

Appendix 1: Development requiring SARA assessment

Table 1: Assessment manager role

Matters of state interest	Development type	Relevant provisions of the Regulation*	Assessment paths available	Relevant state codes
Aquaculture	Material change of use	Schedule 10 part 6, div 1, sub 2, table 1	Standard	State code 17: Aquaculture
Environmentally relevant activities	Material change of use	Schedule 10, part 5, div 3, table 1	Standard	State code 22: Environmentally relevant activities
Declared fish habitat areas	Operational work	Schedule 10, part 6, div 2, sub 2, table 1	Standard	State code 12: Development in a declared fish habitat area
Marine plants	Operational work	Schedule 10, part 6, div 3, sub 2, table 1	Standard	State code 11: Removal, destruction or damage or marine plants
Waterway barrier works	Operational work	Schedule 10, part 6, div 4, sub 2, table 1	Standard	State code 18: Constructing or raising waterway barrier works in fish habitats
Native vegetation clearing	Operational work	Schedule 10, part 3, div 3, table 1	Standard	State code 16: Native vegetation clearing
Queensland heritage	Various aspects of development	Schedule 10, part 8, div 2, sub 2, table 1 Schedule 10, part 8, div 2, sub 2, table 2	Standard	State code 14: Queensland heritage
Tidal works or development in a coastal management district	Operational work	Schedule 10, part 17, div 2, table 1	Standard	State code 8: Coastal development and tidal works
Taking or interfering with water	Operational work	Schedule 10, part 19, div 1, sub 2, table 1	Standard	State code 10: Taking or interfering with water
Removing quarry material	Various aspects of development	Schedule 10, part 19, div 2, sub 2, table 1	Standard	State code 15: Removal of quarry material from a watercourse or lake
Wetland protection area	Operational work	Schedule 10, part 20, div 3, table 1	Standard	State code 9: Great Barrier Reef wetland protection areas
Referable dams	Operational work	Schedule 10, part 19, div 3, sub 2, table 1	Standard	State code 20: Referable dams
Hazardous chemical facilities	Material change of use	Schedule 10, part 7, div 2, table 1	Standard	State code 21: Hazardous chemical facilities

Matters of state interest	Development type	Relevant provisions of the Regulation*	Assessment paths available	Relevant state codes
Wind farms	Material change of use	Schedule 10, part 21, div 2, table 1	Standard	State code 23: Wind farm development

Table 2: Referral agency role

Matters of state interest	Development type	Relevant provisions of the Regulation	Assessment paths available	Relevant state codes
Aquaculture	Material change of use	Schedule 10, part 6, div 1, sub 3, table 1	Standard	State code 17: Aquaculture
Environmentally relevant activities	Material change of use	Schedule 10, part 5, div 4, table 2	Standard	State code 22: Environmentally relevant activities
Declared fish habitat area	Building work	Schedule 9, part 3, div 1, table 2	Standard	State code 12: Development in a declared fish habitat area
	Operational work	Schedule 10, part 6, div 2, sub 3, table 1	Standard	
Marine plants	Operational work	Schedule 10, part 6, div 3, sub 3, table 1	Standard	State code 11: Removal, destruction or damage of marine plants
	Reconfiguring a lot where involving operational work for the removal, destruction or damage to marine plants	Schedule 10, part 6, div 3, sub 3, table 2	Standard	
	Material change of use where involving operational work for the removal, destruction or damage to marine plants	Schedule 10, part 6, div 3, sub 3, table 2	Standard	
Native vegetation clearing	Reconfiguring a lot	Schedule 10, part 3, div 4, table 2	Standard	State code 16: Native vegetation clearing
	Operational work	Schedule 10, part 3, div 4, table 1	Standard	
	Material change of use	Schedule 10, part 3, div 4, table 3	Standard	

Matters of state interest	Development type	Relevant provisions of the Regulation	Assessment paths available	Relevant state codes
Queensland heritage	Various aspects of development	Schedule 10, part 8, div 2, sub 3, table 1 Schedule 10, part 8, div 2, sub 3, table 2	Standard	State code 14: Queensland heritage
Tidal works or work in a coastal management district	Material change of use	Schedule 10, part 17, div 3, table 6	Standard	State code 8: Coastal development and tidal works
	Reconfiguring a lot	Schedule 10, part 17, div 3, table 5	Standard	State code 8: Coastal development and tidal works
	Operational work	Schedule 10, part 17, div 3, table 1	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
			Standard	State code 8: Coastal development and tidal works
	Building work	Schedule 9, part 3, div 1, table 1	Standard	State code 8: Coastal development and tidal works
Taking or interfering with water	Operational work	Schedule 10, part 19, div 1, sub 3, table 1	Standard	State code 10: Taking or interfering with water
Removing quarry material	All aspects of development	Schedule 10, part 19, div 2, sub 3, table 1	Standard	State code 15: Removal of quarry material from a watercourse or lake
Category 3 levees	Operational work	Schedule 10, part 19, div 4, sub 3, table 1	Standard	State code 19: Category 3 levees
Waterway barrier works	Operational work	Schedule 10, part 6, div 4, sub 3, table 1	Standard	State code 18: Construction or raising waterway barrier works in fish habitats
Wetland protection area	Reconfiguring a lot	Schedule 10, part 20, div 4, table 2	Standard	State code 9: Great Barrier Reef wetland protection areas
	Material change of use	Schedule 10, part 20, div 4, table 3	Standard	
	Operational work	Schedule 10, part 20, div 4, table 1	Standard	
Contaminated land	Reconfiguring a lot	Schedule 10, part 4, div 3, table 1	Standard	State code 13: Unexploded ordnance
	Material change of use	Schedule 10, part 4, div 3, table 1	Standard	State code 13: Unexploded ordnance
Referable dams	Operational work	Schedule 10, part 19, div 3, sub 3, table 1	Standard	State code 20: Referable dams
Maritime safety	Operational work	Schedule 10, part 17, div 3, table 2	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger

Matters of state interest	Development type	Relevant provisions of the Regulation	Assessment paths available	Relevant state codes
State transport corridors	Building work	Schedule 9, part 3, div 1, table 3 Schedule 9, part 3, div 1, table 4	Standard	State code 7: Maritime safety
			FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
			Standard	If near a state controlled road or future state controlled road: State code 1: Development in a state-controlled road environment If near a railway corridor or future railway corridor: State code 2: Development in a railway environment If near a busway corridor or future busway corridor: State code 3: Development in a busway environment If near a light rail corridor or future light rail corridor: State code 4: Development in a light rail environment
	Reconfiguring a lot	Schedule 10, part 9, div 4, sub 2, table 1 Schedule 10, part 9, div 4, sub 2, table 2 Schedule 10, part 9, div 4, sub 2, table 3	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
			Standard	If near a state controlled road or future state controlled road: State code 1: Development in a state-controlled road environment If near a railway corridor or future railway corridor: State code 2: Development in a railway environment If near a busway corridor or future busway corridor: State code 3: Development in a busway environment If near a light rail corridor or future light rail corridor: State code 4: Development in a light rail environment
	Material change of use	Schedule 10, part 9, div 4, sub 2, table 4	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
			Standard	If near a state controlled road or future state controlled road: State code 1: Development in a state-controlled road environment

Matters of state interest	Development type	Relevant provisions of the Regulation	Assessment paths available	Relevant state codes
				<p>If near a railway corridor or future railway corridor: State code 2: Development in a railway environment</p> <p>If near a busway corridor or future busway corridor: State code 3: Development in a busway environment</p> <p>If near a light rail corridor or future light rail corridor: State code 4: Development in a light rail environment</p>
	Operational work	<p>Schedule 10, part 9, div 4, sub 2, table 5</p> <p>Schedule 10, part 9, div 4, sub 2, table 6</p>	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
			Standard	<p>If near a state controlled road or future state controlled road: State code 1: Development in a state-controlled road environment</p> <p>If near a railway corridor or future railway corridor: State code 2: Development in a railway environment</p> <p>If near a busway corridor or future busway corridor: State code 3: Development in a busway environment</p> <p>If near a light rail corridor or future light rail corridor: State code 4: Development in a light rail environment</p>
	State transport infrastructure (thresholds)	Schedule 10, part 9, div 4, sub 1, table 1	Standard	State code 6: Protection of state transport networks
State-controlled transport tunnels	Reconfiguring a lot	Schedule 10, part 9, div 4, sub 3, table 1	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
			Standard	State code 5: Development in a state-controlled transport tunnel environment
	Material change of use	Schedule 10, part 9, div 4, sub 3, table 2	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
			Standard	State code 5: Development in a state-controlled transport tunnel environment
	Operational work	Schedule 10, part 9, div 4, sub 3, table 3	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger

Matters of state interest	Development type	Relevant provisions of the Regulation	Assessment paths available	Relevant state codes
			Standard	State code 5: Development in a state-controlled transport tunnel environment
Brisbane core port land	Operational work – near a state transport corridor	Schedule 10, part 13, div 1, sub 2, table 2	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
				<p>If near a state controlled road or future state controlled road: State code 1: Development in a state-controlled road environment</p> <p>If near a railway corridor or future railway corridor: State code 2: Development in a railway environment</p> <p>If near a busway corridor or future busway corridor: State code 3: Development in a busway environment</p> <p>If near a light rail corridor or future light rail corridor: State code 4: Development in a light rail environment</p>
	Operational work – near a future state transport corridor	Schedule 10, part 13, div 1, sub 2, table 3	Standard	<p>If near a state controlled road or future state controlled road: State code 1: Development in a state-controlled road environment</p> <p>If near a railway corridor or future railway corridor: State code 2: Development in a railway environment</p> <p>If near a busway corridor or future busway corridor: State code 3: Development in a busway environment</p> <p>If near a light rail corridor or future light rail corridor: State code 4: Development in a light rail environment</p>
	Material change of use – near a state transport corridor or that is a future state transport corridor	Schedule 10, part 13, div 1, sub 2, table 4	FastTrack5	Refer to Appendix 2: FastTrack5 qualifying criteria for this trigger
			Standard	If near a state controlled road or future state controlled road: State code 1: Development in a state-controlled road environment

Matters of state interest	Development type	Relevant provisions of the Regulation	Assessment paths available	Relevant state codes
				<p>If near a railway corridor or future railway corridor: State code 2: Development in a railway environment</p> <p>If near a busway corridor or future busway corridor: State code 3: Development in a busway environment</p> <p>If near a light rail corridor or future light rail corridor: State code 4: Development in a light rail environment</p>
	Material change of use of premises for an environmentally relevant activity	Schedule 10, part 13, div 1, sub 2, table 6	Standard	State code 22: Environmentally relevant activities
	Material change of use or operational work – tidal works or works in a coastal management district	Schedule 10, part 13, div 1, sub 2, table 7	Standard	State code 8: Coastal development and tidal works
	Material change of use – hazardous chemical facility	Schedule 10, part 13, div 1, sub 2, table 8	Standard	State code 21: Hazardous chemical facilities
	Operational work – taking or interfering with water	Schedule 10, part 13, div 1, sub 2, table 9	Standard	State code 10: Taking or interfering with water
	Operational work – referable dams	Schedule 10, part 13, div 1, sub 2, table 10	Standard	State code 20: Referable dams
	Material change of use or operational work – relating to fisheries	Schedule 10, part 13, div 1, sub 2, table 11	Standard	<p>State code 12: Development in a declared fish habitat area</p> <p>OR</p> <p>State code 11: Removal, destruction or damage of marine plants</p> <p>OR</p> <p>State code 17: Aquaculture</p> <p>OR</p> <p>State code 18: Constructing or raising waterway barrier works in fish habitats</p>

Matters of state interest	Development type	Relevant provisions of the Regulation	Assessment paths available	Relevant state codes
	Various development below the high-water mark and within Port of Brisbane's port limits under the <i>Transport Infrastructure Act 1994</i>	Schedule 10, part 13, div 2, table 1	Standard	State code 7: Maritime safety
Urban design	Material change of use	Schedule 10, part 18, table 1	Standard (advice only)	State code 24: Urban design

Appendix 2: FastTrack5 qualifying criteria

Introduction

The FastTrack5 framework is a streamlined SARA referral and assessment process that allows aspects of development subject to selected triggers to be assessed and decided quickly by SARA, and to be subject to a reduced fee. Appendix 2 includes the qualifying criteria for each of those triggers eligible for assessment under the SARA FastTrack5 framework (summarised below).

For each eligible trigger, the qualifying criteria checklists are provided to enable applicants to self-determine whether or not a triggered aspect of development qualifies for FastTrack5 assessment. Having confirmed that the relevant aspect of the development meets the SARA FastTrack5 qualifying criteria, SARA can quickly assess and provide a referral response or decisions for a FastTrack5 eligible aspect of the development within five days of acceptance that the aspect of development meets the qualifying criteria. Applications that qualify for SARA FastTrack5 assessment will not be subject to an information request and standard conditions will generally be applied.

SARA FastTrack5 triggers and qualifying criteria

Trigger	Checklist name
Schedule 9, part 3, division 1, table 3 (building work under the Building Act that is near a state transport corridor)	FastTrack5 qualifying criteria checklist 1: State transport corridors (material change of use, operational works, building work)
Schedule 10, part 9, division 4, subdivision 2, table 4 (material change of use of premises near a state transport corridor or that is a future state transport corridor)	
Schedule 10, part 9, division 4, subdivision 2, table 5 (operational work on premises near a state transport corridor)	
Schedule 10, part 13, division 1, subdivision 2, table 2 (operational work on premises near a state transport corridor that is on Brisbane core port land)	
Schedule 10, part 13, division 1, subdivision 2, table 4 (material change of use on premises near a state transport corridor that is on Brisbane core port land)	
Schedule 10, part 9, division 4, subdivision 2, table 1 (reconfiguring a lot near a state transport corridor)	FastTrack5 qualifying criteria checklist 2: State transport corridors (reconfiguring a lot)
Schedule 10, part 9, division 4, subdivision 2, table 3 (reconfiguring a lot that is near a state-controlled road intersection)	
Schedule 10, part 9, division 4, subdivision 3, table 1 (reconfiguring a lot near a state-controlled transport tunnel)	FastTrack5 qualifying criteria checklist 3: State-controlled transport tunnels (reconfiguring a lot, material change of use, operational works)
Schedule 10, part 9, division 4, subdivision 3, table 2 (material change of use near a state-controlled transport tunnel or in a future state-controlled transport tunnel)	
Schedule 10, part 9, division 4, subdivision 3, table 3 (operational work near a state-controlled transport tunnel or in a future state-controlled transport tunnel).	
Schedule 10, part 17, division 3, table 2 (tidal works)	FastTrack5 qualifying criteria checklist 4: Tidal works – impacts on maritime safety (operational work)

Trigger	Checklist name
Schedule 10, part 17, division 3, table 1 (tidal works)	FastTrack5 qualifying criteria checklist 5: Tidal works – coastal protection (operational work)

FastTrack5 qualifying criteria checklist 1

State transport corridor (material change of use, operational works, building works)

(SDAP version 2.2 dated 9 March 2018)

This form must be used when seeking a FastTrack5 assessment pathway for the following triggers:

1. schedule 10, part 9, division 4, subdivision 2, table 4 (material change of use of premises near a state transport corridor or that is a future state transport corridor)
2. schedule 10, part 9, division 4, subdivision 2, table 5 (operational work on premises near a state transport corridor)
3. schedule 9, part 3, division 1, table 3 (building work under the Building Act that is near a state transport corridor)
4. schedule 10, part 13, division 1, subdivision 2, table 2 (operational work on premises near a state transport corridor that is on Brisbane core port land)
5. schedule 10, part 13, division 1, subdivision 2, table 4 (material change of use on premises near a state transport corridor that is on Brisbane core port land)

When submitting an application containing a FastTrack5 trigger to SARA using MyDAS2, applicants must upload a completed qualifying criteria checklist for each eligible trigger. The responses on the form must demonstrate that the triggered aspect of development meets all qualifying criteria applicable to the relevant eligible trigger.

Applicants should also provide or make reference to any supporting information or material that supports their claim for a FastTrack5 assessment.

When seeking FastTrack5 assessment for eligible triggers, you must:

1. have completed any other forms relevant to your application
2. upload a completed copy of this form when referring your application using MyDAS2
3. provide all supporting information required on the form at the time of lodgement – this information will assist SARA in undertaking its FastTrack5 assessment.

All terms used in this form have the meaning given in the Act or the regulation.

Qualifying criteria		Response	Supporting information provided
State transport planning			
1	Is the proposed development located on land identified as: <ul style="list-style-type: none"> a. required for the planned upgrade of a state transport corridor; or b. a future state transport corridor. 	<p>No: Proceed to question 2.</p> <p>An excerpt from the DA mapping system must be provided demonstrating that the subject site is not located:</p> <ul style="list-style-type: none"> a. on land required for the planned upgrade of a state transport corridor; or b. in a future state transport corridor. <p>Note: The DA mapping system is available on the department's website.</p>	<input type="checkbox"/>
		<p>Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	
Environmental emissions			
2		No: Proceed to question 3.	<input type="checkbox"/>

Qualifying criteria		Response	Supporting information provided
	<p>Does the proposed development include one or more of the following uses:</p> <ul style="list-style-type: none">a. child care centreb. educational establishmentc. hospitald. multiple dwellinge. relocatable home parkf. residential care facilityg. resort complexh. retirement facilityi. rooming accommodationj. short term accommodationk. tourist park.	Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
State transport protection			
3	<p>Does the proposed development include works within 25 metres of a state transport corridor or in a future state transport corridor?</p> <p>Statutory note: Works includes building work and operational work as defined under the Act.</p>	No: Proceed to question 4. A site/layout plan must be provided and demonstrate that works are not proposed within 25 metres of a state transport corridor or in a future state transport corridor.	<input type="checkbox"/>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
4	<p>a. Does the subject site include an overland flow path?</p> <p>Note: An overland flow path is open space floodway channels, road reserves, pavement expanses and other flow paths that convey flows typically in excess of the capacity of the minor drainage system (Road Drainage Manual July 2015).</p> <p>AND</p>	No: Proceed to question 4b. A site/layout plan must be provided and demonstrate the subject site does not include an overland flow path.	<input type="checkbox"/>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
	<p>b. Is the stormwater point of discharge:</p> <ul style="list-style-type: none">i. within 50 metres of a flood hazard area; andii. the flood hazard area adjoins a state transport corridor or future state transport corridor. <p>Note: Land identified as a 'flood hazard area' is identified in the SPP interactive mapping system or the relevant planning scheme.</p> <p>The stormwater point of discharge is the location at which stormwater leaves the subject site.</p> <p>AND</p>	No: Proceed to question 4c. An excerpt from the SPP interactive mapping system or the relevant planning scheme must be provided and demonstrate: <ul style="list-style-type: none">a. the stormwater point of discharge is located 50 metres or more from the flood hazard area; orb. that a flood hazard area does not adjoin a state transport corridor or future state transport corridor. <p>Note: The SPP interactive mapping system is available on the department's website.</p>	<input type="checkbox"/>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
	<p>c. Will the proposed development alter the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards any state transport corridor or future state transport corridor?</p>	No: Proceed to question 5. A site/layout plan must be provided and include contour lines demonstrating the subject site, pre and post development, slopes away from any state transport corridor or future state transport corridor.	<input type="checkbox"/>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
Vehicular access			
5	<p>a. Does the proposed development:</p>	No: Proceed to question 6. A site/layout plan must be provided and demonstrate the subject site does not have an	<input type="checkbox"/>

Qualifying criteria		Response		Supporting information provided
	i. propose a 'new or changed access' between the subject site and a state transport corridor; or ii. have an existing access between the subject site and a state transport corridor. Note: A 'new or changed access' is defined in schedule 24 of the Planning Regulation.	existing, new or changed access to a state-controlled road.		
	AND	Yes: Proceed to question 5b.		
	b. Does the proposed development include an existing access or propose a 'new or changed access' to a: <ul style="list-style-type: none"> i. busway corridor ii. light rail corridor iii. railway corridor. Note: A 'new or changed access' is defined in schedule 26 of the Planning Regulation.	No: Proceed to question 5c. A site/layout plan must be provided and demonstrate that the subject site does not include an existing access or a proposed 'new or changed access' to a: <ul style="list-style-type: none"> i. busway corridor ii. light rail corridor iii. railway corridor. 	<input type="checkbox"/>	
	AND	Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
	c. Has a permitted road access location approval, under section 62 of the <i>Transport Infrastructure Act 1994</i> , been granted by the Department of Transport and Main Roads (DTMR) for the proposed or existing access to the state-controlled road in relation to the proposed development?	Yes: Proceed to question 6. A copy of the section 62 approval granted by DTMR must be provided. The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued, and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.	<input type="checkbox"/>	
6	Does the proposed development include an access onto a local government road within 100 metres of an intersection with a state-controlled road?	No: Proceed to question 7. An excerpt from the DA mapping system must be provided demonstrating that any access onto a local government road is not located within 100 metres of an intersection with a state-controlled road. Note: The DA mapping system is available on the department's website.	<input type="checkbox"/>	
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
7	Does the proposed development include an access onto a local government road within 100 metres of a railway crossing?	No: Application is eligible for FastTrack5 assessment. A site/layout plan must be provided and demonstrate that any access onto a local government road is not located within 100 metres of an intersection with a railway crossing.	<input type="checkbox"/>	
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		

Glossary of terms

DA mapping system means the mapping system containing the Geographic Information System mapping layers kept, prepared or sourced by the state that relate to development assessment and matters of interest to the state in assessing development applications.

Note: The **DA mapping system** is available on the department's website.

Planned upgrade means an extension, upgrade, or duplication of state transport infrastructure or transport networks for which affected land has been identified:

1. in a publicly available government document; or
2. in written advice to affected land owners.

Note: Government documents are Commonwealth, state or local government documents that include a statement of intent for, or a commitment to, a planning outcome or infrastructure provision.

See the **DA mapping system**.

OFFICE USE ONLY

Date received:

Reference numbers:

Qualifying criteria		Response	Supporting information provided
	<div>a. child care centre</div> <div>b. educational establishment</div> <div>c. hospital</div> <div>d. multiple dwelling</div> <div>e. relocatable home park</div> <div>f. residential care facility</div> <div>g. resort complex</div> <div>h. retirement facility</div> <div>i. rooming accommodation</div> <div>j. short-term accommodation</div> <div>k. tourist park.</div>	Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
State transport protection			
3	<div>Does the proposed development include works within 25 metres of a state transport corridor or in a future state transport corridor?</div> <div>Statutory note: Works includes building work and operational work as defined under the Act.</div>	<div>No: Proceed to question 4. A site/layout plan must be provided and demonstrate that works are not proposed within 25 metres of a state transport corridor or in a future state transport corridor.</div>	<div><input type="checkbox"/></div>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
4	<div>a. Does the subject site include an overland flow path?</div> <div>Note: An overland flow path is open space floodway channels, road reserves, pavement expanses and other flow paths that convey flows typically in excess of the capacity of the minor drainage system (Road Drainage Manual July 2015).</div> <div>AND</div>	<div>No: Proceed to question 4b. A site/layout plan must be provided and demonstrate the subject site does not include an overland flow path.</div>	<div><input type="checkbox"/></div>
	<div>b. Is the stormwater point of discharge:</div> <div>i. within 50 metres of a flood hazard area</div> <div>ii. the flood hazard area adjoins a state transport corridor or future state transport corridor.</div> <div>Note: Land identified as a 'flood hazard area' is identified in the SPP interactive mapping system or the relevant planning scheme.</div> <div>The stormwater point of discharge is the location at which stormwater leaves the subject site.</div> <div>AND</div>	<div>No: Proceed to question 4c. An excerpt from the SPP interactive mapping system or the relevant planning scheme must be provided and demonstrate that:</div> <div>a. the stormwater point of discharge is located 50 metres or more from the flood hazard area; or</div> <div>b. that a flood hazard area does not adjoin a state transport corridor or future state transport corridor.</div> <div>Note: The SPP interactive mapping system is available on the department's website.</div>	<div><input type="checkbox"/></div>
	<div>c. Will the proposed development alter the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a state transport corridor or future state transport corridor?</div>	<div>No: Proceed to question 5. A site/layout plan must be provided and include contour lines demonstrating the subject site, pre and post development, slopes away from any state transport corridor or future state transport corridor.</div>	<div><input type="checkbox"/></div>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
Vehicular access			
5	<div>a. Does the proposed development:</div> <div>i. propose a 'new or changed access' between the subject</div>	<div>No: Proceed to question 6. A site/layout plan must be provided and demonstrate the subject site does not have an existing, new or changed access to a state-controlled road.</div>	<div><input type="checkbox"/></div>

Qualifying criteria		Response	Supporting information provided
	site and a state transport corridor; or ii. have an existing access between the subject site and a state transport corridor. Note: A 'new or changed access' is defined in schedule 26 of the Planning Regulation. AND	Yes: Proceed to question 5b.	
	b. Does the proposed development include an existing access or propose a 'new or changed access' to a: i. busway corridor ii. light rail corridor iii. railway corridor. Note: A 'new or changed access' is defined in schedule 26 of the Planning Regulation. AND	No: Proceed to question 5c. A site/layout plan must be provided and demonstrate the subject site does not include an existing access or a proposed 'new or changed access' to a: i. busway corridor ii. light rail corridor iii. railway corridor.	
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
	c. Has a permitted road access location approval, under section 62 of the <i>Transport Infrastructure Act 1994</i> , been granted by the Department of Transport and Main Roads (DTMR) for the proposed or existing access to the state-controlled road in relation to the proposed development?	Yes: Proceed to question 6. A copy of the section 62 approval granted by DTMR must be provided. The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued, and the section 62 approval must have been granted no more than five years prior to the lodgement of the application.	<input type="checkbox"/>
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
6	Does the proposed development include an access onto a local government road within 100 metres of an intersection with a state-controlled road?	No: Proceed to question 7. An excerpt from the DA mapping system must be provided demonstrating that any access onto a local government road is not located within 100 metres of an intersection with a state-controlled road. Note: The DA mapping system is available on the department's website.	<input type="checkbox"/>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
7	Does the proposed development include an access onto a local government road within 100 metres of a railway crossing?	No: Application is eligible for FastTrack5 assessment. A site/layout plan must be provided and demonstrate that any access onto a local government road is not located within 100 metres of an intersection with a railway crossing.	<input type="checkbox"/>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	

Glossary of terms

DA mapping system means the mapping system containing the Geographic Information System mapping layers kept, prepared or sourced by the state that relate to development assessment and matters of interest to the state in assessing development applications.

Note: The **DA mapping system** is available on the department's website.

Planned upgrade means an extension, upgrade, or duplication of state transport infrastructure or transport networks for which affected land has been identified:

1. in a publicly available government document; or
2. in written advice to affected land owners.

Note: Government documents are Commonwealth, state or local government documents that include a statement of intent for, or a commitment to, a planning outcome or infrastructure provision.

See the **DA mapping system**.

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FastTrack5 qualifying criteria checklist 3

State-controlled transport tunnel (reconfiguring a lot, material change of use, operational works)

(SDAP version 2.2 dated 9 March 2018)

This form must be used when seeking a FastTrack5 assessment pathway for the following triggers:

1. schedule 10, part 9, division 4, subdivision 3, table 1 (reconfiguring a lot near a state-controlled transport tunnel)
2. schedule 10, part 9, division 4, subdivision 3, table 2 (material change of use near a state-controlled transport tunnel or in a future state-controlled transport tunnel)
3. schedule 10, part 9, division 4, subdivision 3, table 3 (operational work near a state-controlled transport tunnel or in a future state-controlled transport tunnel).

When submitting an application containing a FastTrack5 trigger to SARA using MyDAS2, applicants must upload a completed qualifying criteria checklist for each eligible trigger. The responses on the form must demonstrate that the triggered aspect of development meets all qualifying criteria applicable to the relevant eligible trigger.

Applicants should also provide or make reference to any supporting information or material that supports their claim for a FastTrack5 assessment.

When seeking FastTrack5 assessment for eligible triggers, you must:

1. have completed any other forms relevant to your application
2. upload a completed copy of this form when referring your application using MyDAS2
3. provide all supporting information required on the form at the time of lodgement – this information will assist SARA in undertaking its FastTrack5 assessment.

All terms used in this form have the meaning given in the Act or the regulation.

Qualifying criteria		Response	Supporting information provided
State transport planning			
1	Is the proposed development located on land identified as a: a. state-controlled transport tunnel; or b. future state-controlled transport tunnel.	<p>No: Proceed to question 2. An excerpt from the DA mapping system must be provided and demonstrate the subject site is not located on land identified as a: a. state-controlled transport tunnel; or b. future state-controlled transport tunnel.</p> <p>Note: The DA mapping system is available on the department's website.</p>	<input type="checkbox"/>
Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.			
Environmental emissions			
2	Does the proposed development include one or more of the following uses: a. accommodation activity b. child care centre c. educational establishment d. hospital.	<p>No: Proceed to question 3.</p> <p>Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	<input type="checkbox"/>
State transport protection			
3	Does the proposed development include works on or within 50 metres of a state-controlled transport tunnel	<p>No: Proceed to question 4. A site/layout plan must be provided and demonstrate that works are not proposed within 50 metres of a state-controlled transport</p>	<input type="checkbox"/>

Qualifying criteria		Response		Supporting information provided
	or future state-controlled transport tunnel? Note: Works includes building work and operational work as defined under the Act.	tunnel or a future state-controlled transport tunnel.		
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
4	a. Does the subject site include an overland flow path? Note: An overland flow path is open space floodway channels, road reserves, pavement expanses and other flow paths that convey flows typically in excess of the capacity of the minor drainage system (Road Drainage Manual July 2015).	No: Proceed to question 4b. A site/layout plan must be provided and demonstrate the subject site does not include an overland flow path.	<input type="checkbox"/>	
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
	AND			
	b. Is the stormwater point of discharge: i. within 50 metres of a flood hazard area ii. the flood hazard area adjoins a state-controlled transport tunnel or future state-controlled transport tunnel. Note: Land identified as a 'flood hazard area' is identified in the SPP interactive mapping system or the relevant planning scheme. The stormwater point of discharge is the location at which stormwater leaves the subject site.	No: Proceed to question 4c. An excerpt from the SPP interactive mapping system or the relevant planning scheme must be provided and demonstrate that: a. the stormwater point of discharge is located 50 metres or more from the flood hazard area; or b. that a flood hazard area does not adjoin a state-controlled transport tunnel or future state-controlled transport tunnel. Note: The SPP interactive mapping system is available on the department's website.	<input type="checkbox"/>	
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
	AND			
	c. Will the proposed development alter the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a state-controlled transport tunnel or future state-controlled transport tunnel?	No: Application is eligible for FastTrack5 assessment. A site/layout plan must be provided and include contour lines demonstrating the subject site, pre and post development, slopes away from any state-controlled transport tunnel or a future state-controlled transport tunnel.	<input type="checkbox"/>	
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		

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FastTrack5 qualifying criteria checklist 4

Tidal works – impacts on maritime safety (operational works)

(SDAP version 2.2 dated 9 March 2018)

This form must be used when seeking a FastTrack5 assessment pathway for trigger:

1. schedule 10, part 17, division 3, table 2 (operational work in tidal waters)

When submitting an application containing a FastTrack5 trigger to SARA using MyDAS2, applicants must upload a completed qualifying criteria checklist for each eligible trigger. The responses on the form must demonstrate that the triggered aspect of development meets all qualifying criteria applicable to the relevant eligible trigger.

Applicants should also provide or make reference to any supporting information or material that supports their claim for a FastTrack5 assessment.

When seeking FastTrack5 assessment for eligible triggers, you must:

1. have completed any other forms relevant to your application
2. upload a completed copy of this form when referring your application using MyDAS2
3. provide all supporting information required on the form at the time of lodgement – this information will assist SARA in undertaking its FastTrack5 assessment.

All terms used in this form have the meaning given in the Act or the regulation.

Qualifying criteria	Response	Supporting information provided
Tidal works		
1	Is the proposed tidal works for one or more of the following uses: a. private single vessel pontoon b. private single vessel jetty c. private single vessel boat ramp d. drainage outlet e. stormwater outlet f. a revetment wall relating to tidal works listed in (a) to (e).	<div> Yes: Proceed to question 2. <input type="checkbox"/> </div> <div> No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes. </div>
2	Will the proposed tidal works, including any structures and any vessel berthed, moored or attached to the structure: a. encroach into, pass over or under a navigation corridor ; or b. be located in a high risk maritime development zone .	<div> No: Application is eligible for FastTrack5 assessment. A site/layout plan must be provided demonstrating that tidal works, including any structures and any vessel berthed at a structure: a. do not encroach into, pass over or under a navigation corridor; or b. are not located in a high risk maritime development zone. <input type="checkbox"/> </div> <div> Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes. </div>

Glossary of terms

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Note: The **DA mapping system** is available on the department's website.

High risk maritime development zone means areas indicated in the **DA mapping system** as high risk maritime development zone. These are areas in the vicinity of ports, state boat harbours, marinas and navigationally difficult areas such as waterways which experience significant shoaling and waters between and around populated islands. High risk maritime development zone includes:

1. marinas with six or more boats
2. state boat harbours
3. port limits and/or pilotage areas
4. sensitive marine environments including areas of constant sand movement
5. from the coast to the extent of Queensland waters (three nautical miles).

Navigation corridor means areas indicated in the **DA mapping system** as navigation corridor. These are the sections of a navigable tidal waterway allocated for the movement of **vessels**.

Private single vessel pontoon is:

1. constructed to provide private access to private land from tidal water for non-commercial purposes, and
2. designed for a single on-water **vessel** to be attached to the pontoon while it remains on the water (this includes a jetty with up to four associated ancillary mooring such as a dry berth or a personal watercraft pod).

Private single vessel jetty is:

1. constructed to provide private access to private land from tidal water for non-commercial purposes, and
2. designed for a single on-water **vessel** to be attached to the jetty while it remains on the water (this includes a jetty with up to four associated ancillary mooring such as a dry berth or a personal watercraft pod).

Private single vessel boat ramp is a boat ramp constructed to provide private access to private land from tidal water for non-commercial purposes.

Revetment wall means a protective covering on an embankment of earth designed to maintain the slope or to protect it from erosion.

Vessel means a ship defined under section 10 of the *Transport Operations (Marine Safety) Act 1994*.

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FastTrack5 qualifying criteria checklist 5

Tidal works – coastal protection (operational work)

(SDAP version 2.2 dated 9 March 2018)

This form must be used when seeking a FastTrack5 assessment pathway for the following trigger:

1. schedule 10, part 17, division 3, table 1 (operational works in tidal waters)

For this checklist, either table 1 or table 2 must be completed, as relevant.

When submitting an application containing a FastTrack5 trigger to SARA using MyDAS2, applicants must upload a completed qualifying criteria checklist for each eligible trigger. The responses on the form must demonstrate that the triggered aspect of development meets all qualifying criteria applicable to the relevant eligible trigger.

Applicants should also provide or make reference to any supporting information or material that supports their claim for a FastTrack5 assessment.

When seeking FastTrack5 assessment for eligible triggers, you must:

1. have completed any other forms relevant to your application
2. upload a completed copy of this form when referring your application using MyDAS2
3. provide all supporting information required on the form at the time of lodgement – this information will assist SARA in undertaking its FastTrack5 assessment.

Where not defined, all terms used in this form have the meaning given in the Act or the regulation.

Table 1: Marinas or state boat harbours

Qualifying criteria		Response		Supporting information provided
1	Is the proposed tidal works: a. for a marine access purpose b. located within a developed marina or state boat harbour area .	Yes: Proceed to question 2. An excerpt from the DA mapping system must be provided and demonstrate the subject site is located within a mapped developed marina or state boat harbour area .	<input type="checkbox"/>	
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
2	Is the proposed tidal works located within an existing lease issued under the <i>Land Act 1994</i> and supported by owner's consent from: a. if the works are in a state boat harbour, the Department of Transport and Main Roads (DTMR); or b. otherwise, the Department of Natural Resources, Mines and Energy (DNRME).	Yes: Proceed to question 3. A copy of lease under the <i>Land Act 1994</i> and owner's consent from either DNRME or DTMR, as appropriate, must be provided.	<input type="checkbox"/>	
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
3	Has the design of the tidal works been certified by a Registered Professional Engineer of Queensland (RPEQ) as complying with the relevant standards? Note: Tidal works must be designed in accordance with all appropriate Australian Standards, and the Prescribed Tidal Works Code contained in a regulation	Yes: Application is eligible for FastTrack5 assessment. Plans certified by an RPEQ must be provided.	<input type="checkbox"/>	
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		

Qualifying criteria	Response	Supporting information provided
declared under the <i>Coastal Protection and Management Act 1995</i> .		

Table 2: Private marine access structures

Qualifying criteria	Response	Supporting information provided
1 Is the proposed tidal works: a. private marine development which is a: i. pontoon; or ii. jetty less than 3 metres in width; or iii. boat ramp; and b. not a roofed structure; and c. located within a developed tidal waterway area .	<p>Yes: Proceed to question 2. An excerpt from the DA mapping system must be provided and demonstrate the subject site is located within an area mapped as a developed tidal waterway area.</p> <p>No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	<input type="checkbox"/>
2 Will the proposed tidal works attach to adjoining, privately owned, freehold land, and is this land included in the application? Note: To comply with qualifying criteria, the tidal works cannot extend across state land that is situated above high water mark (e.g. an esplanade or reserve).	<p>Yes: Proceed to question 3. Proposal plans must be supplied showing the land to which the tidal works will attach.</p> <p>No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	<input type="checkbox"/>
3 Are there any existing structures or works seaward of the tidal boundary of the land?	<p>No: Proceed to question 4. Proposal plans must be supplied identifying the tidal boundary of the land, and demonstrating that no existing structures or works, such as revetment walls, jetties or reclamation works, are seaward of the tidal boundary.</p> <p>Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	
4 Is the proposed tidal works either: a. located within a water allocation area approved for the works by the Gold Coast Waterway Authority; or b. where a water allocation area has not been set, located within an area: i. set back at least 1.5 metres from the extended side boundaries of the adjoining privately owned land; and ii. not seaward of a quayline ; or iii. not within a navigation corridor . Note: Plans showing water allocation areas can be obtained from the Gold Coast Waterway Authority.	<p>Yes: Proceed to question 5. Proposal plans must be supplied showing the location of the tidal works as per either 3a or 3b.</p> <p>No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	<input type="checkbox"/>
5 Has the design of the tidal works been certified by a Registered Professional Engineer of Queensland (RPEQ) as complying with the relevant standards? Note: Tidal works must be designed in accordance with all appropriate Australian Standards, and the Prescribed Tidal Works Code contained in the Coastal	<p>Yes: Application is eligible for FastTrack5 assessment. Plans certified by an RPEQ must be provided.</p> <p>No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	<input type="checkbox"/>

Qualifying criteria		Response	Supporting information provided
	Protection and Management Regulation 2003.		

Glossary of terms

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Note: The **DA mapping system** is available on the department's website.

Developed marina or state boat harbour area means areas indicated in the **DA mapping system** as developed marinas or state boat harbours. These are existing facilities that have been developed for the purpose of the safe mooring of vessels.

Developed tidal waterway area means areas indicated in the **DA mapping system** as a developed tidal waterway area. These are natural tidal waterways that have a high number of private marine access structures.

Note: A **developed tidal waterway area** is distinct from a **water allocation area**. However, an area mapped as a **developed tidal waterway area** may include a **water allocation area**.

Extended side boundaries of a lot adjacent or connected to prescribed tidal work, means the projection of the side boundary of the lot over tidal water:

1. in a continuing straight line; or
2. if extending the side boundary into tidal water in a continuing straight line would reduce the width of access to a **navigable waterway** from any adjoining lot to less than three metres, or cause a significant adverse effect to navigational safety, at an angle that ensures:
 - a. the width is not reduced to less than 3 metres; and
 - b. no significant adverse effect is caused to navigational safety.

Marine access purpose means a structure in tidal water used to facilitate vessel access for people between land and a **navigable waterway**. This includes jetties, pontoons and boat ramps but excludes decks and boardwalks.

Navigable waterway means waters with sufficient depth and width to allow safe passage by all vessel sizes and types that frequently use the area. This includes areas seaward of a **quayline** or **navigation corridor** determined by a managing authority.

Navigation corridor means areas indicated in the **DA mapping system** as navigation corridor. These are the sections of a navigable tidal waterway allocated for the movement of vessels.

Private marine development means a work for a non-commercial purpose attached to private land and extending over abutting tidal water.

Quayline means a boundary set by a managing authority for the waterway that defines how far tidal works, such as pontoons or jetties, may extend into a waterway.

Tidal boundary means the legal property boundary adjoining the tidal area, as defined in the *Survey and Mapping Infrastructure Act 2003*.

Water allocation area means the area of a waterway defined or endorsed by a managing authority for the waterway where a waterfront property owner may apply for approval to locate and construct a marine access structure.

Note: A managing authority for a **water allocation area** may include Gold Coast Waterways Authority or Department of Transport and Main Roads. A **water allocation area** is distinct from a **developed tidal waterway area**. However, an area mapped as a **developed tidal waterway area** may include a **water allocation area**.

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