

From: "No Reply" <mydas-notifications-prod2@qld.gov.au>
Sent: Thu, 30 May 2024 17:20:24 +1000
To: "Planning" <planning@msc.qld.gov.au>
Cc: "isley.peacey@dsdilgp.qld.gov.au" <isley.peacey@dsdilgp.qld.gov.au>;
"freshwaterplanning@outlook.com" <freshwaterplanning@outlook.com>
Subject: 2311-38006 SRA application correspondence
Attachments: Attachment 5 - Documents referenced in decision.pdf, Attachment 4 -
Representations provisions.pdf, 2311-38006 SRA - Response with conditions (1).pdf
Importance: Normal

Please find attached a notice regarding application [2311-38006 SRA](#).

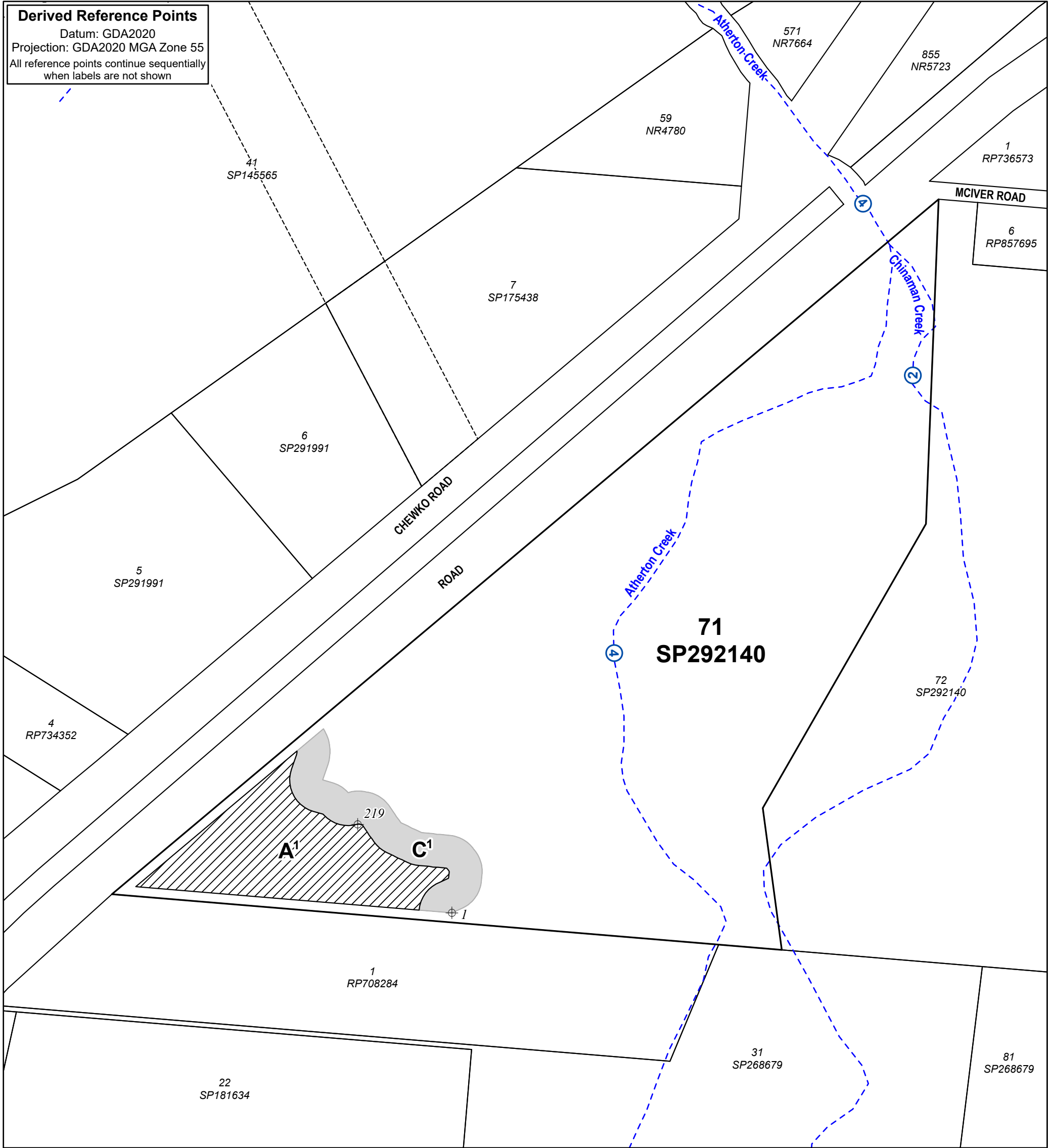
If you require any further information in relation to the application, please contact the State Assessment and Referral Agency on the details provided in the notice.

This is a system-generated message. Do not respond to this email.

RA6-N



Email Id: RFLG-0524-0020-6542



1:4,000 @ A3 paper size

0 90 180 270 360 metres

Projection: GDA2020 MGA Zone 55 Datum: GDA2020

Notes: Derived Reference Points are provided to assist in the location of area boundaries. Responsibility for locating these boundaries lies solely with the landholder.
Watercourse and drainage feature locations shown on the Vegetation Management Plan are derived from the certified Vegetation Management Watercourse and Drainage Feature Map. These alignments are approximate only and require ground truthing to identify the exact location of the watercourse or drainage feature.
The property boundaries shown on this plan are APPROXIMATE ONLY. They are NOT an accurate representation of the legal boundaries.

This plan must be read in conjunction with conditions attached to 2311-38006 SRA

<p>LEGEND</p> <ul style="list-style-type: none"> Derived Reference Start Points (see attachment) Subject Lot(s) Area A - Clearing Permitted Area C - Firebreak/safety buffer (only certain infrastructure permitted) Watercourse and/or drainage feature (Stream order label) <p>Note: This is a colour map and must be reproduced in colour</p>		<p>Vegetation Management Plan</p> <p>Plan of Area A (Part A¹) and Area C (Part C¹) in Lot 71 on Plan SP292140</p> <div><p>PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE</p><p>SARA ref: 2311-38006 SRA</p><p>Date: 30 May 2024</p></div> <p>Version: 1 eLVAS Case ID: 2024/000187</p>	<p>© The State of Queensland, 2024</p> <p>VMP</p> <p>2311-38006 SRA</p> <p>Sheet 1 of 1</p>
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Attachment to Plan: 2311-38006 SRA

Derived Reference Points

Datum: GDA2020, Projection: MGA Zone 55

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE



SARA ref: 2311-38006 SRA

Date: 30 May 2024

Notes: Derived Reference Points are provided to assist in the location of area boundaries.

Responsibility for locating these boundaries lies solely with the landholder and delegated contractor(s).

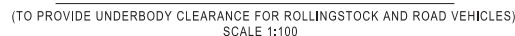
Coordinates start at a point indicated on the accompanying plan and continue sequentially when labels are not shown.

Part ID	Unique ID	Easting	Northing
C1	1	329230	8117242
C1	2	329196	8117245
C1	3	329196	8117250
C1	4	329198	8117254
C1	5	329200	8117259
C1	6	329203	8117263
C1	7	329206	8117266
C1	8	329209	8117269
C1	9	329214	8117272
C1	10	329218	8117274
C1	11	329218	8117274
C1	12	329226	8117278
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C1	16	329227	8117285
C1	17	329227	8117286
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C1	19	329225	8117289
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C1	27	329192	8117292
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C1	31	329176	8117298
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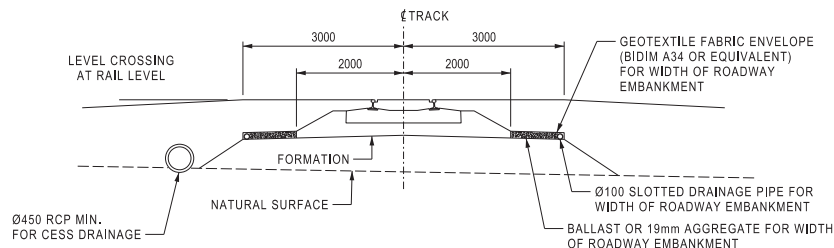
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Part ID	Unique ID	Easting	Northing
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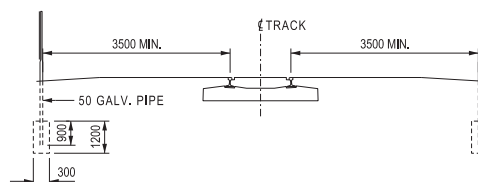
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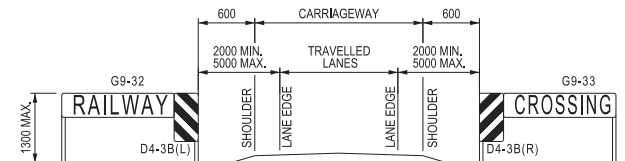
NOTE :
A CHANGE IN GRADE FROM THESE POINTS SHALL BE BY VERTICAL CURVE. THE RADIUS AND LENGTH SHALL BE DETERMINED BY DESIGN SPEED AND OTHER RELEVANT CRITERIA AS REQUIRED BY THE MAIN ROADS DEPARTMENT PLANNING AND DESIGN MANUAL AND AUSTRROADS PUBLICATIONS FOR THE DESIGN VEHICLE (ARTICULATED VEHICLE - LOW LOADER, UNLESS OTHERWISE APPROVED BY THE CIVIL MANAGER.



TYPICAL DRAINAGE SECTION
SCALE 1:50



SECTION



WIDTH MARKER ASSEMBLY RX-9 REQUIRED EITHER SIDE OF CROSSING IN ADDITION TO "RAILWAY CROSSING" SIGNS. REFER MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 7, REFERENCE CLAUSE 2.4.2 FOR FURTHER DETAILS.

ELEVATION - ROADWAY APPROACH

1. PROPOSED LEVEL CROSSING SHALL BE SUBMITTED TO THE MANAGER CIVIL ENGINEERING FOR APPROVAL.
2. REFER QR-C-53394 FOR PLAN OF TYPICAL LEVEL CROSSINGS.
3. RESPONSIBILITIES FOR PRIVATE AND QUEENSLAND RAIL MAINTENANCE CROSSINGS ARE DETAILED IN LEVEL CROSSING SAFETY STANDARD MD-10-115.
4. ROAD PAVEMENT SHALL BE 200MM MIN. COMPACTED UNBOUND ROAD BASE. BALLAST SHALL NOT BE USED AND SEALED WITH ASPHALT, MIN. 10.0M ON BOTH SIDES.
5. ANY RELAXATION OF THE ROAD GRADING LIMITS SHOWN WILL REQUIRE APPROVAL FROM THE CIVIL MANAGER ENGINEERING.
6. A CHANGE IN GRADE FROM THESE POINTS SHALL BE VERTICAL CURVE THE RADIUS AND LENGTH SHALL BE DETERMINED BY DESIGN SPEED AND OTHER RELEVANT CRITERIA AS REQUIRED BY THE MAIN ROADS DEPARTMENT PLANNING AND DESIGN MANUAL AND AUSTRADOS PUBLICATION FOR THE DESIGN VEHICLE (ARTICULATED VEHICLE - LOW LOADER, UNLESS OTHERWISE APPROVED BY THE MANAGER CIVIL ENGINEERING.
7. DRAINAGE REQUIREMENTS TO BE DETERMINED AT THE SITE BY THE ENGINEER, AND CATCH DRAIN IF REQUIRED, NOT TO BE CONSTRUCTED CLOSER THAN 4.0M TO EDGE OF PAVEMENT.
8. THIS DRAWING SUPERSEDES QUEENSLAND RAIL STANDARD DRAWING NO. 2586 AND 2587.
9. FOR REMOVAL OF LEVEL CROSSING REFER TO QUEENSLAND RAIL STANDARD DRAWING NO. 2623.
10. THIS DRAWING DOES NOT COVER SIGNAL AND OPERATIONAL SYSTEM REQUIREMENTS, ADVICE IS TO BE SOUGHT FROM THE SIGNALLING MANAGER,


PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE

SARA ref: 2311-38006 SRA

Date: 30 May 2024

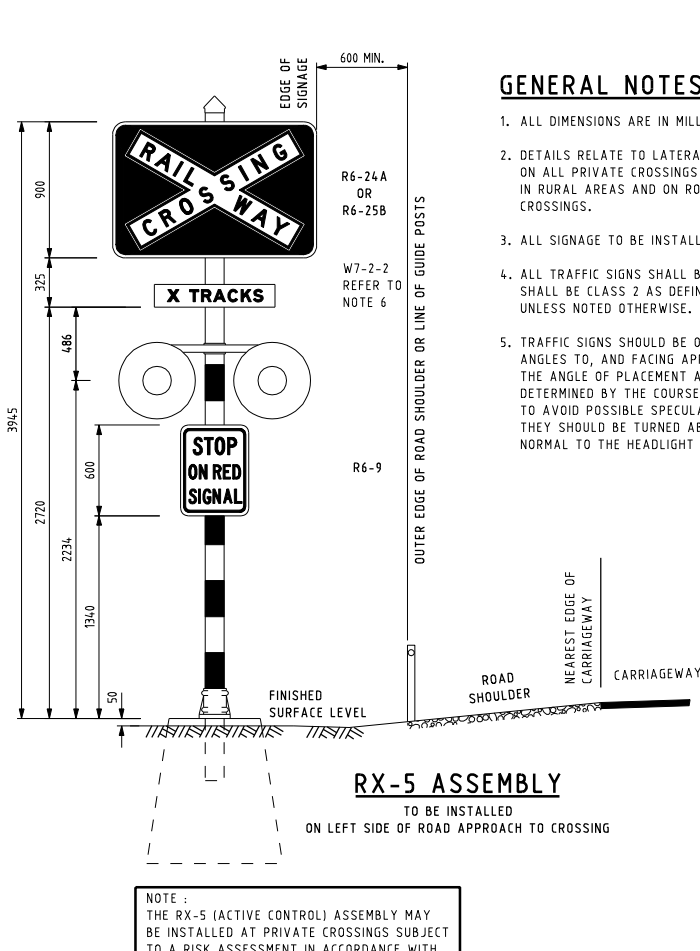
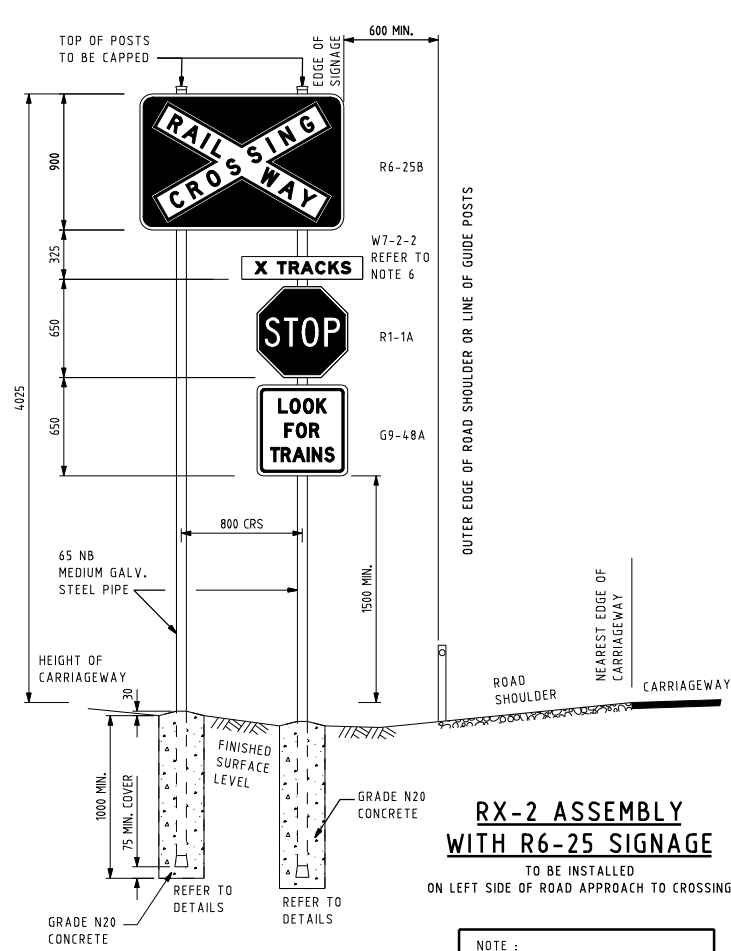
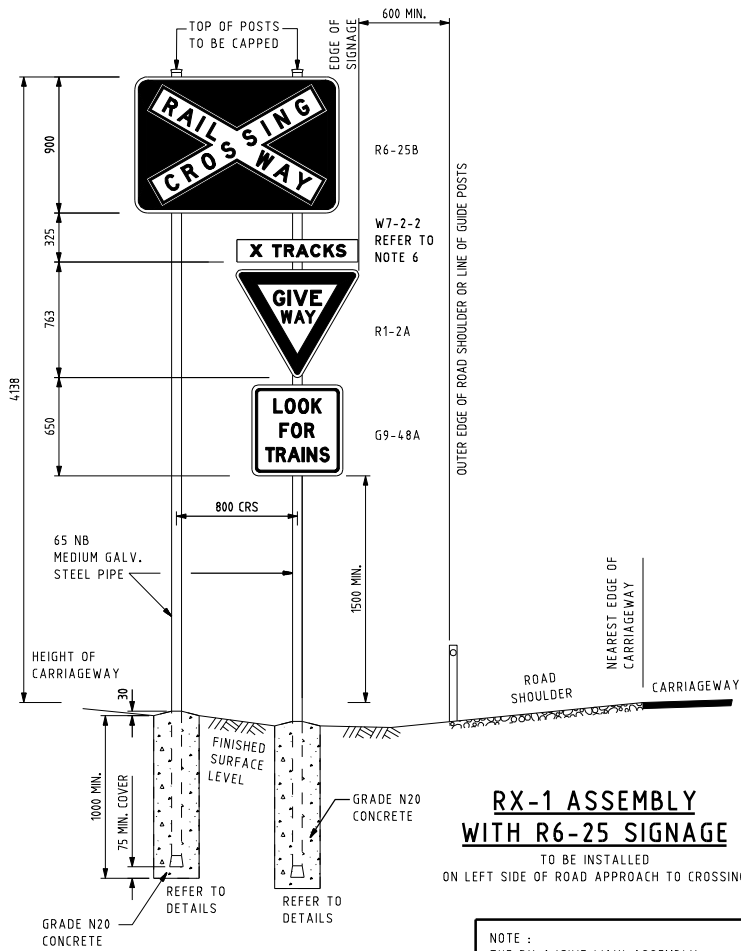


DESIGNED	P. SHRESTHA	12/08/20	APPROVED	
			P. SHRESTHA	13/08/20
DES CHK	J. CHAPMAN	12/08/20	DESIGN ENGINEER	DATE
			REG. NO. 10302	
DRAWN	J. CHAPMAN	12/08/20	ISSUE AUTHORISED	
DRG CHK	R. ALLEWAY	12/08/20	A. SWEENEY	13/08/20

 **QueenslandRail**
ACN 132 181 090

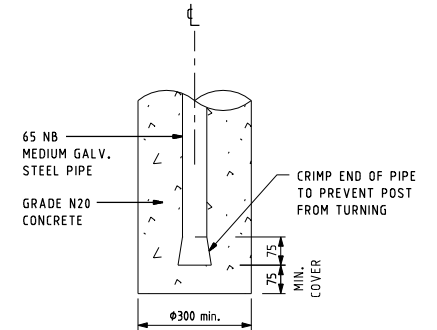
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WRITTEN PERMISSION OF Queensland Rail Limited. ENQUIRIES SHOULD BE ADDRESSED TO
Queensland Rail Limited, Locked Mail Bag 961, St. Leonards, NSW 1585. Tel: 1300 651 100

Network - Civil Engineering		DRAWING NUMBER	ISSUE
STANDARD LEVEL CROSSING DETAILS OF PRIVATE AND QUEENSLAND RAIL MAINTENANCE ROAD GRADING AND SIGN POSTING		QR-C-S3395	A



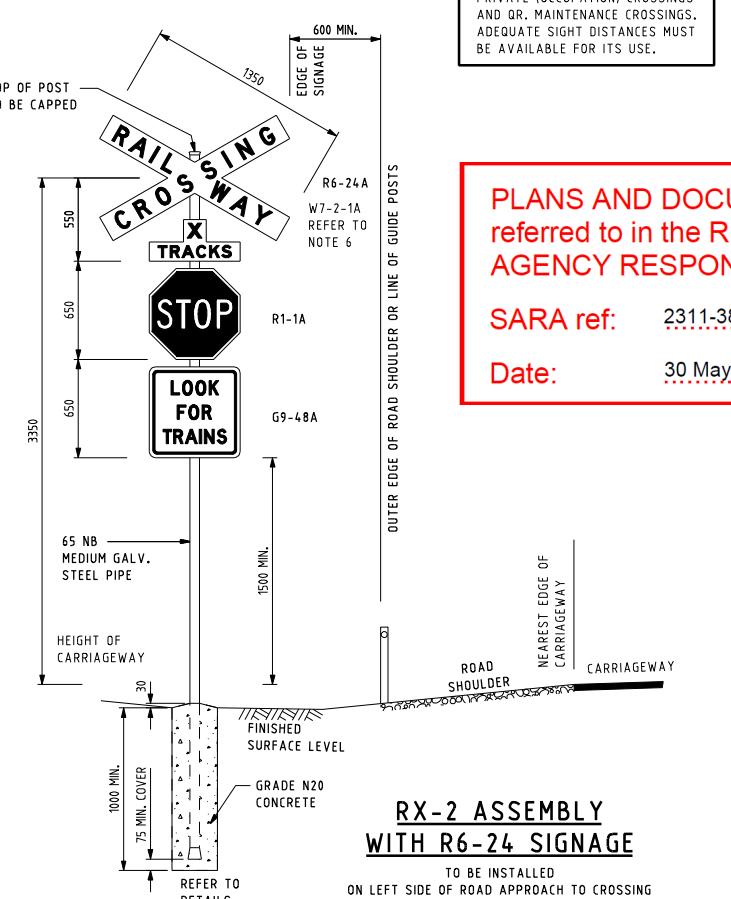
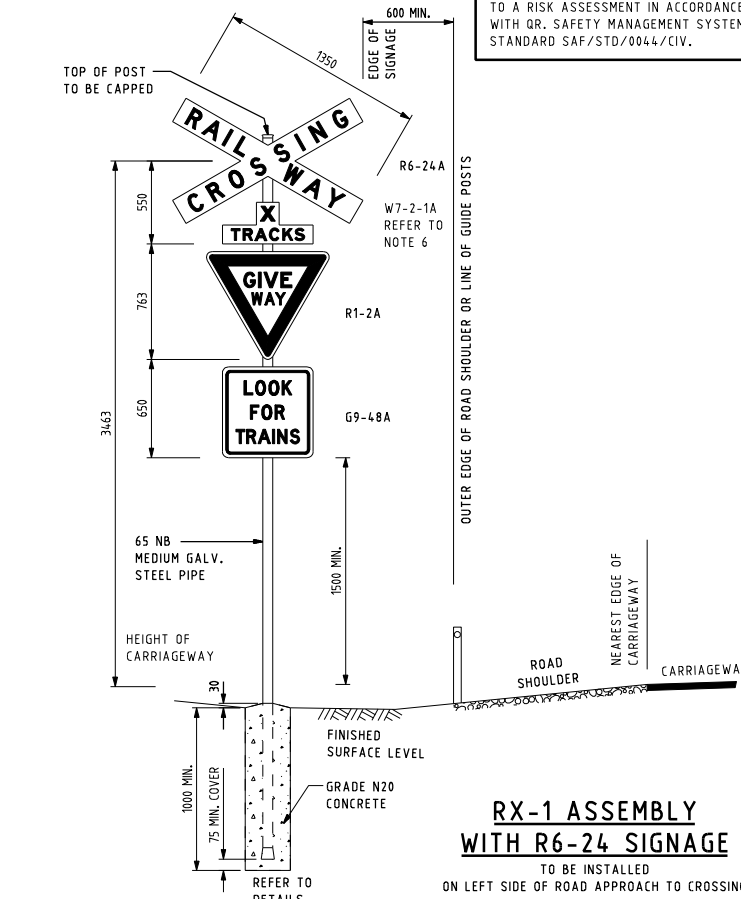
GENERAL NOTES :

- ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
- DETAILS RELATE TO LATERAL AND HEIGHT PLACEMENT OF SIGNAGE ON ALL PRIVATE CROSSINGS (OCCUPATION) ON NON-KERBED ROADS IN RURAL AREAS AND ON ROAD APPROACHES TO QR MAINTENANCE CROSSINGS.
- ALL SIGNAGE TO BE INSTALLED 3500mm MINIMUM FROM NEAREST RAIL.
- ALL TRAFFIC SIGNS SHALL BE RETROREFLECTIVE MATERIAL AND SHALL BE CLASS 2 AS DEFINED IN AS 1906 - PART 1, UNLESS NOTED OTHERWISE.
- TRAFFIC SIGNS SHOULD BE ORIENTATED AT APPROXIMATELY RIGHT ANGLES TO, AND FACING APPROACHING TRAFFIC. THE ANGLE OF PLACEMENT AT CURVED ALIGNMENTS SHOULD BE DETERMINED BY THE COURSE OF APPROACHING TRAFFIC. TO AVOID POSSIBLE SPECULAR REFLECTION FROM THE TRAFFIC SIGNS THEY SHOULD BE TURNED ABOUT 5 DEGREES AWAY FROM THE NORMAL TO THE HEADLIGHT BEAM.
- THE W7-2 SIGN IS TO BE USED ON ALL ASSEMBLIES AT CROSSINGS WHERE THERE IS MORE THAN ONE TRACK. X = NUMBER OF TRACKS.
- IN ELECTRIFIED AREAS, WARNING SIGNS, CLEARANCE SIGNS AND HEIGHT CLEARANCE GAUGES ARE TO BE PLACED IN ACCORDANCE WITH QR MAIN LINE ELECTRIFICATION DRAWING 1/515/104/A1 AND QR STD. DRG. 2458.
- THIS DRAWING TO BE USED IN CONJUNCTION WITH QR STD. DRG. No. 2587.
- THIS DRAWING REPLACES QR STD. DRG. 1429.



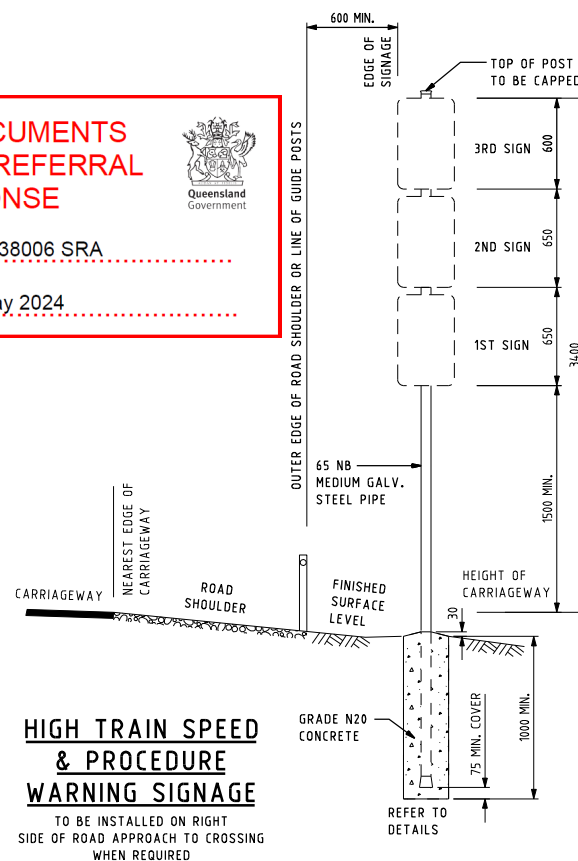
POST INSTALLATION DETAILS

SCALE 1 : 10



PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

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WARNING SIGNAGE

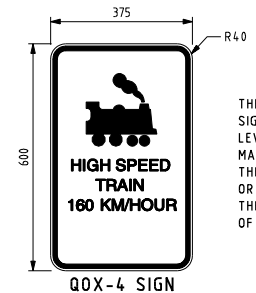
REFER TO DETAILS

635.720 KM
BAUHINIA
BRANCH

OR

957.655 KM
NORTH COAST
LINE

EXAMPLE OF
TEXT SUPPLIED
NOT TO SCALE



THE QOX-4 TRAIN SPEED WARNING SIGN SHALL BE USED AT PRIVATE LEVEL CROSSINGS AND AT QR MAINTENANCE CROSSINGS WHERE THE TRAIN SPEED IS 120 KM/HOUR OR ABOVE. THE SPEED SHALL BE IN MULTIPLES OF 20 KM/HOUR.



THE QOX-5 PROCEDURE WARNING SIGN SHALL BE USED AT PRIVATE LEVEL CROSSINGS AND AT QR MAINTENANCE CROSSINGS WHERE INADEQUATE SIGHT DISTANCES EXIST. THIS TYPE OF CROSSING IS REFERRED TO AS A "DESIGNATED" CROSSING.

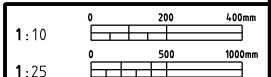



THE QOX-6 PROCEDURE WARNING SIGN SHALL BE USED AT ANY QR MAINTENANCE CROSSING WHICH MAY BE INADVERTENTLY USED BY MEMBERS OF THE PUBLIC. THE SIGN IS TO STOP THE PUBLIC FROM USING A QR MAINTENANCE CROSSING.

WARNING SIGNAGE DETAILS

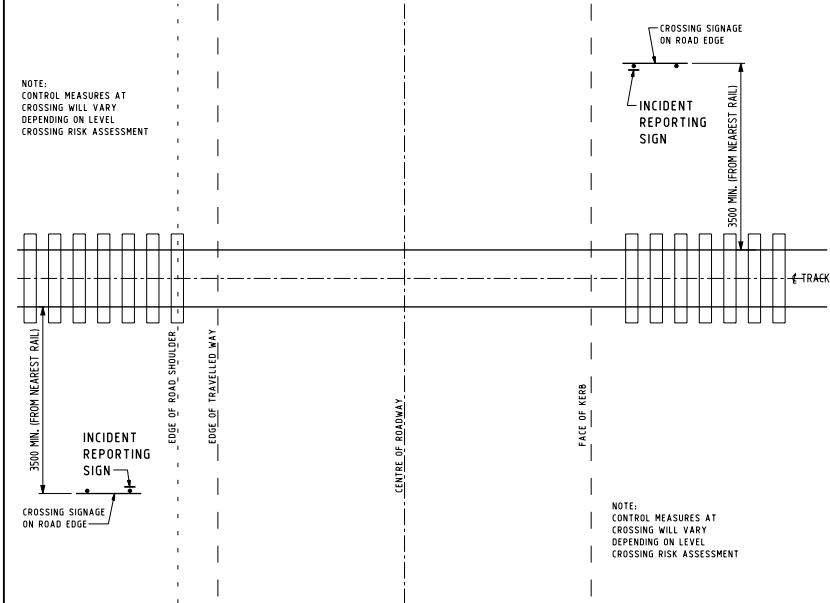
SCALE 1 : 10

NOTE :
WARNING SIGNAGE TO BE DETERMINED BY LEVEL CROSSING RISK ASSESSMENT IN ACCORDANCE WITH QR SAFETY MANAGEMENT SYSTEM STANDARD SAF/STD/0044/CIV - LEVEL CROSSING SAFETY.

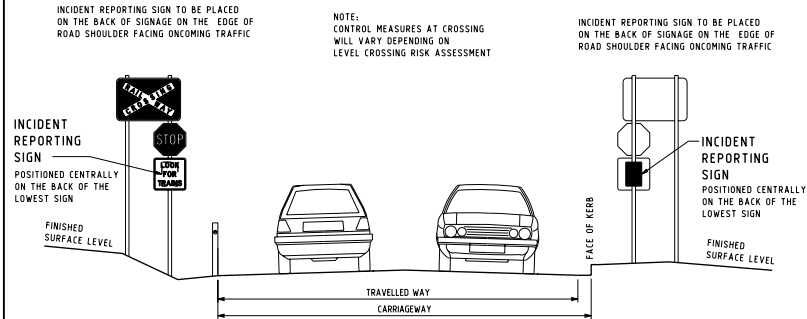


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DRAWING NUMBER		2588								CHECKED		GKB	MAY 05	I. STEPHENSEN CIVIL STANDARDS MANAGER RPEO No. _____ ISSUE AUTHORISED			24/5/05 DATE	STANDARD LEVEL CROSSINGS TRAFFIC SIGNS FOR PRIVATE & QR MAINTENANCE LEVEL CROSSINGS		DRAWING NUMBER 2588		ISSUE	
ISSUE										DRAWN		MVE	JAN 05	PCS MAY 05									
								CHECKED		GKB	MAY 05	B. R. HAGAMAN MANAGER CIVIL ENGINEERING 25/5/05											
				SCALES SHOWN ARE FOR AN A1 SIZE ORIGINAL DRAWING \\BNEPRDAPP22\an\XAU10-CIVIL-P-AMCONTEXT_1\Documents\cm\Working\Standard Structural Drawing Book\Level Crossings\Normal\02588.dgn								PASSED		PN	MAY 05								





PLAN
SCALE 1 : 50



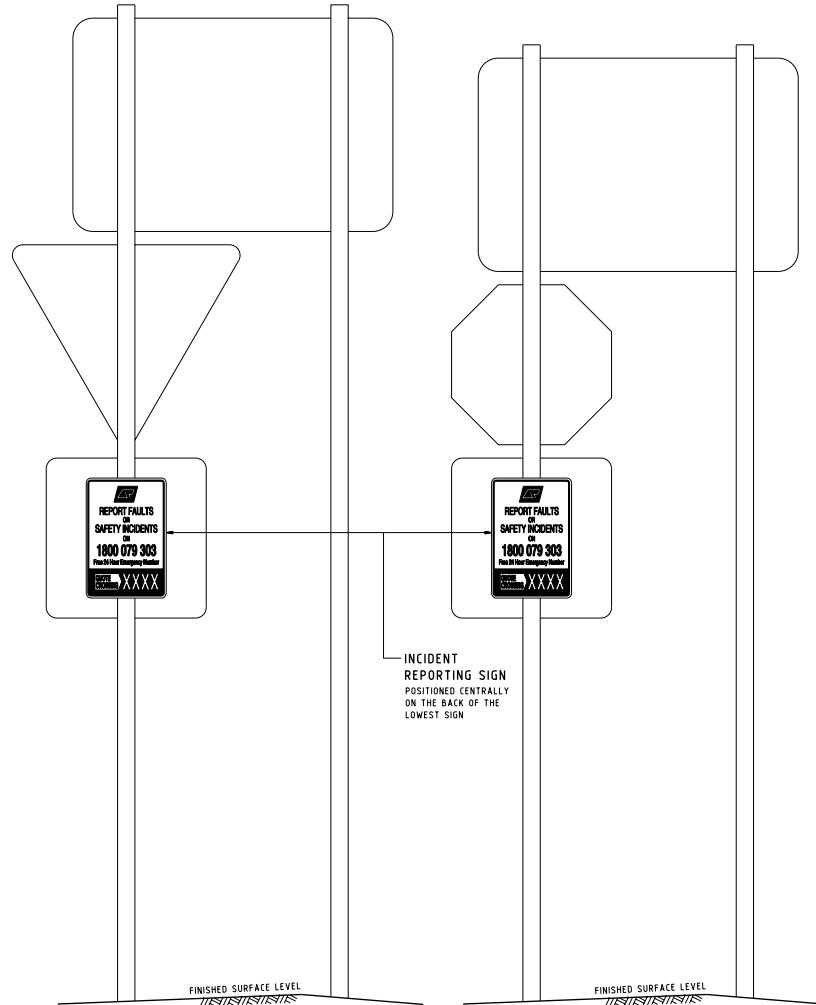
TYPICAL CROSS SECTION
SCALE 1 : 50

NOTE
THE PURPOSE OF THIS DRAWING IS TO PROVIDE TYPICAL STANDARD DETAILS. THE SUITABILITY OF THIS DRAWING SHALL BE DETERMINED AND CERTIFIED BY A RPEQ ENGINEER FOR THE SPECIFIC PROJECT.

PLANS AND DOCUMENTS
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TYPICAL INSTALLATION DETAIL
SCALE 1 : 10

TYPICAL INSTALLATION DETAIL
SCALE 1 : 10

PASSIVE CROSSINGS

FOR ACTIVE CROSSINGS, REFER TO GENERAL NOTE 3



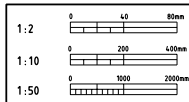
'XXXX' DENOTES UNIQUE CROSSING ID NUMBER. REFER MANAGER TRACK AND CIVIL SYSTEMS FOR DETAILS.


INCIDENT REPORTING SIGN DETAIL
SCALE 1 : 2

FOR SIGN DETAILS REFER TO DEPARTMENT MAIN ROADS DRAWING No. TC1574.

GENERAL NOTES :

- ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
- CONTACT MANAGER TRACK AND CIVIL SYSTEMS FOR ALLOCATION OF UNIQUE CROSSING ID NUMBERS. SELF ADHESIVE NUMERALS SHALL BE AFFIXED TO SIGN AND PROTECTED BY GRAFFITI OVERLAY FILM.
- WHERE THE LEVEL CROSSING IS CONTROLLED BY ACTIVE PROTECTION, THE SIGN SHALL BE AFFIXED TO THE LEVEL CROSSING ASSEMBLY BENEATH THE R6-15 (CROSSBUCKS) FACING ONCOMING TRAFFIC. CONTACT MANAGER SIGNALLING AND OPERATIONAL SYSTEMS FOR RELEVANT STANDARD DRAWINGS.
- SIGNS FIXED TO POSTS IN ACCORDANCE WITH MAIN ROADS STANDARD DRAWING Nos 1364 AND 1369.



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DRAWING NUMBER			A	NOTE 3 AMENDED	AGP	14.9.04	CHECKED	GKB		OCT 05	STANDARD		DRAWING NUMBER
ISSUE							DRAWN	MVE		JAN 05	LEVEL CROSSINGS		
2622 A							CHECKED	MJM		JUL 05	INCIDENT REPORTING SIGN		2622
Document Set ID: 4367010		SCALES SHOWN ARE FOR AN A1 SIZE ORIGINAL DRAWING										A	

Suggested Ergon Transformer location if required (TBC)

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

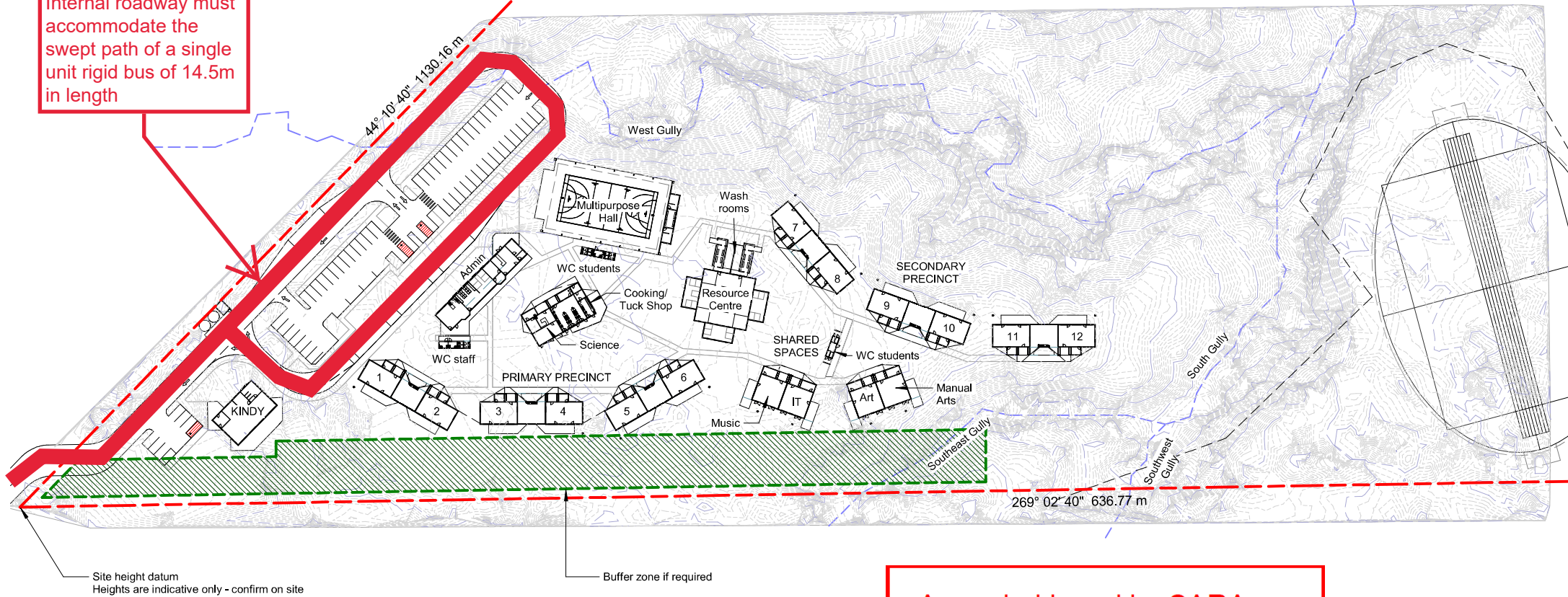


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Date: 30 May 2024

Internal roadway must accommodate the swept path of a single unit rigid bus of 14.5m in length

0 10 20 30 40 50



Amended in red by SARA on
30 May 2024



Two Rivers Community School, Mareeba

267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)
Lot 71 on SP292140, 287,300sqm, Zoned Rural

Masterplan 2041 School B&W

1 : 1250 @ A3

162 / A041c

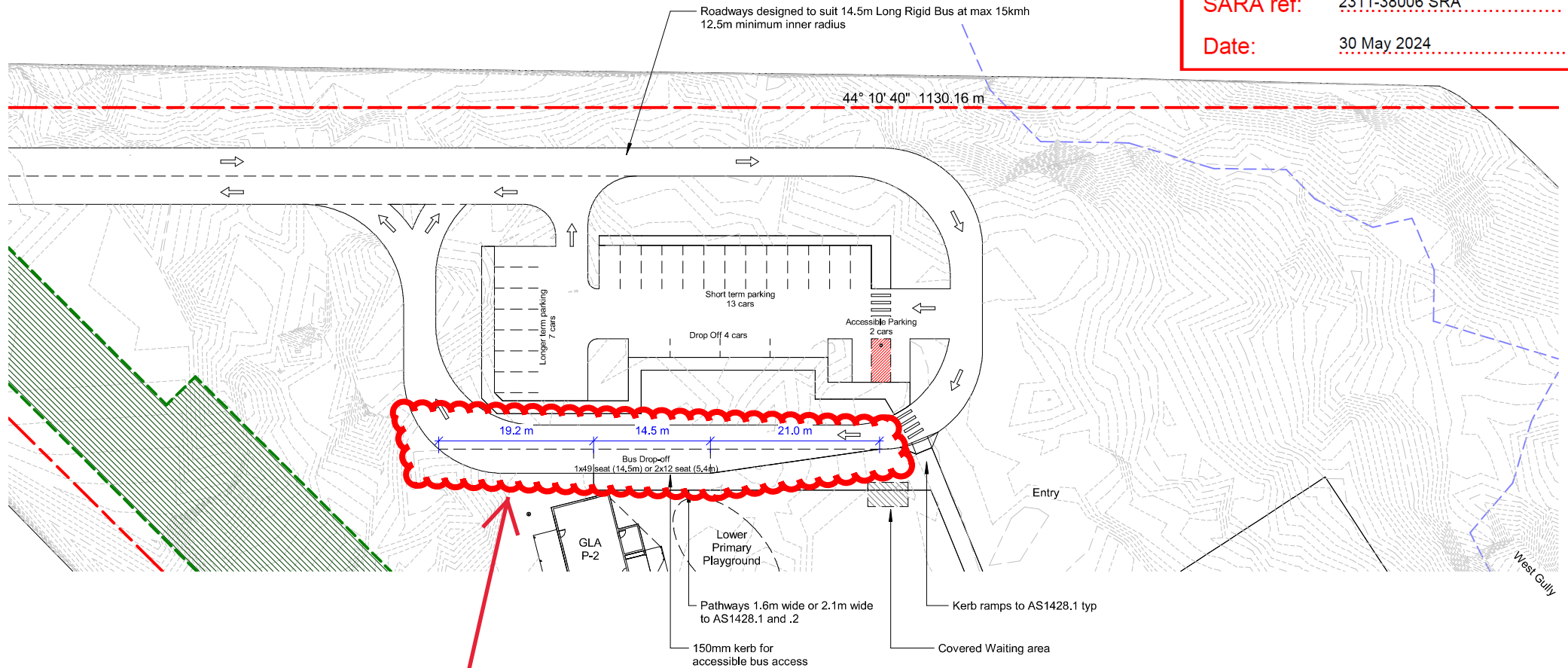
10/10/2023 15:36:19

6	Updated Oval and Shed	SBW	10/10/2023
5	Updated Parking Layout	SBW	24/07/2023
4	Revised Access Point	SBW	20/07/2023
3	Updated Stages with revised parking	SBW	19/06/2023
2	Updated for Review	SBW	12/09/2022
1	Updated with Survey info	SBW	14/06/2022
Issue	Details	Initial	Date

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE



SARA ref: 2311-38006 SRA
Date: 30 May 2024



Provide bus setdown
facility in accordance
with the conditions of
the SARA Referral
Agency Response

Amended in red by SARA on
30 May 2024



Two Rivers Community School, Mareeba

267 Mclver Road, Mareeba QLD 4883 (access off Chewko Road)
Lot 71 on SP292140, 287,300sqm, Zoned Rural

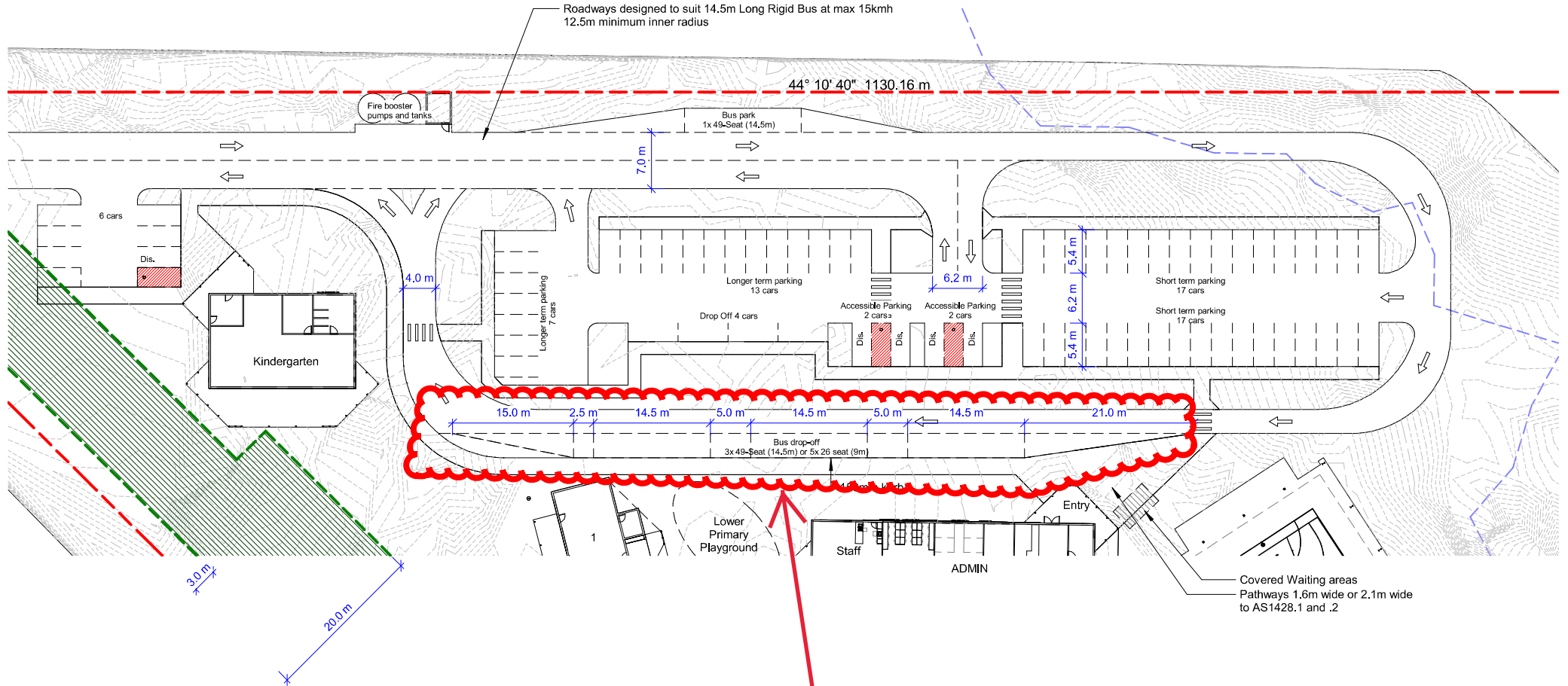
Stage 1 Plan - Parking and Drop-off

1 : 500 @ A3

162 / A112

24/07/2023 15:09:00

3	Updated Parking Layout	SBW	24/07/2023
2	Revised Access Point	SBW	20/07/2023
1	Parking Layouts	SBW	20/02/2023
Issue	Details	Initial	Date



PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE

SARA ref: 2311-38006 SRA

Date: 30 May 2024



Provide bus setdown
facility in accordance
with the conditions of
the SARA Referral
Agency Response

Amended in red by SARA on
30 May 2024



Two Rivers Community School, Mareeba

267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)
Lot 71 on SP292140, 287,300sqm, Zoned Rural

1 : 500 @ A3
Final Plan - Parking and Drop-off

162 / A162

24/07/2023 15:09:26

3	Updated Parking Layout	SBW	24/07/2023
2	Revised Access Point	SBW	20/07/2023
1	Parking Layouts	SBW	20/02/2023
Issue	Details	Initial	Date

Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

- 30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

SARA reference: 2311-38006 SRA
Council reference: MCU/23/0012
Applicant reference: F22/31

30 May 2024

Chief Executive Officer
Mareeba Shire Council
PO Box 154
Mareeba QLD 4880
planning@msc.qld.gov.au

Attention: Carl Ewin

Dear Sir/Madam

SARA referral agency response

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 21 December 2023.

Response

Outcome:	Referral agency response – with conditions
Date of response:	30 May 2024
Conditions:	The conditions in Attachment 1 must be attached to any development approval
Advice:	Advice to the applicant is in Attachment 2
Reasons:	The reasons for the referral agency response are in Attachment 3

Development details

Description:	Development permit	Material change of use - Educational Establishment
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 3, Division 4, Table 3, Item 1 (10.3.4.3.1) of the Planning Regulation 2017 - Clearing native vegetation	

Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (10.9.4.1.1.1) of the Planning Regulation 2017 - State transport infrastructure thresholds

SARA reference: 2311-38006 SRA

Assessment manager: Mareeba Shire Council

Street address: 267 Mciver Road, Mareeba

Real property description: Lot 71 on SP292140

Applicant name: Two Rivers Community School C/- Freshwater Planning Pty Ltd

Applicant contact details: 17 Barron View Drive
Freshwater QLD 4870
freshwaterplanning@outlook.com

Human Rights Act 2019 considerations: A consideration of the 23 fundamental human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Isley Peacey, Senior Planning Officer, on 4037 3202 or via email CairnsSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Brett Nancarrow
Manager (Planning)

cc Two Rivers Community School, freshwaterplanning@outlook.com

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations about a referral agency response provisions
Attachment 5 - Documents referenced in conditions

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

No.	Conditions	Condition timing
Material change of use – Educational Establishment		
10.3.4.3.1 – Native vegetation clearing - The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Resources to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	Clearing of vegetation must: (a) only occur within Area A(A1) and Area C(C1) as shown on the attached: (i) Vegetation Management Plan, prepared by Queensland Government, reference VMP 2311-38006 SRA, Sheet 1 of 1, version 1; and (ii) Attachment to Vegetation Management Plan VMP 2311-38006 SRA Derived Reference Points for GPS; (b) not exceed 3.314 hectares.	At all times
2.	Built infrastructure, other than for roads, tracks, fences and underground services, must not be established, constructed or located within Area C(C1) as shown on the attached: (i) Vegetation Management Plan, prepared by Queensland Government, reference VMP 2311-38006 SRA, Sheet 1 of 1, version 1; and (ii) Attachment to Vegetation Management Plan VMP 2311-38006 SRA Derived Reference Points for GPS.	At all times
3.	Any person(s) engaged or employed to carry out the clearing of vegetation under this development approval must be provided with a full copy of this development approval and must be made aware of the full extent of clearing authorised by this development approval.	Prior to clearing

No.	Conditions	Condition timing
Material change of use – Educational Establishment		
10.9.4.1.1.1– State transport infrastructure thresholds—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
Stormwater management		
4.	(a) The stormwater management of the development must not cause a worsening to the operating performance of the railway corridor such that any works on the land must not: (i) create any new discharge points for stormwater runoff onto the railway corridor. (ii) concentrate or increase the velocity of flows to the railway corridor. (iii) interfere with and/or cause damage to the existing stormwater drainage on the railway corridor (iv) surcharge any existing culvert or drain on the railway corridor. (v) reduce the quality of stormwater discharge onto the railway	(a) At all times

	<p>corridor.</p> <p>(b) Submit RPEQ certification, with supporting documentation, to the Program Delivery and Operations Unit, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been designed in accordance with part (a) of this condition.</p> <p>(c) Submit RPEQ certification, with supporting documentation, to the Program Delivery and Operations Unit, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.</p>	<p>(b) Prior to obtaining development approval for operational work or building work, whichever occurs first, for the first stage</p> <p>(c) Within 20 business days of the completion of works, for the relevant stage</p>
Railway level crossing safety		
5.	<p>(a) The railway level crossing of the Mungana Branch Line at Chewko Road (ID: LXR_02336) must be upgraded to include the following:</p> <ul style="list-style-type: none"> (i) the road approaching the crossing is aligned to be perpendicular to the railway corridor between its intersection with Chewko Road and extending for at least 20m beyond the outer rail track (edge running rail) on the southern approach to the crossing. (ii) a road carriageway width at the level crossing that is at least 7.5m (2 x 3.75m traffic lanes), plus a 1.5m wide verge on both sides of the road. (iii) a sealed surface of asphaltic concrete, or similar material, which extends over the crossing and for a minimum distance of 10m from the outer rail track (edge running rail) on each road approach to the crossing, ensuring a maximum grade change of 6%, in accordance with the following standards: <ul style="list-style-type: none"> • 'Level crossings – Details of Sign Posting', prepared by Queensland Rail, dated 13/08/20, drawing number QR-C-S3394 and issue A. • 'Level crossings – Details of Private and Queensland Rail Maintenance Road Grading and Sign Posting', prepared by Queensland Rail, dated 13/08/20, drawing number QR-C-S3395 and issue A. • a RPEQ certified crossing foundation suitable for the proposed weight and volume of the maximum design vehicle. <p>(b) Provide written evidence from the railway manager to the Program Delivery and Operations Unit, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads confirming that the development has been designed and constructed in accordance with part (a) of this condition.</p>	<p>(a) and (b) Prior to the commencement of operational work or building work, whichever occurs first</p>
6.	<p>(a) The railway level crossing of the Mungana Branch Line at Chewko Road (ID: LXR_02336) must be upgraded to include the following safety controls in accordance with AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>, comprising the following for each road approach to the level crossing:</p> <ul style="list-style-type: none"> (i) a RX-2 assembly with R6-25 signage with two pipe posts in accordance with section 2.2.2 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i> and associated Queensland Rail's 'Standard Level 	<p>(a) and (c) Prior to the commencement of operational work or building work, whichever occurs first</p>

	<p>Crossings Traffic Signs for Private & QR Maintenance Level Crossings', dated 25/05/2005 and drawing number 2588;</p> <p>(ii) stop lines in accordance with section 3.3 and Figure 4.6 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>;</p> <p>(iii) no-overtaking barrier line in accordance with Section 3.5 and Figure 4.6 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>; and</p> <p>(iv) incident Reporting Signage (quoting crossing reference 2336) in accordance with 'Level Crossings – Incident Reporting Sign', prepared by Queensland Rail, dated 16/02/06, drawing number 2622 and Issue A</p> <p>(v) railway crossing advance warning signage on both Chewko Road approaches to the railway level crossing in accordance with Section 2.2.5 and Figure 4.10 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i></p> <p>(vi) railway crossing advance warning signage on the southern approach (Unnamed Road) to the railway level crossing in accordance with:</p> <ul style="list-style-type: none"> Section 2.2.5 and Figure 4.10 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>; OR Figure 4.5 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>. <p>(b) The existing safety controls at the railway level crossing of the Mungana Branch Line at Chewko Road (ID: LXR_02336) namely, the railway crossing stop assembly (RX-2) must be removed.</p> <p>(c) Provide written evidence from the railway manager to the Program Delivery and Operations Unit, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads confirming that the development has been designed and constructed in accordance with part (a) and (b) of this condition.</p>	<p>(b) Following the completion of part (a) of this condition</p>
Public passenger transport		
7.	<p>(a) Provide a school bus setdown facility at the location shown on the Stage 1 Plan – Parking and Drop-off, prepared by Life Design, dated 24/07/2023, drawing number 162/A112 and issue 3 (as amended in red).</p> <p>(b) The school bus setdown facility must be in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components:</p> <p>(i) one (1) continuous bus zone with capacity to accommodate the setdown of 1 x single unit rigid bus of 14.5m in length in accordance with Section 5.6.3.1 and Table 5-7 of Chapter 5 of the <i>Public Transport Infrastructure Manual 2015</i>.</p> <p>(ii) bus zone line marking and bus zone signage at either end of the bus zone in accordance with AS1742.11 – <i>Manual of uniform traffic control devices, Part 11: Parking controls</i>.</p> <p>(iii) a waiting area with shelter, seats and a bin in accordance with P2.1 – P2.4, S2, Outcome 1, Table 2 of <i>Planning for Safe Transport Infrastructure at Schools</i>.</p>	<p>(a) and (b) Prior to the commencement of use for Stage 1</p>

8.	<p>(a) Provide a school bus setdown facility at the location shown on the Final Plan – Parking and Drop-off, prepared by Life Design, dated 24/07/2023, drawing number 162/A162 and issue 3 (as amended in red).</p> <p>(b) The school bus setdown facility must be in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components:</p> <ul style="list-style-type: none"> (i) one (1) continuous bus zone with capacity to accommodate the concurrent setdown of 3 x single unit rigid buses of 14.5m in length with independent operation in-between in accordance with Section 5.6.3.1 and Table 5-7 of Chapter 5 of the <i>Public Transport Infrastructure Manual 2015</i>. (ii) bus zone line marking and bus zone signage at either end of the bus zone in accordance with AS1742.11 – Manual of uniform traffic control devices, Part 11: Parking controls. (iii) a waiting area with shelter, seats and a bin in accordance with P2.1 – P2.4, S2, Outcome 1, Table 2 of <i>Planning for Safe Transport Infrastructure at Schools</i>. 	(a) and (b) Prior to the commencement of use for Stage 5
9.	<p>The property access and internal roadway shown on Masterplan 2041 School B&W, prepared by Life Design, dated 10/10/2023, drawing number 162/A041c and issue 6 (as amended in red) must be designed and constructed to be in accordance with the following to accommodate a single unit rigid bus of 14.5m in length:</p> <ul style="list-style-type: none"> (c) accommodate the swept path of a single unit rigid bus of 14.5m in length in accordance with Austroads Design Vehicles and Turning Path Templates; (d) include wayfinding signage to identify the separate vehicular routes to passenger loading zones, parking areas, exits and the like in accordance with the Queensland Manual of Uniform Traffic Control Devices, Part 2: Traffic Control Devices for General Use; and (e) provide priority movement to the 'bus route' over private vehicle routes by installing give way pavement marking and signage in accordance with sections 2.5 and 5.5.2 of Queensland Manual of Uniform Traffic Control Devices, Part 2: Traffic Control Devices for General Use. 	Prior to the commencement of use for the relevant stage
Pedestrian and cyclist access		
10.	<p>(a) Provide the external and internal pedestrian pathway network, generally in accordance with the Stage 1 Plan – Parking and Drop-off, prepared by Life Design, dated 24/07/2023, drawing number 162/A112 and issue 3 (as amended by SARA in red).</p> <p>(b) The active transport network in part (a) of this condition must be in accordance with Table 1: Active Transport and Schedule 1 of <i>Planning for Safe Transport Infrastructure at Schools</i>.</p>	(a) and (b) Prior to the commencement of use for the relevant stage

Attachment 2—Advice to the applicant and assessment manager

Advice to the applicant:

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning.
Clearing of native vegetation	
2.	To request an electronic file of the GPS coordinates/Derived Reference Points contained in an Attachment of this decision notice, email a request to the Department of Resources at vegetation.support@resources.qld.gov.au include application reference 2311-38006 SRA.
Works on a railway corridor	
3.	<p>Pursuant to section 255 of the <i>Transport Infrastructure Act 1994</i>, the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations.</p> <p>All works in the railway corridor such as but not limited to pipeline crossings, service and utility connections and level crossing upgrades will require relevant approvals to be obtained from the railway manager such as a licence to enter and construct and a wayleave agreement. Please refer to Queensland Rail specification MD-20-173 – <i>Civil Non-Queensland Rail Underground Services in Queensland Rail Property</i>.</p> <p>Please note: The Department of Transport and Main Roads advise that the upgrades to the railway level crossing will be designed and constructed by the railway manager (Queensland Rail) or its approved contractor at the applicant's expense. The applicant is responsible for obtaining any necessary approvals, contract arrangements, and/or other agreements from the railway manager for the design and construction of the upgraded level crossing.</p> <p>You will also need to contact the railway manager to discuss available track closures to schedule the work, if approved.</p> <p>Please be advised that this referral agency response does not constitute an approval under section 255 of the <i>Transport Infrastructure Act 1994</i> and that such approvals need to be separately obtained from the railway manager.</p> <p>The applicant should contact the Queensland Rail property team at QRPropertyWayleaves@qr.com.au in relation to obtaining the necessary approvals.</p>

Advice to the Assessment Manager under section 56(3) of the *Planning Act 2016*:

General advice	
1.	<p>The railway level crossing of the Mungana Branch Line at Chewko Road (ID: LXR_02336) is a public level crossing and will need to be included within the Interface Agreement with Queensland Rail.</p> <p>Please contact Queensland Rail to discuss this - QRPropertyWayleaves@qr.com.au</p>

Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for the SARA's decision are:

The development complies with SDAP State code 6: Protection of state transport networks. Specifically, the development:

- Does not have an adverse impact on state transport infrastructure, public passenger transport infrastructure, active transport infrastructure and public passenger services
- Maintains the operating performance of the transport network;
- Ensures development enables safe and convenient access to public passenger transport
- does not create a safety hazard for users of state transport infrastructure or public passenger services
- does not result in a worsening of the physical condition or operating performance of the state transport network
- does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure
- provides public passenger transport infrastructure to enable development to be serviced by public passenger transport;
- provides safe and direct access to public passenger transport infrastructure or active transport infrastructure, including access by cycling and walking.

The development complies with SDAP State code 16: Native vegetation clearing. Specifically, the development:

- clearing is minimised in order to conserve vegetation, avoid land degradation and loss of biodiversity, and maintain ecological processes;
- greenhouse gas contributions are minimised through continued ability for carbon sequestration processes to occur;
- adequate vegetation is maintained to sustainably manage the impacts of clearing on ecosystems and biodiversity, and avoids significant residual impacts upon MSES; and
- impacts on vegetation are minimised where avoidance is not possible.
- There are no notices requiring compliance, vegetation management requirements or legally secured offset areas within the development site.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.0), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- State Planning Policy mapping system
- section 58 of the *Human Rights Act 2019*

Attachment 4—Representations about a referral agency response provisions

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Attachment 5—Documents referenced in conditions

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