

SARA reference: 2511-49198 SRA
 Applicant reference: 44062-001-01
 Council reference: MCU25/0075

28 November 2025

Ross River Road Pty Ltd
 C/- Brazier Motti
 595 Flinders Street
 TOWNSVILLE QLD 4810
 Anne.Zareh@braziermotti.com.au

Attention: Anne Zareh

Dear Anne

SARA information request - 344-350 Ross River Road, Cranbrook

(Given under section 12 of the Development Assessment Rules)

This notice has been issued because the State Assessment and Referral Agency (SARA) has identified that information necessary to assess your application against the relevant provisions of the State Development Assessment Provisions has not been provided.

State controlled road	
1.	<p>Issue:</p> <p>The Traffic Impact Assessment (TIA), prepared by Premise, dated 13 October 2025, reference P003620 – R01, revision A, does not demonstrate compliance with the relevant provisions of the State Development and Assessment Provisions (SDAP) State Code 1: Development in a State controlled road environment.</p> <p>The following issues have been identified:</p> <p>(a) <u>Net Delay Assessment</u></p> <p>The TIA has not demonstrated that the application will ensure no net worsening of the operating performance of the state-controlled road network in accordance with PO26 of State Code 1.</p> <p>A net delay assessment is required in accordance with DTMR's Guide to Traffic Impact Assessment (GTIA). The assessment should:</p> <ul style="list-style-type: none"> - Quantify the intersections within the impact assessment area.

- Demonstrate that the net delay impact of the development generated traffic on these intersections is less than 5%.
- Where the delay impact is greater than 5%, mitigation measures should be identified including the preparation of functional layout plans to demonstrate the works are achievable.

(b) SIDRA Layouts

The SIDRA layout provided of the Ross River Road / Site Access intersection shows Ross River Road with three full length westbound lanes, however it is noted that on the downstream leg of the intersection, the third lane is approximately only 110m long.

The SIDRA layout provided of the Nathan Street / Albert Street intersections shows Nathan Street with three full northbound lanes, however it is noted that there are currently only two full northbound lanes.

An updated SIDRA assessment is required for these intersections to demonstrate that the application will ensure no net worsening of the operating performance of the state-controlled road network in accordance with PO26 of State Code 1. The updated intersection forms should also be considered as part of the net delay assessment, noted above.

(c) Proposed Access Arrangement

The proposed auxiliary left turns (AUL(s)) into the proposed developments left-in driveway crossover is supported in principle, however, it is not clear how this will tie into the future design of the road at the site's frontage. It is not clear how the proposed AUL(s) will function and interact with the Ross River Road westbound merge point (from three into two lanes), the cycle lane and the proposed AUL(s) into the adjacent site.

An updated functional layout of the proposed AUL(s) is required to demonstrate that the safety of users of the state-controlled road network is not compromised in accordance with PO15, PO16, PO17, PO21 and PO25 of State Code 1.

The functional layout should also include the proposed treatments at the access driveway to ensure that potential conflicts between vehicles and vulnerable road users are minimised.

(d) Driveway Interaction with Acheron Street Intersection Functional Area

The proposed left-in/left-out access is located within the upstream functional area of the Ross River Road / Acheron Avenue signalised intersection. The location of the driveway egress may encourage unsafe movements with vehicles attempting to cross three lanes of traffic to turn right into Acheron Street.

Further information is required to demonstrate how this movement will be prevented to avoid introducing a safety issue at the intersection. This is required to demonstrate that the safety of users of the state-controlled road network is not compromised in accordance with PO15 and PO25 of State Code 1.

Action:

- (a) Undertake a net delay assessment in accordance with GTIA to ensure no net worsening of the operating performance of the state-controlled road network;
- (b) Update the SIDRA layouts of the assessed intersections to ensure they match existing conditions;
- (c) Provide an updated functional layout of the proposed left-in/left-out access driveway to demonstrate how it will tie in with the future design of the road at the site frontage and ensure that the safety of the users of the state-controlled road network is not

