STATEMENT OF AMANDA YEATES

I, Amanda Yeates of 140 Creek Street, Brisbane in the State of Queensland, acting General Manager (Integrated Transport Planning) of the Department of Transport and Main Roads, state as follows:-

Requirement from the Queensland Floods Commission of Inquiry

1. I have received a letter from the Queensland Floods Commission of Inquiry dated 11 October 2011 and understand that I am required to provide information on the following topics pursuant to the *Commission of Inquiry Act 1950*:

(a) My role and position within the Department of Transport and Main Roads **(Requirement 1)**;

(b) The land use planning principles and processes attaching to the establishment of new transport corridors, identifying the applicable legislative framework and state planning instruments **(Requirement 2)**;

(c) The land use planning principles and processes attaching to the development of new transport infrastructure, identifying:

(i) The applicable legislative framework, state planning instruments (including State Planning Policy 1/03) and development approval requirements;

(ii) The means of assessing the likely effects of the new transport infrastructure on any adjacent communities (particularly as to any increased risk of flooding) and the measures employed to address these effects;

(iii) The means of achieving or maximising the flood immunity of the new transport infrastructure (including relevant design features) and the constraints upon doing so **(Requirement 3)**; and

(d) The land use planning principles and processes attaching to the betterment of existing transport infrastructure, indentifying:

(i) The applicable legislative framework, state planning instruments (including State Planning Policy 1/03) and development approval requirements;

(ii) The means of assessing the likely effects of the upgrade, including during construction, of the transport infrastructure on any adjacent communities (particularly as to any increased risk of flooding) and the measures employed to address these effects;

(iii) The means of achieving or maximising the flood immunity of the transport infrastructure to be upgraded (including relevant design features) and the constraints upon doing so;

By reference to:

(iv) The Bruce Highway at Yeppen; and

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(v) The Ipswich Motorway (Dinmore to Goodna), including at the Monash Road overpass **(Requirement 4)**; and

(e) The principles and considerations which guide the Department of Transport and Main Roads in its role as concurrence agency **(Requirement 5)**;

(f) In addressing these matters, I am asked to:

(i) provide all information in my possession and identify the source of sources of that information; and

(ii) make commentary and provide opinions I am qualified to give as to the appropriateness of particular actions or decisions and the basis of that commentary or opinion.

Requirement 1 – Role and position

2. Since the recent resignation of [redacted] I have been employed as the acting General Manager (Integrated Transport Planning) of the Department of Transport and Main Roads (TMR). I have been acting in this position since Wednesday 14 September 2011.

3. I report through the Deputy Director General (Policy and Planning) to the Director-General of TMR. Integrated Transport Planning Division is responsible for planning and protecting for the states future and existing transport infrastructure needs and ensuring the safe, efficient, socially equitable and environmentally sound integration of that infrastructure into the community. We do this task in partnership with the Program Delivery and Operations Division of TMR.

4. Integrated Transport Planning is comprised of three (3) main areas of technical delivery (Partnerships and Active Transport, Planning Management, Transport Strategy Development) each led by an Executive Director. The organisational structure for the Division is attached and marked Attachment A.

5. I hold the following qualification: Bachelor of Engineering (Civil).

6. I have worked within the transport planning environment of the Queensland Government since 7 February 2011. Prior to joining TMR, I spent almost ten years in various senior roles, (planning, policy and management) with the Department of Employment, Economic Development and Innovation.

7. As acting General Manager, I lead a multidisciplinary team of approximately 240 professionals providing integrated transport planning services. I provide a single point of leadership for strategic transport planning in TMR and lead the delivery of integrated transport systems strategy, plans and policy for all TMR across all infrastructure modes and all planning levels and protect for the state's future infrastructure needs. I also provide strategic advice to the Ministers of Transport and Main Roads, the Director-General and Deputy Directors-General on the implementation of integrated land use and transport plans, systems and policies.

Requirement 2 – New transport corridors

8. In general, transport corridors are not land uses in their own right but are planned to support existing or future land uses consistent with federal, state and local government planning. At a strategic level, integrated transport planning requires

consideration of the two-way relationship between land use and transport whereby a change in either can impact on the development and performance of the other. For example a new major development can increase demand for travel along a particular corridor or an increase in transport carrying capacity in a corridor can lead to changes in the surrounding land use brought about by the change in accessibility. Further, integrated transport planning requires consideration of multiple modes of travel within the transport system. As such, consideration is given to the needs and priorities for commuter traffic, freight, public transport and active transport modes such as cycling and walking.

9. The process for establishing new transport corridors initially involves consideration of broader regional transport planning issues so as to understand the nature of future transport demand within a region. Typically these are captured at the highest (and most conceptual level) within an Integrated Regional Transport Plan that deals with transport issues at a network level. Following from this scale of planning, the department typically undertakes area transport plans that look at specific issues and drivers of transport demand that affect future transport performance. Then a corridor study may be required in complex corridors with competing transport tasks. A corridor study is undertaken to consider modal priorities and route options prior to detailed planning being undertaken at route and link level to finally derive a land requirement based on a relatively detailed design for a future corridor. Within the current planning paradigm in DTMR, ITP Division undertakes planning at the network, area and corridor level. Planning pertaining to route and link level assessment and detailed design are undertaken within other divisions of DTMR, including Program Delivery and Operations and Rail, Ports and Freight.

10. The legislative framework for planning new transport corridors is principally provided by the *Transport Planning and Coordination Act 1994*, the *Transport Infrastructure Act 1994,* and the *Sustainable Planning Act 2009.*

11. The objectives of the *Transport Planning and Coordination Act 1994* are, within the government's overall policy agenda, to improve:

(a) the economic, trade and regional development performance of Queensland; and

(b) the quality of life of Queenslanders; by achieving overall transport effectiveness and efficiency through strategic planning and management of transport resources.

12. The overall objective of the *Transport Infrastructure Act 1994* is, consistent with the objectives of the *Transport Planning and Coordination Act 1994*, to provide a regime that allows for and encourages effective integrated planning and efficient management of a system of transport infrastructure. In particular, the objectives of this Act are –

(a) to allow the Government to have a strategic overview of the provision and operation of all transport infrastructure; and

(b) for roads - to establish a regime under which –

(i) a system of roads of national and State significance can be effectively planned and efficiently managed; and

(ii) influence can be exercised over the total road network in a way that contributes to overall transport efficiency; and

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(iii) account is taken of the need to provide adequate levels of safety, and community access to the road network; and

(iv) impacts on development from environmental emissions generated by State-controlled roads are addressed by the development; and

(c) for miscellaneous transport infrastructure - to establish a regime for the effective planning and efficient management of the infrastructure; and

(d) for rail - to establish a regime that-

(i) contributes to overall transport effectiveness and efficiency; and

(ii) provides for the safety of railways and persons at, on or near railways; and

(iii) contributes to lower transport costs by allowing the maximum flexibility in rail transport operations consistent with achieving safety objectives; and

(iv) allows railway managers and operators to make decisions on a commercial basis; and

(e) for ports - to establish a regime under which a ports system is provided and can be managed within an overall strategic framework; and

(f) for air - to promote basic access to air services, and regional development, by making provision about air transport infrastructure; and

(g) for public marine transport - to establish a regime under which-

(i) public marine facilities are effectively and efficiently managed; and

(ii) the use of waterways for transport purposes is effectively and efficiently managed; and

(h) for busways - to establish a regime that provides for –

(i) flexibility in the choice between private and public construction and management; and

(ii) land tenure arrangements allowing private management to be established on a sound financial basis; and

(iii) safely constructed, managed and operated infrastructure; and

(i) for busways and light rail - to establish a regime for each that-

(i) contributes to overall transport effectiveness and efficiency; and

(ii) is responsive to community needs; and

(iii) offers an appealing alternative to private transport in a way that takes into account overall environmental, economic and social influences of transport; and

(iv) addresses the challenges of future growth; and

(v) provides busway and light rail transport infrastructure and passenger services at a reasonable cost to the community and government; and

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(vi) results in minimal interference with access to and from the road network; and

(vii) encourages the facilitation and use of public transport; and

(viii) gives priority to public transport over private vehicles; and

(ix) contributes to lower transport costs by allowing the maximum flexibility in busway and light rail transport operations consistent with achieving safety objectives; and

(x) allows managers and operators of busways and light rail to make decisions on a commercial basis; and

(j) for light rail - to establish a regime that provides for –

(i) flexibility in the choice between private and public construction and management; and

(ii) land tenure arrangements allowing private management to be established on a sound financial basis; and

(iii) the safety of light rail, light rail land, light rail transport infrastructure and persons at, on or near light rail, light rail land or light rail transport infrastructure;

(iv) the construction, management and operation of light rail transport infrastructure under a light rail franchise agreement.

13. The *Sustainable Planning Act 2009* provides the framework for land use planning and development assessment. The *Sustainable Planning Act 2009* provides for various planning instruments that provide a framework within which transport planning is carried out. These include, most importantly, Regional Plans. State Planning Policies and State Planning Regulatory Provisions provide guidance for, and give effect to, the Regional Plans.

14. The *Transport Planning and Coordination Act 1994* provides for "developing and implementing integrated regional transport plans that complement the objectives of regional and land use plans in the State".

15. The *Transport Infrastructure Act 1994* provides for the development of Strategic Port Land Use plans.

16. State Planning Instruments need to be considered in the development of transport plans and Strategic Port Land Use plans.

17. The State Planning Policies that have some effect on the transport planning are:

(a) State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide - the main impact is to provide adequate road access for fire-fighting/other emergency vehicles and safe evacuation. The policy recognises that "because network infrastructure (such as roads and electricity distribution networks) joins fixed points (e.g. towns) there may be no alternative to traversing areas subject to natural hazards. As a result it will often not be practicable or cost-effective to achieve optimum levels of immunity from natural hazards for network infrastructure".

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(b) SPP 1/10 Protecting wetlands of high ecological significance in Great Barrier Reef catchments (temporary SPP) 30 April 2010; and

(c) SPP 2/10 South East Queensland Koala Conservation both encourage transport planning to avoid environmentally sensitive areas - but allow for mitigation and offsetting of unavoidable impacts.

Requirement 3 – New transport infrastructure

18. The legislative framework for planning new transport corridors is principally provided by the *Transport Planning and Coordination Act 1994*, and the *Transport Infrastructure Act 1994*.

19. State Planning Policy 1/03 provides a mechanism to ensure the State's interest in ensuring that the natural hazards of flood, bushfire, and landslides are adequately considered when making decisions about development. The State Planning Policy has little direct guidance for the development of new transport infrastructure. For example, in order the achieve the specific outcome: "The community infrastructure is able to function effectively during and immediately after flood events", the solution required is: *"No specific recommended flood level but development proponents should ensure that the infrastructure is optimally located and designed to achieve suitable levels of service, having regard to the processes and policies of the administering government agency".*

20. State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide also provides for adequate road access for fire-fighting/other emergency vehicles and safe evacuation. The policy recognises that *"because network infrastructure (such as roads and electricity distribution networks) joins fixed points (e.g. towns) there may be no alternative to traversing areas subject to natural hazards. As a result it will often not be practicable or cost-effective to achieve optimum levels of immunity from natural hazards for network infrastructure."*

21. State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide, is scheduled to expire on 31 August 2013. The review of SPP 1/03 was approved by Cabinet in March 2010 for inclusion as part of Department of Infrastructure and Planning's Statutory Instruments Program 2010-11.

22. DTMR was invited to participate in the Inter Departmental Advisory Committee for this review and provided feedback in December 2010 and January 2011 after consulting internally.

23. You have enquired about the means of assessing the likely effects of the new transport infrastructure on any adjacent communities (particularly as to any increased risk of flooding), and the measures employed to address these effects.

24. From a planning perspective, ITP Division undertakes preliminary evaluation of transport corridors at a strategic level prior to the planning transitioning to other divisions of the DTMR where more detail assessments of route configuration and detail design are undertaken. As such, ITP Division's role in assessing impacts on adjacent communities relating to flooding is at a strategic level. Once the strategic level of assessment confirms that the impacts such as potential increases in flooding can be conceptually mitigated then the project will transition to other areas of the

department to ascertain precisely if mitigation is possible and the actual means by which this will be achieved.

25. The means of achieving or maximising the flood immunity of the new transport infrastructure (including relevant design features) and the constraints upon doing so, are the domain of other divisions of DTMR and are not matters within the ambit of my role. However, I have included departmental information on the Ipswich Motorway project as a point of reference to assist the Commission at Requirement 4 (below).

Requirement 4 – Betterment of existing transport infrastructure

26. You have enquired about the land use planning principles and processes attaching to the betterment of existing transport infrastructure, identifying the applicable legislative framework, state planning instruments (including State Planning Policy 1/03) and development approval requirements.

27. At a strategic level, ITP Division provides planning to support the betterment of existing transport infrastructure through the development of network, area and corridor level planning. Within this context, land use considerations relating to their impact on further demand are considered, typically as an exogenous input derived by other agencies (such as local government). The State Planning Policy 1/03 is of limited value for these plans as the activity is strategic transport planning rather than development approval in nature. However, within these strategic plans, consideration is given to the natural and anthropogenic factors that can influence issues such as flooding.

28. You have also enquired about the means of assessing the likely effects of the upgrade, including during construction, of the transport infrastructure on any adjacent communities (particularly as to any increased risk of flooding) and the measures employed to address these effects.

29. ITP Division does not provide any oversight of construction activities for transport projects. Within the strategic planning undertaken by the division, assessment of the likely effect of upgrades is considered at a strategic level to ensure the preferred corridor is not flawed in terms of flooding impacts on adjacent communities or on the transport infrastructure itself. More detailed assessment of these factors are undertaken by other areas in the department as the planning scheme progresses to detailed planning at a link level. Examples of these processes are provided below in the context of the Yeppen Flood plain and the Darra to Goodna projects.

30. You have also enquired about the means of achieving or maximizing the flood immunity of the transport infrastructure to be upgraded (including relevant design features) and the constraints upon doing so.

31. In relation to the Bruce Highway at Yeppen, information provided to me by ITP officers and a search of departmental records shows the Fitzroy River Floodplain and Road Planning Study involved the following planning and design process and decision points:

- **Stage 1 - Identification of problems and issues**

Confirm scope and objectives with the steering committee
Develop and study risk management plan

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Collection and assessment of all available data and reports including 1991 Flood Study
Collection of existing road and rail design plans
Refinement of existing strategic and SATURN (transport modelling package) transport models
Identification of major freight movements
Desktop identification of constraints in the study area
Development and calibration of 2D flood model
Determine future year demographics
Establish base case network
Analyse transport performance of existing and future year base case
Analyse demand for bypass options
Develop assessment framework
Analyse flooding impacts of existing network at Q20, Q50 and Q100 flood levels
Consultation with Community and key stakeholders on existing transport and flooding issues
Document findings in *Problems and Issues Report*
Steering Committee review of *Problems and Issues Report*
Finalise report addressing Steering Committee comments

- **Stage 2 – Options Development**

Develop high-level alignment options
Assess impacts on traffic and flooding using transport and hydraulic models
Develop high level comparative estimates
Document options development in *Options Development Report*
Develop assessment framework
Key stakeholder consultation on options
Assessment of options according to the assessment framework
Document assessment in *Options and their Merits Report*
Steering Committee review of *Options and their Merits Report*
Finalise report addressing Steering Committee comments

- **Stage 3 – Options Evaluation**

MCA workshop involving Steering Committee to shortlist options
Key stakeholder consultation on selected options
Document MCA outcomes and selected options in *Selected Options Report*
Steering Committee review of Selected *Options Report*
Finalise report addressing Steering Committee comments
Develop Strategic Assessment of Service Requirements and Infrastructure Investment Committee submissions
Strategic Assessment of Service Requirements approved with recommendations on long and short term priorities
Flood immunity determined as a high priority and upgrade of Yeppen Crossing progressed separately to Preliminary Evaluation phase (Yeppen North and Yeppen South)

- **Stage 4 – Preferred Option**

Hydraulic criteria workshop to confirm flood immunity targets
Design development of selected options
Prepare comparative estimates and high level economic analysis of selected options
Development of detailed assessment framework
Public consultation on preferred options (high level detail only)
Detailed desktop assessment of selected options including potential flood impacts
Key stakeholder consultation on selected options

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Document assessment in *Selected Options and their Merits Report*
MCA workshop involving Steering Committee to confirm preferred long term corridor options
Document MCA outcomes and preferred long term corridor options in *Preferred Options Report*
Steering Committee review of *Preferred Options Report*
Finalise report addressing Steering Committee comments

- **Stage 5 – Finalise the Study report**

Confirm treatment of afflux (low and high scenarios)
Prepare detailed planning layouts
Update estimates
Develop implementation strategy
Document outcomes and recommendations for further work in *Draft Planning Report*
Steering Committee review of *Draft Planning Report*

- **Stage 6 – Advise Preferred Option**

Finalise report addressing Steering Committee comments
Develop Preliminary Evaluation and Infrastructure Investment Committee submission
Infrastructure Investment Committee approval
Develop Project Proposal Report
Submit Preliminary Evaluation and Project Proposal Report to Federal Government
Release of study outcomes

32. The Fitzroy River Floodplain Study is currently at Stage 5. A draft report has been presented to the project Steering Committee for consideration and with a view to securing the committee's endorsement of the report before the end of the calendar year. Stage 6 of the project will include Infrastructure Investment Committee (IIC) and Ministerial sign off. The timelines for Stage 6 are yet to be determined.

33. There are 8 reports that have been produced thus far to inform the final report for Stage 5. Additionally there are three volumes of hydraulic and hydrology reports (V1 data compendium, V2 hydrological assessment, V3 preliminary hydraulics). These documents have not yet been endorsed at senior levels within DTMR or approved through IIC or the Minister.

34. Public consultation has taken place about the options for this study. However, as the work remains at a strategic planning stage, detailed documentation and reports have not yet been publicly released as to do so may potentially trigger hardship issues which may not be relevant as more detailed planning studies progress.

35. In relation to the Ipswich Motorway (Dinmore to Goodna), including the Monash Road overpass, information provided to me by ITP officers and a search of departmental records show as follows:

- The upgrade of the Dinmore to Goodna section of the Ipswich Motorway has been planned and designed for regional 1 in 100 year flood immunity. This flood immunity standard is typical for urban motorways in line with the strategy for this link.

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- This design standard for drainage was confirmed during the planning for the Ipswich Motorway upgrade, and later documented in the scope of works and technical criteria for delivery by contract. A further drainage design parameter, afflux, was also considered and defined during the planning.

- The Origin Alliance was formed to upgrade the Dinmore to Goodna section of the Ipswich Motorway, and consists of the Queensland Government Department of Transport and Main Roads, Abigroup, Seymour Whyte, Fulton Hogan, SMEC and Parsons Brinckerhoff.

- Origin Alliance designed permanent drainage structures including longitudinal and transverse drainage to achieve the flood immunity and afflux standards ultimately required.

- The ultimate 1 in 100 year flood immunity design standard is significantly higher than the flood immunity that the motorway had prior to upgrading.

- Regional Flood Modelling was undertaken of the Brisbane River for the 20, 100 and 2000 year average recurrence interval events based on data supplied by Brisbane City Council and DHI Group to assess immunity.

- Local flood modelling of Six Mile and Goodna Creeks was conducted for the 2, 5, 20, 50, 100, 200, and 2000 year average recurrence interval events, plus Probable Maximum Flood based on hydrologic and hydraulic models created by the Alliance to assess:
    - structural impact,
    - immunity,
    - scour,
    - hydraulic performance, and
    - afflux

Requirement 5 - The principles and considerations which guide the Department of Transport and Main Roads in its role as a concurrence agency

36. DTMR's role in the Integrated Development Assessment System (IDAS) is to ensure that proposals for new development in Queensland do not adversely impact the State's ability to provide a system of transport infrastructure. This role involves ensuring that new development proposals do not affect the safe and efficient operation of existing transport infrastructure. It also involves ensuring that new development proposals do not prevent the State from being able to deliver new transport infrastructure to meet the future needs of the Queensland community.

37. When a new development application is referred to DTMR under the IDAS, DTMR officers will assess the application for its impact on matters within its jurisdiction under the *Sustainable Planning Regulation 2009*.

38. DTMR's jurisdiction includes the following matters which are considered when assessing a development application:

    <u>For state-controlled roads</u>:
    - will the development affect the overall transport efficiency of the road network?
    - will the development affect the level of safety and community access to the road network?

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- will the development be affected by environmental emissions generated by State-controlled roads and have these impacts been mitigated by the developer?

For railways:

- will the development affect the safety and operational integrity of an existing or future railway?
- will the development be affected by environmental emissions generated by a railway and have these impacts been mitigated by the developer?

For public passenger transport (which includes busways, light railways and railways carrying passenger services):

- will the development have a significant adverse impact on existing or future public passenger transport, or existing or future public passenger transport infrastructure?
- will the development be affected by environmental emissions generated by public passenger transport or public passenger transport infrastructure and have these impacts been mitigated by the developer?
- does the development ensure that public passenger transport offers an attractive alternative to private transport in a way that reduces the overall economic, social and environmental costs of transport?
- does the development maximise the use of public passenger transport?
- does the development increase opportunities for people to access public passenger transport including access by cycling and walking?
- does the development allow for the provision of public passenger transport infrastructure?
- does the development support active transport?
- does the development allow for the provision of active transport infrastructure?

39. The most common matters with which the department is concerned include (but are not limited to):

- new or modified access arrangements from the proposed development to the state-controlled road
- the number, location and spacing of new road connections to state-controlled roads
- impacts from development-generated traffic resulting in the need to upgrade state-controlled road intersections, widen roads and/or strengthen pavements
- road safety impacts, for example, increase in crash potential, lighting that may provide a distraction to a driver, headlight glare from development related traffic
- land and/or setback requirements where new state-controlled roads or state-controlled road widening requirements have been identified
- environmental impacts such as traffic noise, dust generation, signage and visual amenity
- changes to the location, level or flow rate of water run-off to, across or along a state-controlled road
- installation and changes to the location/type of public utility services in the state-controlled road reserve
- provision of adequate on-site parking for developments
- pedestrian safety and bicycle paths on state-controlled roads
- consistency with Priority Infrastructure Plans
- other matters relating to sound transport planning practice in the vicinity of the development.

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40. I refer to the Integrated Development Assessment System Guidelines for State Controlled Roads and Public Transport (which includes rail) (Attachments B and C) for further details of the department's IDAS role.

I make this statement of my own free will believing the contents to be true and correct.

Dated this day of October 2011.

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Attachment A

Organisational structure for Integrated Transport Planning Division

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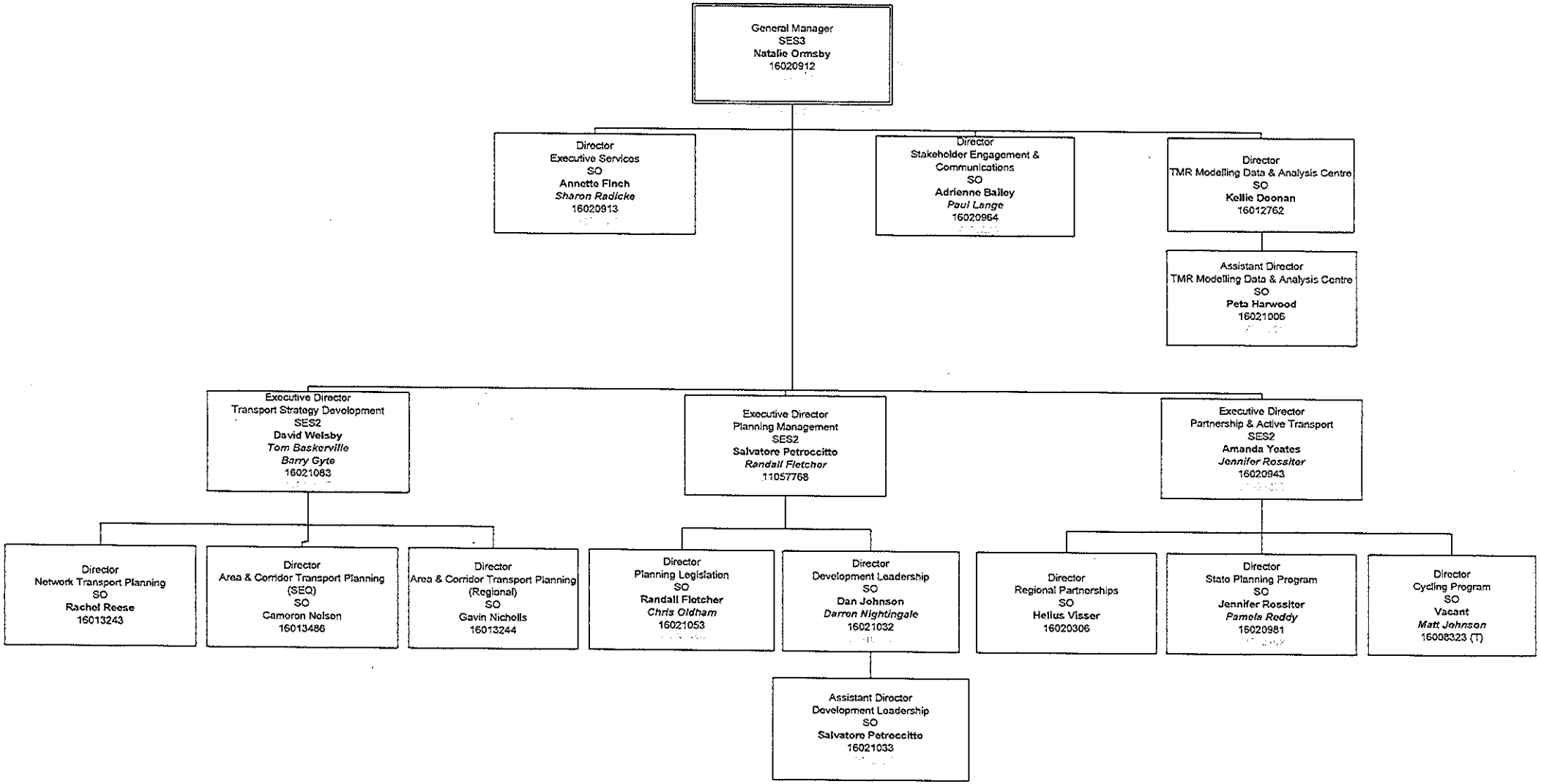
Integrated Transport Planning Division



Attachment B

Integrated Development Assessment System Guidelines for State Controlled Roads and Public Transport (which includes rail)

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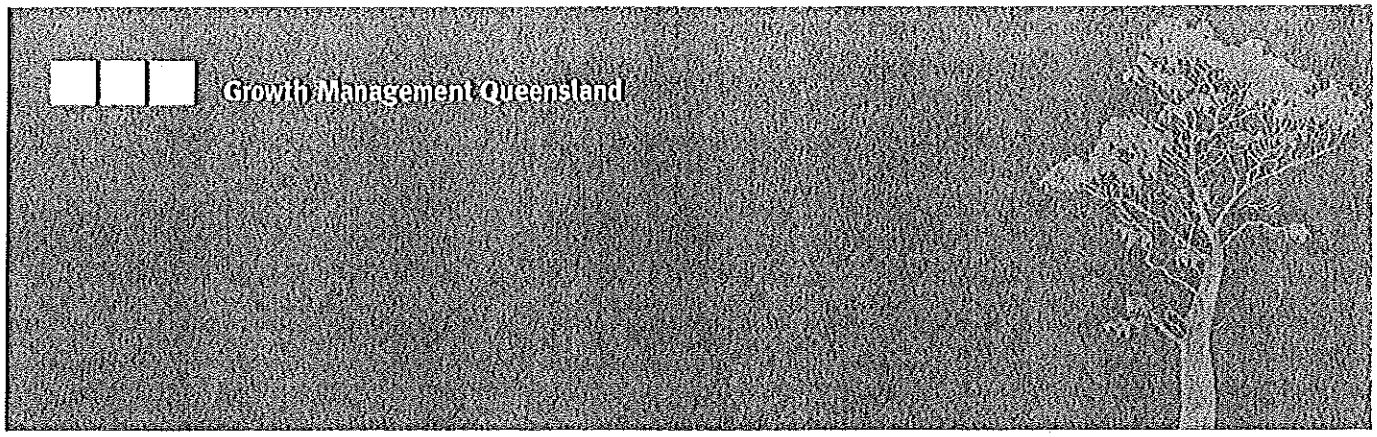


IDAS guide 3—Guide to referrals in relation to state-controlled roads

Version 1.1 effective 28 March 2011

IDAS guide

This guide has been prepared to assist applicants and local governments to determine if the Department of Transport and Main Roads (TMR) is a referral agency for development applications made under the *Sustainable Planning Act 2009* (SPA).

TMR's referral agency status is derived from Schedule 7 and 11 of the Sustainable Planning Regulation 2009 (SPReg). Smart eDA, Queensland's online development assessment process, can also assist you in determining the referral agencies involved in your application. To find out more visit www.smarteda.qld.gov.au.

Before lodging your application, it is strongly recommended that you download any relevant guidelines from the TMR website, and contact your local regional TMR office to arrange a pre-lodgement meeting. Pre-lodgement meetings with TMR are free of charge.

For contact details of your relevant TMR regional office, visit TMR's webpage http://www.tmr.qld.gov.au/About-us/Contact-us/In-person/Roads-offices.aspx.

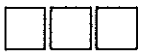
Assistance for using this guide

The referral triggers outlined in this guide identify which development proposals must be referred to TMR. The information on the location of existing and future state-controlled roads can be obtained by contacting the relevant TMR regional office.

Transport and Main Roads matters of interest relating to state-controlled roads

Development applications are referred to TMR so that the impact of development on the state-controlled road (SCR) network or the planning of the network can be assessed. The most common matters TMR is concerned with include (but are not limited to):

- new or modified access arrangements from the proposed development to the SCR
- the number, location and spacing of new road connections to SCR



- the number, location and spacing of new road connections to SCR
- impacts from development-generated traffic resulting in the need to upgrade SCR intersections, widen roads and/or strengthen pavements
- road safety impacts, for example, increase in crash potential, lighting that may provide a distraction to a driver, headlight glare from development related traffic
- land and/or setback requirements where new SCRs or SCR widening requirements have been identified
- environmental impacts such as traffic noise, dust generation, signage and visual amenity
- changes to the location, level or flow rate of water run-off to, across or along a SCR
- installation and changes to the location/type of public utility services in the SCR reserve
- provision of adequate on-site parking for developments
- pedestrian safety and bicycle paths on SCRs
- consistency with Priority Infrastructure Plans
- other matters relating to sound transport planning practice in the vicinity of the development.

Other approvals in relation to state-controlled roads

In addition to a development permit under the Sustainable Planning Act 2009, other approvals may be required. These include:

- driveway/crossover/access approvals under the Transport Infrastructure Act 1994 (TIA)—where TMR does not approve access as part of a development permit, a separate approval may be required for new or upgraded access to a SCR
- ancillary works and encroachments (AWEs) under the TIA—an AWE approval may be needed if works on a SCR are required as part of the development, for example, intersection upgrades, stormwater connections, roadside advertising, roadside awnings
- public utility approvals—where public utility plant is built inside the SCR reserve under powers set out in state, local or commonwealth legislation (including acts, regulations and local laws), consent is required from TMR. Public utility plant is infrastructure related to such things as telecommunications, electricity, gas, sewage and water
- resource entitlement—where development applications include land on a state-controlled road, evidence of resource entitlement may need to be submitted with the development application (SPReg, Sch 14).

Important advice for using this guide

- Start at referral Trigger 1 and proceed through each referral trigger to see whether your development proposal is captured.
- A proposal may be captured by more than one trigger due to its location or the type of development.
- A local government can seek advice from TMR about any development application, regardless of whether TMR is a referral agency or not.

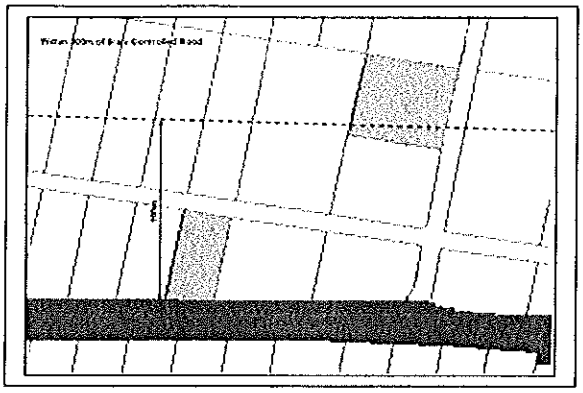
Referral triggers

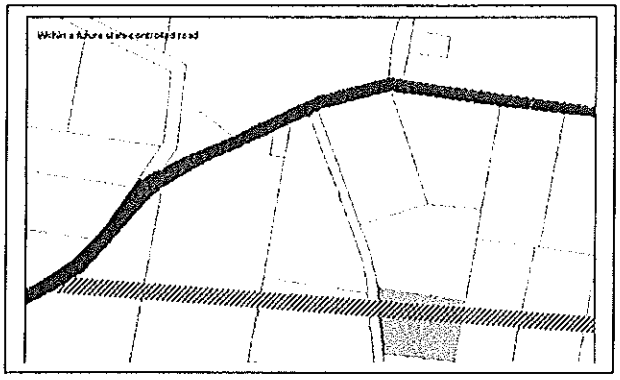
Trigger 1

Any part of the development proposal is completely or partly within 100 metres[1] of a state-controlled road[2] or within the boundaries of a defined future state-controlled road[3].

Key:

- land
- state-controlled road
- future state-controlled road





Development type	Referral circumstances
Material change of use	• The use is assessable under the planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies (SPReg Sch 7, Table 3: Item 1).
Reconfiguring a lot	• If the total number of lots is increased or the number of lots abutting the state-controlled road increases (SPReg Sch7, Table 2: Item 2).
Operational work	• For a non-residential purpose and involving the redirection or intensification of site stormwater from the land, through a pipe with a cross-sectional area greater than 62 500mm² (625cm²) that directs stormwater to a state-controlled road; but not associated with reconfiguring a lot or a material change of use described above. • Associated with access to a state-controlled road (including via an access easement); or being for filling or excavation; or involving the redirection or intensification of site stormwater from the land, through a pipe with a cross sectional area greater than 62 500mm² (625cm²) that redirects stormwater to a state-controlled road; but not associated with reconfiguring a lot or a material change of use described above (SPReg Sch7, Table 2: Item 3 and Table 3: Item 1).
Building work	• All work made assessable under the Building Act 1975 and not associated with a material change of use or reconfiguring a lot that was previously referred to TMR and associated with access to a state-controlled road (including via an access easement) or involving filling or excavation or involving the redirection or intensification of site stormwater from the land, through a pipe with a cross sectional area greater than 62 500mm² (625cm²) that directs stormwater to a state-controlled road but not associated with a material change of use or reconfiguring a lot as described above. • All work made assessable under the Building Act 1975 for a non-residential purpose and involving the redirection or intensification of site stormwater from the land, through a pipe with a cross sectional area greater than 62 500mm²

Development type	Referral circumstances
	(625cm²) that redirects stormwater to a state-controlled road; but not associated with reconfiguring a lot or a material change of use described above (SPReg Sch7, Table 1: Item 8).

(1) 100 metres is measured perpendicular from the boundary of the state-controlled road (SPReg Sch 26).
(2) State-controlled road means a road or land, or part of a road or land, declared by the Minister to be a state-controlled road.
(3) Future state-controlled road means a road or land that the chief executive administering the Transport Infrastructure Act has notified the local government in writing is intended to become a state-controlled road (SPReg, Sch 26).

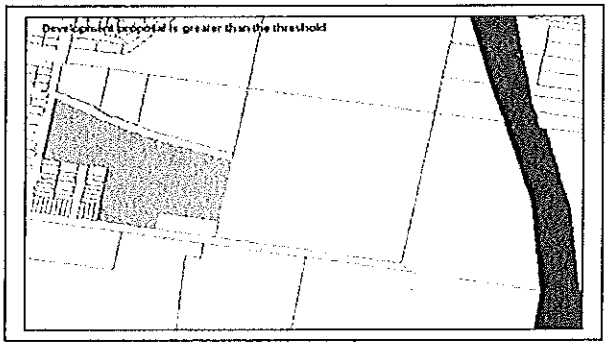
Trigger 2

All other development proposals that are greater than the thresholds identified in Table 1 below.

Key:

land

state-controlled road



Development type	Referral circumstances
Material change of use	• The use is assessable under the planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies and where the use exceeds the thresholds stated in Table 1 (SPReg Sch7, Table 3: Item 2).
Reconfiguring a lot	• For residential (including rural residential): where the number of lots exceeds the thresholds stated in Table 1. • For commercial, retail, industrial or any other purpose: where the proposal exceeds the thresholds stated in Table 1 (SPReg Sch7, Table 3: Item 2).
Operational work	• For filling or excavating that exceeds the thresholds stated in Table 1 (SPReg Sch 7, Table 3: Item 2).
Building work	• No referral

Table 1: Thresholds for triggering referral to TMR for Trigger 2 development applications (SPReg, Sch 11)

Purpose		Threshold for Local Government Area (LGA) Population 1*	Threshold for LGA Population 2**
Material change of use (assessable under the planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies).			
1	Residential (including rural residential)	200 dwellings or greater	50 dwellings or greater
2	Club	8 000m² gross floor area (GFA) (combined total for 2 to 9) or greater	4 000m² GFA (combined total for 2 to 9) or greater
3	Community use (including library, civic centre, community hall, conference or convention centre)		
4	Hotel services (including accommodation)		
5	Indoor sport and recreation facility		
6	Indoor tourist attraction		
7	Place of worship		
8	Shop or showroom (including bulk retailing)		
9	Shopping centre (including non-retail floor space used for purposes such as cinemas, restaurants or offices)		

Purpose		Threshold for Local Government Area (LGA) Population 1*	Threshold for LGA Population 2**
10	Accommodation facility (including hostels, boarding houses, tourist parks, camping areas, caravan parks, guest houses, holiday units and motels)	200 accommodation units or greater	50 accommodation units or greater
11	Food and drink outlet (including restaurants and fast food outlets)	600m² GFA or greater	600m² GFA or greater
12 13 14 15 16	Office (government or private) Car park Freight depot Outdoor sport and recreation Transit centre	5 000m² total site area (TSA) (combined total for 12 to 16) or greater	5 000m² TSA (combined total for 12 to 16) or greater
17	Health care services	1 200m² GFA or greater	1 200m² GFA or greater
18	Theatre (including cinema complex)	Seating for 2 000 people or more	Seating for 2 000 people or more
19	Child care centre	Capacity for 280 children or more	Capacity for 280 children or more
20	Educational establishment	All	All
21	Tourist attraction, other than a totally indoor tourist attraction (including aquariums, theme parks or zoos)	5 000m² TSA or greater; or for the indoor component 8 000m² GFA or greater	5 000m² TSA or greater; or for the indoor component 4 000m² GFA or greater
22	Extractive industry (including mineral processing, refinery and smelter)	Using machinery having an annual throughput of total product of 10 000 tonnes or greater	Using machinery having an annual throughput of total product of 10 000 tonnes or greater
23 24 25	Abattoir Feedlot Intensive animal husbandry	Holding capacity of 2000 head (combined total for purposes 23 to 25) or more	Holding capacity of 2000 head (combined total for purposes 23 to 25) or more
26	Marina	600 berths or more	600 berths or more
27 28 29	Factory Warehouse Any other material change of use development not mentioned above	16 000m² GFA (combined total for purposes 27 to 29) or greater	16 000m² GFA (combined total for purposes 27 to 29) or greater
Reconfiguring a lot			
30	Residential (including rural residential)	200 dwellings or greater	50 dwellings or greater
31 32 33	Business Commercial Retail	12 000m² TSA (combined total for purposes 31 to 33) or greater	3 000m² TSA (combined total for purposes 31 to 33) or greater
34	Industrial	32 000m² TSA or greater	16 000m² TSA or greater
35	Any other purpose	12 000m² TSA or greater	12 000m² TSA or greater

Purpose		Threshold for Local Government Area (LGA) Population 1*	Threshold for LGA Population 2**
Operational Works			
36	Filling or excavation operation not associated with a material change of use or reconfiguration of a lot	10 000 tonnes or greater	10 000 tonnes or greater

* LGA Population 1 includes: Brisbane City Council, Bundaberg Regional Council, Cairns Regional Council, Fraser Coast Regional Council, Gold Coast City Council, Ipswich City Council, Logan City Council, Moreton Bay Regional Council, Redland City Council, Scenic Rim Regional Council, Sunshine Coast Regional Council, Townsville City Council (SPReg, Sch 25).

** LGA Population 2 means a local government area that is not an LGA population 1 (SPReg, Sch 26).

Table 1 notes:

- For the purposes listed in Table 1, the definitions are those listed in the relevant Local Government Planning Scheme.
- The dwellings threshold refers to the aggregate of all dwellings including but not limited to all residential houses, townhouses and units.
- The definition of 'gross floor area' (GFA) or 'total site area' (TSA) is that used by the relevant local government in its planning scheme.

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Attachment C

Integrated Development Assessment System Guidelines for State Controlled Roads and Public Transport (which includes rail)

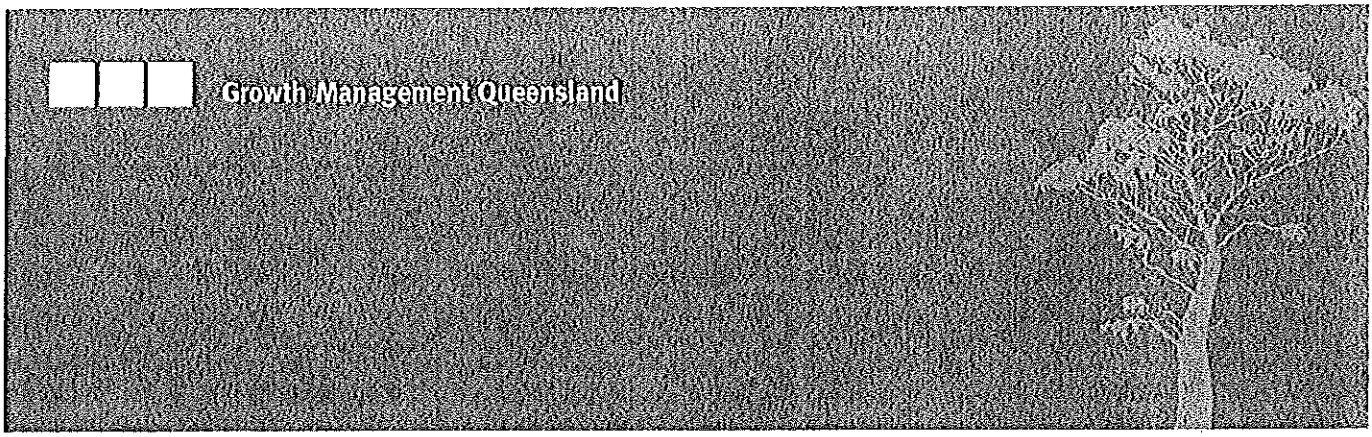
[redacted]

Amanda Yeates

[redacted]

Witness

Document No:



IDAS guide 2—Referrals in relation to public passenger transport (including airports) and railways

Version 1.1 effective 28 March 2011

IDAS GUIDE

This guide has been prepared to assist applicants and local governments to determine if the Department of Transport and Main Roads (TMR) is a referral agency for development applications made under the *Sustainable Planning Act 2009* (SPA).

TMR's referral agency status is derived from Schedules 7, 9, 10, 12 and 13 of the *Sustainable Planning Regulation 2009* (SPR). Smart eDA, Queensland's online development assessment process, can also assist you in determining the referral agencies involved in your application. To find out more visit www.smarteda.qld.gov.au.

Before lodging your application, it is strongly recommended that you download any relevant guidelines from the TMR website, and contact your local TMR office to arrange a pre-lodgement meeting. Pre-lodgement meetings with TMR are free of charge.

For contact details of your relevant TMR regional office, visit TMR's webpage http://www.tmr.qld.gov.au/About-us/Contact-us/In-person/Roads-offices.aspx.

Assistance for using this guide

The referral triggers outlined in this guide identify which development proposals must be referred to TMR. This information should be used in conjunction with TMR's integrated development assessment system (IDAS) trigger mapping which can be accessed by contacting the relevant TMR Regional office or visiting TMRs' webpage http://www.tmr.qld.gov.au/Community-and-environment/Development-assessments/IDAS-triggers-mapping-conditions-of-use.aspx.

Transport infrastructure such as busways and railway stations can be located underground. All proposals above and below these areas are considered to be within the boundary of the relevant corridor or facility for referral purposes.

More information regarding TMR's interests in airports and aviation facilities can be found in *State Planning Policy 1/02: Development in the Vicinity of Certain Airports and Aviation Facilities.* This document is available at http://www.dip.qld.gov.au/policies/state-planning-policies.html.

TMR matters of interest relating to public passenger transport (including airports) and railways

Development applications will be assessed under TMR's multiple jurisdictions. Please note that applications requiring referral in relation to public passenger transport which involve rail, will require assessment under both the *Transport Planning and Coordination Act 1994* and the *Transport Infrastructure Act 1994*.

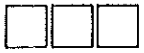
Transport Planning and Coordination Act 1994 (TPCA)	• public transport corridors/ future public transport corridors containing busway, light rail and rail • existing and future public passenger transport facilities • cut and cover and driven tunnels • public safety areas • operational airspace • australian noise exposure forecast (ANEF) contours
Transport Infrastructure Act 1994 (TIA)	• public transport corridors/future public transport corridors containing rail • rail corridor land • commercial corridor land • railway tunnel easements • future railway land

Important advice for using this guide

- Start at referral Trigger 1 and proceed through each referral trigger to see whether your development proposal is captured.
- A proposal may be captured by more than one trigger due to its location or the type of development.
- A single development application may involve one or more of TMR's assessment jurisdictions.
- Where TMR has more than one jurisdiction for a single development application, TMR is taken to be a single referral agency with multiple jurisdictions.
- Under these referral triggers, if your proposed development has been referred to TMR at an earlier stage, further referral is not required. For example, an application for building work will not require referral to TMR if TMR assessed the same proposal as a concurrence agency at the material change of use stage of the development. If you are unsure whether your application requires referral to TMR, please contact your relevant TMR regional office.
- A local government can seek advice from TMR about any development application, regardless of whether TMR is a referral agency or not.

Definitions

- **Australian Noise Exposure Forecast (ANEF)** means a single number index (expressed on an ANEF chart as a series of contours) that predicts for a particular future year (usually 10 or 20 years ahead) the cumulative exposure to aircraft noise likely to be experienced by communities near airports during a specified time period (usually one year).
- **Busway transport infrastructure** means each of the following:
  (1) the pavement on which buses run for a busway
  (2) the stations for operating a busway
  (3) other facilities necessary for managing or operating a busway, including for example
    (a) infrastructure put in place for the busway, including the following: support earthworks, cuttings, drainage works, excavations, land fill



(b) the following things, if associated with the busway's operation: access or service lanes, bridges, including bridges over water, busway operation control facilities, communication systems, depots, machinery and other equipment, monitoring and security systems, noise barriers, notice boards, notice markers and signs, office buildings, passenger interchange facilities between the busway and other modes of transport, platforms, positioning systems, power and communication cables, signalling facilities and equipment, survey stations, pegs and marks, ticketing equipment and systems, timetabling systems, tunnels, under-busway structures, workshops.

(4) vehicle parking and set down facilities for intending passengers for a busway

(5) pedestrian facilities, including paving of footpaths, for a busway

(6) other facilities, or commercial or retail outlets or works, for the convenience of passengers and others who may use a busway, including, for example, automatic teller machines, lockers or showers for cyclists and others, newsagents and wheelchair hire or exchange centres

(7) landscaping or associated works for a busway.

- **Commercial corridor land** means old Queensland Rail (QR) land:
  (1) on or within which rail transport infrastructure is situated
  (2) notified by the chief executive in the gazette.
- **Existing rail corridor land** means old QR land:
  (1) on or within which rail transport infrastructure is situated
  (2) that is not commercial corridor land.
- **Future public passenger transport facility** means any of the following identified in a guideline made under the TPCA, section 8E:
  (1) a future busway station
  (2) a future railway passenger station for the network known as Citytrain
  (3) a future passenger transport interchange facility.
- **Future public transport corridor** means land identified in a guideline made under the TPCA, section 8E for any of the following:
  (1) busway transport infrastructure
  (2) busway transport infrastructure works
  (3) light rail transport infrastructure
  (4) light rail transport infrastructure works
  (5) rail transport infrastructure
  (6) railway works.
- **Future railway land**—land becomes future railway land when the chief executive, by written notice to the relevant local government and in the Gazette, indicates that the land is intended to be used for a railway. Future railway land ceases to be future railway land when it is sub-leased to a railways manager under section 240(4) of the TIA.
- **Light rail transport infrastructure** means each of the following:
  (1) the rails on which light rail vehicles run for a light rail and pavement incorporating the rails
  (2) the stations for operating a light rail
  (3) other facilities necessary for managing or operating a light rail, including, for example
    (a) works built for the light rail, including the following: cuttings, drainage works, excavations, land fill, track support earthworks
    (b) light rail vehicles that operate on a light rail
    (c) the following things if they are associated with the light rail's operation: access or service lanes, bridges, including bridges over water, communication systems, light rail operation control facilities, machinery and other equipment, maintenance depots, marshalling yards, monitoring and security systems, noise barriers, notice boards, notice markers and signs, office buildings, overhead wiring, over-track structures, passenger interchange facilities between light rail and other modes of transport, platforms, positioning systems, power and communication cables, power supply substations and equipment, signalling facilities and equipment, survey stations, pegs and marks, ticketing equipment and systems, timetabling systems, tunnels, under-track structures, workshops.
  (4) vehicle parking and set down facilities for intending passengers for a light rail
  (5) pedestrian facilities, including paving of footpaths, for a light rail

(6) other facilities, or commercial or retail outlets or works, for the convenience of passengers and others who may use a light rail, including, for example, automatic teller machines, lockers or showers for cyclists and others, newsagents and wheelchair hire or exchange centres
(7) landscaping or associated works for a light rail.

- **Miscellaneous transport infrastructure** means:
  (1) infrastructure relating to the transportation, movement, transmission or flow of anything, including, for example, goods, material, substances, matter, particles, with or without charge, light, energy, information and anything generated or produced
  (2) anything declared under a regulation to be miscellaneous transport infrastructure, whether or not it is infrastructure under paragraph (1).

  However, road transport infrastructure, rail transport infrastructure, air transport infrastructure, public marine transport infrastructure and port infrastructure are not miscellaneous transport infrastructure. Also, busway transport infrastructure and light rail transport infrastructure are not miscellaneous transport infrastructure.
- **New rail corridor land** means land that is sub-leased to a railway manager under section 240 of the TIA.
- **Operational airspace** means:
  (1) for civilian airports: the areas and vertical dimensions of the obstacle limitation surface (OLS) and the procedures for air navigation services—aircraft operational surfaces (PANS–OPS)
  (2) for military airports: the areas and vertical dimensions of the obstruction clearance surfaces (OCS) and the height restriction zones defined in the *Defence Act (Areas Control Regulation)* under the *Defence Act 1903*
  (3) for airports operating as joint civil and military airports: the joint obstruction clearance surfaces (combination of the military OCSs, height restriction zones and the civilian OLS and PANS–OPS) as depicted in the *Defence Act (Areas Control Regulation)* under the *Defence Act 1903*.
- **Obstacle Limitations Surface** is defined by the Civil Aviation Safety Authority (CASA) and depends on factors such as runway length (which determines likely aircraft use) and whether a runway has an instrument approach/departure procedure. The OLS may extend to a radius of approximately 1.5 kilometres from the airport and may require objects to be restricted below defined elevations. It comprises a set of surfaces defined by reference to the runway strip/s or to the airport itself. The OLS is used to determine when intrusion into airspace is an obstacle to an aircraft operating to or from the airport.
- **Old QR land** means land (other than an easement in land) that, immediately before the commencement of the *Transport Infrastructure Amendment (Rail) Act 1995*, Section 4
  (1) was held by the previous rail corporation in fee simple
  (2) could be granted in fee simple to the previous rail corporation under the *Transport Infrastructure (Railways) Act 1991*, section 49(2).
- **Other rail infrastructure** means:
  (1) freight centres or depots
  (2) maintenance depots
  (3) office buildings or housing
  (4) rolling stock or other vehicles that operate on a railway
  (5) workshops
  (6) any railway track, works or other thing that is part of anything mentioned in paragraphs (1) to (5).
- **Public passenger transport facility** means any of the following:
  (1) a busway station
  (2) a railway passenger station for the network known as Citytrain
  (3) a passenger transport interchange facility identified in a guideline made under the TPCA, section 8E.
- **Public safety area** means an area defined in *SPP1/02 (Development in the Vicinity of Certain Airports and Aviation Facilities)* immediately beyond the end of a runway and having a relatively high risk from an aircraft incident. The dimensions of the public safety areas are set out in Annex 3 of SPP 1/02.
- **Public transport corridor** means land:
  (1) on which any of the following transport infrastructure is situated, if the infrastructure is used for providing public passenger services:
    (a) busway transport infrastructure
    (b) light rail transport infrastructure
    (c) rail transport infrastructure.
  (2) on which other services are provided for the maintenance or operation of transport infrastructure mentioned in paragraph (1).

- **Rail corridor land** means existing rail corridor land or new rail corridor land.
- **Rail transport infrastructure** means facilities necessary for operating a railway, including:
  (1) railway track and works built for the railway, including, for example cuttings, drainage works, excavations, land fill, track support earthworks
  (2) any of the following things that are associated with the railway's operation: bridges, communication systems, machinery and other equipment, marshalling yards, notice boards, notice markers and signs, overhead electrical power supply systems, over-track structures, platforms, power and communication cables, service roads, signalling facilities and equipment, stations, survey stations, pegs and marks, train operation control facilities, tunnels, under-track structures
  (3) vehicle parking and set down facilities for intending passengers for a railway that are controlled or owned by a railway manager or the chief executive
  (4) pedestrian facilities, including footpath paving, for the railway that are controlled or owned by a railway manager or the chief executive.

  However, does not include other rail infrastructure.
- **Railway tunnel easement** listed in schedule 4 of the TIA.

Referral triggers

Public transport and rail

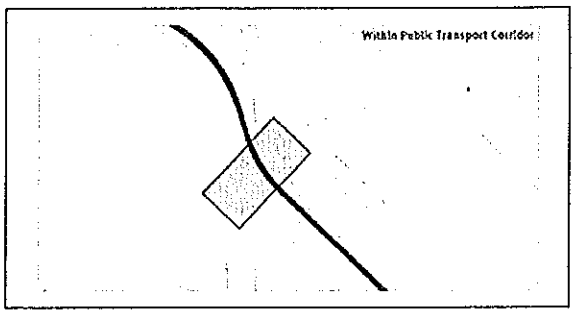
Trigger 1

Land the subject of the development application is completely or partly within a public transport corridor or a future public transport corridor.

Key:

public transport corridor

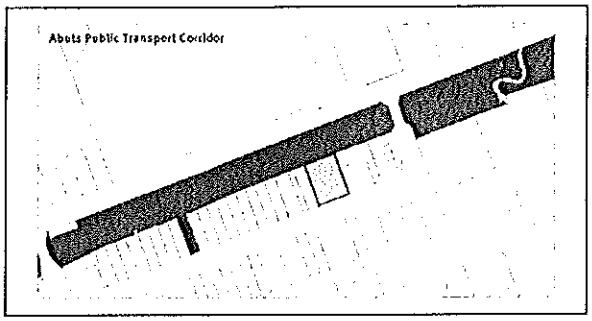
land



Development type	Referral circumstances
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies (SPR Sch 7, Table 3: Item 14).
Reconfiguring a lot	• **For public transport corridor (except where the corridor contains rail):** all when the total number of lots will increase (SPR Sch 7, Table 2: Item 33). • **For future public transport corridor:** All (SPR Sch 7, Table 2: Item 33).
Operational work	• **For existing and future public transport corridor (except where the corridor contains rail):** made assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* not associated with a material change of use or reconfiguring a lot triggering referral to TMR (SPR Sch7, Table 3: Item 14).
Building work	• All work assessable against the *Building Act 1975 and* not associated with rail, busway, light rail or miscellaneous transport infrastructure *and* not associated with a material change of use or reconfiguring a lot triggering referral to TMR (SPR Sch 7, Table 1:Item 14).

Trigger 2

Land the subject of the development application abuts a public transport corridor or a future public transport corridor.



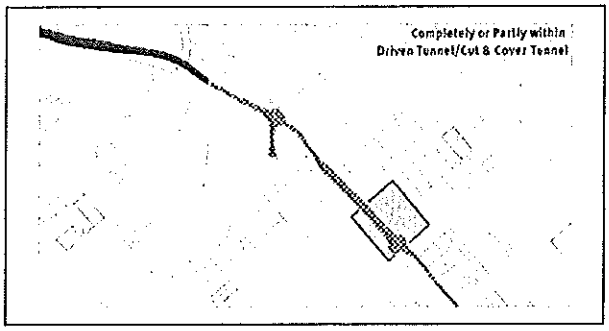
Key:

- public transport corridor
- land

Development type	Referral circumstances
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies (SPR Sch 7, Table 3: Item 14).
Reconfiguring a lot	• All, unless the total number of lots does not increase, but always when an easement abutting the corridor or land is created (SPR Sch 7, Table 2: Item 33).
Operational work	• No referral
Building work	• No referral

Trigger 3

Land the subject of the development application is completely or partly within a driven tunnel or a cut and cover tunnel.



Key:

- public transport corridor
- land
- tunnel

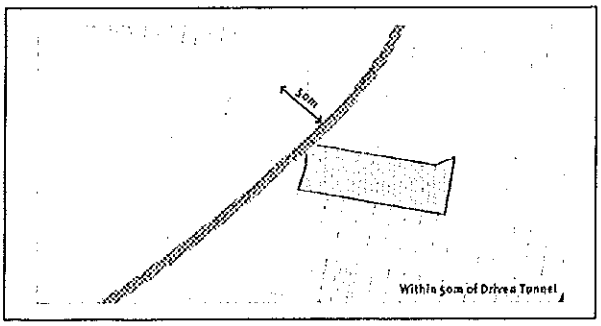
Development type	Referral circumstances
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies (SPR Sch 7, Table 3: Item 14).
Reconfiguring a lot	• No referral
Operational work	• No referral
Building work	• No referral

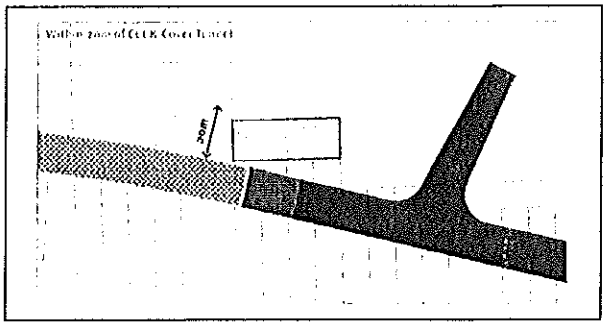
Trigger 4

Land the subject of the development application is within 50 metres of a driven tunnel or 20 metres of a cut and cover tunnel.

Key:

- public transport corridor
- land
- tunnel

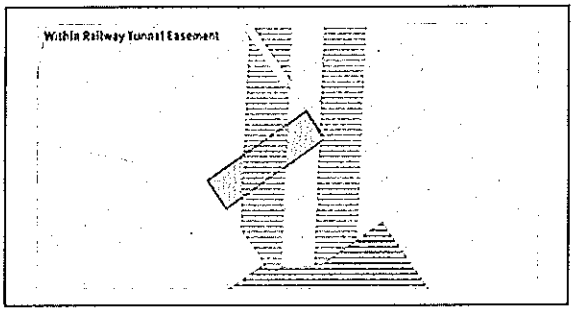




Development type	Referral circumstances
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* involves excavation of more than 3.5m in depth below ground level, fill of more than 1m above ground level or an imposed working loading of more than 50kpa (SPR Sch 7, Table 3: Item 14).
Reconfiguring a lot	• All (SPR Sch 7, Table 2: Item 33).
Operational work	• Made assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* involve excavation of more than 3.5m in depth below ground level, fill of more than 1m above ground level or an imposed working loading of more than 50kpa *and* not associated with a material change of use or reconfiguring a lot triggering referral to TMR (SPR Sch 7, Table 3: Item 14).
Building work	• No referral

Trigger 5

Land the subject of the development application is completely or partly within future railway land or a railway tunnel easement.



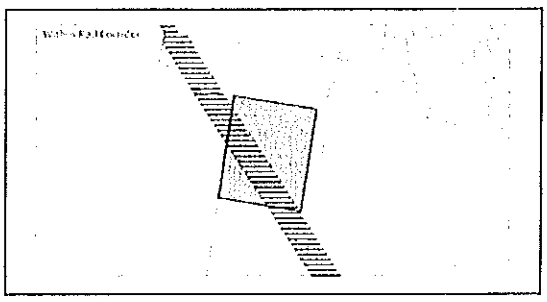
Key:

- future railway land
- land
- railway tunnel easement

Development type	Referral circumstances
Material change of use	• **For future railway land:** the use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies. • **For railway tunnel easement:** the use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* all structures or works that are the natural and ordinary consequence of the use, and are, or will be, completely or partly located within the easement (SPR Sch 7, Table 3: Item 15).
Reconfiguring a lot	• All (SPR Sch 7, Table 2: Item 34)
Operational work	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* involving extracting, excavating or filling more than 50m³ *and* not associated with a material change of use or reconfiguring a lot triggering referral to TMR (SPR Sch 7, Table 3: Item 15).
Building work	• **For future railway land:** the work is assessable against the *Building Act 1975*, *and* not associated with a material change of use or reconfiguring a lot triggering referral to TMR (SPR Sch 7, Table 1: Item 16).

Trigger 6

Land the subject of the development application is completely or partly within rail corridor land or commercial corridor land.



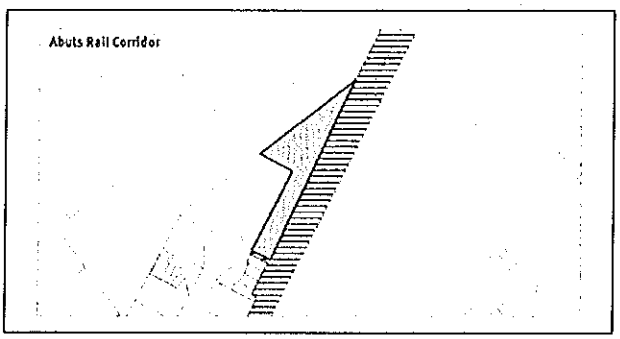
Key:

- rail corridor land or commercial corridor land
- land

Development type	Referral circumstances
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies (SPR Sch 7, Table 3: Item 15).
Reconfiguring a lot	• No referral
Operational work	• The use is assessable under the planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* involving extracting, excavating or filling more than 50m³ *and* not associated with a material change of use or reconfiguring a lot triggering referral to TMR *or* work for rail transport infrastructure or other rail infrastructure (SPR Sch 7, Table 3: Item 15).
Building work	• No referral

Trigger 7

Land the subject of the development application abuts rail corridor land, commercial corridor land, future railway land or a railway tunnel easement.



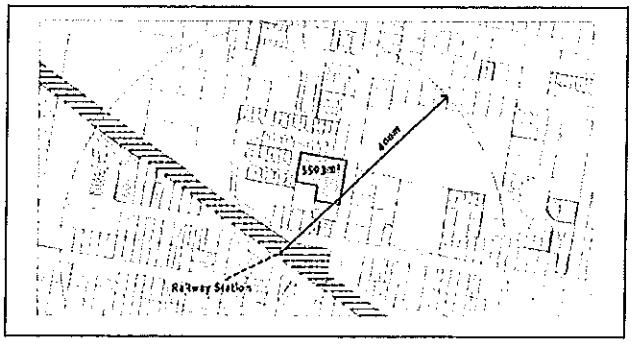
Key:

- rail corridor land, commercial corridor land, future railway land or a railway tunnel easement
- land

Development type	Referral circumstances
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies (SPR Sch 7, Table 3: Item 15).
Reconfiguring a lot	• **For rail corridor land or commercial corridor land or future railway land:** all, unless the total number of lots does not increase, but always when an easement abutting the corridor or land is created (SPR Sch 7, Table 2: Item 34).
Operational work	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* involves extracting, excavating or filling more than 50m³ *and* is within 25m of rail corridor land, commercial corridor land, future railway land or railway tunnel easement *and* not associated with a material change of use or reconfiguring a lot triggering referral to TMR (SPR Sch 7, Table 3: Item 15).
Building work	• No referral

Trigger 8

The land the subject of the development application is within 400 metres of a public passenger transport facility or a future public passenger transport facility.



Key:

- public passenger transport facility
- land

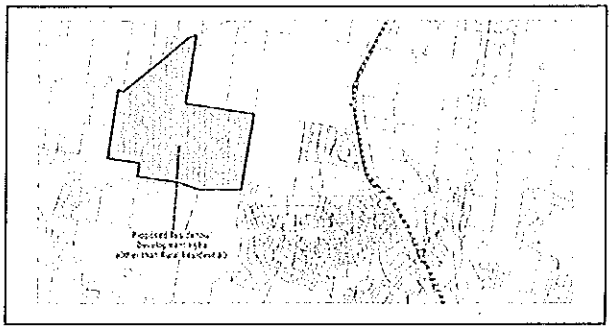
Development type	Referral circumstances
Material change of use	• **Public transport corridor:** the use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* the total site area of the land is 5 000m² or more (SPR Sch 7, Table 3: Item 14). • **Rail corridor:** the use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* the total site area of the land is 5 000m² or more, if the facility is a passenger rail station (SPR Sch 7, Table 3: Item 15).
Reconfiguring a lot	• **Public transport corridor:** the total site area of the land is 5 000m² or more (SPR 7, Table 2: Item 33). • **Rail corridor:** the total site area of the land is 5 000m² or more, if the facility is a passenger rail station (SPR 7, Table 2: Item 34).
Operational work	• No referral
Building work	• No referral

Trigger 9

All other development proposals that do not fall under Triggers 1–8, and are greater than the thresholds in Table 1 of this guide.

Key:

land



Development type	Referral circumstances
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* exceeds the thresholds stated in Table 1: Referral threshold table (SPR Sch 7, Table 3: Item 14 and 15).
Reconfiguring a lot	• For residential purpose with 100 or more allotments (SPR Sch 7, Table 2: Item 33 and 34).
Operational work	• No referral
Building work	• No referral

Table 1 Referral threshold table

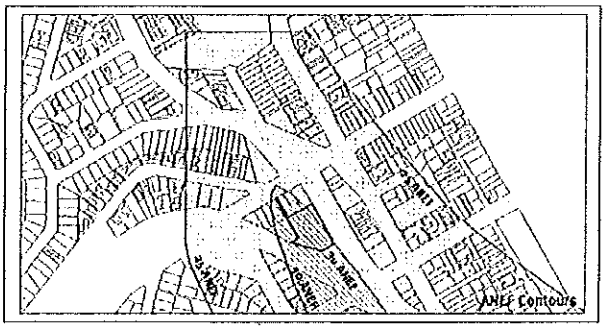
Purpose	Threshold
Residential purposes other than rural residential purposes	Total site area of 5ha or more
Retail or commercial purposes	New or extension of gross floor area (GFA) of 10 000m² or more
Aged care facility or retirement facility	100 dwelling units or more
Community use	Total site area of 5 000m² or more
Tourist attraction, indoor or outdoor sport and recreation facility (other than a golf course) or entertainment venue	Seating capacity of 1500 or more persons or total site area of 5ha or more (applies to any mix of these facilities)
Educational establishment	All
Hospitals or health care services	GFA of 1200m² or more
Airport, bus or ferry terminals	All

- For the purposes listed in Table 1, the definitions are those listed in the relevant local government planning scheme.
- The dwellings threshold refers to the aggregate of all dwellings including but not limited to all residential houses, townhouses and units.
- The definition of GFA or total site area (TSA) is that used in the relevant local government in its planning scheme.

Aviation

Trigger 10

The development proposal is within the 25 or 30 Australian Noise Exposure Forecast (ANEF) contour of an airport.



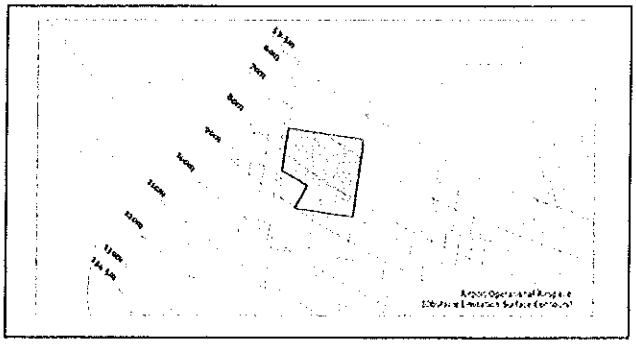
Key:

- ANEF contour
- land

Development type	Referral circumstances
Material change of use	• Within the 25 ANEF contour for an airport—all residential purposes (other than a single house on a vacant residential lot) including tourist parks, educational establishments, hospitals and residential care facilities (SPR Sch 7, Table 3: Item 14). • Within the 30 ANEF contour for an airport—the above plus all hotel services, short-term accommodation or public buildings (SPR Sch 7, Table 3: Item 14).
Reconfiguring a lot	• All residential purposes within the 25 ANEF contour of an airport (SPR Sch 7, Table 2: Item 33).
Operational work	• No referral
Building work	• No referral

Trigger 11

Work that encroaches into the operational airspace of an airport.



Key:

- operational airspace
- land

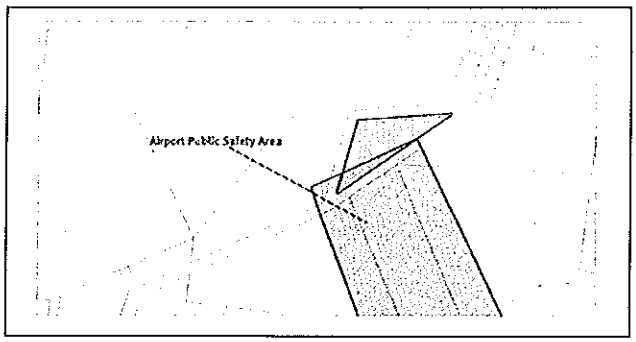
Development Type	Referral circumstances:
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies *and* results in work within the obstacle limitation surface of the airport *and* is at least 12m high (SPR Sch 7, Table 3: Item 14).
Reconfiguring a lot	• No referral
Operational work	• Made assessable under a planning scheme, temporary local planning instrument or a preliminary approval to which section 242 of the Act applies *and* the work is within the obstacle limitation surface of the airport and at least 12m high *and* is not associated with a material change of use triggering referral to TMR (SPR Sch 7, Table 3: Item 14).
Building work	• The work is assessable against the *Building Act 1975 and* not associated with a material change of use triggering referral to TMR (SPR Sch 7, Table 1: Item 15).

Trigger 12

The land the subject of the development application is completely or partly within an airport's public safety area.

Key:

- airport's public safty area
- land



Development Type	Referral circumstances:
Material change of use	• The use is assessable under a planning scheme, temporary local planning instrument or preliminary approval to which s242 of the SPA applies (SPR Sch 7, Table 3: Item 14).
Reconfiguring a lot	• All (SPR Sch 7, Table 2: Item 33)
Operational work	• No referral
Building work	• No referral

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