

SARA reference: 2603-51549 SRA
Applicant reference: MCU: Belyando
Council reference: MCU2026/0006

22 April 2026

Mr Jeff Smith
8 Nugent Court, Kirwan
TOWNSVILLE QLD 4817
jvsplanning@gmail.com

Attention: Mr Jeff Smith

Dear Mr Smith

SARA information request – 16420 Gregory Developmental Road, Llanarth

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

The State Assessment and Referral Agency (SARA) has undertaken a preliminary review of the material provided in support of the above referenced application which was deemed properly referred on 30 March 2026.

From this review, SARA has identified a range of matters relating to State code 1: Development in a state-controlled road environment (State code 1) that it wishes to draw to your attention.

1. Stormwater Management

In reviewing the application material, the proposed development is likely to increase the impervious area of the subject site within proximity to the state-controlled road. The planning report notes that the proposed development 'may' include a concrete pad for the helipad, however, notes that this is not mandatory.

Should the helipad be constructed of concrete, preference is to have the helipad located as far from the state-controlled road as practical to avoid overland flow and stormwater runoff impacts on the state-controlled road. The applicant is required to demonstrate that the increase in impervious area will not result in stormwater run-off or overland flow which results in a material worsening of the operating performance and the structural integrity or physical condition of the state-controlled road or road transport infrastructure.

Response requested:

Please provide basic stormwater information (including a suitable scaled drawing) that must include the following:

- Existing site topography/levels - contour information can be sourced from the relevant local government or prepared by a registered surveyor.
- Existing drainage infrastructure on the subject site and in the immediate surrounding area, for example, culverts or kerb and channel in surrounding roads. This should include the location of all natural and constructed drainage features such as pits, culverts, open channels, drains, detention or retention basins as well as gullies, wetlands, waterways and the like. This information is best provided in the form of a Site Detail and Contour Survey prepared by a registered surveyor.
- Proposed drainage infrastructure to be provided by the development. This will include any devices such as pipes, downpipes, pits, detention basins, tanks and drains that are proposed to be used to manage stormwater and connect it to the proposed point of discharge. The location where stormwater is proposed to be discharged should be clearly identified, preferably by a RPEQ certified drawing showing the proposed stormwater drainage design for the development with associated hydraulic calculations.
- Proposed increase in impervious area of the subject site as a result of the development. This will include the location and extent of any proposed hardstand or sealed surfaces.

2. Location of Proposed Helipad

In addressing PO2 of State code 1, it requires the design and construction of the development to not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure. The proposed helipad locations appear to be in close proximity to the state-controlled road. Insufficient information has been provided to demonstrate that the helicopter approach and departure paths will not adversely impact the safety and operation of the road network. In particular, potential impacts associated with rotor wash, including the generation of dust and debris, have not been addressed. These impacts may affect visibility for road users and pose a safety risk to vehicles travelling along the state-controlled road. Preference is to have the helipad located as far from the state-controlled road as practical to reduce the potential for the aforementioned impacts to road users. Therefore, relocation of proposed helipad 1 should be considered.

Response requested:

Please provide further detail regarding flight paths, operational characteristics, and an assessment of potential impacts to road users, including any overflight of the road at low altitude and measures to mitigate dust and debris generation. Alternatively, relocation of proposed helipad 1 should be considered.

3. Proposed Use

In reviewing the application material, the proposed use is intended to service passenger pick-up and set down for scenic flights across the Charters Towers, Whitsunday and Isaac Regions, as well as passenger transport to and from various work sites within the region. In the context of the locality, the proposed development may accommodate a notable level of worker-related travel, which has the potential to generate regular and potentially peak-period traffic movements.

Given the site's interaction with the state-controlled road network, the nature, scale and timing of these movements are relevant to understanding potential impacts on safety, efficiency and operational performance of the network.

Response requested:

If worker-related travel is anticipated to form a substantial component of the development's operations, please provide further information on how this will be managed, including any specific infrastructure, scheduling, or operational measures proposed to accommodate these activities.

This information is required to enable assessment of the potential impacts of the development on the state-controlled road network, including traffic generation, peak period demand, access arrangements, and any implications for road safety and network efficiency.

Please also advise the maximum number of flights intended per week once the use is fully operational, including an indication of typical daily flight distribution (e.g. peak vs off-peak periods), to assist in quantifying associated traffic movements.

4. Access Locations

In reviewing the application material, the subject site has direct access to the state-controlled road at multiple locations along its frontage. However, these accesses are not clearly defined. The access to the services station has un-formalised car parking across the frontage and there is a dirt driveway leading into the existing development at the rear of the service station. This access would likely provide access to the helipad however it is unclear how the access will operate in conjunction with the variety of uses across the subject site.

Response requested:

Please provide a plan which clearly defines all access points along the site frontage and consolidates unnecessary access points where practical.

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 **22 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 Suzette Bell on 07 4331 5619 or via email NQSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Bronwyn Bignoux
Principal Planning Officer, North and North-West Queensland

cc Charters Towers Regional Council - development@charterstowers.qld.gov.au