

APPENDIX F

Consultation Review

Prepared by:

Property Projects Australia Pty Ltd

SARA reference: 2509-48480 SPL

Applicant reference: J002440

27 November 2025

F K Gardner & Sons Pty Ltd
Property Projects Australia
Level 1, 618 Brunswick Street
NEW FARM QLD 4005
marcus@propertyprojectsaustralia.com.au

Attention: Marcus McNee

Dear Marcus

SARA Pre-lodgement advice – 128 & 144 Witmack Road, Wellcamp & 10965 Warrego Highway, Charlton

I refer to your request for pre-lodgement advice received on 29 September 2025 in which you sought pre-lodgement advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address.

This notice provides advice on aspects of the proposal that are of relevance to SARA that is based on the documentation uploaded into MyDAS2 on 29 September 2025.

Development details

Summary of proposal:	The proposed development involves the re-alignment of the boundaries of the 14 lots that comprise the subject land and the establishment of new road to provide some of the proposed lots (proposed Lots 6 & 8) with vehicular access.
Description:	Development Permit for Reconfiguring a Lot (Boundary Realignment) – 14 lots into 14 lots and new road
Street address:	128 & 144 Witmack Road, Wellcamp & 10965 Warrego Highway, Charlton
Real property description:	Lot 1 on RP159685, Lots 1 & 2 on RP195310, Lot 1 on RP46695, Lot 1 on SP191896, Lot 2 on RP24628, Lots 28 & 30-34 on RP24623, Lot 36 on AG108, Lot 5 on SP217416

Pre-lodgement advice

SARA provides the following pre-lodgement advice:

SARA advice in response to applicant's request	
1.	Advice requested: Pre-lodgement advice as part of preparation of DA to Council. A development application for a Development Permit for Reconfiguring a lot must be lodged to the Toowoomba Regional Council as the assessment manager. The subject land is located adjacent to a state controlled road (Warrego Highway), therefore, SARA is a referral agency for this application and would undertake an assessment of the development application in accordance with the following provision of the Planning Regulation 2017: - Schedule 10, Part 9, Division 4, Subdivision, 2, Table 1, Item 1 – Development near a state transport corridor. The prescribed fee is 1714 fee units in accordance with Item 8(a). The relevant state code under the State Development Assessment Provisions (SDAP) is State code 1: Development in a state controlled road environment (State code 1). The subject land comprises lots that are greater than 5ha in area and the proposal will enable accepted operational work (clearing of native vegetation), therefore, SARA is a referral agency for this application and would undertake an assessment of the development application in accordance with the following provision of the Planning Regulation 2017: - Schedule 10, Part 3, Division 4, Table 2, Item 1 – Clearing native vegetation. The prescribed fee is 1714 fee units in accordance with Item 8(b). The relevant state code under the State Development Assessment Provisions (SDAP) is State code 16: Native vegetation clearing (State code 16). State code 1 – Development near a state transport corridor In order to demonstrate compliance with State code 1, any development application for the proposed subdivision will need to include the following information: - Confirmation of the type, size and frequency of vehicles needed to access the subject site via the State-transport network - An updated haulage route that clearly shows the extents of the Warrego Highway that will be used for the access (entry/exit) purposes - Details of any proposed external road works necessary to facilitate safe and efficient access to and from the subject site. <i>Planned Upgrades</i> A segment of Warrego Highway Road adjacent to the subject site is identified as part of the Charlton Bypass upgrade project. As this planned upgrade is designated as Category C – Protected Planning, any permanent structures, including their supporting infrastructure, must be wholly located outside of the planned upgrade area. It is anticipated that the traffic generated by the proposed development will likely have an impact on the Jannusch Road / Warrego Highway intersection. The current level of access at this point is provided by the Seagull layout. It can reasonably be anticipated that access will progressively reduce over time to left-in/left-out only, and ultimately result in full closure and diversion via the local road network to interchanges. This phased reduction is in response to community expectations for road safety as traffic volumes increase on the Warrego Highway. A small portion of the subject site's western area, in particular proposed Lots 10 and 11, is

subject to the Melbourne to Brisbane Inland Rail Options Analysis project. As this planned upgrade is designated as Category B, it indicates that it is part of the long-term plan, and thus no further detailed information can be provided at this stage. Considering the small fraction of land likely to be impacted by the project, no major concerns are anticipated at this stage. If additional information is required, please contact the below-listed person prior to submitting the formal development application: Nicholas Hill (Engineer) Contact: (07) 4639 0625 e-mail: Nicholas.X.Hill@tmr.qld.gov.au <i>Transport Noise Corridor</i> Part of the subject site, in particular proposed Lots 12, 13, and 14, are subject to a free-field noise intrusion zone. TMR's internal information indicates the subject site is within Category 3: 68 dB(A) =< Noise Level < 73 dB(A). Should the proposed land reconfiguration be for residential purposes, the applicant is required to demonstrate compliance with acoustic levels for habitable rooms, as referenced in Table 2 (Item 2.1) of State Code 1 (PO39 to PO41) of State Code 1 (PO38).	State code 16: Native vegetation clearing In order to demonstrate compliance with State code 16, any development application for the proposed subdivision will need to address performance outcomes PO1-PO3 and PO80-PO92. In particular, the application material will need to include a detailed response to: • PO80 - Clearing avoids and minimises impacts • PO85 - Connectivity • PO86 - Soil erosion • PO87 - Salinity • PO90 & PO91 - Essential habitat • PO92 - Acid sulfate soils Please be advised that the development application for the proposed subdivision will need to address clearing that will become exempt clearing work whether or not it is intended to be undertaken. This includes clearing for fire management lines 10m each side of proposed new lot boundaries. This also includes clearing for firebreaks and safety buffers adjoining proposed infrastructure (other than fences, roads and underground services) for a distance of 20m or 1.5 times the height of the tallest adjacent trees. Where applicable, the development application material should include: • Height measurements for the tallest trees in category B areas adjacent to infrastructure to identify assessable clearing. These measurements should be accompanied by pictures of the trees adjacent to the proposed infrastructure with an object of known height (survey staff) along with GPS coordinates identifying the exact location of the measured tree. • Digital data for the location and extent of vegetation clearing. Digital data should include a projected spatial reference (GDA2020) and preferably be in an ESRI compatible format (e.g. shapefile). Please note that computer-assisted design (CAD) and DWG files are not compatible with ESRI products. It is recommended that proposed lots containing mapped vegetation include building envelopes and these should be located in the category X area, to avoid further impact to Category B and Category C areas.
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	ShapingSEQ 2023 – Regional Landscape and Rural Production Area The proposal involves the re-alignment of property boundaries of land within the Regional Landscape and Rural Production Area (RLRPA) Regional Land Use Category (RLUC) of <i>ShapingSEQ 2023</i>. It is advised that the proposed boundary re-alignment would be considered an 'exempt subdivision', as defined in Schedule 24 of the Planning Regulation 2017, on the basis that it will not result in the creation of a new lot. As such the proposed development will <u>not</u> constitute prohibited development under Schedule 10, part 16, division 1, item 23(1) of the Planning Regulation 2017.
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This advice is provided in good faith and is:

- based on the material and information provided to SARA
- current at the time of issue
- not applicable if the proposal is changed from that which formed the basis of this advice.

This advice does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal when a formal application has been lodged.

If you require further information please contact Geoff Broadbent, Principal Planner, on (07) 4616 7302 or via email ToowoombaSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Rodney O'Brien
Principal Planning Officer

Table 4 – Response to State Prelodgement Advice

Matter / Benchmark	Response
State code 1 – Development near a state transport corridor	The proposed highway access is addressed in Section 4.4 and the Engineering Infrastructure Report at Appendix C , including the Preliminary BAL Investigation (PR02 – Issue P2). The State code 1 response is provided in Appendix I .
Transport Noise Corridor	The transport noise advice is noted. Proposed development envelopes are discussed in Section 4.3 . Applicable acoustic requirements for future residential development are addressed in the State code 1 response at Appendix I .
State code 16 – Native vegetation clearing	The Ecological Assessment Report at Appendix D addresses State code 16, including potential clearing associated with boundaries, access and future infrastructure. The key ecological and bushfire measures are summarised in Section 4.3 , with the Bushfire Management Report provided at Appendix E .
ShapingSEQ 2023 – Regional Landscape and Rural Production Area	Section 4.2 addresses the applicant’s primary position that the proposal comprises a boundary realignment and access easement under paragraphs (c) and (e) of the statutory definition of reconfiguring a lot and therefore falls outside the Regulation’s definition of subdivision. SARA’s prelodgement advice concerning the alternative exempt subdivision pathway is also acknowledged. The distinction between these pathways is addressed in Section 4.2.2 .