

From: "No Reply" <mydas-notifications-prod2@qld.gov.au>
Sent: Fri, 3 Jan 2025 09:45:08 +1000
To: "Emma.Staines@braziermotti.com.au" <Emma.Staines@braziermotti.com.au>
Cc: "Helena.Xu@dsdilgp.qld.gov.au" <Helena.Xu@dsdilgp.qld.gov.au>;
"Development Assessment" <developmentassessment@townsville.qld.gov.au>
Subject: 2411-43630 SRA application correspondence
Attachments: 2411-43630 SRA - GE77-N Advice notice.pdf
Importance: Normal

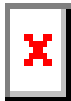
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Please find attached a notice regarding application [2411-43630 SRA](#).

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.

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GE77-N



Email Id: RFLG-0125-0022-5702

SARA reference: 2411-43630 SRA
Applicant reference: 26700-342-01
Council reference: MCU24/0117 and RAL24/0075

3 January 2025

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 advice notice - 182 Shaw Road and 26 Lockton Street, Shaw

(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.

In addition to the information request issued on 19 December 2024, the following issue with the proposed development have been identified:

Traffic Impact Assessment	
1.	<p>Issue:</p> <p>Your application, specifically Traffic Impact Assessment (TIA), prepared by Premise, dated 7 November 2024, Report No P001406/RO1, Rev B provided in support of the proposed development does not demonstrate the proposed development's compliance with Performance outcomes (PO) PO19, PO20, PO25 and PO26 of State code 1: Development in a state-controlled road environment (State code 1) as well as State code 6: Protection of state transport networks (State code 6).</p> <p>SARA's review of the TIA has identified several issues that need to be resolved, namely:</p> <ul style="list-style-type: none">There are inconsistencies in the Stage 1 development land uses and yields shown on the architectural plans prepared by Cottee Parker and that assessed within the TIA.The TIA applies an arbitrary 25% discount to Stage 1 traffic for 'internal trips' (and 15% for stage 2). If these trips are from the residential component of the wider development, it is suggested that these 'internal trips' should be considered as part of 'drop in trips', and that

<p>the traffic movement figures are expanded to show where these trips are going to/from.</p> <ul style="list-style-type: none"> • There are no details of how the adopted external traffic distribution was derived. • There are discrepancies between the Stage 1 (and stage 2) traffic demand detailed within <i>Table 1</i> and the Stage 1 traffic movements as per <i>Figure 6</i>, even accounting for the adopted 25% discount for 'internal trips'. It is assumed that some portion of trips (i.e. 'drop-in' or 'diverted' trips) have been removed from the site access volumes. This is erroneous, noting that traffic volumes can be reassigned from background traffic movements to site access traffic movements, but not removed all together. Traffic movement figures should be expanded to show where these traffic movements are being reassigned from. • The current traffic analysis is based on signal loop data, which is insufficient for the purposes of detailed operational analysis. • The assessed SIDRA layout of the Shaw Road/Dalrymple Road is inconsistent with the existing intersection form. Notably the intersection has been modelled as having dual full-length southbound through lanes to the north and south of the intersection, whereas these are currently short lanes. • The proposed left-in/left out access to Dalrymple Road is inconsistent with the previous State approval (i.e. greater separation distance is required to Shaw Road and requires further justification). <p><u>Action:</u></p> <p>You are advised to demonstrate compliance with State code 1 and State code 6 by providing a revised TIA addressing the issues identified above. At a minimum, the following should be undertaken:</p> <ul style="list-style-type: none"> • Review and confirm the proposed development yields and update the TIA accordingly. • Provide empirical evidence for the arbitrary 25% discount to Stage 1 traffic for 'internal trips' (and 15% for stage 2), to support this assumption • Provide further justification for the adopted external traffic distribution and how it has been derived. Ideally this would be based on economic analysis of trade catchments. • Expand the traffic movement figures within the TIA and show where these traffic movements are being reassigned from. • Conduct traffic surveys of the intersection for the Thursday PM and Saturday midday peak periods (i.e. typical retail peaks) and revise baseline assessment traffic volumes, and any related assumptions accordingly. • Review the SIDRA coding of the intersection and undertake an updated analysis. • Undertake a revised intersection delay assessment following correction of the above SIDRA coding. <p>Please note: Although the TIA makes provision for traffic generated by Stage 2 of the shopping centre and residential precincts, the proposed application is only for Stage 1 and no access arrangements outside of the Stage 1 have been considered and assessed. SARA notes that the future left-in and left-out access on Dalrymple Road is in proximity of the Shaw Rd intersection and would likely present safety concerns that will need to be addressed in any future proposal.</p>
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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 by **19 March 2025**. If you decide not to respond, your application will be assessed and decided based on the information provided to date.

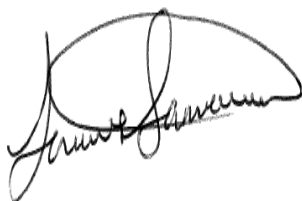
Under the [Development Assessment Rules](#) (DA Rules), the issuing of advice does not stop the assessment timeframes. If you intend to provide additional information, it should be provided in a timely manner to allow sufficient time for the information to be considered. As such, you are strongly encouraged 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 Helena Xu, Senior Planning Officer, on (07) 3452 6724 or via email NQSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Javier Samanes
A/ Manager (Planning)

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

Development details		
Description:	Development permit	Reconfiguring a Lot - Two Lots into Five Lots, New Road and Easements Material Change of Use - Child Care Centre (120 Children), Service Station, Car Wash, Low Impact Industry and Food & Drink Outlets (Stage 1 of the Greater Ascot District Centre)
SARA role:	Referral agency	
SARA trigger:	<ul style="list-style-type: none"> Schedule10, Part 9, Division 1, Table 1, Item 1—Development on premises that are subject of a Ministerial designation Schedule10, Part 9, Division 4, Subdivision 1, Table 1, Item 1—Development impacting on state transport infrastructure Schedule10, Part 9, Division 4, Subdivision 2, Table 1, Item 1—Reconfiguring a lot near a state transport corridor Schedule10, Part 9, Division 4, Subdivision 2, Table 3, Item 1—Reconfiguring a lot within 100m of a state-controlled road intersection Schedule10, Part 9, Division 4, Subdivision 2, Table 4, Item 1—Material Change of Use of premises within 25m of a state-controlled road (Planning Regulation 2017) 	
SARA reference:	2411-43630 SRA	
Assessment criteria:	State code 1: Development in a state-controlled road environment	

Development details	
	State code 6: Protection of state transport networks