

State Government Supported Infrastructure

Koala Conservation Policy

April 2023

Prepared by: Conservation Policy and Planning Branch, Department of Environment and Science

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Purpose

The purpose of this policy is to outline how Queensland public sector entities will consider koala conservation outcomes in the planning and delivery of Government Supported Infrastructure in South East Queensland (SEQ).

Background

Queensland public sector entities deliver Government Infrastructure across Queensland to create jobs, grow the economy and keep communities thriving. This policy seeks to ensure that the delivery of Government Supported Infrastructure contributes to koala conservation in SEQ while also delivering important community infrastructure. This is achieved by encouraging sensitive design, ensuring conservation measures are implemented for safe use and movement of koalas, and by requiring that projects avoid, minimise, mitigate and offset impacts to Koala Habitat Areas (KHA) generally and in particular within Koala Priority Areas (KPA).

Authority

This policy was originally endorsed by the Premier as a whole-of-government policy on 30 August 2012. Amendments were made to this policy in:

- July 2014 to align with the introduction of the *Environmental Offsets Act 2014*; and
- July 2017 to align with the introduction of the *Planning Act 2016*.

This version of the policy, released in 2023, incorporates changes, including to the Self-Assessment Criteria (Tables 1 and 2) to align with amendments made to the Nature Conservation (Koala) Conservation Plan 2017, Planning Regulation 2017 and Environmental Offsets Regulation 2014 as part of the Nature Conservation and Other Legislation (Koala Protection) Amendment Regulation 2020.

Application

The Government Infrastructure that this policy applies to is the planning and delivery of all Queensland Government supported infrastructure projects, identified as any type of infrastructure under Schedule 5, and public housing as defined in Schedule 24 of the Planning Regulation 2017. This policy applies to those Government Supported Infrastructure projects in the SEQ Region defined in the Planning Regulation 2017 and shown in **Figure 1**.

All Queensland public sector entities must seek to deliver on the requirements of Column 1 in Table 1. Those that do not meet an exemption or transitional provision in Column 2 of Table 1 must self-assess the proposed development against the Self-Assessment Criteria in Column 3 of Table 1 and, if relevant, Table 2.

Government Supported Infrastructure that is exempt from the additional self-assessment requirements in Column 3 should nevertheless consider contemporary information and mapping, and where possible seek to avoid, minimise, mitigate and offset impacts to koalas and KHAs, particularly within a KPA.

KHA mapping

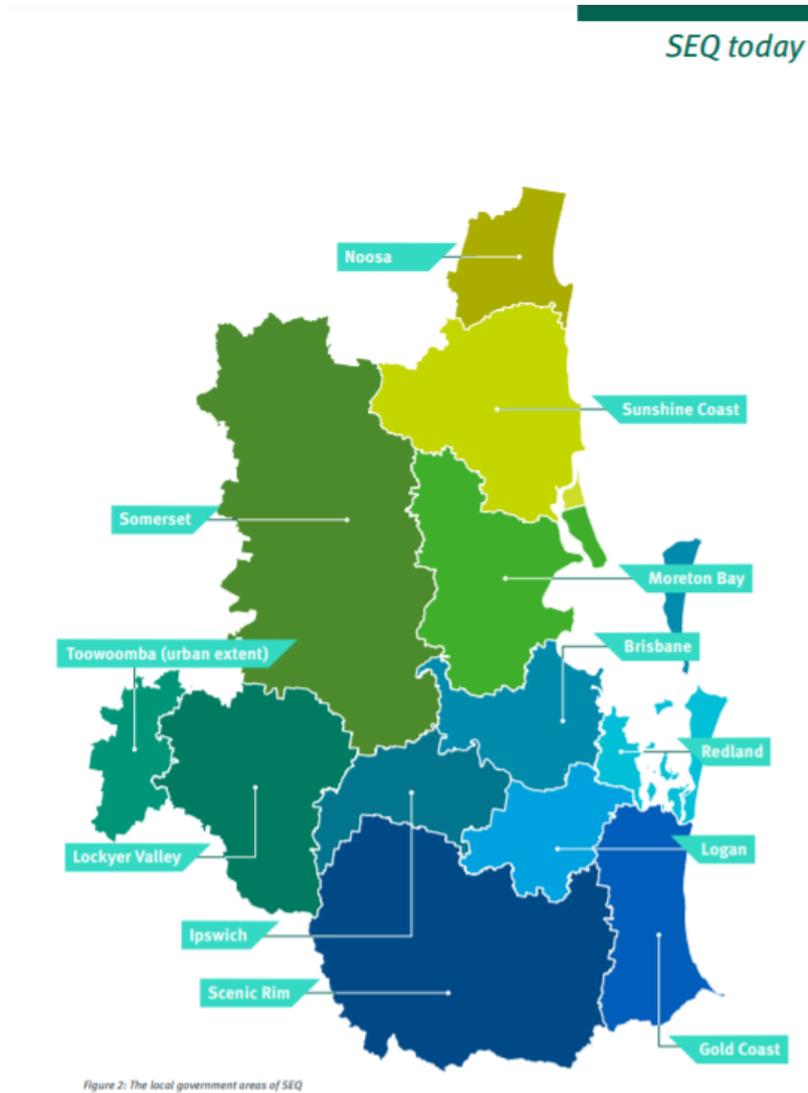
New koala habitat mapping was introduced by the Queensland Government in February 2020. Action 4.2 of the South East Queensland Koala Conservation Strategy 2020-2025 commits the Queensland Government to updating the KHA map annually. The updates will be made in line with standard processes for updating regional ecosystem, high value regrowth and essential habitat mapping. The annual updates allow the Queensland Government to accurately identify koala habitat based on contemporary information.

As a result of annual mapping updates there may be instances where the mapping of KHA changes during the planning and/or delivery of Government Supported Infrastructure. In such instances, the KHA mapping that was current on the date the development received funding approval to proceed is the relevant mapping for the purposes of this policy. This may include the date the development was first published in the annual Qld Transport Roads Implementation Program, funding approval issued by the Queensland Cabinet Budget Review Committee, or approval issued by another project-specific governing body, relevant Minister or Federal Government. However, such development should still consider the potential impacts of the development on koalas and KHA, particularly in a KPA and, where possible, adhere to the best practice avoid, minimise, mitigate, offset hierarchy.

Effective date

This policy commenced on 13 April 2023

Figure 1 - Local Government Areas of SEQ Region to which this policy applies – from ShapingSEQ - South East Queensland Regional Plan 2017; Planning Regulation 2017.



Policy statement and principles

The planning, design, construction and operation of Government Supported Infrastructure in SEQ is to be carried out in a way that, where possible, reduces adverse impacts on koalas and koala habitat. Reducing adverse impacts to koalas will be key to meeting the Queensland Government’s commitment to protect koala habitat in SEQ and halt the decline of koala populations in the wild. To uphold this commitment, public sector entities must:

1. where possible, plan and deliver Government Supported Infrastructure in a way that ensures the extent and condition of koala habitat in SEQ is maintained to halt the decline of koala populations in the wild;
2. ensure the requirements of the Infrastructure Self-Assessment Criteria are considered in the planning and delivery of Government Infrastructure and that the outcomes are achieved to the extent practicable under existing legislation;
3. ensure that any foreseeable costs associated with adhering to the requirements and outcomes of the Infrastructure Self-Assessment Criteria are included in project business cases; and
4. support DES in the delivery of their oversight and review functions to ensure compliance with this policy.

Responsibilities

DES undertakes to:

- engage with public sector entities on any proposed amendments to this policy;
- prepare and maintain guidance to assist entities undertaking their self-assessment against the policy;
- ensure guidance to support the delivery of this policy is available and published on the website;
- create and maintain a register, to be updated annually, with details of Government Supported Infrastructure development that has been assessed against this policy, including the details of any offsets or actions delivered;
- conduct an annual review of Government Supported Infrastructure development within SEQ as a means of assessing compliance with this policy;
- include details of Government Supported Infrastructure development in the DES Annual Report, including details of any offsets delivered by DES using financial offset payments received from public sector entities under this policy, and the balance of remaining funds at the end of the financial year, to increase transparency; and
- convene a meeting between DES and public sector entities within two years of commencement to monitor and review the implementation and impact of this policy.

Public sector entities undertake to:

- understand their obligations under this policy and any relevant associated guidelines;
- seek advice or guidance from DES where assistance is needed to determine the requirements of this policy;
- self-assess that land-based offsets meet the locational and size and scale requirements of this policy and the Environmental Offset Policy;
- where offsets are required, advise DES (to koala.compliance@des.qld.gov.au) what offset mechanism will be used to meet offset commitments prior to commencing impacts to the habitat;
- where Government Supported Infrastructure development interferes with koala habitat in a KHA, maintain accurate records of self-assessment decisions, including the name of the development, how the conservation measures have been addressed in Column 1 of Table 1, whether the development was exempt or assessable against the self-assessment criteria in Column 3 of Table 1 and the reasons why, details of any avoidance or mitigation actions undertaken and the details of any offsets, either contracted or paid¹;
- submit an annual report to DES using an agreed template at the conclusion of each financial year, that identifies all Government Supported Infrastructure development which interfered with koala habitat in a KHA and was subsequently assessed against this policy (including where a determination was made that the development is exempt from the requirements of Column 3), the name of the development, whether the development was exempt or assessable and the reasons why, details of any avoidance, minimisation or mitigation actions undertaken and the details of any offsets paid or contracted for delivery. Where an alternate compensatory action is delivered, provide the Koala Management Plan as required under Table 2 of this policy; and
- provide DES, upon request, with access to records and any other relevant information used in the self-assessment of Government Supported Infrastructure development needed to assess compliance with this policy.

¹ Development listed in table 1, column 2, items 7 and 10 do not need to be included in records of self-assessment decisions but are encouraged to be reported for transparency.

Infrastructure Self-Assessment Criteria

Development to which this policy applies must comply with the Infrastructure Self-Assessment Criteria in Tables 1 and 2 below. The State Government Supported Infrastructure Koala Conservation Policy Guideline 2023 is available to assist infrastructure entities self-assess against Tables 1 and 2.

Table 1: Infrastructure Requirements and Self-Assessment Criteria

| <p>Column 1:</p> <p>Requirements that apply to all Government Supported Infrastructure development in SEQ.</p> | <p>Column 2:</p> <p>Government Supported Infrastructure development in a KHA that is exempt from the Self-Assessment Criteria of Column 3.</p> | <p>Column 3:</p> <p>Self-Assessment Criteria</p> <p><i>Note: The requirements in Column 3 do not apply to exempt development listed in Column 2.</i></p> |
|--|--|--|
| <ol style="list-style-type: none"> 1. Where possible, development avoids fragmenting KHA within the land to which the development applies. 2. Where possible, development does not impede or restrict the movement of koalas within the <i>land to which the development applies</i> and provides <i>safe koala movement measures</i> between <i>highly connected patches</i> of retained KHA. 3. Clearing of <i>koala habitat trees</i> must be carried out in a way that complies with <i>sequential clearing conditions</i>. 4. Development must ensure that: <ol style="list-style-type: none"> a. measures are taken in construction practices to not increase the risk of death or injury to koalas; and b. native vegetation in an area identified by a proponent to be retained as a safe koala movement measure is progressively restored if it must be impacted during site operations. | <ol style="list-style-type: none"> 1. Development in a State Development Area. 2. Development for a <i>Coordinated Project</i>. 3. Development in a declared <i>Priority Development Area</i> or a declared <i>Provisional Priority Development Area</i>. 4. Development that involves <i>interfering with koala habitat</i> to: <ol style="list-style-type: none"> a. a total area of 500m² or less; or b. a total of 12 <i>non juvenile koala habitat trees</i> or less <p>on the <i>land to which the development applies</i>.</p> 5. Development that involves <i>interfering with koala habitat</i> where the development is for necessary fire management. 6. Development that involves <i>interfering with koala habitat</i> to remove or reduce a foreseeable, imminent or ongoing: <ol style="list-style-type: none"> a. risk of serious personal injury; or b. risk of damage to <i>Government Infrastructure</i> or private property; or c. risk to public safety². 7. <i>Interfering with koala habitat</i> where it is necessary to undertake | <p><u>Development in an area that is both a KPA and a KHA</u></p> <ol style="list-style-type: none"> 1. Where interfering with koala habitat, occurs, public sector entities, in addition to any relevant criteria of Column 1, must also self-assess against the requirements in Table 2. <p><u>Development in an area that is a KHA outside a KPA</u></p> <ol style="list-style-type: none"> 2. Where <i>interfering with koala habitat</i> is unavoidable, development in a <i>KHA</i>, in addition to any relevant criteria of Column 1, must: <ol style="list-style-type: none"> a. minimise <i>interfering with koala habitat</i>; and b. where possible, mitigate any impacts that interfere with koala habitat values; and c. where <i>interfering with koala habitat</i> results in a significant residual impact, deliver an offset: <ol style="list-style-type: none"> i. in accordance with the requirements of the current Queensland Environmental Offsets Policy or ii. where the <i>public sector entity</i> has a <i>pre-existing offset</i>, the offset must be delivered in in accordance with the requirements of the current Queensland Environmental Offsets Policy with the |

² For DTMR projects this means where mitigation of actual or potential for fatal and serious injury crashes has been identified as the justification for the road works

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| <p>5. Where appropriate in the context of the landscape, landscaping activities provide food, shelter and movement opportunities for koalas consistent with the site design.</p> | <p><i>maintenance work or repair work on Government Infrastructure.</i></p> <p>8. <i>Interfering with koala habitat</i> where it is necessary to undertake retrofit work on existing <i>transport infrastructure</i> to install koala mitigation or management structures.</p> <p><u>Commonwealth EPBC Act obligations</u></p> <p>9. Development that involves <i>interfering with koala habitat</i> where the development is identified as having, or is likely to have, a significant impact on a matter of national environmental significance and is subsequently determined as a controlled action by the Commonwealth Government under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>, provided the assessment decision requires that a koala offset be delivered</p> <p><u>Transitional provisions</u></p> <p>10. Development that:</p> <ul style="list-style-type: none"> a. was assessed against the requirements of the previous policy and the development has commenced; or b. is submitted for approval or received an <i>approval to proceed</i> and funding approval for the development, issued by the Queensland Cabinet Budget Review Committee or other project-specific governing body, relevant Minister or Federal Government including being listed on Qld Transport Roads Implementation Program, within 12 months of the commencement of this policy; or c. received a development approval, issued prior to the commencement of this policy, as a result of a development assessment process under the <i>Planning Act 2016</i> or other relevant Act. | <p>exception of the offset site location preferences; or</p> <ul style="list-style-type: none"> iii. as an <i>alternate compensatory action</i>, where the development is for <i>transport infrastructure</i>, and if the <i>alternate compensatory action</i> will achieve a <i>conservation outcome</i> equal to, or greater than, the <i>conservation outcome</i> that would otherwise be achieved through the delivery of a land-based offset under the current Queensland Environmental Offsets Policy. <p>3. Clearing of <i>koala habitat trees</i> in a <i>KHA</i> are undertaken under the guidance of a <i>koala spotter</i> where <i>koala habitat trees</i> have a trunk of a diameter of more than 10cm at 1.3m above the ground.</p> |
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Table 2: Self-Assessment Criteria where interfering with koala habitat in an area that is both a KPA and a KHA, is unavoidable

| Public sector entities must: |
|--|
| <ol style="list-style-type: none"> 1. Minimise <i>interfering with koala habitat</i>. 2. To the best extent possible mitigate any impacts that <i>interfering with koala habitat</i> has on <i>koala values</i>. 3. Ensure that, where <i>interfering with koala habitat</i> results in a <i>significant residual impact</i>, an offset is delivered: <ol style="list-style-type: none"> a. at a <i>multiplier</i> of 6 (unless the offsets calculator is a greater amount) and otherwise in accordance with the requirements of the Queensland Environmental Offsets Policy³ at the time of the project approval; or b. at a multiplier of 6 (unless the offsets calculator is a greater amount) and otherwise in accordance with the requirements of the Queensland Environmental Offsets Policy³ at the time of the project approval, except for the offset site location preferences if the <i>public sector entity</i> has a <i>pre-existing offset</i>; or c. as an <i>alternate compensatory action</i>, where the development is for <i>Transport Infrastructure</i>, and the <i>alternate compensatory action</i> includes: <ol style="list-style-type: none"> i. the design, prior to the commencement of impacts, of a Koala Management Plan that: <ol style="list-style-type: none"> a) demonstrates that the <i>alternate compensatory action</i> will deliver a <i>conservation outcome</i> equal to, or greater than, would otherwise be achieved through the delivery of a land-based offset in 3 (a) or (b) above; and b) demonstrates that the <i>alternate compensatory action</i> is based on proven scientific methods and contemporary data; and c) involves an assessment of the number of koalas at risk from the development; d) demonstrates how individual koala welfare will be managed, i.e. how will koalas be protected during the development. 4. Ensure clearing of <i>koala habitat trees</i> in a <i>KHA</i> are undertaken under the guidance of a <i>koala spotter</i> where <i>koala habitat trees</i> have a trunk of a diameter of more than 10cm at 1.3m above the ground. |

³ Excluding projects that have commenced or received approval or funding. The Environmental Offset Policy at the time of the project approval will apply to these projects.

Offsets

Offsets are to address the requirements of this Policy and also the Queensland Environmental Offsets Policy.

If a financial settlement offset is the preferred option, the money is payable to DES. To request an invoice to make this payment, email koala.compliance@des.qld.gov.au and include the calculation of the offset payment.

If a land-based offset is preferred, the offset site must meet the requirements for location and size and scale of this Policy (e.g 1:6 ratio), and also the Queensland Environmental Offsets Policy, in particular Chapter 2A.

Minimising and avoiding interfering with koala habitat is a primary purpose of this Policy. A 1:6 offset ratio is required for unavoidable impacts to KHA within a KPA to encourage avoidance of impacts in areas critical for the long-term survival of koalas in South East Queensland. The 1:6 ratio is commensurate with the level of protection afforded KHA in a KPA under the SEQ 2020 koala regulations. This is less than national parks which require an offset of 1:10 which recognises the ecological values, cultural values, and public resources invested.

Where offsets are required, entities are to advise DES (to koala.compliance@des.qld.gov.au) what offset mechanism will be used to meet offset commitments prior to commencing impacts to the habitat. Offsets should be confirmed and substantially commenced within 12 months of finalisation of clearing.

Land-based offsets are to be self-assessed by the entity (or their consultant) to ensure that the offset meets the offset principles (including additionality), and size and scale requirements of this policy (inside a KPA at a ratio of 1:6 and outside at a ratio of 1:3) and the locational rules of Chapter 2A of the Queensland Environmental Offsets Policy. The Guide to determining terrestrial habitat quality provides a method using tree counts to determine the area required for the offset to accommodate the required density of the trees to reflect the relevant regional ecosystem.

Financial settlement offsets for impacts on KHA, **outside** of a KPA are calculated using the financial settlement calculator manually in Appendix 4 of the Queensland Environment Offset Policy, or by using the online offset calculator. Offsets for impacts on KHA that are **inside** a KPA are calculated by applying a 6:1 ratio.

The different offset ratios will mean entities will need to calculate impacts and offsets separately in a scenario where development is both inside and outside of a KPA.

A tree count approach is preferred to determine impacts.

Further information about avoidance and mitigation of impacts, calculating impacts and financial settlement offsets and how to determine the size and scale of a land-based offset site can be found in the State Government Supported Infrastructure Koala Conservation Policy Self-assessment Guideline 2023 and supporting technical guidelines listed below.

Further information

Guidelines and documents available to assist in the self-assessment against this policy include:

- State Government Supported Infrastructure Kola Conservation Policy Self-assessment Guideline 2023
- State Development Assessment Provisions State Code 25 Guideline
- Koala Sensitive Design Guidelines 2023 (DES)
- Fauna Sensitive Transport Infrastructure Delivery Manual (FSTIDM) 2023 (DTMR)
- Queensland Environmental Offsets Policy
- General Guide to the Environmental Offsets Policy
- Guide to determining terrestrial habitat quality
- State Government Supported Infrastructure Kola Conservation Policy Guideline 2023: Using Expert Elicitation to determine conservation outcomes for alternate compensatory actions
- [Spatial Modelling for Koalas in South East Queensland](#)

Further information about koala habitat maps for South East Queensland can be found on DES' website: [Koala mapping | Environment | Department of Environment and Science, Queensland \(des.qld.gov.au\)](#)

Should you require any further information or clarification, please email DES at koala.compliance@des.qld.gov.au .

Dictionary

Active transport infrastructure means infrastructure for use in connection with active transport, including, for example, the following:

- a. a path or walkway for use by pedestrians;
- b. a path, lane or other infrastructure for use by cyclists;
- c. a device or facility designed and constructed for parking bicycles;
- d. an end of trip facility.

Alternate compensatory action is an action, undertaken to offset a significant residual impact, that aligns with the vision of the Southeast Queensland Koala Conservation Strategy 2020-2025 (or if replaced, the replacing Strategy).

Approval to proceed and funding approval means for example:

- the date the development was first published in the annual Qld Transport Roads Implementation Program
- funding approval issued by the Queensland Cabinet Budget Review Committee
- funding approval that is essentially a green light for the project implies that the project will proceed, and is not waiting on approval from another source (e.g. Commonwealth) to proceed. If project approval is dependent on another funding source then that is the approval to proceed date.

Busway transport infrastructure means works done for:

- a. constructing busway transport infrastructure or things associated with busway transport infrastructure; or
- b. the maintenance of busway transport infrastructure or of things associated with busway transport infrastructure; or
- c. facilitating the operation of busway transport infrastructure or things associated with busway transport infrastructure; or
- d. establishing, constructing or maintaining transport infrastructure, other than busway transport infrastructure, if the works are
 - i. directly related to an activity mentioned in paragraph (a), (b) or (c); and
 - ii. necessary for the safety, efficiency and operational integrity of transport infrastructure; or
- e. other works declared under a regulation to be busway transport infrastructure works

Clear for vegetation:

- a. means remove, cut down, ringbark, push over, poison or destroy in any way including by burning, flooding or draining; but
- b. does not include destroying standing vegetation by stock, or lopping a tree.

Conservation outcome is achieved by an environmental offset if the offset is selected, designed and managed to maintain the viability of koala populations in the wild in South East Queensland.

Coordinated project has the definition given in Schedule 2 of the *State Development and Public Works Organisation Act 1971*.

Department of Environment and Science (DES) is the department responsible for the administration of the *Nature Conservation Act 1992* (or if repealed, the replacing Act) whatever name the department is known by from time to time.

Government Supported Infrastructure is Government Infrastructure delivered by a public sector entity, in South East Queensland, that:

- a. is funded, wholly or partly, by appropriations from the consolidated fund; or
- b. is funded, wholly or partly, by borrowings made by the Government (other than commercial borrowings made by the Queensland Treasury Corporation acting as an agent); or
- c. is funded, wholly or partly, by borrowings guaranteed by the Government other than borrowings for commercial investments; or
- d. is provided by a person on the basis of conditions agreed to by the Government that are intended to support the commercial viability of the infrastructure.

Government Infrastructure is any type of infrastructure listed at Schedule 5 of the Planning Regulation 2017, and *public housing* defined in Schedule 24 of the Planning Regulation 2017.

Highly connected patches means KHA that are less than 200 metres apart. In-between areas should contain areas where koala habitat has been rehabilitated or cleared land with koala habitat trees and free from physical impediments such as roads, fences, and urban development such as residential or industrial development.

Interfering with koala habitat is any activity listed in Schedule 24 of the Planning Regulation 2017.

Koala Conservation Plan Map is the map prepared under s 8 of the Nature Conservation (Koala) Conservation Plan 2017.

Koala habitat means:

- a. an area of vegetation in which koalas live and that includes a koala habitat tree; or
- b. an area of vegetation that consists primarily of koala habitat trees and which is reasonably suitable for sustaining koalas; or
- c. a partially or completely cleared area used by koalas to cross from an area mentioned in paragraph (a) or (b) to another area mentioned in paragraph (a) or (b).

Note: partially or completely cleared areas do not include built roads.

Koala Habitat Area (KHA) is an area determined under section 7B of the Nature Conservation (Koala) Conservation Plan 2017 and shown on the Koala Conservation Plan Map.

Koala habitat tree means:

- a. a tree of the *Corymbia*, *Melaleuca*, *Lophostemon* or *Eucalyptus* genera that is edible by koalas; or
- b. a tree of a type typically used by koalas for shelter, including, for example, a tree of the *Angophora* genus.

Koala Priority Area (KPA) is an area determined under section 7A of the Nature Conservation (Koala) Conservation Plan 2017 and shown on the Koala Conservation Plan Map.

Koala spotter means a person who has qualifications and experience, or demonstrated skills and knowledge, in:

- a. locating koalas in koala habitats; or
- b. conducting arboreal fauna surveys.

Koala values means:

- a. a koalas ability to feed, rest and move around;
- b. a koalas ability to safely move within and across a site; and
- c. a koalas ability to do a and/or b without an increase in threats, such as vehicle strike, dog attack etc.

Land to which the development applies means the particular area of land on which it is proposed that the identified development is to be carried out. Examples of how land might be identified include: *a street address; lot on plan identifiers; lease boundaries; coordinates; georeferenced polygons depicting project boundaries or the development area; an area designated for the development.*

Light rail transport infrastructure means works done for:

- a. constructing light rail transport infrastructure or things associated with light rail transport infrastructure; or
- b. the maintenance of light rail transport infrastructure or of things associated with light rail transport infrastructure; or
- c. facilitating the operation of light rail transport infrastructure or things associated with light rail transport infrastructure;
- d. establishing, constructing or maintaining transport infrastructure, other than light rail transport infrastructure, if the works are:
 - i. directly related to an activity mentioned in paragraph (a), (b) or (c); and
 - ii. necessary for the safety, efficiency and operational integrity of transport infrastructure; or
- e. other works declared under a regulation to be light rail transport infrastructure works.

Maintenance work means work undertaken to keep Government infrastructure or transport infrastructure in good, working condition, including repair work, that does not change or improve the infrastructure through expansion or upgrade.

Miscellaneous transport infrastructure means:

- a. works done for—
 - i. constructing miscellaneous transport infrastructure or things associated with miscellaneous transport infrastructure; or
 - ii. the maintenance of miscellaneous transport infrastructure or of things associated with miscellaneous transport infrastructure; or
 - iii. facilitating the operation of miscellaneous transport infrastructure or things associated with miscellaneous transport infrastructure; or
- b. works declared under a regulation to be miscellaneous transport infrastructure works.

Multiplier has the same meaning as applied in the current Queensland Environmental Offsets Policy, 2021 and is used to determine the required size of an offset site, relative to the size of the impact site.

Native vegetation is the meaning given under section 8 of the VMA

Non-juvenile koala habitat tree means a koala habitat tree that:

- a. is more than 4m high; or
- b. has a trunk with a circumference of more than 31.5cm at 1.3m above the ground.

Offset means an activity undertaken to counterbalance a significant residual impact of Government Supported Infrastructure on an environmental matter (similar to the meaning in the *Environmental Offsets Act 2014*)

Other rail infrastructure means:

- a. freight centers or depots; or
- b. maintenance depots; or
- c. office buildings or housing; or
- d. rolling stock or other vehicles that operate on a railway; or
- e. workshops; or
- f. any railway track, works or other thing that is part of anything mentioned in paragraphs (a) to (e)

Pre-existing offset means an area of land in South East Queensland that has been identified, prior to the commencement of this policy, as being suitable for the delivery of future koala habitat offsets due to their alignment with suitable pre-clearing regional ecosystems and/or contemporary koala restoration or habitat mapping. For example, Energy Queensland existing offset sites.

Priority Development Area has the definition given in Schedule 1 of the *Economic Development Act 2012*.

Protected area means:

- a. a national park (scientific);
- b. a national park;
- c. a national park (Aboriginal land);
- d. a national park (Torres Strait Islander land);
- e. a national park (Cape York Peninsula Aboriginal land);
- f. a conservation park;
- g. a resources reserve;
- h. a special wildlife reserve;

Provisional Priority Development Area has the definition given in Schedule 1 of the *Economic Development Act 2012*.

Public housing has the definition given in Schedule 24 of the Planning Regulation 2017.

Public sector entity means:

- a. a department or part of a department; or
- b. an agency, authority, commission, corporation, instrumentality, office, or other entity, established under an Act for a public or State purpose other than a local government; or
- c. a government owned corporation.

Rail transport infrastructure has the definition given in Schedule 6 of the *Transport Infrastructure Act 1994*.

Road transport infrastructure has the definition given in Schedule 6 of the *Transport Infrastructure Act 1994*.

Safe koala movement measures is a measure that enables the safe movement of koalas by:

- a. providing opportunities for koalas to feed, disperse and seek refuge; or
- b. reducing threats to koalas.

Examples of measures:

- retaining koala habitat trees, within the meaning of the Nature Conservation (Koala) Conservation Plan 2017, and other native vegetation in landscaping
- rehabilitating an area that has been cleared of native vegetation
- using koala-friendly fencing that koalas can safely climb through, over or under
- installing a fauna overpass or underpass that koalas can use to move above or below an area that is dangerous for koalas

- installing koala safety fencing to prevent koalas from entering an area that is dangerous for koalas or to direct koalas towards fauna infrastructure
- using koala-safe road design and placement to reduce the threat of vehicle strikes and allow koalas to move through the landscape

Sequential clearing conditions means all of the following conditions:

- a. clearing of the koala habitat trees is carried out in a way that ensures koalas on the area being cleared (the clearing site) have enough time to move out of the clearing site without human intervention, including, in particular, for clearing sites with an area of more than 3ha, by:
 - i. carrying out the clearing in stages; and
 - ii. ensuring not more than the following is cleared in any 1 stage—
 - A. for a clearing site with an area of 6ha or less—50% of the site's area;
 - B. for a clearing site with an area of more than 6ha—3ha or 3% of the site's area, whichever is the greater; and
 - iii. ensuring that between each stage and the next there is at least 1 period of 12 hours starting at 6p.m. on a day and ending at 6a.m. on the following day during which no trees are cleared on the site;
- b. clearing of the koala habitat trees is carried out in a way that ensures, while the clearing is carried out, appropriate habitat links are maintained within the clearing site and between the site and its adjacent area, to allow koalas living on the site to move out of the site;
- c. no koala habitat tree in which a koala is present, and no koala habitat tree with a crown overlapping a tree in which a koala is present, is cleared.

Significant residual impact is defined in Chapter 2A of the current Queensland Environmental Offsets Policy, 2021.

South East Queensland (SEQ) means the Local Government Areas as shown in the map at Attachment 1.

State-controlled road has the definition given in Schedule 6 of the *Transport Infrastructure Act 1994*.

State-controlled road infrastructure means road transport infrastructure that is a state-controlled road.

State Development Area has the definition given in Schedule 2 of the *State Development and Public Works Organisation Act 1971*.

Transport Infrastructure means:

- a. State-controlled road infrastructure; or
- b. rail transport infrastructure; or
- c. other rail infrastructure; or
- d. busway transport infrastructure; or
- e. light rail transport infrastructure; or
- f. active transport infrastructure; or
- g. miscellaneous transport infrastructure.