

SARA reference: 2603-51385 SRA  
Applicant reference: USC131  
Council reference: MCU2026/0003

2 June 2026

Hollimans Pty Ltd  
c/- Urban Space Consulting  
urbanspaceconsulting@outlook.com

Attention: Mr William Kruze

Dear Mr Kruze

## **SARA advice notice – 3-9 Norman Dungavell Drive, Queenton**

(Advice notice given under section 35 of the Development Assessment Rules)

SARA has undertaken a review of the material provided on 18 May 2026 in response to the SARA information request.

From this review, SARA has identified a range of matters relating to State codes 1 and 2 of the SDAP that it wishes to draw to your attention.

### **1. Stormwater impacts on the railway corridor**

The Site Based Stormwater Management Plan, prepared by STP Consultants, dated 28 April 2026, reference STP25-2356 and revision B, has not adequately demonstrated that the stormwater impacts of the proposed development will not adversely impact on the railway corridor. In particular, the material has not:

- (a) Included a peak discharge analysis of the pre and post-development scenarios to detail the change in stormwater discharge from the site as a result of the development. Local government planning scheme permissible allowances are not relevant to demonstrating that development flows will not adversely impact state transport infrastructure.
- (b) Demonstrated whether all site flows will be directed to the proposed drainage channel adjoining the railway corridor.
- (c) Demonstrated that the proposed drainage channel will have sufficient capacity to accommodate the expected site flows (including internal and external flows) for all storm events, nor whether the proposed channel will generate scour and erosion impacts at the point of discharge.
- (d) Included topographical details adjacent to the discharge location for the channel (Lot 46CP901158), including within Lot 46CP901158 and the railway corridor, to demonstrate that stormwater discharged from the proposed drainage channel will not discharge directly into the railway corridor and cause adverse impacts.

### ***Response requested:***

Provide a revised Site Based Stormwater Management Plan (SMP), addressing the issues identified to ensure compliance with PO12 to PO14 and PO16 State code 2. The revised Site Based SMP should demonstrate the development will not materially worsen stormwater impacts within the railway corridor, including to rail transport infrastructure, caused by peak discharges, flow velocities, water quality, sedimentation, scour effects. This must be shown in modelling of the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% Annual Exceedance Probability (AEP), plus climate change. The stormwater impacts of development shall consider climate change for SSP2-4.5 for a design year of 2090 in accordance with Australian Rainfall & Runoff 2019 for events up to and including the 1% AEP.

To achieve this, the submitted information should address the following:

- (a) Pre-development condition: Provide information to verify the existing drainage characteristics of the relevant parts of Lot 46 on CP901158 and the railway corridor. Also identify all other legal points of discharge for the development site.
- (b) Earthworks Plan: Provide an earthworks plan, including cross sections/elevations, and any required supporting technical details clearly showing the location and extent of proposed excavation and filling (earthworks). The difference between existing site levels and finished/design levels should be clearly shown.
- (c) Catchment Analysis: Provide pre and post-development catchment plans that clearly identify all internal and external catchments, the flow paths (direction of flow) within each catchment, the size of each catchment and the legal point of discharge for each catchment.

## 2. Traffic matters

The revised material has addressed the key traffic engineering concerns relating to Safe Intersection Sight Distance (SISD) and right-turn treatment, with the introduction of a Channelised Right (short) (CHR(S)).

Notwithstanding, the proposed works will result in a significant widening of the carriageway along the frontage of the subject site to facilitate a turn lane. This will remove significant drainage capacity along the road verge within the state-controlled road corridor.

The following detailed design matters remain unresolved:

- (a) Potential impact on existing drainage infrastructure within the southern verge from proposed widening works.
- (b) There is no clear provision of a minimum 1 metre shoulder on the relocated southbound lane.
- (c) It is unclear whether the driveway crossovers and BAL treatment will be sealed.
- (d) The proposed radii (R) of horizontal curves through the CHR(S) treatment are unclear and modifications to the current design may be required.

### **Response requested:**

To demonstrate compliance with PO15 to PO20 of State code 1, provide:

- (a) civil plans confirming the road widening design and any impacts/relocation of drainage infrastructure
- (b) revised plans showing a minimum 1 metre shoulder to the southbound lane
- (c) confirmation that the driveway crossovers and BAL treatment will be sealed
- (d) updated plans which confirm that the horizontal curve radii proposed for the CHR(S) treatment are in accordance with Section 7.2.3 and Table 7.1 of the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (AGRD4A).

**Please note that unlike an information request, assessment timeframes do not stop when advice is provided by SARA.**

## How to respond

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It is recommended that you address these issues promptly and provide a response to SARA by **2 June 2026**. 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 Alex Ponomarev, Senior Planning Officer, on (07) 5644 3200 or via email [SEQSouthPlanning@dsdilgp.qld.gov.au](mailto:SEQSouthPlanning@dsdilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely



Fletcher Smith  
Principal Planning Officer, Planning Services (SEQ South)

cc Charters Towers Regional Council, [development@charterstowers.qld.gov.au](mailto:development@charterstowers.qld.gov.au)