

# APPENDIX H

SARA Pre-Lodgement Advice – 2404-39801 SPL

brazier motti





SARA reference: 2404-39801 SPL  
Applicant reference: 20477-012-01

24 May 2024

Parkside Development Pty Ltd  
C/- Brazier Motti  
595 Flinders Street  
TOWNSVILLE QLD 4810  
Emma.Staines@braziermotti.com.au

Attention: Ms Emma Staines

Dear Ms Staines

## **SARA Pre-lodgement advice - 33 University Road, Annandale**

I refer to the pre-lodgement meeting held on 22 April 2024 in which you sought advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address. This notice provides advice on aspects of the proposal that are of relevance to SARA.

### **SARA's understanding of the project**

Parkside Group C/- Brazier Motti propose a combined development application for a Reconfiguration of a Lot (RaL) for 1 Lot into 3 Lots and a New Road and a Material Change of Use (MCU) for a Residential Care Facility and Retirement Facility. The proposed development is located at the above address and more formally described as Lot 1 on SP327484.

The proposed RaL will involve creating three (3) land parcels:

- Proposed Lot 1 – with an area of approx. 9.9ha contains a future standard residential subdivision  
*Note: This lot / use was not considered as part of this request / advice.*
- Proposed Lot 2 – with an area of approx. 2.46ha contains a proposed Retirement Facility (approx. 154 beds)
- Proposed Lot 3 with an area of approx. 7.34ha. contains a proposed Residential Care Facility (approx. 96 beds) and communal facilities.

The subject area is approx. 20.21ha, has freehold tenure and is currently vacant. An easement borders a portion of the south-west boundary of proposed Lots 1 and 2.

SARA has a jurisdictional interest in the proposed development because the subject area is located within 25m of two State-controlled roads, namely University Road and Bowen Road. University Road is part of the Bruce Highway network and is identified as a Limited Access Road (LAR) and future state-controlled road. Bowen Road forms part of the Townsville Connection Road with planned upgrades underway. The subject area also contains green and amber waterways according to the spatial layer Queensland waterways for waterway barrier works and Category X and Category R regulated vegetation.

The applicant provided a high-level overview of the proposal, proposed reconfiguration plan and master plans for SARA's consideration. The applicant sought advice from SARA about noise impact, flood impact and traffic impact assessments including potential additional access to the state-controlled road (University Road).

Following the meeting on 22 April 2024, Northern Consulting Engineers provided SARA with preliminary flood modelling to demonstrate the proposed excavation works were offset from the waterways and water features.

### **Supporting information**

The advice in this letter is based on the following documentation that was submitted with the pre-lodgement request or tabled at the pre-lodgement meeting.

<b>Drawing/report title</b>	<b>Prepared by</b>	<b>Date</b>	<b>Reference No.</b>	<b>Version</b>
Masterplan	CotteeParker	19/03/2024	MP-1001	C
Aged Care Options	CotteeParker	19/03/2024	MP-1002	C
Assisted / Independent Living Village	CotteeParker	19/03/2024	MP-1003	C
Typical Retirement Villa Floor Plans	CotteeParker	19/03/2024	MP-2001	C
Master Plan Diagrams	CotteeParker	19/03/2024	MP-2801	B
1% AEP 90 MIN Depth	Northern Consulting Engineers	07/05/2024	PARK0014	P01
Model Setup and Layout	Northern Consulting Engineers	08/05/2024	PARK0014	P02
PARK0014 – Annandale Aged Care 1% AEP 90min WSL Afflux	Received from Northern Consulting Engineers	Received 09/05/2024	-	-
PARK0014 – Annandale Aged Care 0.5EY 19hr WSL Afflux	Received from Northern Consulting Engineers	Received 09/05/2024	-	-
PARK0014 – Annandale Aged Care 1% AEP 90min Depth Showing Waterway Separation from Excavation	Received from Northern Consulting Engineers	Received 09/05/2024	-	-
PARK0014 – Annandale Aged Care Section 1 Showing Waterway Separation from Excavation	Received from Northern Consulting Engineers	Received 09/05/2024	-	-
Proposed Reconfiguration Lots 1-3 Cancelling Lot 1 on SP327484	Brazier Motti	02/04/2024	20477/034	B

## Pre-lodgement meeting record

<b>Meeting date</b>	22 April 2024
<b>Meeting location</b>	Microsoft Teams Meeting
<b>Meeting chair</b>	Monica Pollock
<b>Meeting attendees</b>	Refer to <b>Attachment 1</b>

## Pre-lodgement Meeting Summary

<b>Proposal – Parkside Residential Care Facility and Retirement Facility</b>	
<u>Project Overview</u>	
<ul style="list-style-type: none"> <li>• A Master plan has been produced for the proposed development and a reconfiguration of a lot plan. The aged care layout designs have not been decided yet. The final determination of the design and footprint will be decided by the end operator.</li> <li>• The applicant advised proposed Lot 1 in the Master Plan is just a place holder to identify likely density and ultimate staging. Its development will follow at an appropriate time.</li> <li>• The applicant advised the RaL plan was only registered on 8 April 2024 and there's an alternate lot on the northern corner of the Stewart Drive intersection.</li> <li>• The applicant advised the subject area is zoned Low Density Residential and Retirement Facilities are anticipated in the zone. Council is reportedly supportive of the use in the proposed location.</li> <li>• The applicant seeks to address potential flooding and transport corridor connections issues via consultation with SARA.</li> <li>• The applicant has commenced preliminary flood modelling for the subject area and the proposed development layout is based on this data.</li> <li>• The applicant intends to lodge a development application as soon as possible (approx. 3-4 months).</li> </ul>	

DTMR

- A key issue for DTMR is its major project work on Bowen Road and University Road.
- The Townsville Connection Road (TCR) will likely be completed by the time the proposed development commences, so it will be important for the TIA to take into consideration the final design of the TCR. In particular, the signalisation of Gartrell Drive and any active transport design along Bowen Road. DTMR suggested traffic data could be skewed because of the road works with not as many people using it, so consideration would need to be given to that aspect within a TIA too.
- The applicant was advised to determine if there are any additional requirements for the proposed development e.g. turning lanes, widening etc. on top of the works being undertaken at the moment.
- There will be cycle networks and pedestrian pathways being installed along Bowen Road. There doesn't appear to be connectivity from the Master Plan to those active transport networks at this stage and that should be rectified to improve pedestrian opportunities.
- A development application will need to include a flood impact assessment and stormwater management plan demonstrating no worsening on the State-controlled road networks. DTMR identified the site is impacted by the 2% AEP event and the flood impact assessment should

take that into consideration.

- Accommodation activities are proposed in close proximity to the State-controlled road network. Compliance will need to be demonstrated with the relevant Performance Outcomes (POs) of the State Development Assessment Provisions (SDAP). A development application should provide a Noise impact assessment demonstrating mitigation measures.
- The applicant advised the intent of the emergency access is to provide an alternative option for emergency vehicles in case Gartrell Drive is blocked. University Drive is a LAR and DTMR undertakes a more detailed assessment and higher delegation for approval is required. The applicant was advised to investigate with council whether they could provide emergency access via the pump station access. However, the applicant was advised to confirm if the council has a temporary or permanent access to the pump station.
- If the proposed development still requires emergency access via the LAR, TMR would require further justification for it, e.g. management methodologies.
- The applicant was advised to be mindful of transport network threshold requirements, noting the proposed numbers are close to threshold limits in Schedule 20 of the Planning Regulation.
- The applicant requested design detail and flood modelling for DTMRs project work. DTMR confirm for the applicant subsequent to the meeting. *Note: DTMR is in the process of collating and consolidating this information and will send directly to the applicant once available.*
- The development must ensure no worsening or actionable nuisance to the state-controlled road. The applicant was advised DTMR requires a greater range of flood event assessments than just best case and worse case scenarios.

#### DAF

- There are a couple of potential crossings of waterways in the subject site. Without knowing what the structures look like, its possible they could result in waterway barrier work.
- It is recommended that any waterway crossings are designed to avoid waterway barrier works, or alternatively, be conducted in accordance with the Accepted Development Requirements (ADR).
- The applicant advised large culvert structures may be used for the road crossing of the green waterway in the Master Plan and it could potentially comply with the ADR.
- The applicant confirmed the council completed the development of the sewer pump station.
- DAF advised the stormwater detention basin should not be located in a waterway that provides for fish passage. DAFs preference would be for it to be offline from the waterway. A development application should provide a fish survey to demonstrate there is no fish habitat present. Under the *Fisheries Act 1994*, a drainage feature can still provide fish passage.
- The stormwater detention basin should not impact on the waterway.

## Pre-lodgement advice

The following advice outlines the aspects of the proposal that are of relevance to SARA.

<b>Advice Summary</b>	
1.	<p><u>Requirements for a development application</u></p> <ul style="list-style-type: none"> <li>Depending on the chosen application strategy, the proposed development is likely to require referral to SARA for MCU and/or RaL near a State transport corridor.</li> <li>Extensive advice is provided in the tables below, but the following matters require particular consideration prior to lodging a development application: <ul style="list-style-type: none"> <li>The Masterplan indicates that Proposed Lot 1 is planned to contain a standard residential subdivision which has not formed part of this pre-lodgement enquiry / advice. A development application should clarify whether the standard residential subdivision is a future stage of the proposed development or just a demonstration of potential future use of the land.</li> <li>It is recommended that any waterway crossings are designed to avoid waterway barrier works or alternatively be conducted in accordance with the Accepted Development Requirements (ADR).</li> <li>If assessable waterway barrier works are essential for the success of the development as a whole, this aspect of development should be applied for concurrently with the MCU / RaL aspect of development in an integrated development application.</li> </ul> </li> </ul>
<b>SARA's jurisdiction and fees</b>	
2.	<p>The applicant has advised the proposed development is assessable under the Townsville City Council planning scheme. The following advice has been prepared on this basis. The application/s (depending on the chosen application strategy) will require referral to SARA under the following provisions of the Planning Regulation 2017:</p> <p><u>Reconfiguring a Lot</u></p> <ul style="list-style-type: none"> <li>Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 - Reconfiguring a lot near a state transport corridor</li> </ul> <p>This will require a fee of 2,570 fee units (\$2,724.00) to be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 8(a).</p> <ul style="list-style-type: none"> <li>Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, Item 1 – Reconfiguring a lot that is a future State transport corridor</li> </ul> <p>This will require a fee of 856 fee units (\$907.00) to be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, Item 8(a).</p> <p><u>Material Change of Use</u></p> <ul style="list-style-type: none"> <li>Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Material change of use of premises near a state transport corridor or that is a future state transport corridor</li> </ul> <p>If the MCU involves a RaL there will be no fee in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, Item 8 (a).</p> <p><u>(Potentially) Operational Works</u></p> <ul style="list-style-type: none"> <li>Schedule 10, Part 6, Division 4, Subdivision 3, Table 1, Item 1 – Operational works for waterway barrier works.</li> </ul> <p>The fee will be dependent on the number of waterway barrier works. SARA can provide further clarification if this aspect of development is required.</p>

	<p>SARA would be a referral agency for the proposed application.</p> <p><i>*At the time of issue the fee unit value is currently \$1.060. From 1 July each year the fee unit value will be updated to reflect the Government Indexation Rate and will increase. The value of the fee unit is prescribed in the <a href="#">Acts Interpretation (Fee Unit) Regulation 2022</a>.</i></p>
<b>Key matters and action items</b>	
<b>State-transport corridors</b>	
3.	<p><u>Engineering Plans</u></p> <ul style="list-style-type: none"> <li>• The proposed development will result in an intensification of residential land uses within the subject area and will therefore generate additional stormwater run-off being discharged from the property. As part of a future development application, the applicant is required to demonstrate how this stormwater will be captured onsite and directed away from the State-controlled road network to a lawful point of discharge as required by PO8 to PO11 and PO13 and PO14 of the SDAP State code 1.</li> <li>• To demonstrate the above, it is recommended that the applicant provide a stormwater management plan, including a concept civil engineering services plan, prepared and certified by a suitably qualified RPEQ, that addresses the following at a minimum: <ul style="list-style-type: none"> <li>a) Confirm the location of the intended lawful point of discharge to be utilised for the proposed development. It should be noted that new or additional points of discharge to the State-controlled road will not be supported;</li> <li>b) Demonstrate the extent of additional stormwater runoff generated by the proposed development in comparison to pre-development flows;</li> <li>c) Demonstrate that the proposed development will not unlawfully direct stormwater towards the State-controlled road;</li> <li>d) Demonstrate that the proposed development will not result in an actionable nuisance upon, or surcharge of existing stormwater infrastructure within, the State-controlled road.</li> </ul> </li> </ul>
4.	<p><u>Earthworks and Retaining Structures</u></p> <ul style="list-style-type: none"> <li>• Limited information was provided regarding the extent of any earthworks and retaining structures that may be required to facilitate the proposed development.</li> <li>• A development application must either confirm that no earthworks and retaining structures are required to facilitate the proposed development, or alternatively, provide detail regarding the extent of filling, excavation, and retaining structures that are necessary.</li> <li>• If earthworks are required, the applicant is recommended to provide a concept earthworks plan that identifies the extent of earthworks occurring within the subject site and the location, heights, and lengths of any retaining walls and structures. This will assist in demonstrating compliance with PO31 to PO36 of SDAP State code 1.</li> </ul>
5.	<p><u>Traffic Impact Assessment</u></p> <ul style="list-style-type: none"> <li>• A Traffic Impact Assessment (TIA) is required in a development application to demonstrate that all vehicles associated with the proposed development can safely and efficiently access the subject site, whilst also confirming that the proposed</li> </ul>

	<p>development will not adversely impact upon the safety or operating performance of the broader State transport network.</p> <ul style="list-style-type: none"> <li>• The TIA is required to be prepared in accordance with the Department of Transport and Main Roads (DTMR) <i>Guide to Traffic Impact Assessment – December 2018</i> (GTIA) (available at <a href="https://www.tmr.qld.gov.au/business-industry/Technicalstandards-publications/Guide-to-Traffic-Impact-Assessment">https://www.tmr.qld.gov.au/business-industry/Technicalstandards-publications/Guide-to-Traffic-Impact-Assessment</a>).</li> <li>• The TIA must be prepared and certified by a suitably qualified RPEQ and must include, but not be limited to: <ul style="list-style-type: none"> <li>a) Identify the impact assessment area by impact type in accordance with section 6.4 of the GTIA.</li> <li>b) Identify the construction phase duration of the proposed development.</li> <li>c) Identify all vehicle types to be used by the development (including during construction).</li> <li>d) Identify the expected traffic that will be generated by the proposed development. If development is to be staged, provide a break down into each stage, including a breakdown of development traffic i.e., staff, deliveries and heavy vehicles.</li> <li>e) Identify the expected traffic distribution on the road network as a result of the proposed development, including destinations.</li> <li>f) Provide an analysis for the proposed staging of the development (if applicable).</li> <li>g) Identify the impact the proposed development may have on the safety, efficiency and condition of the State-controlled road.</li> <li>h) Demonstrate the State-controlled road intersection(s) can safely accommodate the largest design vehicle without negatively impact the safety and operation of the State-controlled road.</li> <li>i) Provide a road safety assessment in accordance with section 9.3.3 of the GTIA and recommend mitigation measures to ensure no adverse impact on the safety and efficiency of the State-controlled road network. Demonstrate to a reasonable level of details that any mitigation measures can be implemented in accordance with DTMR's <i>Road Planning and Design Manual</i> (2nd Edition).</li> <li>j) Demonstrate that the proposed development will not impose traffic loadings on the State-controlled road network that could be accommodated on the local road network.</li> <li>k) Demonstrate that there will be no disruption to the State-controlled road network during construction.</li> </ul> </li> </ul>
6.	<p><u>Proposed Emergency Access</u></p> <ul style="list-style-type: none"> <li>• Emergency access is proposed from the Aged Care Facility on proposed Lot 2 onto University Road. University Road in proximity to the proposed emergency access is a Limited Access Road (LAR). The Bruce Highway is identified as a LAR therefore a higher level of delegation within DTMR (District Director level) is required to grant an approval from the Highway to the subject site.</li> <li>• A development application should confirm the intent of the proposed emergency access and provide further justification for the location of the access along a LAR. For example: <ul style="list-style-type: none"> <li>o Is it for emergency vehicles (ambulances) for shorter response times?</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>o Is the access for emergency evacuations for major events such as flooding?</li> <li>• The applicant should consider investigating an alternative access location in the event access to the LAR is not supported. Potential shared access to the local government pump station to the west could be considered.</li> </ul>
7.	<p><u>Noise Impact Assessment</u></p> <ul style="list-style-type: none"> <li>• A development application should demonstrate how the proposed development minimises the free field noise intrusion from the State-controlled road pursuant to PO39-PO41 of the SDAP State code 1. If acoustic or noise barriers, or solid gap-free fences are proposed to mitigate the extent of noise intrusion, their location, height, dimensions and materials type must be shown on the proposal plans. It is further recommended that the applicant provide a noise impact assessment to demonstrate compliance with PO39-PO41.</li> </ul>
<b>Waterway Barrier Works</b>	
8.	<p><u>Early consideration of Operational Works</u></p> <ul style="list-style-type: none"> <li>• The proposed Retirement Facility is not located within the waterway onsite however, two crossings and potentially a stormwater retention basin are located on a waterway according to the spatial data layer <i>Queensland waterways for waterway barrier works</i>.</li> <li>• The proposed development may constitute waterway barrier works. It is recommended that any waterway crossings are designed to avoid waterway barrier works, or alternatively, be conducted in accordance with the Accepted Development Requirements (ADR).</li> <li>• It is unclear if the stormwater retention basin in the north of the site is within the mapped waterway. Offline retention basins will help reduce impacts and are more likely to meet the Purpose Statement of SDAP State Code 18.</li> <li>• Under the Planning Regulation 2017, constructing or raising waterway barrier works is considered Operational Works (OW). Impacts to waterways providing for fish passage, a Matter of State Environmental Significance (MSES) under the <i>Environmental Offsets Regulation 2014</i>, should be identified and avoided where possible, in the early stages of planning. When constructing or raising waterway barrier works is an essential part of a MCU and/or RaL application, then consideration of OW for waterway barrier works should occur at the same time.</li> <li>• A MCU/RaL approval is not an indication that a subsequent separate OW development application for an aspect of development that has not been assessed, will be successful. To avoid significant project management risks associated with missed referrals, a development application for a MCU and/or RaL should not include elements that are OW for constructing or raising waterway barrier works unless that development aspect is also included.</li> <li>• <b>If any assessable waterway barrier works are considered to be essential for the success of the development as a whole, they should be applied for concurrent with the MCU/RaL in an integrated development application.</b> Examples of inherent waterway barrier works that may be associated with this proposal for an RaL/MCU include a stormwater retention basin within waterways and road/pedestrian access across waterways (refer to Fisheries Queensland's website, <a href="#"><u>Waterway barrier works</u></a>).</li> </ul>

	<ul style="list-style-type: none"> <li>• The <i>Queensland waterway for waterway barrier works</i> mapping displays two waterways on the subject lot(s). Avoiding waterways altogether would remove the risk of impact on these waterways that provide for fish passage. This would remove the need for an OW approval. To avoid impacts to waterways in freshwater areas Fisheries Queensland recommends a minimum 50-metre setback (incorporating natural vegetation and other buffer elements) from aquatic habitats. These generic buffer widths are considered a 'starting point' from which site-specific requirements can be negotiated.</li> <li>• <b>If waterway barrier works are required but have not been identified, it is recommended further pre-lodgement advice is sought prior to submitting a development application.</b></li> </ul>
9.	<p><u>Constructing or raising waterway barrier works within fish habitats</u></p> <ul style="list-style-type: none"> <li>• The <i>Queensland waterways for waterway barrier works</i> mapping provides guidance on the likely location of waterways as defined in the <i>Fisheries Act 1994</i>. Please note not all waterways that are present on-ground may be displayed on the mapping. The mapping should be used in conjunction with the <a href="#">user guide</a>. This document contains information about known mapping anomalies and what to do if one is found.</li> <li>• Refer to the Department of Agriculture and Fisheries (DAF) website for more information on <a href="#">waterway barrier works</a> including examples of waterway barrier works and works not considered waterway barrier works.</li> <li>• Under the Planning Regulation 2017, works involving constructing or raising waterway barrier works must be undertaken in accordance with the relevant <a href="#">accepted development requirements</a> (ADR) or under a development approval (assessable development).</li> <li>• The proposed waterway crossings may be able to comply with the ADR operational work that is constructing or raising waterway barrier works as there are prescribed work types for waterway crossings on green waterways. If the works cannot comply with a prescribed work type, including the overarching requirements for all work, a development approval will be required for assessable development that is constructing or raising waterway barrier works.</li> <li>• If possible, avoiding waterways or constructing bridges that do not restrict the cross-sectional width of the waterway (see works not considered waterway barrier works) would remove the need for a development approval and potential fees for this component of the works.</li> <li>• Stormwater retention basins should be located outside the main channel of the waterway. If the northern stormwater retention basin is within the main channel of the waterway, it will be assessable development.</li> </ul>
10.	<p><u>Detailed State Code 18 advice</u></p> <p><i>All development - Impacts on waterway</i></p> <p>PO1: Provide evidence that demonstrates the proposed works will not have an adverse impact on the waterway.</p> <p>PO2: Demonstrate the development is designed, constructed and maintained to avoid and minimise impacts on matters of state environmental significance. An application must</p>

	<p>demonstrate how impacts to waterways are avoided in the first instance. Where avoidance is not reasonably possible, it must be demonstrated how impacts to waterways have been managed and minimised.</p> <p>PO3: Demonstrate that where development impacts on MSES, development mitigates impacts and provides an offset for any acceptable significant residual impact on MSES. Waterways providing for fish passage are a MSES under the <i>Environment Offsets Act 2014</i>. An application must demonstrate how impacts to waterways have been mitigated. Despite mitigation measures, the works may still result in a Significant Residual Impact (SRI), in which case an Environmental Offset may be required. Any rehabilitation of waterways providing for fish passage on site may help to reduce the scale of the SRI. Options to mitigate the SRI to waterways providing for fish passage must be pursued before an offset can be considered. The DSDILGP <a href="#">Significant Residual Impact Guideline</a> (see Section 3.9) is useful in determining the likelihood of the proposed development resulting in a SRI.</p> <p><i>All development in general</i></p> <p>PO4: Demonstrate that aspects of development are only permitted within a waterway where there is a functional requirement and the development cannot be feasibly located elsewhere. Stormwater retention basins do not have a functional requirement to be located within waterways. Information will need to be provided that details why it cannot be feasibly located elsewhere.</p> <p>PO5: Demonstrate that for the life of the barrier, adequate fish passage must be provided and maintained at all waterway barrier works through:</p> <ul style="list-style-type: none"> <li>o fish way(s) that adequately provide for the movement of fish; or</li> <li>o the movement of fish is adequately provided for in another way.</li> </ul> <p>All waterway barrier works (stormwater retention basin, and crossings if they cannot meet the ADR) will need to demonstrate that fish passage is provided past the structure on flows expected at the site.</p> <p>PO6: Demonstrate that waterway barrier works are designed, constructed, operated and maintained to provide lateral and longitudinal fish passage for all members of the fish community.</p> <p>PO7: Demonstrate the development is designed and operated so that all components of waterway barrier works and pathways of potential fish movement provide for safe fish passage. Stepped spillways are not acceptable.</p>
<b>Lodgement material</b>	
11.	<p>It is recommended that the following information is submitted when referring the application to SARA:</p> <ul style="list-style-type: none"> <li>• <a href="#">DA form 1</a> and any relevant templates (e.g. waterway barrier works)</li> <li>• A description of the land intended to be developed, including the property address, tenure and real property description of the land.</li> <li>• A detailed description of the proposed development and existing site conditions.</li> <li>• A description of the development methodology, including: <ul style="list-style-type: none"> <li>o Any operational works occurring on site and expected timeframes.</li> <li>o Staging of the development if applicable.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• A full response to the relevant sections of the State Development Assessment Provisions (SDAP), which may include: <ul style="list-style-type: none"> <li>◦ State Code 1: Development in a state-controlled road environment</li> <li>◦ State Code 18: Constructing or raising waterway barrier works in fish habitats (if required)</li> </ul> </li> <li>• The latest version of the SDAP can be found <a href="#">here</a> along with SDAP response templates to assist applicants in preparing a development application.</li> <li>• The <a href="#">SDAP guidance material</a> will assist in the preparation of a development application and response to the relevant Performance Outcomes (POs) for assessable development. The guideline contains information on how to respond to particular POs and outlines specific information requirements. It should be noted that if the PO has no relevance to the proposed development a response of "not applicable" and a statement as to why it is not relevant is required.</li> <li>• Please refer to the DTMR SDAP Supporting Information, available at: <a href="https://www.tmr.qld.gov.au/Community-and-environment/Planning-anddevelopment/Planning-and-development-assessment-under-the-Planning-Act/Assessabledevelopment">https://www.tmr.qld.gov.au/Community-and-environment/Planning-anddevelopment/Planning-and-development-assessment-under-the-Planning-Act/Assessabledevelopment</a> </li> <li>• Please refer to the <a href="#">SDAP Guideline for State Code 18</a>. Particular attention should be paid to the following POs: <ul style="list-style-type: none"> <li>◦ All development – Impacts on waterways - PO1 to PO3;</li> <li>◦ All development in general – PO4 to PO22; and</li> <li>◦ Temporary waterway barrier works - PO34 to PO38 (if applicable).</li> </ul> </li> <li>• Landowner's consent (if required)</li> <li>• Detailed and appropriately scaled drawings and/or plans as per the <a href="#">DA Forms guide</a> which clearly identify the location of the proposed development, including: <ul style="list-style-type: none"> <li>◦ the layout, design and extent of all proposed buildings and structures, including details of height and minimum setback of all buildings and structures from the transport corridor;</li> <li>◦ vehicle access points, design vehicle manoeuvring areas/driveways, loading zones, and car parks;</li> <li>◦ location of existing and proposed utility and service connections in relation to the transport corridor;</li> <li>◦ Pedestrian connectivity;</li> <li>◦ The location, size, and type of any acoustic barriers, earth mounds or fences;</li> <li>◦ Any proposed external road works necessary to facilitate safe and efficient access to and from the subject site;</li> <li>◦ The extent of any earthworks and associated retaining structures required within the subject site to facilitate the proposed development.</li> <li>◦ a longitudinal section of the waterway from upstream to downstream showing the existing bed level of the waterway in relation to the proposed waterway barrier works</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>o a cross-section of the waterway from bank to bank showing the existing bed and bank levels of the waterway in relation to the proposed waterway barrier works</li> <li>o the location of waterways and any tidal land within, and adjacent to, the site including natural bed level, high banks, main channel, low-flow channel and the following where relevant – levels of highest astronomical tide, mean high water spring tide, and low water spring tide</li> <li>o registered property boundaries</li> <li>o contours of the bed and banks of the waterway at the site and to at least 100 m upstream and downstream of the site</li> </ul> <ul style="list-style-type: none"> <li>• All plans/drawings should include title, date and numbering suitable to identify the plan and should be mapped to GDA2020 projection and be able to be read to scale at A3 size.</li> <li>• Written documentation discussing the following: <ul style="list-style-type: none"> <li>o Brief overview of the proposed waterway barrier works (e.g. single/multi-span bridge for pedestrian access, bed level crossing for vehicular access, stormwater basin etc.);</li> <li>o A description of the waterway proposed to be impacted (e.g. condition, size, connectivity, general hydrology) and nature of the impact;</li> <li>o A description of the work method (e.g. timing, equipment to be used);</li> <li>o A detailed description of how the development has been planned to avoid or minimise impacts to waterways through considerations such as design, location, setbacks/buffer distances, construction, maintenance;</li> <li>o Details of on-site mitigation actions, during and after the development;</li> <li>o The extent of any future maintenance works required for the continued safe operation of the proposed structure or facility</li> </ul> </li> </ul> <p>A development application can be referred through SARA's online system <a href="#">MyDAS 2</a>.</p>
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#### Requesting further pre-lodgement advice

12.	Should an aspect of the proposed development change, the applicant is advised to request further pre-lodgement advice by using the "related actions" tab in the 2404-39801 SPL MyDAS2 record and selecting "Request more pre-lodgement advice from SARA" or email <a href="mailto:NQSARA@dsdilgp.qld.gov.au">NQSARA@dsdilgp.qld.gov.au</a> .
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This advice outlines aspects of the proposed development that are relevant to SARA's jurisdiction.

This advice is provided in good faith and is:

- based on the material and information provided to SARA
- current at the time of issue
- not applicable if the proposal is changed from that which formed the basis of this advice.

The advice in this letter does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal after a formal application has been lodged.

For further information please contact Monica Pollock, A/Principal Planning Officer, on 47583471 or via email NQSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Luke Lankowski  
Manager, Planning – Wide Bay Burnett

enc      Attachment 1 – Pre-lodgement meeting attendance record

Development details	
Proposal:	Reconfiguring a lot (1 Lot into 3 Lots and New Road); AND Material Change of Use for a Residential Care Facility and Retirement Facility
Street address:	33 University Road, Annandale
Real property description:	Lot 1 on SP327484
SARA role:	Referral Agency
Assessment Manager:	Townsville City Council
Assessment criteria:	State Development Assessment Provisions (SDAP): <ul style="list-style-type: none"><li>• State Code 1: Development in a state-controlled road environment</li><li>• (Potentially) State Code 18: Constructing or raising waterway barrier works in fish habitats</li></ul>
Existing use:	Vacant
Relevant site history:	The subject site contains an easement.

## Attachment 1 — Pre-lodgement meeting attendance record

### Meeting attendees:

Name	Position	Organisation
Michael Tapiolas	Applicant	Parkside
Peter Tapiolas	Applicant	Parkside
Andrew Wallace	Director	Northern Consulting Engineers
Derek Saw	Civil Engineer	Northern Consulting Engineers
Stephen Motti	Senior Principal	Brazier Motti
Emma Staines	Town Planner	Brazier Motti
James Giugni	Senior Fisheries Biologist	Department of Agriculture and Fisheries (DAF)
Peter Tarlinton	A/Senior Town Planner	Department of Transport and Main Roads (DTMR)
Katherine Wilson	A/Senior Town Planner	DTMR
Laura Allen	Planning Support Officer	Department of Housing, Local Government, Planning and Public Works (DHLGPPW)
Monica Pollock	A/Principal Planner	DHLGPPW
Graeme Kenna	Manager – Planning	DHLGPPW