Queensland Government

SARA reference: 2503-45248 SRA
Applicant reference: M2347
Council reference: RC25-0006

4 April 2025

Keita Services
C/- Milford Planning
PO Box 5463
TOWNSVILLE CITY QLD 4810
info@milfordplanning.com.au

Attention: Mr Matteo Sandona

SARA advice notice – Reconfiguring a lot - Bruce Highway, Toobanna

(Advice notice given under section 35 of the Development Assessment Rules)

The State Assessment and Referral Agency (SARA) advises that your development application has not adequately demonstrated compliance with the State Development Assessment Provisions (SDAP).

SARA has reviewed your application material and in conjunction with the information request issued on 3 April 2025 the following issues with the proposed development have been identified:

Traffic Noise – Building Envelopment Plan	
1.	Issue: The subject site is modelled as experiencing road traffic noise up to 80dB(A) and railway noise (single event maximum sound pressure level) exceeding 85 dB(A). Based on this, a significant portion of the subject site would exceed the acceptable free-field noise criteria described in PO38 of Sate Development and Assessment Provisions (SDAP) State Code 1 and PO40 of the SDAP State Code 2: Development in a railway environment. The information request has requested a noise report be submitted to demonstrate the development can achieve compliance with the relevant SDAP performance outcomes. Action: You are requested to provide suitable mitigation measures to achieve the noise requirements in association with the noise report. You are advised to investigate whether appropriate building envelopes can be located outside of the areas which exceed the free field noise requirements as a suitable measure.

North and North West regional office
Level 4, 445 Flinders Street, Townsville
PO Box 5666, Townsville QLD 4810

Stormwater Impacts on the Road and Railway Corridors	
2.	Issue: The Engineering Services Report, prepared by Langtree Consulting Engineers, dated 25/02/2025, report number R-AR0267 and revision C has not adequately demonstrated that the stormwater impacts of the proposed development will not adversely impact on the road and railway corridors. In particular, o Limited information has been provided to demonstrate that the drainage easement on the Western side of the development will accept all upstream flows from the state-controlled road. o No details of the existing condition of the 4 culverts under the rail corridor (2/1200x450 RCBC) have been provided, such as invert levels and condition. o Only peak flows for the 1% AEP event have been reported. o No earthworks drawings have been provided. o No details have been provided for the drainage easement on the site's eastern boundary. Capacity and flow extents of the existing swale adjacent to the rail corridor has not been shown. It is not known how far into the development property the flows extend into or if the rail line is overtopped in any events up to and including the 1% AEP event. o It is described that north of culvert 1 earthworks and bund and low flow pipe are required to detain increased peak flows to this culvert. No detail of the proposed detention to culvert 1 have been provided. It is described that a bund will be placed adjacent to the rail corridor to provide the required storage. It is unclear how will flows be discharged to the rail corridor in minor and major events and whether this will this reduce the storage capacity within the rail corridor. o It is shown that there is an increase in peak flows to all culverts. For culverts 2, 3 and 4 it is stated that there is an increase in peak flows but the total increase will be a negligible increase to downstream property. No details of the existing culvert capacity in the rail corridor have been provided. If the inlet capacity of the culverts is less than the approach peak flows then it is possible that an increase in peak flows will cause an increase in upstream ponding depth against the rail. Action: You are requested to provide a revised Engineering Services Report, or a new Stormwater Management Plan, to demonstrate compliance with PO12 – PO14 and PO16 of State Code 2: Development in a railway environment. The revised Engineering Services Report, or new Stormwater Management Plan should demonstrate that the management of stormwater post development can achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% Annual Exceedance Probability (AEP). This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. Stormwater management for the proposed development must ensure no worsening to the railway corridor, including rail transport infrastructure, caused by peak discharges, flow velocities, water quality, sedimentation and scour effects. In particular, the following should be addressed: (i) *Site Detail and Contour Survey.* Provide a site detail and contour survey, prepared by a registered surveyor, to verify the existing drainage characteristics of the site, particularly in relation to the railway corridor. All legal

points of discharge for the development site should be identified.

(ii) *Earthworks Plan.* Provide an earthworks plan, including cross sections/elevations, and any required supporting technical details clearly showing the location and extent of proposed excavation and filling (earthworks), including likely volumes of cut and fill adjacent to the railway corridor and the resulting cut: fill balance. The difference between existing site levels and finished/design levels should be clearly shown. Government mapping indicates that the site is subject to flooding and consequently filling may be required to achieve flood immunity.

(iii) *Catchment Analysis.* Provide pre-development and post-development catchment plans that clearly identify all internal catchments on the site, external catchments draining into the site, the flow paths (direction of flow) within each catchment, the size of each catchment and the legal point of discharge for each catchment.

(iv) *Maintain the pre-development condition.* The pre-development flow scenario will need to be replicated in the post development condition. The proposed development should not impede or interfere with any drainage, stormwater or floodwater flows, including sheet flows, from the railway corridor or vice versa. Retaining structures, filling/excavation, landscaping, buildings and structures or any other works to the land should be designed to include provision for drainage so as not to adversely impact on the railway corridor. The development design will need to address any concentration of flows, potential for back-up/ponding and scour/erosion which may undermine the railway corridor.

Demonstrate that the drainage easement on the western side of the development will accept all upstream flows from the state-controlled road. This information can include but not limited to:

- Existing and developed flow extents in events up to and including 1% AEP into drain 1 & 2 which show that flows are contained within the extent of easement.
- Earthworks plans/sections that show that existing flows will be accepted onto the site and flow storage not reduced.

Demonstrate the capacity and flow extents of the existing swale adjacent to the rail corridor. It is not known how far into the development property the flows extend into or if the rail line is overtopped in any events up to and including the 1% AEP event. Please provide information to show that the increase peak flow from the development do not materially impact the rail corridor. This can include but it is not limited to:

- Earthworks plans/sections to show changes if any to the capacity of the swale adjacent to the rail corridor
- Extent of flow within the existing swale adjacent to the railway corridor to show that it has the capacity to contain flows up to and including the 1% AEP event and that this is contained within the proposed drainage easement.
- That the increased peak flows do not materially worsen flow depth adjacent to the rail corridor.

(v) *Water quantity assessment.* Clarify the pre and post development impervious

	area of the site and demonstrate that consideration has been given to the detention basin requirements of the QUDM, Fourth Edition. The peak discharge analysis should report all pre-development, post- development and (where relevant) mitigated flows from the site for each legal point of discharge (including flow types). The design flood peak discharges should be shown for the mitigated case to demonstrate there is no worsening impact on the railway corridor. (vi) *Conceptual drainage layout.* Provide a conceptual stormwater drainage layout plan showing the proposed internal stormwater network on the site, including roofwater connections, pit and pipe network, field inlets and any detention basins/tanks and demonstrating how all roof and surface water flows will be collected and conveyed to the legal points of discharge. Provide a conceptual design for the proposed drainage easement/drain/swale/diversion drain or detention basin] and supporting hydraulic/hydrological analysis and calculations to demonstrate that it will be adequately sized/have sufficient capacity for all relevant design events. This should include: • a layout/design plan, sections, cross sections, elevations and outlet design to show the proposed detention storage. • details of low and high flow outlets including discharge rates, sizes, and invert levels. • If peak flow rate at culvert 1 is greater than the culvert capacity than show that the proposed bund and detention area does not materially impact the headwater levels of the culvert inlet (vii) *Capacity analysis.* Provide a hydraulic/hydrological analysis and calculations which demonstrate that the receiving drainage system and legal point of discharge will have adequate capacity to take the stormwater run-off from the development for all relevant design events. Show that the culverts have capacity to convey peak inlet flows and if they do not, provide details of the change in inlet headwater level. (It is not clear from provided information but it is possible that flows from catchments are shared across multiple culverts due to flat grades in the area.) (viii) *Mitigation measures.* include details of the mitigation measures proposed to address any potential stormwater and flooding impacts of the proposed development. All mitigation measures must be located on the site and not in the railway corridor.
Traffic Impact Assessment	
3.	Issue: The provided Traffic Impact Assessment (**TIA**), prepared by Langtree Consulting Engineers, dated 5 March 2025, reference R-RM0012, revision C, has not adequately assessed the background traffic and directionality of trips distribution of traffic at Scovazzis Road and the Bruce Highway, and as a result, has not fully demonstrated compliance with PO25 of State Code 1. In particular: • Properties on the Eastern side of the Bruce Highway, between Scovazzis Road and Allan Lane can only travel North to Ingham by U-turning at the intersection of Bruce

	Highway and Scovazzis Road (or by turning right at the intersection and utilising the Western service road to merge with the Northbound Bruce Highway traffic). It is not clear whether these trips have been considered in the estimate of background trip traffic distributions. • The additional seasonal traffic generation has been discussed in section 13, but it is not clear whether these additional trips have been considered in the provided SIDRA assessments. • The assessment has assumed an in/out split to estimate both background and development traffic of 50% out from the site and 50% in to the site in each peak hours. For residential development, the typical split is 80% out/20% in in the AM peak (more people leave their houses in the morning) and 30% out/70% in in the PM peak (more people come back to their houses in the afternoon). Action: To demonstrate compliance with PO25 of State Code 1, you are requested to amend the provided Traffic Impact Assessment, to revise the background traffic and trip directionality assumptions, include seasonal cane harvest traffic and update subsequent assessments.

Please note that unlike an information request, assessment timeframes do not stop when advice is provided by SARA.

How to respond

It is recommended that you address these issues promptly and provide a response to SARA with your response to the information request. If you decide not to respond, your application will be assessed and decided based on the information provided to date.

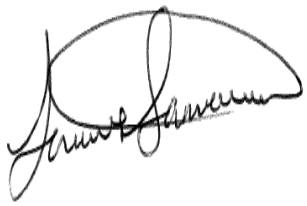
Under the Development Assessment Rules (DA Rules), the issuing of advice does not stop the assessment timeframes. If you intend to provide additional information, it should be provided in a timely manner to allow sufficient time for the information to be considered. As such, you are strongly encouraged to consider using the 'stop the clock' provisions under s32 of the DA rules, to allow sufficient time for you to consider and respond to SARA's advice; and for SARA to consider any new or changed material provided.

If you wish to utilise the 'stop the clock' provisions, you should give notice to the assessing authority (assessment manager or referral agency) whose current period you wish to stop. This can be done through MyDAS2 or via correspondence.

You are requested to upload your response using the 'manage documents' function in MyDAS2.

If you require further information or have any questions about the above, please contact Kirsty Geaney, Principal Planning Officer, on 47583414 or via email NQSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Javier Samanes
A/ Manager (Planning)

cc Hinchinbrook Shire Council, council@hinchinbrook.qld.gov.au

Development details	
Description:	Development permit — Reconfiguring a lot– Subdivision (One Lot into 27 Lots, Pump Station Lot, and Drainage Reserves)
SARA role:	referral agency
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 - development involving reconfiguration of a lot where all or part of the premises are within 25m of a State-controlled road and within 25m of a rail corridor. (Planning Regulation 2017)
SARA reference:	2503-45248 SRA
Assessment criteria:	State Development and Assessment Provisions (SDAP): • State Code 1: Development in a state controlled road environment • State code 2: Development in a railway environment