

From: "Barry Craddock" <bcraddock@gassman.com.au>
Sent: 21/02/2018 08:49:47
To: "SINGH Shailendra" <SSINGH@goldcoast.qld.gov.au>; "City of Gold Coast mail" <mail@goldcoast.qld.gov.au>
Cc: "Leanne Shadwell" <admin@gassman.com.au>
Subject: RE: ROL201800030 - Confirmation of Referral - 60 Stapylton Jacobs Well Road, Stapylton & 82 Christensen Road, Stapylton (5738)
Attachments: 20180221 - 5738- GC confirmation SARA referral.pdf, state-code-6 (8).pdf

Good Morning Shailendra

RE: ROL201800030 – PN163842/02/DA2
ROL - Boundary Realignment
60 Stapylton Jacobs Well Road, Stapylton & 82 Christensen Road, Stapylton

Please find attached Confirmation of Referral of Development Application to SARA for the above mentioned property.

I have also attached 'SDAP State Code 6', which may not been attached with our original DA lodgement.

If you have any queries please call.

Regards

Barry



g a s s m a n development perspectives

Barry Craddock
Senior Town Planner| BA APP SCI (Planning)
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This Email originates from outside the City of Gold Coast

OUR REF: 5738:BC
Council Ref: ROL201800030
PN163842/02/DA2

21st February 2018

Gold Coast City Council
PO Box 5042
GOLD COAST MC QLD 9729

Attention: Shailendra Singh (City Development)

Dear Shailendra

**RE: CONFIRMATION OF REFERRAL OF DEVELOPMENT APPLICATION
ROL201800030 IN COMPLIANCE WITH SECTION 54 (1) OF THE PLANNING ACT
2016**

**PROPOSAL: DEVELOPMENT APPLICATION FOR DEVELOPMENT PERMIT FOR
RECONFIGURING A LOT (BOUNDARY REALIGNMENT)**

**PROPERTY: NO.60 STAPYLTON JACOBS WELL ROAD, STAPYLTON AND NO. 82
CHRISTENSEN ROAD, STAPYLTON (LOT 1 ON RP6882 & LOT 240 ON W31320)**

Further to Council's Confirmation Notice dated 13th February 2018, and further extension granted, we advise that this development application was referred in accordance with section 54(1) of the Planning Act 2016 and sections 5.1 & 5.3 of the Development Assessment Rules as follows:

- Department of Manufacturing, Infrastructure and Planning (SARA) on the 21st February 2018 (Reference: 1802-4035 SRA).

If you require any further information, please do not hesitate to contact the undersigned.

Yours faithfully,
GASSMAN DEVELOPMENT PERSPECTIVES PTY LTD



Barry Craddock
Senior Town Planner

State code 6: Protection of state transport networks

Table 6.2.2: All development

Network impacts		
PO1 Development does not result in a worsening of the safety of a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017. Section 6 of the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, provides guidance on how to determine whether a road safety audit or road safety assessment is required.	No acceptable outcome is prescribed.	Complies The proposed boundary realignment is not considered to have any worsening of the safety of a state-controlled road.
PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure. Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	Complies The proposed boundary realignment is not considered to have any worsening impact on the state-controlled road or road infrastructure.
PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network. To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, is provided.	No acceptable outcome is prescribed.	Complies The proposed boundary realignment is not considered to have any worsening impact on the operations of the state-controlled road or surrounding road network.
PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies The proposed is for a boundary realignment only
PO5 Upgrade works on, or associated with, a	AO5.1 Upgrade works on a state-controlled road	Not Applicable

state-controlled road are built in accordance with relevant design standards.	are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	Boundary realignment proposed.
PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road. Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Not Applicable The proposal is for a boundary realignment only.
PO7 Development does not adversely impact on the safety of a railway crossing. Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	AO7.1 Development does not require a new railway crossing. OR	Not Applicable Proposal is not near a railway crossing.
	AO7.2 A new railway crossing is grade separated.	Not Applicable Proposal is not near a railway crossing.
	OR all of the following acceptable outcomes apply: AO7.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings. Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome AND	Not Applicable Proposal is not near a railway crossing.
	AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge	Not Applicable Proposal is not near a railway crossing.

	running rail (outer rail) plus the length of the largest vehicle anticipated on-site. Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome. AND	
	AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.	Not Applicable Proposal is not near a railway crossing.
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	Not Applicable Proposal is not near a railway or rail transport.
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	Not Applicable Proposal is not near a railway.
PO10 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO10.1 Vehicular access and associated road access works are not located within five metres of public passenger transport infrastructure. AND	Complies Proposed boundary realignment will not interfere with public passenger transport infrastructure or, services or pedestrian or cycle access to public passenger transport infrastructure or services.
	AO10.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	Complies Proposal does not require the relocation of existing public passenger transport infrastructure.
	AO10.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services. AND	Complies Proposal does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.
	AO10.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Not Applicable Proposal is for a boundary realignment only.
Stormwater and drainage		
PO11 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a	No acceptable outcome is prescribed.	Not Applicable Proposal is for a boundary realignment only.

state transport corridor.		
PO12 Run-off from the development site is not unlawfully discharged to a state transport corridor.	AO12.1 Development does not create any new points of discharge to a state transport corridor. AND	Not Applicable Proposal is for a boundary realignment only.
	AO12.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	Not Applicable Proposal is for a boundary realignment only.
	AO12.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	Not Applicable Proposal is for a boundary realignment only.
PO13 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor.	AO13.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	Not Applicable Proposal is for a boundary realignment only.
Planned upgrades		
PO14 Development does not impede delivery of planned upgrades of state transport infrastructure.	AO14.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	Complies The subject land is not located on land identified by the Department of Transport and Main Roads as land required for planned upgrade or state transport infrastructure.
	AO14.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.	Complies The subject land is not located on land identified by the Department of Transport and Main Roads as land required for planned upgrade or state transport infrastructure.
	OR all of the following acceptable outcomes apply: AO14.3 Structures and infrastructure located on	Complies The subject land is not located on land

	land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	identified by the Department of Transport and Main Roads as land required for planned upgrade or state transport infrastructure.
	AO14.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND	Not Applicable Proposal is for a boundary realignment only.
	AO14.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure. AND	Not Applicable Proposal is for a boundary realignment only.
	AO14.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not Applicable Proposal is for a boundary realignment only.

Table 6.2.3: Provision of public passenger transport infrastructure

Provision of public passenger transport infrastructure		
PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development. Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport, Department of Transport and Main Roads, 2014. New or upgraded public passenger transport	No acceptable outcome is prescribed.	Not Applicable

infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015		
PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services. Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Not Applicable
PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.	No acceptable outcome is prescribed.	Not Applicable
PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.	AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND	Not Applicable
	AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with Road Planning and Design Manual (2 nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016. Note: Guidance on how to meet the acceptable outcome is available in the Road Planning and Design Manual (2 nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016. Part 3: 4.2 Traffic lanes 4.8 Bicycle lanes 4.9 High occupancy vehicle (HOV) lanes 4.12 Bus stops 7 Horizontal alignment 7.7 Super elevation	Not Applicable

	7.9 Curve widening Part 4: 6.3 Bus Facilities 5.6 Design vehicle swept path Part 4A: 5 Auxiliary lanes Part 4B: Roundabouts: 4 Geometric design 4.6 Circulating carriageway. AND	
	AO18.3 Traffic calming devices are not installed on roads used for buses. Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome. AND	Not Applicable
	AO18.4 Where road humps are installed on roads used for buses, the road humps are designed in accordance with the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2016. Note: Guidance on how to meet the acceptable outcome is available in the Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management, section 2.4 – Road humps Supplement part 13: Local Area Traffic Management – 2.4.2-1 Hump profiles for bus routes.	Not Applicable
PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure. Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian	No acceptable outcome is prescribed.	Not Applicable

demand analysis be provided to demonstrate compliance with the performance outcome.		
PO20 Onsite vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	AO20.1 The location of onsite pedestrian crossings ensures safe sight distances for pedestrians and public passenger services. AND	
	AO20.2 Onsite circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times. AND	Not Applicable
	AO20.3 Development does not result in public passenger services movements through car parking aisles.	Not Applicable
PO21 Taxi facilities are provided to accommodate the demand generated by the development. Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	No acceptable outcome is prescribed.	Not Applicable
PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND	Not Applicable
	AO22.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities – off-street parking for people with disabilities	Not Applicable

	4. Disability standards for accessible public transport 2002 made under section 31(1) of the <i>Disability Discrimination Act 1992</i> 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.	
PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.	AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Not Applicable