

SARA reference: 20601-50252 SPL

5 February 2026

[REDACTED]

Attention: [REDACTED]

Dear [REDACTED]

SARA Pre-lodgement Advice—Boonnenne Ellesmere Road, Taabinga

I refer to your pre-lodgement request received on 15 January 2026 in which you sought pre-lodgement advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address.

This notice provides advice on aspects of the proposal that are of relevance to SARA that is based on the documentation uploaded into MyDAS2 on 15 January 2026.

Development Details

Summary of Proposal:	The proposal seeks to subdivide two lots to create 53 new lots. The two existing lots have an area of ~85.4 hectares. Proposed lots 1 to 49 are generally ~4,000m² in size with a 30 metre wide road frontage. Proposed lots 50 to 53 are generally ~15 hectares in size with an access handle as the only road frontage. Vehicular access to the proposed lots is likely to be in accordance with the road frontage. Proposed lots 15 to 52 have frontage to Boonnenne Ellesmere Road (a local road) only. Whereas, proposed lots 1 to 14 and 53 have frontage to Kingaroy Burrandowan Road (a state-controlled road).
Description:	Development Permit for Reconfiguring a Lot for Subdivision (2 Lots into 53 Lots)
SARA Role:	Referral Agency
SARA Jurisdiction under the Planning Regulation 2017:	- Schedule 10, Part 3, Division 4, Table 2, Item 1 (10.3.4.2.1) – Reconfiguring a lot that involves clearing native vegetation - Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 (10.9.4.2.1.1) – Reconfiguring a lot within 25 metres of two state-

	controlled roads Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1 (10.9.4.2.3.1) – Reconfiguring a lot within 100 metres of a state-controlled road intersection
Street Address:	Boonenne Ellesmere Road, Taabinga
Real Property Description:	Lot 1 on RP157007 and Lot 623 on FY2526

Pre-lodgement Advice

SARA provides the following pre-lodgement advice:

- Table 1: SARA Advice in Response to Your Request
- Table 2: Additional SARA Advice
- Table 3: Additional Advice Outside the Jurisdiction of SARA.

Table 1: SARA Advice in Response to Your Request

1.	Advice Requested: Would State allow accesses from the proposed allotments directly onto Kingaroy Burrandowan Road (combined accesses are proposed)? SARA Advice: Any new access proposed to the state-controlled, or within 100 metres of the state-controlled road intersection, must be supported by information to demonstrate compliance with State code 1: Development in a state-controlled road environment (State code 1) of the State Development Assessment Provisions (SDAP). In particular, Performance Outcome (PO) 15 to PO20 and PO27. The proposal currently results in a significant intensification of access to the state-controlled road within a high-speed environment, when there is frontage to a local road. Therefore, it may be difficult to demonstrate compliance with State code 1 of SDAP. It is recommended you remove/reduce proposed access to the state-controlled road.
2.	Advice Requested: Would State allow the proposed clearing as per the attached layout? SARA Advice: No supporting information has been provided to guide the appropriate location, design and extent of the development on the site, such as ecological reporting or rehabilitation plans. As such, SARA cannot provide endorsement of the proposal at this time. At this stage, SARA can advise that as part of the development application you will need to provide a particularly detailed response to PO80 and PO83 to PO85 of State code 16: Native vegetation clearing (State code 16) of SDAP. Please refer to the Guide to State Development Assessment Provisions – State Code 16: Native Vegetation Clearing (Material Change of Use and/or Reconfiguring a Lot – All Other Purposes) for assistance. It should also be noted that assessment under State code 16 of SDAP is for all ‘clearing as a result of reconfiguring a lot’. This includes clearing that will become exempt clearing work (outlined in Schedule 21 of the Planning Regulation 2017) whether or not the clearing is intended to be undertaken. Therefore, it is recommended that building envelopes be provided for each proposed lot where no dwelling house exists and there is a potential to impact on category B vegetation. Building envelopes should first be located in category X vegetation and where this is not possible, located in areas that avoid and minimise to the greatest possible extent the impact to category B areas.

The following additional advice outlines aspects that are relevant from the jurisdiction of SARA:

Table 2: Additional SARA Advice**Required Application Material – State Transport Matters****1. Stormwater Management Plan**

The development application should include a Stormwater Management Plan, prepared in accordance with the Department of Transport and Main Roads (DTMR) *Road Planning and Design Manual (RPDM)* with consideration given to the *Queensland Urban Drainage Manual* and the *Environmental Protection Act 1994* and *Environmental Protection (Water and Wetland Biodiversity) Policy 2019* and be certified by a Registered Professional Engineer of Queensland (RPEQ). The Stormwater Management Plan should:

- demonstrate that the management of stormwater (quantity and quality) post development does not result in a material worsening of the operating performance of the state-controlled road, caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects
- ensure the following are addressed, where applicable:
- identify all relevant legal points of discharge for the development site
- consider the impact of existing or proposed noise barriers on overland flow paths
- identify overland flow paths and demonstrate that hydraulic conveyance is maintained on the site as part of the proposed development
- demonstrate that flood storage capacity is maintained on the site as part of the proposed development
- demonstrate that the adverse impacts from sheet flow on the state-controlled road network are prevented
- demonstrate that existing stormwater drainage infrastructure on state-controlled roads is not interfered with or damaged such as through concentrated flows, surcharging, scour or deposition; and
- demonstrate that the quality of stormwater discharging onto the state-controlled road is not reduced through erosion and sedimentation.
- include details of the mitigation measures proposed to address any potential stormwater impacts (including flooding impacts) of the proposed development.

2. Traffic Impact Assessment

The development application should include a Traffic Impact Assessment, prepared in accordance with DTMR's *Guide to Traffic Impact Assessment (GTIA)* and certified by an RPEQ. The Traffic Impact Assessment should:

- Identify the number, types and frequency of traffic that will be generated by the proposed development on a daily, AM Peak and PM Peak hour basis. Any traffic generation assumptions should be based on accepted source data and be based on the maximum yield sought by the proposed development.
- Provide the distribution of the generated traffic to the surrounding road and state-controlled road network and include justifications for any assumptions used, including determining origin/destination for traffic generated by the proposed development.
- Identify the impact assessment year, which takes into account any future approvals/permits needed before development can be established under the proposed development. If the

	development is to be staged, provide a staging plan with assumed completion timing of each stage. - Consider existing traffic on the state-controlled road network and adopt appropriate traffic growth for sections of road being assessed. - Assess the impacts on the state-controlled road network and identify the required standard of any proposed new intersection at the impact assessment area. - Where impacts on the state-controlled road network are identified, propose recommendations to mitigate the impact. Noting that recommendations involving road work upgrades on the state-controlled road should include conceptual geometric design drawings to demonstrate that the works can comply with Normal Design Domain criteria specified in the RPDM and can be wholly contained within existing road corridors.
3.	<u>Road Traffic Noise Assessment</u> The development application should include a road traffic noise assessment prepared in accordance with Volume 1 of DTMR's <i>Transport Noise Management Code of Practice</i>. The road traffic noise assessment should demonstrate whether measures are required to minimise noise intrusion from the state-controlled road corridor for private open space in each new residential lot or land designed for future residential purposes. Where noise measures are required, information should be provided demonstrating these can be accommodated within the development site.
Required Application Material – Vegetation Matters	
4.	The development application should include: - identification of all 'clearing as a result of reconfiguring a lot' as defined in State code 16 of SDAP - height measurements for the tallest trees in category B areas adjacent to existing or proposed infrastructure digital data for the location and extent of vegetation clearing, including a projected spatial reference (GDA2020), in an ESRI compatible format (shapefile, geodatabase or KML).

The following advice is provided for the applicant's consideration, which is outside the jurisdiction of SARA:

Table 3: Additional Advice Outside the Jurisdiction of SARA	
State-Controlled Road Access Decision under the <i>Transport Infrastructure Act 1994</i>	
1.	The management of access between a state-controlled road and adjacent land is managed by DTMR under the jurisdiction of the <i>Transport Infrastructure Act 1994</i>. Access proposals are assessed by DTMR against the Principles and Strategies contained within DTMR's <i>Vehicular Access to State-Controlled Roads Policy</i> (VAP). Under the <i>Planning Act 2016</i>, any development application that involves access to a state-controlled road is taken to also be an application for an access decision under section 62 of the <i>Transport Infrastructure Act 1994</i>. DTMR have advised that the access between the site and Kingaroy Burrandowan Road (state-controlled road) for proposed Lots 1 to 14 and 53 is not supported under the <i>Transport Infrastructure Act 1994</i> as follows: Principle 1, Strategy 1 of the VAP: Establishing multiple accesses on a close condensed section of road within a high speed environment (100km/h) has the potential to worsen safety

	on the state-controlled road and as such must be avoided. • Principle 2, Strategy 2 of the VAP: The land has feasible vehicular access via Boonenne–Ellesmere Road. It would be inherently safer for movements to occur at a formed intersection rather than standalone multiple direct accesses within a high speed rural road environment.
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This advice is provided in good faith and is:

- based on the material and information provided to SARA
- current at the time of issue
- not applicable if the proposal is changed from that which formed the basis of this advice.

This advice does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal when a formal application has been lodged.

If you require further information please contact [REDACTED], on [REDACTED] or via email [REDACTED] who will be pleased to assist.

Yours sincerely

[REDACTED]

[REDACTED]