



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

17 July 2025

Hinchinbrook Shire Council
PO Box 366
Ingham QLD 4850
council@hinchinbrook.qld.gov.au

Attention: Development Assessment

Dear Sir/Madam

SARA referral agency response— Reconfiguring a lot - Bruce Highway, Toobanna

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 21 March 2025.

Response

Outcome:	Referral agency response – with conditions
Date of response:	17 July 2025
Conditions:	The conditions in Attachment 1 must be attached to any development approval
Advice:	Advice to the applicant is in Attachment 2
Reasons:	The reasons for the referral agency response are in Attachment 3

Development details

Description:	Development permit	Reconfiguring a lot –Subdivision (one (1) 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 manager: Hinchinbrook Shire Council

Street address: Bruce Highway, Toobanna

Real property description: 2RP730390

Applicant name: Keita Services C/- Milford Planning

Applicant contact details: PO Box 5463
TOWNSVILLE CITY QLD 4810
info@milfordplanning.com.au

Human Rights Act 2019 considerations: A consideration of the Human Rights Act 2019 sections 15 to 35 has been undertaken as part of this response. It has been determined that this response does not limit human rights.

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Kirsty Geaney, Principal Planning Officer, on 47583414 or via email NQSARA@dasilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Carl Porter
A/ Manager Planning

cc Keita Services, info@milfordplanning.com.au

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations about a referral agency response provisions
Attachment 5 - Documents referenced in conditions

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

No.	Conditions	Condition timing
Reconfiguring a lot		
Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 (10.9.4.2.1.1) - 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. The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	(a) Noise attenuation measures must be provided to achieve the following noise criteria in all private open space for residential lots: Road Traffic Noise i) ≤57 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6am and 12 midnight ≤45 dB(A));OR ii) ≤60 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6am and 12 midnight >45 dB(A)) Railway Noise iii) ≤62 dB(A) Leq (24 hour) free field; and iv) ≤84 dB(A) (single event maximum sound pressure level) free field (b) Noise barriers (for example noise fences, earthmounds and associated structures such as retaining walls) must be located wholly within the subject site and shall be designed and constructed in accordance with: i) the Department of Transport and Main Roads' Transport Noise Management Code of Practice Vol 1, Chapter 7. ii) the Department of Transport and Main Roads specifications MRTS15; and iii) Standard Drawings Roads – Noise fence. Where a noise barrier is required to control railway noise, the noise barriers must also comply with Queensland Rail Civil Engineering Standard Specification QR-CTS-Part 41 – Design and Construction of Noise Fences / Barriers. (c) Submit Registered Professional Engineer of Queensland (RPEQ) design certification with supporting documentation (including design drawings, reports and a road traffic and railway noise assessment report) to the Department of Transport and Main Roads (Northern Region, North.Queensland.IDAS@tmr.qld.gov.au) confirming compliance with all parts of part (a) and (b) of this condition. (d) Submit RPEQ construction certification including design	(a) and (b) Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times. (c) Prior to submitting the Plan of Survey to the local government for approval. (d) Prior to submitting the Plan of Survey to the local government for approval.

	certification reports, drawings, noise assessment report, inspection reports, as-constructed drawings and surveys (for example, noise barriers and finished floor/pad levels) to the Department of Transport and Main Roads (Northern Region, North.Queensland.IDAS@tmr.qld.gov.au confirming compliance with all parts of part (a), (b) and (c) of this condition.	
2.	(a) The stormwater and flooding management of the development must not cause worsening to the operating performance of the road and railway corridors such that any works on the land must not: (i) create any new discharge points for stormwater runoff onto the road and railway corridors; (ii) concentrate or increase the velocity of flows to the road and railway corridors; (iii) interfere with and/or cause damage to the existing stormwater drainage on the road and railway corridors; (iv) surcharge any existing culvert or drain on the road and railway corridors; (v) reduce the quality of stormwater discharge onto the road and railway corridors; (vi) adversely impact on the road and railway corridors by impeding or interfering with overland flow or hydraulic conveyance; (vii) reduce the floodplain immunity of the road and railway corridors. (b) Submit RPEQ certification, with supporting documentation, to the North Queensland Program Delivery and Operations Branch (North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been designed in accordance with part (a) of this condition. (c) Submit RPEQ certification, with supporting documentation, to the North Queensland Program Delivery and Operations Branch (North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to obtaining development approval for operational work (c) Within 20 business days of the completion of works
3.	Any excavation, filling/backfilling/compaction, retaining structures, stormwater management measures, batters and other works involving ground disturbance must not encroach upon or de-stabilise the road and railway corridors, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts.	At all times.
4.	Provide fencing along the site boundary with the railway corridor in accordance with Queensland Rail drawing numbers QR-C-S3230 – ‘1.8m high chain link security fence without rails’ or QR-C-S3231 – ‘Timber fence’ at a minimum.	Prior to submitting the Plan of Survey to the local government for approval

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning.

Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for the SARA's decision are:

The development complies with the assessment benchmarks of State code 1 of SDAP (version 3.2) in that the development:

- does not increase the likelihood or frequency of accidents, fatalities or serious injury for users of a state-controlled road;
- does not adversely impact the structural integrity or physical condition of state-controlled roads, road transport infrastructure, public passenger transport infrastructure or active transport infrastructure;
- does not adversely impact the function and efficiency of the state-controlled

The development complies with the assessment benchmarks of State code 2 of SDAP (version 3.2) in that the development:

- does not result in an increase in the likelihood or frequency of accidents, fatalities or serious injury for users of a railway;
- does not adversely impact the structural integrity or physical condition of railways, rail transport infrastructure or other rail infrastructure within a railway corridor;
- does not compromise the operating performance of railway corridors.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.2), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- section 58 of the *Human Rights Act 2019*

Attachment 4—Representations about a referral agency response provisions

(page left intentionally blank)

Attachment 5—Documents referenced in conditions

(page left intentionally blank)

Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

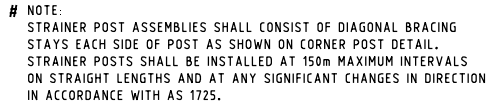
² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.



SCALE 1 : 25



SCALE 1 : 25



N.T.S.



N.T.S.



N.T.S.



N.T.S.

MOWING STRIP	ALWAYS INSTALLED UNLESS SPECIFIED OTHERWISE BY QUEENSLAND RAIL. SIZE OF MOWING STRIP CAN BE MODIFIED TO SUIT SITE SPECIFIC REQUIREMENTS.
PLASTIC COATING	NOT PROVIDED UNLESS SPECIFIED BY QUEENSLAND RAIL INFRASTRUCTURE OWNER, COST SHARING OPTIONS MAY BE NEGOTIATED WHERE ADJOINING OWNERS MAKE SPECIFIC REQUEST FOR PROVISION OF PLASTIC COATED CHAIN-LINK FABRIC. COATING COLOUR PREFERENCE (BLACK OR GREEN) TO BE CONFIRMED WITH QUEENSLAND RAIL INFRASTRUCTURE OWNER AND ADJOINING OWNER.
"LIGHT DUTY" (2.5mm) CHAIN LINK FABRIC	"HEAVY DUTY" (3.15mm) FABRIC MAY BE REPLACED WITH "LIGHT DUTY" (2.5mm) FABRIC ONLY WHERE SPECIFIED BY QUEENSLAND RAIL INFRASTRUCTURE OWNER. NOTE: "LIGHT DUTY" CHAIN-LINK FABRIC PROVIDES FOR ONLY APPROX. 60% OF THE LOAD BEARING CAPACITY OF "HEAVY DUTY" CHAIN-LINK FABRIC.

TYPE OF MEMBER	TUBE SIZE	CONCRETE FOOTING
END, CORNER AND STRAINER POSTS	60.3 O.D. x 3.6 THICK	Ø250 x 750 DEEP
INTERMEDIATE POSTS	48.3 O.D. x 3.2 THICK	Ø250 x 600 DEEP
TOP RAIL	42.4 O.D. x 3.2 THICK	-
BRACING STAY	42.4 O.D. x 3.2 THICK	Ø250 x 600 DEEP
GATE POSTS FOR GATE LEAF SHOWN		
1800mm AND UNDER	60.3 O.D. x 3.6 THICK	Ø250 x 900 DEEP
2000 UP TO AND INCLUDING 3000mm	88.9 O.D. x 4.0 THICK	Ø300 x 1000 DEEP
3500 UP TO AND INCLUDING 4000mm	114.3 O.D. x 4.5 THICK	Ø400 x 1100 DEEP

GATE TABLE		
LOCATION	NOMINAL OPENING SIZE	LEAF TYPE (NOMINAL SIZE)
PEDESTRIAN - PUBLIC ACCESS	1800	SINGLE 1800 OR DOUBLE 900
PEDESTRIAN - QUEENSLAND RAIL STAFF ONLY	1200	SINGLE 1200
VEHICULAR	3000 MIN. 8000 MAX.	DOUBLE 1500 (MIN.) DOUBLE 4000 (MAX.)

1. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
2. ALL STEEL PLATES SHALL BE GRADE 250 MIN. IN ACCORDANCE WITH AS/NZS 3678.
3. ALL WELDS SHALL BE 5mm CONTINUOUS FILLET WELDS UNLESS NOTED.
4. ALL WELDS SHALL BE IN ACCORDANCE WITH AS 1554.1 WITH ELECTRODES GRADE EXX48 TO AS 1553 UNLESS NOTED OTHERWISE.
5. ALL BOLTS, NUTS SHALL BE HOT DIP GALVANISED IN ACCORDANCE WITH AS/NZS 1214 AND WASHERS TO AS 4680.
6. AREAS WHERE GALVANISING (OR PLASTIC COATING) HAS BEEN REMOVED BY WELDING OR ABRASIONS SHALL BE CLEANED OF FOREIGN MATTER INCLUDING WELDING SLAG AND PAINTED WITH TWO COATS OF AN APPROVED ORGANIC ZINC-RICH PAINT TO PROVIDE A MIN. DRY FILM THICKNESS OF 0.10mm. COLOUR MATCHING SHALL BE ACHIEVED WHERE DIRECTED BY THE INSPECTOR.
7. CONCRETE SHALL BE GRADE N25 (MIN.).
8. "SL" DENOTES GRADE D500N REINFORCING MESH IN ACCORDANCE WITH AS/NZS 4671.

1. GATE FRAME CONFIGURATION, FABRICATION AND INSTALLATION SHALL BE IN ACCORDANCE WITH AS 1725.
2. WHERE STRAP TYPE HINGES ARE USED AT BOTH TOP AND BOTTOM OF GATE A COLLAR SHALL BE WELDED TO THE GATE FRAME TO PROVIDE A BEARING SURFACE FOR EITHER TOP OR BOTTOM HINGE. BOTH STRAP TYPE AND GUDGEON GATE HINGES SHALL BE WELDED TO GATE POSTS.
3. SINGLE GATES SHALL BE FITTED WITH SHOOT BOLT, DOUBLE GATES SHALL BE FITTED WITH FLAG PIN DROP BOLT AS SHOWN ON THE DRAWING.
4. ALL GATE FRAMES SHALL BE WELDED. FRAMES SHALL BE HOT DIP GALVANISED AFTER FABRICATION IN ACCORDANCE WITH AS/NZS 4680.
5. GATES SHALL BE INSTALLED FOR QUEENSLAND RAIL PURPOSES ONLY. GATES SHALL NOT BE INSTALLED FOR DOMESTIC USE.

1. IN GENERAL THESE FENCES ARE SELF EARTHING, HOWEVER, WHERE FENCING IS ERECTED CLOSER THAN 3000mm TO ELECTRIFICATION MASTS OR OTHER ELECTRICALLY BONDED STEELWORK, EARTHING OR INSULATED SECTIONS MAY BE REQUIRED IN ACCORDANCE WITH QUEENSLAND RAIL PRINCIPAL ENGINEER, TRACTION DISTRIBUTION.
2. GATES AND BOLLARDS SHALL BE POSITIONED TO PREVENT AN OPEN GATE FROM COMING WITHIN 3.0m OF ELECTRIFICATION WIRING EQUIPMENT SUPPORTS OR ANY METALWORK CONNECTED TO THEM.
3. SUPPORT CABLES SHALL BE GALVANISED ONLY (NO PLASTIC COATING).

THE PURPOSE OF THIS DRAWING IS TO PROVIDE TYPICAL STANDARD DETAILS.
THE FITNESS FOR PURPOSE OF THIS DRAWING FOR A SPECIFIC PROJECT
SHALL BE DETERMINED AND CERTIFIED BY A RPEQ ENGINEER.

1. ALL POSTS AND RAILS SHALL BE STEEL CIRCULAR HOLLOW SECTION (CHS) GRADE C250 IN ACCORDANCE WITH AS/NZS 1163 "STRUCTURAL STEEL HOLLOW SECTIONS".
2. ALL PIPE CLAMP FITTINGS, GATE HINGES, GATE KEEPERS, etc SHALL BE "DOWNEE" OR AN APPROVED EQUIVALENT.
3. EACH RAIL BETWEEN POSTS SHALL BE A CONTINUOUS LENGTH.
4. ALL TUBES, FITTINGS AND FASTENERS SHALL BE HOT DIP GALVANISED AFTER FABRICATION IN ACCORDANCE WITH AS/NZS 4680.
5. FENCING MATERIALS INCLUDING WIRES, BARBED WIRE (WHERE ORDERED) AND CHAIN-LINK FENCING FABRIC SHALL BE MANUFACTURED IN ACCORDANCE WITH AS 2423 "COATED STEEL WIRE FENCING PRODUCTS".
6. ERECTION SHALL BE IN ACCORDANCE WITH AS 1725 "CHAIN-LINK FABRIC SECURITY FENCES AND GATES", UNLESS NOTED OTHERWISE.
7. FENCING WIRE SHALL BE CONTINUOUS FROM GATE POST TO GATE POST AND BE CONSTRUCTED WITH 1800 mm HIGH CHAIN-LINK FABRIC. CHAIN-LINK FABRIC SHALL BE "HEAVY DUTY", MANUFACTURED FROM 3.15 mm DIA. GALV. CORE WIRE, WITH UNIFORM 50mm DIAMOND MESH. THE TOP SELVEDGE SHALL BE BARBED AND THE BOTTOM SELVEDGE SHALL BE KNUCKLED.
8. SUPPORT CABLES SHALL CONSIST OF 2 x 3.15mm DIA. GALV. CABLE WIRE, TWISTED TOGETHER BETWEEN POSTS, OR 1 x 4mm DIA. GALV. HELICOIL CABLE WIRE HELIX SPIRALLED. SUPPORT CABLES SHALL BE INSTALLED IN ACCORDANCE WITH AS 1725.
9. LACING WIRE SHALL BE 2mm DIA. GALV. WIRE INSTALLED IN ACCORDANCE WITH AS 1725.
10. TIE WIRE TO SECURE CHAIN-LINK FABRIC TO POSTS, AND SECURE SUPPORT CABLES TO INTERMEDIATE POSTS, SHALL BE 2 x 1.57mm DIA. GALV. WIRES, OR 1 x 2mm DIA. GALV. WIRE. TIE WIRE TO SECURE CHAIN-LINK FABRIC TO CABLES SHALL BE 1 x 1.57mm DIA. GALV. WIRE TWISTED TWICE AND NEATLY CUT OFF, OR 2mm DIA. GALV. WIRE NETTING CLIPS. THE WIRES SHALL BE AND INSTALLED IN ACCORDANCE WITH AS 1725.
(SEE ALSO TIE-OFF DETAIL)
11. BRACING CABLES (WITH TURNBUCKLE) SHALL CONSIST OF 2 x 3.15mm DIA. GALV. CORE WIRES TWISTED TOGETHER AND TENSIONED IN CONJUNCTION WITH A GALVANISED 12mm TURNBUCKLE. BRACING CABLES SHALL BE GALVANISED AND INSTALLED IN ACCORDANCE WITH AS 1725.
12. STRAINER ASSEMBLIES SHALL BE INSTALLED AT 150m MAXIMUM CENTRES ON STRAIGHT LENGTHS AND AT SIGNIFICANT CHANGES IN DIRECTION. ALL CORNER AND STRAINER PANELS SHALL HAVE BRACING INSTALLED IN ACCORDANCE WITH AS 1725.
13. BOLLARDS SHALL BE INSTALLED AT GATES TO SECURE OPEN GATE PANELS ONLY WHERE DIRECTED BY QUEENSLAND RAIL INFRASTRUCTURE OWNER.
SEE DETAILS THIS DRAWING.
14. IN CORROSIVE ENVIRONMENTS EXTRA GALVANISING SHALL BE PROVIDED FOR POSTS AND/OR PLASTIC COATED MESH (WHERE ORDERED).

FILE No	ALTERATIONS				
	ISSUE	DESCRIPTION	NAME	RPEQ	DATE
13/26948					
SCALES SHOWN ARE FOR AN A1 SIZE ORIGINAL DRAWING					

WIND LOADS
AS/NZS 1170.2 : 2011
REGION C
WIND SPEED : V100 = 56 m/s
TERRAIN CATEGORY 1

DESIGNED	BASED ON STD DGN No. 2544	APPROVED	<u>D. GIBB</u> -- <u>26/08/15</u> DESIGN ENGINEER DATE
DES CHK		PEG No. <u>13065</u>	
DRAWN	A. POWER	20.08.15	ISSUE AUTHORISED
DRG CHK	D. GIBB	25.08.15	<u>G. SMITH</u> -- <u>26/08/15</u> DESIGN/HEAD TRAC & STRUCTURES DATE

 **QueenslandRail**

ACN 132 181 090

COPYRIGHT PROTECTS THIS PUBLICATION EXCEPT FOR PURPOSES PERMITTED BY THE COPYRIGHT ACT. REPRODUCTION BY WHATEVER MEANS IS PROHIBITED WITHOUT THE PRIOR WRITTEN PERMISSION OF Queensland Rail Limited. ENQUIRIES SHOULD BE ADDRESSED TO: MANAGER TRACK & CIVIL DESIGN, Queensland Rail, GPO BOX 1429, BRISBANE 4001.

COPYRIGHT PROTECTS THIS PUBLICATION EXCEPT FOR PURPOSES PERMITTED BY THE COPYRIGHT ACT. REPRODUCTION BY WHATEVER MEANS IS PROHIBITED WITHOUT THE PRIOR WRITTEN PERMISSION OF Queensland Rail Limited. ENQUIRIES SHOULD BE ADDRESSED TO MANAGER TRACK & CIVIL DESIGN, Queensland Rail, GPO BOX 1429, BRISBANE 4001

1.8m HIGH CHAIN LINK SECURITY FENCE

WITHOUT RAILS USING 50mm DIAMOND MESH
GENERAL ARRANGEMENT

QR-C-S3230

SSUE

