were as follows:

Rainfall and PET

Rainfall and potential evapotranspiration (PET) data input requirements are stipulated within Appendix A of Water By Design (2018). The nearest listed gauging station to the Project is the Beaudesert Cryna (40014). The required climate period input to the model ranges 1 January 1968 to 31 December 1977. Rainfall data was sourced from the Pluviograph Rainfall Data Tool, accessed from the eWater toolkit. The monthly average PET data (mm) as defined in the Water by Design (2018) guidelines was input into the model. These were input into the model at 6 minute time intervals.

Catchment parameters

The stormwater catchments are conceptually split into roofed areas and ground areas.

The catchment area for the ground level stormwater catchments is approximately 4.25 ha, which are considered to be 100% impervious. The catchment area for the roofed areas within the stormwater catchment total 0.41 ha, which were also classified as 100% impervious.

Pollutant generation parameters

The stormwater catchment includes typical urban pollutants generated from runoff over distinct roofed areas and the ground surface. Therefore, the pollutant generation parameters input into the model for industrial split catchment land uses for roofs and ground surfaces, as outlined in Table 3.8 of Water By Design (2018). A summary of the pollutant generation parameters is included in Table 7.1.

Table 7.1 Industrial pollutant generation parameters – Water By Design (2018)

Land use	Flow type	Total suspended solids Log ¹⁰ Values		Total phosphorus Log ¹⁰ Values		Total Nitrogen Log ¹⁰ Values	
		Mean	Standard Deviation	Mean	Standard Deviation	Mean	Standard Deviation
Roof	Baseflow	0	0	0	0	0	0
	Stormflow	1.3	0.44	-0.89	0.36	0.25	0.32
Ground level	Baseflow	0.78	0.45	-1.11	0.48	0.14	0.20
	Stormflow	1.92	0.44	-0.59	0.36	0.25	0.32

For the ground level, as the catchment areas are 100% impervious, the baseflow parameters are not applied.

GPT parameters

The efficiency of the Gross Pollutant Trap (GPT) treatment system was assumed to be equivalent to the OceanSave GPT, which were input into the model. The predicted removal efficiency of the OceanSave GPT is summarised in Figure 7.1. The high flow bypass was input as 0.8 m³/s.

Table 3-1 OceanSave® Treatment Performance Accepted by Majority of Councils within Australia

Pollutant	Predicted removal efficiency (%) ¹	References ²	
Gross pollutants	• 100%	 Based on Allison et al (1998), Walker et al (1999) and high rates of sediment removal observed in other studies. 	
Total suspended solids	• 70%	Based on Walker et al (1999), noting MUSIC modelling guidelines (Water by Design 2010, BMT WBM 2015, eWater 2016) recommend applying a storm event mean concentration of 269 to 270mg/L.	
Total phosphorus	• 30%	Based on Walker et al (1999)	
Total nitrogen	• 0%	Based on Walker et al (1999) and Birch et al (2009)	

^{1:} Removal up to design flow rate (refer to Technical Design Guide in Appendix B). All flows greater than this flow rate are assumed to be receive zero pollutant removal.

Figure 7.1 OceanSave GPT treatment efficiency

Bioretention parameters

The conceptual bioretention system configuration within the model included the following parameters:

Storage properties of the basin include a filter area of 500 m², an extended detention depth of 0.3 m and top of extended detention surface area of 750 m². The treatment filter media properties consisted to of a media depth of 0.5 m and a saturated hydraulic conductivity of 200 mm/h. The filter area and surface area of the basin were iterated until achievement of the pollutant reduction targets specified by Seqwater (2017). A high flow bypass of 0.8 m³/s was input as the threshold for inflows to the system. The overall design of the treatment train would be refined during detailed design.

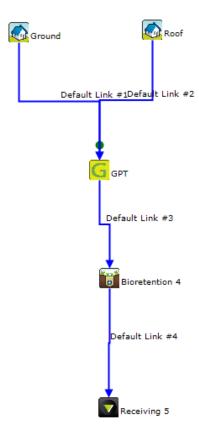


Figure 7.2 MUSIC model structure

Results

The results of the stormwater quality treatment train effectiveness (as output by the model) are presented in Table 7.2. The results are taken from the bioretention node.

Table 7.2 Target pollutant reduction target

Seqwater (2017) target pollutant reduction	MUSIC model result output			
		Sources	Residual Load	% Reduction
	Flow (ML/yr)	34.86	33.72	3.277
 85% reduction in total suspended solids; 	Total Suspended Solids (kg/yr)	4426	348.5	92.13
 65% reduction in total phosphorus; 45% reduction in total nitrogen; and 95% reduction in gross pollutants. 	Total Phosphorus (kg/yr)	11.74	2.344	80.04
	Total Nitrogen (kg/yr)	82.48	39.09	52.61
	Gross Pollutants (kg/yr)	909.6	2.942	99.68

As shown in Table 7.2, the pollutant reduction targets for the stormwater catchment areas were achieved through the inclusion of a GPT and bioretention system. The stormwater treatment train would be refined and updated through the detailed design process.

Appendix B Flood Assessment

Introduction

Flood modelling was undertaken to inform the understanding of flooding conditions, which in turn was used to inform the planning and design of the proposed works.

Methodology

The catchment for the site was delineated as shown in the figure overleaf using publicly available LiDAR data from the Elevation and Depth – Foundation Spatial Data (ELVIS) portal. A Watershed Bounded Network Model (WBNM) hydrological model was compiled using *Australian Rainfall and Runoff: A guide to flood estimation* (Ball et al. 2019) (ARR 2019) methodologies and 10 rainfall distributions. Inputs to the WBNM model were:

- Rainfall was downloaded from the BOM Design Rainfall Data System (2016) for the site, and hydrological parameters were downloaded from the ARR data hub (issued 22 March 2024 for Latitude, -27.9774, Longitude, 152.9099). However, it must be noted that the BOM (2016) design rainfall data (base date 1961 to 1990) is not corrected for global temperatures increases to 2024. This is an emerging science matter currently being investigated, which may in the near term replace the ARR2019 climate change chapter. The BOM rainfall data for this assessment has been applied without any climate change adjustment other than considering the 0.2% AEP as a climate change sensitivity.
- Catchment and impervious areas: The catchment area (approximately 176 ha) is mostly pervious. To account for roads and other less pervious areas, an approximate 5% impervious fraction was adopted.
- Initial and continuing losses: Initial and continuing losses were adopted according to ARR 2019 (Ball et al 2019). The initial losses were corrected for pre-burst, while the continuing losses had a 0.4 factor applied.
- A WBNM lag parameter of 1.6 was adopted, after validating against other methods (see below).

Model simulations were undertaken for the 63.2%, 50%, 20%, 10%, 2%, 1% and 0.2% AEP storm events. In doing so, 10 storm rainfall patterns were simulated for a range of durations. For each duration the median flood peak was identified from the 10 storm patterns. This was adopted as the design flood peak for that duration, whereafter the design flood peaks were enveloped across all durations, to identify the critical duration and corresponding design flood peak. This is an approach acceptable under ARR 2019, however does not preclude a design flood peak greater than the critical flood peak being adopted.

Since no concurrent pluviographic rainfall and runoff data was available, calibration of the model was not possible. Validation was thus undertaken using three separate methods, namely:

- a separate RORB model.
- the Regional Flood Frequency Estimate (RFFE).
- an inhouse GHD flood peak relationship.

The results in the table below show favourable agreement between the WBNM model, the RORB model and the inhouse GHD flood peak relationship. The RFFE produced a higher suggested peak flow. However, this can be explained by the fact that all 15 gauged catchments used in the RFFE were larger than the 176 ha catchment for the site. Based on this outcome, the WBNM model simulations have been adopted.

Table: Peak Flow Comparison

Method	1% AEP Flood Peak (m³/s)
WBNM	25 (1.5-hour duration)
RORB	24 (1.5-hour duration)
RFFE (WMA, 2021)	40 (suggested, range 12-125)
GHD Inhouse Graph	25

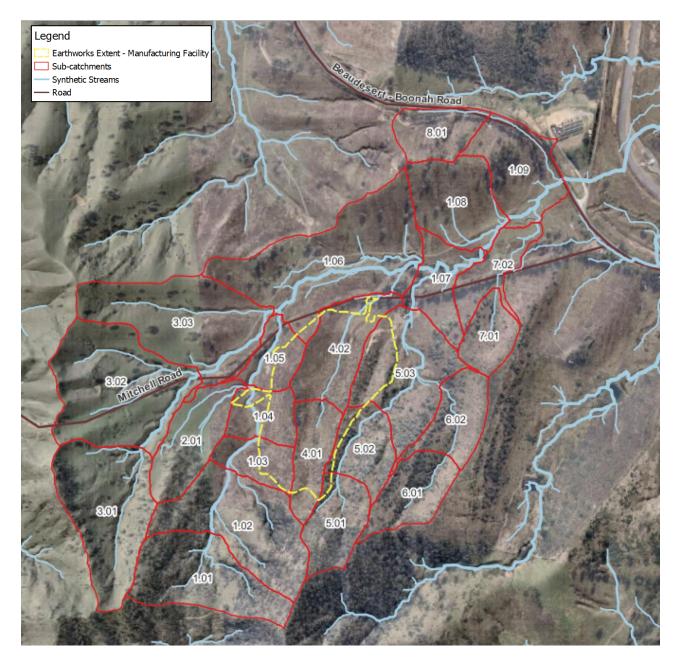


Figure: Catchment Delineation

The WBNM model was simulated to determine the flood hydrographs at the upstream boundaries of the proposal site. The flood peaks at the catchment outlet near Beaudesert Boonah Road are listed in the table below.

Table: Peak Flow Estimate

Event (AEP)	Critical Duration	Median Flood Peak Flow (m³/s)	Ensemble Number
63.2%	4.50 hours	3.7	TP6
50%	4.50 hours	4.8	TP6
20%	4.50 hours	8.9	TP7
10%	3 hours	12.6	TP6
2%	1.50 hour	20.5	TP5
1%	1.50 hour	25.4	TP3
0.2%	1.50 hour	34.7	TP3

A TUFLOW hydraulic model was compiled for the purpose of calculating the flood inundation at the location of the proposed site, as follows:

- The model covered the site area to the extent shown in the attached flood mapping results, ending approximately 1km downstream of the site. Flooding modelling was limited to waterways of Horton's Stream Order 3 and above.
- Topographic data was sourced from LiDAR data (1 m grid) obtained from the ELVIS data portal.
- A 1m cell size was adopted for the model domain.
- A manning's "n" roughness value of 0.06 was adopted for the majority of the model domain, and 0.025 was applied for Beaudesert Boonah Road.
- Hydrographs from the WBNM hydrology model described above were input as boundary inflows and normal depth was assumed at the downstream boundary.
- The three main culverts under Beaudesert Boonah Road were configured in the model based on the dimensions obtained from GHD's site inspection. Invert levels and lengths were estimated from LiDAR data and aerial imagery.
- Upgrades to Mitchell Road were not represented and flood impacts with relation to these aspects of the proposed works have been considered and included in the concept development for the road prepared by ACS Engineers.

Results

The model was simulated for the 63.2%, 50%, 20%, 10%, 2%, 1% and 0.2% AEP flood events and the flood data was enveloped to produce a series of flood maps which are attached to this appendix. The flood simulations showed that in the upper tributaries across the southern extent of the Project lot, for the 1% AEP storm, the lateral flood extents are topographically constrained, with minimal bank storage of flood waters. Peak flood depths upstream of Mitchell Road were modelled up to approximately 0.8 m in the western tributary, 1.2 m in the eastern tributary and generally less than 0.4 m in the bank areas.

The topography flattens slightly in the northern portion of the Project lot. In the 1% AEP flood event, the lateral extent of the flood waters in this area extend from the north and occur out of stream bank areas, with flood depths predominantly less than 0.2 m to 0.4 m. Outside of the Project lot, at the confluence of the tributaries across the site, in stream peak flood depths of up to approximately 1.9 m were modelled.

Peak flood velocities in the 1% AEP event upstream of Mitchell Road were simulated up to approximately 1.8 m/s in the western tributary, and 2.3 m/s in the eastern tributary. At the confluence of the tributaries, velocities are typically in the range of 1.2 to 2 m/s.

Flood hazard in the 1% AEP event ranges from H1 (generally safe for vehicles, people and buildings) to H5 (unsafe for vehicles and people, all buildings vulnerable to structural damage with some less robust buildings subject to failure). Refer to the attached flood maps for further detail on the flood hazard categories. It is noted that in the 1% AEP, areas with higher flood hazard categories are mainly reflecting in-channel flow. Flood hazard in bank areas and towards the outer edges of the floodplain are mostly H1 (generally safe for vehicles, people and buildings) to H2 (unsafe for small vehicles).

A key outcome of the assessment is that inundation of the proposed facility pad earthworks extent in the 1% AEP does not occur other than two localised areas at the west of the extent. During detailed design minor earthworks alterations would be undertaken to avoid this, also in consideration of minor alterations required to achieve a 25 metre separation distance as outlined in this assessment with relation to waterway requirements.

This assessment has not directly considered future climate flood levels, which would be expected to be higher than the flood levels simulated as part of the current study and can be assessed as part of more detailed investigations. However, the 0.2% AEP flood events are at times used as a proxy for the future climate 1% AEP event, and the flood maps of the 0.2% event have been provided. They confirm that inundation of the facility pad earthworks extent does not occur other than the two localised areas described above.

Attachment: Flood Mapping

