GE77-N

DELIVERING FOR QUEENSLAND | Queensland Government

Department of
State Development,
Infrastructure and Planning

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

9 April 2026

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

Attention: Mr William Kruze

Dear Mr Kruze

SARA information request – 3-9 Norman Dungavell Drive, Queenton

(Notice issued under section 12 of the Development Assessment Rules)

SARA has undertaken a preliminary review of the material provided in support of the above referenced application which was deemed properly referred on 23 March 2026.

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

1. Stormwater management Plan (SMP)

The SMP prepared by STP Consultants, dated 18 February 2026 and revision A has not provided sufficient information to demonstrate the proposed development will not result in adverse impacts to the state-controlled road and railway corridor.

Response requested:

Provide an updated SMP which demonstrates the following:

- The post-development stormwater discharge rates for all storm events up to and including the 1% Annual Exceedance Probability (AEP) event are equal to or less than pre-development discharge rates, in accordance with current requirements.
- All external catchments traversing or discharging through the site are appropriately managed through adequate stormwater infrastructure provisions. This is to be supported by detailed hydrologic and hydraulic calculations, confirming that the proposed development will not result in adverse downstream impacts to adjoining rail and road corridors.
- Any change to stormwater discharge patterns towards the road corridor and rail corridor must be appropriately mitigated to ensure a no-worsening outcome is achieved, including consideration of flow rates, velocities, and discharge locations.
- Further detail regarding infrastructure requirements between the site boundary and the road corridor, demonstrating that sufficient frontage width has been allowed to accommodate stormwater drainage infrastructure in addition to other required elements, such as safety barriers and other civil works.

2. Traffic Impact Assessment (TIA)

The following deficiencies have been identified within the TIA prepared by Modus, dated 18 February 2026 and version A:

- Whilst the TIA has considered Safe Intersection Sight Distance (SISD) at the exit driveway, it has only considered SISD for cars. Given the nature of the development and fronting road, both of which contain/generate reasonable proportions of heavy vehicles, SISD for trucks should be considered in accordance with the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (AGRD4A).
- The conflict point for assessment of SISD should be based on the design vehicle swept paths, rather than an arbitrary point in front of a vehicle propped to exit the site. Consideration of the swept paths within the SISD assessment would shift the conflict point much further west than has been assessed, particularly for an A-triple turning right out of the site.
- The development proposes a Basic Right (BAR) turning treatment on the eastern approach to the entry driveway crossover. Whilst this would be a reasonable treatment for a straight road alignment in a similar speed environment, given the horizontal geometry of Norman Dungavell Drive on the eastern approach, the BAR treatment would be on the inside of a horizontal curve with constrained sight distance to the rear of a vehicle propped in the westbound through lane to turn right into the subject site. The preferred right turn treatment in this instance would be a Channelised Right (short) (CHRS)) treatment, whereby the right turning vehicle props in a protected right turning lane, which is clear of the through lane.
- Provision of a BAR would be reliant on acceptable SISD to the rear of a propped vehicle as required by Section 3.2.2 and Figure 3.3 of AGRD4A. As per drawing SK03, SISD for the BAR will be difficult as the SISD travels through third party land and also vegetation/fencing hence, the provision of a CHR(S) requires consideration.

Response requested:

Provide an updated TIA which includes the following information:

- A revised access sight distance assessment considering SISD requirements for trucks as per the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (AGRD4A) and revised conflict points based on submitted swept path assessments (i.e. particularly for the right turn out of the site to the west).
- Confirm that SISD (for trucks) can be provided to the rear of a propped vehicle (car) using the proposed Basic Right (BAR) turning treatment as required by Section 3.2.2 and Figure 3.3 of AGRD4A. If SISD cannot be provided, a Channelised Right (short) (CHRS)) treatment should be provided.
- A safety assessment as required by Section 9.3 of the TMR Guide to Traffic Impact Assessment (GTIA).
- Confirm whether any existing drainage infrastructure is required to be modified and/or relocated, and whether any road safety mitigations (barriers etc) are required.
- A plan showing the recommended (Basic Left (BAL)) turning treatment at the proposed entry driveway and details of the proposed signage and linemarking required to restrict entry or exit movements at each driveway crossover.
- Updated conceptual plans in consideration of the above items.

How to Respond

In accordance with section 13 of the Development Assessment Rules (DA Rules), you have three months to respond to this Information Request. The due date of a response to SARA is **9 July 2026.**

You can choose to respond to all, some, or none of the matters raised in this notice.

If you decide not to respond to the matters raised, SARA will finalise its assessment on the material provided to date in support of the application.

It would be appreciated if you would provide your response to SARA using the 'manage documents' function in MyDAS2.

If you require further information or have any questions about the above, please contact Jackie Larrarte, Senior Planning Officer on 5644 3201 or via email SEQSouthPlanning@dsdip.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