



SARA reference: 2101-20771 SRA
 Applicant reference: 518
 Council reference: MCU21/0003

12 February 2021

Pearl Investment (Aust) Pty Ltd
 C/- Innovative Planning Solutions
 PO Box 1043
 MAROOCHYDORE QLD 4558
 info@ipsptyltd.com.au

Attention: James Brownsworth

Dear Mr Brownsworth

SARA advice notice - 8 Stevens Street and 13 Farrell Street, Yandina (Lot 7 on SP257402 and Lot 6 on SP262454)

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

The State Assessment and Referral Agency (SARA) advises that your development application has not adequately demonstrated compliance with the *State Development Assessment Provisions* (SDAP), version 2.6, State code 1: Development in a state-controlled road environment (State code 1).

SARA has reviewed your application material and further to the email sent on 12 February 2021, the following issues with the proposed development have been identified:

10.9.4.2.4.1 – State transport corridors and future State transport corridors

SDAP State code 1, Table 1.2.1: Development in a state-controlled road environment:

PO16: *The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.*

PO20: *Development does not result in a worsening of operating conditions on the state-controlled road network.*

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| 1. | <p>Issue:</p> <p>The traffic report, <i>Traffic Engineering Report</i>, prepared by TTM, dated 3 December 2020, does not demonstrate the development can comply with PO16 and PO20 of State code 1, because it does not demonstrate that vehicles will not queue onto the state-controlled road.</p> <p>The development proposes access from Yandina-Connection Road (locally known as</p> |
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South East Queensland (North) regional office
 Mike Ahern Building, Level 3, 12 First Avenue, Maroochydore
 PO Box 1129, Maroochydore QLD 4558

Farrell Street) via a left-in/left-out driveway, while an all movement driveway is proposed from Stevens Street, a local road.

A review of the traffic report found that the layout does not clearly promote one-way travel, with both entry and exit shown on the state-controlled road and local roads. Legibility of the site appears poor. Vehicles can approach the bowzers from both directions, which may cause blockages and underutilised capacity within the bowser forecourt, increasing the risk of queues spilling out of the site.

The proposed development is likely to increase the trip generation, and vehicles turning left into the property may be blocked during peak periods from high traffic volumes within the property, causing queuing back to the state-controlled road.

Action:

SARA's preference is for the state-controlled road access to be restricted to exit (egress) only which may reduce the risk/occurrence of queueing, or for the layout of the site to be revised to adequately address vehicle movement and legibility within the site, so as to avoid the risk of queueing at the access location.

Please provide an amended traffic report which provides a revised layout that removes the site entry from the state-controlled road and promotes one-way flow only through the bowzers.

Alternatively, please provide revised layout plans (supported by any necessary evidence in a traffic report) that demonstrates the following:

- onsite circulation facilitates efficient movements and use of the bowser forecourt and promotes one-way flow through the bowzers to remove the risk of conflict points causing queueing
- swept paths diagrams that show the design vehicles can safely and conveniently manoeuvre within the site to ensure no queueing on the state-controlled road
- details about queuing for the bowzers, and how this queueing will impact on vehicles trying to access the service centre shop and parking bays
- the mitigation measures necessary to address any potential safety hazard or worsening of operating conditions from the proposed development on the state-controlled road network
- an annotated plan that clearly shows vehicle movements free of conflict points
- any vehicular movement (if demonstrated as appropriate) to or from the state-controlled road, must be left in and/or left out only, and concept plans supporting this must demonstrate how this will be reinforced through raised median or other appropriate treatment.

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

How to respond

It is recommended that you address these issues promptly and provide a response to SARA as soon as possible. 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. Alternatively, you can seek agreement from SARA to extend the referral agency assessment period for a defined period.

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 and complete the relevant tasks in [MyDAS2](#) and email SEQNorthSARA@dsmip.qld.gov.au advising that you have uploaded your response.

If you require further information or have any questions about the above, please contact Caroline Plank, Senior Planning Officer, on (07) 5352 9709 or via email SEQNorthSARA@dsmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Jamaica Hewston
Principal Planning Officer

cc Sunshine Coast Regional Council, mail@sunshinecoast.qld.gov.au

Development details	
Description:	Development permit Material change of use for a service station
SARA role:	Referral agency
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (Planning Regulation 2017) State transport corridors and future State transport corridors
SARA reference:	2101-20771 SRA
Assessment criteria:	State Development Assessment Provisions, version 2.6 State code 1: Development in a state-controlled road environment