

From: "No Reply" <mydas-notifications-prod2@qld.gov.au>
Sent: Fri, 13 Sep 2024 16:10:53 +1000
To: "rahplanning@bigpond.com" <rahplanning@bigpond.com>
Cc: "kirsty.geaney@dsdilgp.qld.gov.au" <kirsty.geaney@dsdilgp.qld.gov.au>;
"Development Assessment" <developmentassessment@townsville.qld.gov.au>
Subject: 2408-41971 SRA application correspondence
Attachments: 2408-41971 SRA Information request (18).pdf
Importance: Normal

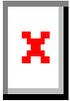
This Message Is From an External Sender

This message came from outside Townsville City Council. Please think carefully before clicking links or responding if you weren't expecting this email.

Please find attached a notice regarding application [2408-41971 SRA](#).

If you require any further information in relation to the application, please contact the State Assessment and Referral Agency on the details provided in the notice.

This is a system-generated message. Do not respond to this email.
GE33-N



Email Id: RFLG-0924-0021-6059



SARA reference: 2408-41971 SRA
 Applicant reference: -
 Council reference: MCU21/0089.003

13 September 2024

Mr Robert Henwood
 5 Kanbara Street
 FLINDERS PARK SA 5025
 rahplanning@bigpond.com

Attention:

Dear Mr Robert Henwood

SARA information request - 325 Shaw Road, Shaw

Material change of use (Other Change) - Service Station, Fast Food Outlet and Carwash
 (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 – Stormwater Management Plan	
1.	<p>Issue:</p> <p>The original development approval assessed and consequently approved a Stormwater Management Plan (SMP) prepared by LCJ Engineers dated 19 January 2017. It is, however, not evident whether this report considered the impervious areas that will be created through this development, or the changes proposed along Shaw Road to facilitate the new access point.</p> <p>The proposed change application did not address stormwater, overland flow, flooding, or drainage infrastructure in context of the proposed changes.</p> <p>There is inconsistency between the site plans provided in the Traffic Impact Assessment (TIA) and the plan used to complete the SMP. The information provided within the Traffic Impact Assessment has several discrepancies which needs to be clarified. (i.e. Appendix B – SARA Approved Layout, indicates a total of 45 parking bays and Appendix C – Council approved Layout indicate only 32 parking bays. Furthermore, the site plan included within the TIA is referenced to provide for 36 parking bays)</p>

Further information is required to inform which plan site plan is the correct relevant plan and whether the approved SMP considered the impervious areas appropriately.

In accordance with PO8 and PO11 of the *State Assessment Development Provisions (SDAP) State code 1: Development in a State-controlled road environment*, the applicant is requested to provide further information to ensure that stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road, and to ensure that stormwater is lawfully discharged

Action:

The applicant is requested to provide an updated Stormwater Management Plan, cognisant of the current proposed development, and which demonstrates compliance with PO8-PO14 of SDAP State code 1.

The Stormwater Management Plan must:

- a) be certified by a Registered Professional Engineer of Queensland.
- b) be prepared in accordance with the Department of Transport and Main Roads' Road Drainage Manual which can be accessed at <http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications/Road-drainage-manual.aspx> and with consideration given to the Queensland Urban Drainage Manual available at <https://www.dews.qld.gov.au/water-supply-regulations/urban-drainage> and the *Environmental Protection Act 1994* and Environmental Protection (Water) Policy 2009 which are available at www.legislation.qld.gov.au.
- c) demonstrate that the management of stormwater (quantity and quality) post development can achieve a no worsening impact (on the pre-development condition) in accordance with the design criteria in the department's Road Drainage Manual. Stormwater management for the proposed development must ensure no worsening or actionable nuisance to the state-controlled road network caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation, and scour effects.
- d) incorporate appropriate hydraulic and hydrological analysis demonstrating:
 - design flood peak discharges for the site and surrounding area which exist prior to the development for all flood and stormwater events up to a 1% Annual Exceedance Probability (AEP) (equivalent to 1/100-year Average Recurrence Interval (ARI)). This should include at least the following flood and stormwater events: 50%, 20%, 10%, 5%, 2% and 1% AEP (equivalent to 2, 5, 10, 20, 50 and 100 year ARI events);
 - design flood peak discharges for the site and surrounding area after the development has occurred for all flood and stormwater events up to a 1% Annual Exceedance Probability (AEP) (equivalent to 1/100 year Average Recurrence Interval (ARI)). This should include at least the following flood and stormwater events: 50, 20, 10%, 5%, 2% and 1% AEP (equivalent to 2, 5, 10, 20, 50 and 100 year ARI events);

	<p>e) ensure the following are addressed, where applicable:</p> <ul style="list-style-type: none"> • all relevant legal points of discharge for the development site are identified. No new discharge points for stormwater will be permitted on state-controlled roads; • overland flow paths are identified and hydraulic conveyance is maintained on the site as part of the proposed development; • flood storage capacity is maintained on the site as part of the proposed development; • the adverse impacts from sheet flow on the state-controlled road network are prevented; • existing stormwater drainage infrastructure on state-controlled roads is not interfered with or damaged such as through concentrated flows, surcharging, scour or deposition; and • the quality of stormwater discharging onto the state-controlled road is not reduced through erosion and sedimentation. <p>f) include details of the mitigation measures proposed to address any potential stormwater impacts (including flooding impacts) of the proposed development.</p>
State-controlled roads - Earthworks Plan	
2.	<p>Issue: Limited information has been provided to demonstrate compliance with PO31-PO36 and assessment against the performance outcomes could not be conducted.</p> <p>In accordance with PO31-PO36 of SDAP State Code 1, the applicant is requested to be provide further information to ensure any proposed earthworks does not adversely impact on the State-controlled road.</p> <p>Action: The applicant is requested to provide an earthworks concept plan, prepared by a suitably qualified Registered Professional Engineer of Queensland (RPEQ), identifying the extent of excavation required to facilitate the proposed development.</p>
State-controlled roads - Plans of Development	
3.	<p>Issue: The information and development plans included in the Traffic Impact Assessment (TIA) Report are conflicting, and it is not clear what is being proposed as part of the other change request.</p> <p>Further inconsistencies have also been identified in the materials, which include:</p> <ul style="list-style-type: none"> - the TIA states that part of the application entails formalization of the car wash area, with dimensions of wash bays and vacuum bays more in alignment with the general tenant specifications. - Although the application for a service station, food, and drink outlet as well as a car wash have been approved in 2017, the plans provided within the TIA as being endorsed by SARA and TCC are different relating to the internal layout and subsequent proposed parking area and number of parking bays. - The proposed site plan provided within the TIA is also different from the above two

plans and does not provide for a legend indicating number of parking bays, building areas etc.

- No information has been provided to demonstrate the difference between intended development (the other change) and the original approval.

In accordance with s51 of the *Planning Act 2016* and DA Forms Guide, the applicant is requested to provide further information to accurately describe the proposed development.

Action:

It is requested the applicant provide detailed, scaled, and dimensioned proposal plans that identify, at a minimum, all aspects of the proposed development, including the location of all proposed buildings, structures, parking areas and works located within the subject site.

How to respond

You have three months to respond to this request and the due date to SARA is 13 December 2024. You may respond by providing either: (a) all of the information requested; (b) part of the information requested; or (c) a notice that none of the information will be provided. Further guidance on responding to an information request is provided in section 13 of the [Development Assessment Rules](#) (DA Rules).

It is recommended that you provide all the information requested above. If you decide not to provide all the information requested, your application will be assessed and decided based on the information provided to date.

You are requested to upload your response and complete the relevant tasks in [MyDAS2](#).

As SARA is a referral agency for this application, a copy of this information request will be provided to the assessment manager in accordance with section 12.4 of the DA Rules.

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@dasilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Anthony Walsh
Manager Planning

cc Townsville City Council, developmentassessment@townsville.qld.gov.au

Development details	
Description:	Development permit Material change of use (Other Change) - for a Service Station, Fast Food Outlet and Carwash
SARA role:	referral agency
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (<i>Planning Regulation 2017</i>)—Material change of

Development details	
	use of premises within 25m of a state-controlled road and within 100m of a state-controlled road intersection
SARA reference:	2408-41971 SRA
Assessment criteria:	State Development Assessment Provisions (SDAP) State code 1: Development in a State-controlled road environment