

Part C:

Fast track framework

Introduction

Please note that the Part C: Fast track framework took effect from 4 August 2014.

The fast track framework is a streamlined SARA referral and assessment process that allows aspects of development subject of selected triggers to be assessed and decided quickly by SARA, and to be subject to a reduced fee. Part C includes the qualifying criteria for each of those triggers eligible for assessment under the SARA fast track framework (summarised in Table C.1 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 fast track 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 fast track assessment will not be subject to an information request and standard conditions will generally be applied.

SARA fast track triggers and qualifying criteria

Table C.1: FastTrack5 qualifying criteria

Trigger number	Matter of interest
Trigger 7.1.8	State-controlled road (Building work)
Trigger 7.1.14	Public passenger transport (Building work)
Trigger 7.1.16	Railways (Building work)
Trigger 7.2.2	State-controlled road (Reconfiguration of a lot)
Trigger 7.2.3	State-controlled road (Operational work)
Trigger 7.2.15	Tidal works (Operational work)
Trigger 7.2.33	Public passenger transport (Reconfiguration of a lot)
Trigger 7.2.34	Railways (Reconfiguration of a lot)
Trigger 7.2.34A	State-controlled transport tunnels (Reconfiguring a lot)
Trigger 7.3.1	State-controlled road (Material change of use)
Trigger 7.3.1A	State-controlled road (Operational work)
Trigger 7.3.14	Public passenger transport (Material change of use or operational work)
Trigger 7.3.15A	Railways (Material change of use)
Trigger 7.3.15B	Railways (Operational work)
Trigger 7.3.15C	State-controlled transport tunnels (Material change of use or operational work)

Editor's note: The trigger number is to be read as, for example, trigger 7.1.8, means the trigger prescribed in the Regulation in Schedule 7, Table 1, Item 8.

FastTrack5 trigger 7.1.8 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

State-controlled road (Building work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.1.8 is to confirm that the application for building work involving a state-controlled road or future state-controlled road qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.1.8: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a: (a) <u>planned upgrade to a state-controlled road</u> , or (b) <u>future state-controlled road</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
2	Will the proposed development require the need for works within 25 metres of a <u>state-controlled road</u> or a <u>future state-controlled road</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	<p>No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
3	(a) Does your subject site include an overland flow path? Editor's 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 – March 2010).	<p>No Proceed to question 3(b).</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
	AND	
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state-controlled road</u> or <u>future state-controlled road</u> ? Editor's note: Flood hazard/prone area terminology may vary between local	<p>No Proceed to question 3(c).</p> <p>Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.</p>

Qualifying criteria		Response
	government planning schemes.	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	AND	
	(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state-controlled road</u> or future <u>state-controlled road</u> ?	No Applicant should supply site/layout plan with contour lines which demonstrate that the subject site pre and post development slopes away from any <u>state-controlled road</u> or <u>future state-controlled road</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

FastTrack5 trigger 7.1.14 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

Public passenger transport (Building work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.1.14 is to confirm that the application for building work on future public passenger transport corridor qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.1.14: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a <u>future public passenger transport corridor</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
2	Will the proposed development require the need for works within 25 metres of a <u>state transport corridor, state transport infrastructure or a future state transport corridor</u> ?	<p>No Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of corridor.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
	Editor's note: Works includes building work and operational work as defined under the Act.	

FastTrack5 trigger 7.1.16 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

Railways (Building work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.1.16 is to confirm that the application for building work on future railway land qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.1.16: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for <u>future railway land</u> .	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u> (8) <u>retirement facility</u> (9) <u>rooming accommodation</u> (10) <u>short-term accommodation</u> (11) <u>tourist park</u> .	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
3	Will the proposed development require the need for works within 25 metres of a <u>railway</u> or <u>future railway land</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	<p>No Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
4	(a) Does your subject site include an overland flow path? Editor's note: An overland flow path is open space floodway channels, road	<p>No Proceed to question 4(b).</p>

Qualifying criteria		Response
reserves, pavement expanses and other flow paths that convey flows typically in excess of the capacity of the minor drainage system (Road Drainage Manual - March 2010).		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
AND		
(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>railway</u> or <u>future railway land</u> ?		No Proceed to question 4(c). Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
AND		
(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>railway</u> or <u>future railway land</u> ?		No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>railway</u> or <u>future railway land</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

FastTrack5 trigger 7.2.2 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

State-controlled road (Reconfiguring a lot)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.2.2a and 7.2.2b is to confirm that the application for reconfiguring a lot involving a state-controlled road or future state-controlled road qualifies for a fast track assessment.

Development involving volumetric subdivision is to be assessed against table 7.2.2a only. All other development is to be assessed against table 7.2.2b.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.2.2a: Fast track qualifying criteria (volumetric subdivision only)

Qualifying criteria		Response
Volumetric subdivision		
1	Is your proposal solely for the volumetric subdivision of an existing or approved building?	<p>Yes The application is fast track compliant. No further assessment against the remaining criteria in table 7.2.2b is required.</p> <p>No Proceed with assessment against table 7.2.2b.</p>

Table 7.2.2b: Fast track qualifying criteria (all other development)

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a: (a) <u>planned upgrade to a state-controlled road</u> , or (b) <u>future state-controlled road</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system print report</u> which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u> (8) <u>retirement facility</u>	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

Qualifying criteria		Response
	(9) <u>rooming accommodation</u> (10) <u>short-term accommodation</u> (11) <u>tourist park.</u>	
State transport protection		
3	Will the proposed development require the need for works within 25 metres of a <u>state-controlled road</u> or a <u>future state-controlled road</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
4	(a) Does your subject site include an overland flow path? Editor's 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 - March 2010).	No Proceed to question 4(b).
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	AND	
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state-controlled road</u> or <u>future state-controlled road</u> ? Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.	No Proceed to question 4(c).
		Yes Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
	AND	
(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state-controlled road</u> or <u>future state-controlled road</u> ?	No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>state-controlled road</u> or a <u>future state-controlled road</u> .	
	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.	
State transport network functionality		
5	(a) Does the development: <ul style="list-style-type: none"> i. Propose a new direct vehicular access to a <u>state-controlled road</u>, or ii. Have an existing direct vehicular access to a <u>state-controlled road</u>? 	No Proceed to question 6. Demonstrated on a site/layout plan which confirms that the subject site does not have direct access to a <u>state-controlled road</u> .
		Yes Proceed to question 5(b).
	AND	
(b) Has a <u>permitted road access location</u> approval, under Section 62 of the <i>Transport Infrastructure Act 1994</i> , been granted by DTMR for the proposed or existing access to the <u>state-controlled road</u> in relation	Yes Applicants must provide:	
	(a) A copy of the Section 62 approval granted by	

Qualifying criteria		Response
	to the proposed development?	<p>DTMR, or</p> <p>(b) A letter from DTMR stating that an existing direct vehicular access does not compromise the safety and efficiency of a <u>state-controlled road</u>.</p>
		<p>No</p> <p>Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
6	Does your proposal include a vehicular access onto a <u>local road</u> within 100 metres of its intersection with a <u>state-controlled road</u> ?	<p>No</p> <p>Applicants must provide a site/layout plan demonstrating that access via a <u>local road</u> is not located within 100 metres of an intersection with any <u>state-controlled road</u>.</p>
		<p>Yes</p> <p>Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

FastTrack5 trigger 7.2.3 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

State-controlled road (Operational work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.2.3 is to confirm that the application for operational work involving a state-controlled road or future state-controlled road qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.2.3: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for: (a) <u>planned upgrade to a state-controlled road</u> , or (b) <u>future state-controlled road</u> ?	No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
State transport protection		
2	Will the proposed development require the need for works within 25 metres of a <u>state-controlled road</u> or a <u>future state-controlled road</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
3	(a) Does your subject site include an overland flow path? Editor's 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 - March 2010).	No Proceed to question 3(b).
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state-controlled road</u> or <u>future state-controlled road</u> ? Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.	No Proceed to question 3(c). Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
		Yes Application cannot qualify for the fast track

Qualifying criteria		Response
	AND	assessment pathway and must follow the standard SARA assessment.
	(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state-controlled road</u> or <u>future state-controlled road</u> ?	<p>No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>state-controlled road</u> or a <u>future state-controlled road</u>.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport network functionality		
4	(a) Does the development: <ul style="list-style-type: none"> i. Propose a new direct vehicular access to a <u>state-controlled road</u>, or ii. Have an existing direct vehicular access to a <u>state-controlled road</u>? 	<p>No Proceed to question 5.</p> <p>Demonstrated on a site/layout plan which confirms that the subject site does not have direct access to a <u>state-controlled road</u>.</p> <p>Yes Proceed to question 4(b).</p>
	AND	
	(b) Has a permitted road access location approval, under Section 62 of the <i>Transport Infrastructure Act 1994</i> , been granted by DTMR for the proposed or existing access to the <u>state-controlled road</u> in relation to the proposed development?	<p>Yes Applicants must provide:</p> <ul style="list-style-type: none"> (a) A copy of the Section 62 approval granted by DTMR, or (b) A letter from DTMR stating that an existing direct vehicular access does not compromise the safety and efficiency of a <u>state-controlled road</u>. <p>No Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
5	Does your proposal include a vehicular access onto a <u>local road</u> within 100 metres of its intersection with a <u>state-controlled road</u> ?	<p>No Applicants must provide a site/layout plan demonstrating that access via a <u>local road</u> is not located within 100 metres of an intersection with any <u>state-controlled road</u>.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

FastTrack5 trigger 7.2.15 qualifying criteria

Please note that the fast track framework took effect from 4 August 2014.

Tidal works (Operational work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.2.15 is to confirm that the application for operational works in tidal water qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.
- (3) The fast track qualifying criteria outlined below in table 7.2.15 does not apply to tidal works in Gold Coast Waters. Please refer to the existing triggers in Schedule 7 of the *Sustainable Planning Regulation 2009*.

Table 7.2.15: Fast track qualifying criteria

Qualifying criteria		Response
Tidal works		
1	Is the proposed tidal works for one or more of the following uses: (1) <u>private single vessel pontoon</u> (2) <u>private single vessel jetty</u> (3) <u>private single vessel boat ramp</u> (4) drainage outlet (5) stormwater outlet	<p>No Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p> <p>Yes Proceed to question 2.</p>
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 <u>navigation corridor</u> , or (b) be located in a <u>high risk maritime development zone</u> ?	<p>No Application contains a site layout plan demonstrating that tidal works, including any structures and any vessel berthed at a structure: (a) do not encroach into, pass over or under a <u>navigation corridor</u>, or (b) are not located in a <u>high risk maritime development zone</u>.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

FastTrack5 trigger 7.2.33 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

Public passenger transport (Reconfiguring a lot)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.2.33a and table 7.2.33b is to confirm that the application for reconfiguring a lot involving a public passenger transport corridor or future public passenger transport corridor qualifies for a fast track assessment.

Development involving volumetric subdivision is to be assessed against table 7.2.33a only. All other development is to be assessed against table 7.2.33b.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.2.33a: Fast track qualifying criteria (volumetric subdivision only)

Qualifying criteria		Response
Volumetric subdivision		
1	Is your proposal solely for the volumetric subdivision of an existing or approved building?	<p>Yes The application is fast track compliant. No further assessment against the remaining criteria in table 7.2.2b is required.</p> <p>No Proceed with assessment against table 7.2.33b.</p>

Table 7.2.33b: Fast track qualifying criteria (all other development)

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a <u>future state transport corridor</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u>	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

Qualifying criteria		Response
	<p>(8) <u>retirement facility</u></p> <p>(9) <u>rooming accommodation</u></p> <p>(10) <u>short-term accommodation</u></p> <p>(11) <u>Tourist park.</u></p>	
State transport protection		
3	<p>Will the proposed development require the need for works within 25 metres of a <u>state transport corridor</u>, <u>state transport infrastructure</u> or a <u>future state transport corridor</u>?</p> <p>Editor's note: Works includes building work and operational work as defined under the Act.</p>	<p>No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor).</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
4	<p>(c) Does your subject site include an overland flow path?</p> <p>Editor's 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 - March 2010).</p>	<p>No Proceed to question 4(b).</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
	AND	
	<p>(d) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state transport corridor</u> or <u>future state transport corridor</u>?</p> <p>Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.</p>	<p>No Proceed to question 4(c).</p> <p>Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
	AND	
	<p>(e) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state transport corridor</u>, <u>state transport infrastructure</u> or <u>future state transport corridor</u>?</p>	<p>No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>state transport corridor</u>, <u>state transport infrastructure</u> or a <u>future state transport corridor</u>.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

FastTrack5 trigger 7.2.34 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

Railways (Reconfiguring a lot)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.2.34a and 7.2.34b is to confirm that the application for reconfiguring a lot involving a railway or future railway land qualifies for a fast track assessment.

Development involving volumetric subdivision is to be assessed against table 7.2.34a only. All other development is to be assessed against 7.2.34b.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.2.34a: Fast track qualifying criteria (volumetric subdivision only)

Qualifying criteria		Response
Volumetric subdivision		
1	Is your proposal solely for the volumetric subdivision of an existing or approved building?	<p>Yes The application is fast track compliant. No further assessment against the remaining criteria in table 7.2.2b is required.</p> <p>No Proceed with assessment against table 7.2.34b.</p>

Table 7.2.34b: Fast track qualifying criteria (all other development)

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for <u>future railway land</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u> (8) <u>retirement facility</u>	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

Qualifying criteria		Response
	(9) <u>rooming accommodation</u> (10) <u>short-term accommodation</u> (11) <u>tourist park.</u>	
State transport protection		
3	Will the proposed development require the need for works within 25 metres of a <u>railway</u> or a <u>future railway land</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
4	(a) Does your subject site include an overland flow path? Editor's 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 - March 2010).	No Proceed to question 4(b).
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	AND	
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>railway</u> or <u>future railway land</u> ? Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.	No Proceed to question 4(c). Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	AND	
(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>railway</u> or <u>future railway land</u> ?	No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>railway</u> or <u>future railway land</u> ?	
	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.	
State transport network functionality		
5	Does your proposal include access (existing or proposed) to or across an existing <u>railway</u> or <u>future railway land</u> ?	No
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

FastTrack5 trigger 7.2.34A qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

State-controlled transport tunnels (Reconfiguring a lot)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.2.34A is to confirm that the application for reconfiguring a lot if any part of the land is, or within 50m of a state-controlled transport tunnel or future state-controlled transport tunnel qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.2.34A: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a <u>future state-controlled transport tunnel</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u> (8) <u>retirement facility</u> (9) <u>rooming accommodation</u> (10) <u>short-term accommodation</u> (11) <u>tourist park</u> .	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
3	Will the proposed development require the need for works on or within 50 metres of a <u>state-controlled transport tunnel</u> or <u>future state-controlled transport tunnel</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	<p>No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 50 metres of a <u>state-controlled transport tunnel</u> or <u>future state-controlled transport tunnel</u>.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the</p>

Qualifying criteria		Response
		standard SARA assessment.
4	(a) Does your subject site include an overland flow path? Editor's 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 - March 2010).	No Proceed to question 4(b).
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state-controlled transport tunnel</u> or <u>future state-controlled transport tunnel</u> ? Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.	No Proceed to question 4(c). Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state-controlled transport tunnel</u> or <u>future state-controlled transport tunnel</u> ?	No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>state-controlled transport tunnel</u> or a <u>future state-controlled transport tunnel</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

FastTrack5 trigger 7.3.1 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

State-controlled road (Material change of use)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.3.1 is to confirm that the application for a material change of use involving a state-controlled road or future state-controlled road qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.3.1: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a: (a) <u>planned upgrade to a state-controlled road</u> , or (b) <u>future state-controlled road</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u> (8) <u>retirement facility</u> (9) <u>rooming accommodation</u> (10) <u>short-term accommodation</u> (11) <u>tourist park</u> .	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
3	Will the proposed development require the need for works within 25 metres of a <u>state-controlled road</u> or a <u>future state-controlled road</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	<p>No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

Qualifying criteria		Response
4	(a) Does your subject site include an overland flow path? Editor's 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 - March 2010).	No Proceed to question 4(b).
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state-controlled road</u> or <u>future state-controlled road</u> ? Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.	No Proceed to question 4(c) Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state-controlled road</u> or <u>future state-controlled road</u> ?	No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>state transport corridor</u> , <u>state transport infrastructure</u> or <u>a future state transport corridor</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
State transport network functionality		
5	(a) Does the development: i. Propose a new direct vehicular access to a <u>state-controlled road</u> , or ii. Have an existing direct vehicular access to a <u>state-controlled road</u> ?	No Proceed to question 6. Demonstrated on a site/layout plan which confirms that the subject site does not have direct access to a <u>state-controlled road</u> .
	AND	Yes Proceed to question 5(b).
	(b) Has a <u>permitted road access location</u> approval, under Section 62 of the <i>Transport Infrastructure Act 1994</i> , been granted by DTMR for the location of any proposed or existing access to the <u>state-controlled road</u> in relation to the proposed development?	Yes Applicants must provide: (a) A copy of the Section 62 approval granted by DTMR, or (b) A letter from DTMR stating that an existing direct vehicular access does not compromise the safety and efficiency of a <u>state-controlled road</u> . No Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
6	Does your proposal include a vehicular access onto a <u>local road</u> within 100 metres of its intersection with a <u>state-controlled road</u> ?	No Applicants must provide a site/layout plan demonstrating that access via a <u>local road</u> is not located within 100 metres of an intersection with any <u>state-controlled road</u> .

Qualifying criteria	Response
	<p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

FastTrack5 trigger 7.3.1A qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

State-controlled road (Operational work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.3.1A is to confirm that the application for operational work involving a state-controlled road or future state-controlled road qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.3.1A: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a: (a) <u>planned upgrade to a state-controlled road</u> , or (b) <u>future state-controlled road</u> ?	No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
State transport protection		
2	Will the proposed development require the need for works within 25 metres of a <u>state-controlled road</u> or a <u>future state-controlled road</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
3	(a) Does your subject site include an overland flow path? Editor's 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 - March 2010).	No Proceed to question 3(b).
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state-controlled road</u> or <u>future state-controlled road</u> ? Editor's note: Flood hazard/prone area terminology may vary between local	No Proceed to question 3(c). Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.

Qualifying criteria		Response
	government planning schemes.	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	AND	
	(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state-controlled road</u> or <u>future state-controlled road</u> ?	No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>state-controlled road</u> or a <u>future state-controlled road</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
State transport network functionality		
4	(a) Does the development: <ul style="list-style-type: none"> i. Propose a new direct vehicular access to a <u>state-controlled road</u>, or ii. Have an existing direct vehicular access to a <u>state-controlled road</u>? 	No Proceed to question 5. Demonstrated on a site/layout plan which confirms that the subject site does not have direct access to a <u>state-controlled road</u> .
	AND	Yes Proceed to question 4(b).
	(b) Has a <u>permitted road access location</u> approval, under Section 62 of the <i>Transport Infrastructure Act 1994</i> , been granted by DTMR for the location of any proposed or existing access to the <u>state-controlled road</u> in relation to the proposed development?	Yes Applicants must provide: <ul style="list-style-type: none"> (a) A copy of the Section 62 approval granted by DTMR, or (b) A letter from DTMR stating that an existing direct vehicular access does not compromise the safety and efficiency of a <u>state-controlled road</u>.
		No Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
5	Does your proposal include a vehicular access onto a <u>local road</u> within 100 metres of its intersection with a <u>state-controlled road</u> ?	No Applicants must provide a site/layout plan demonstrating that access via a <u>local road</u> is not located within 100 metres of an intersection with any <u>state-controlled road</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

FastTrack5 trigger 7.3.14 qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

Public passenger transport (Material change of use or operational work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.3.14 is to confirm that the application for operational work or a material change of use near a public passenger transport corridor or future public passenger transport corridor qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.3.14: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a <u>future state transport corridor</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u> (8) <u>retirement facility</u> (9) <u>rooming accommodation</u> (10) <u>short-term accommodation</u> (11) <u>tourist park</u> .	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
3	Will the proposed development require the need for works within 25 metres of a <u>state transport corridor</u> , <u>state transport infrastructure</u> or a <u>future state transport corridor</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	<p>No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
4	(a) Does your subject site include an <u>overland flow path</u> ?	No

Qualifying criteria		Response
Editor's 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 - March 2010).		Proceed to question 4(b).
AND		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state transport corridor</u> or <u>future state transport corridor</u> ?		No Proceed to question 4(c). Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
AND		
(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state transport corridor</u> , <u>state transport infrastructure</u> or <u>future state transport corridor</u> ?		No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>state transport corridor</u> , <u>state transport infrastructure</u> or <u>a future state transport corridor</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

FastTrack5 trigger 7.3.15A qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

Railways (Material change of use)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.3.15A is to confirm that the application for a material change of use involving a railway or future railway land qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.3.15A: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for <u>future railway land</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u> (8) <u>retirement facility</u> (9) <u>rooming accommodation</u> (10) <u>short-term accommodation</u> (11) <u>tourist park</u> .	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
3	Will the proposed development require the need for works within 25 metres of a <u>railway</u> or <u>future railway land</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	<p>No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

Qualifying criteria		Response
4	(a) Does your subject site include an overland flow path? Editor's 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 - March 2010).	No Proceed to question 4(b).
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>railway</u> or <u>future railway land</u> ? Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.	No Proceed to question 4(c). Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>railway</u> or <u>future railway land</u> ?	No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>railway</u> or <u>future railway land</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
State transport network functionality		
5	Does your proposal include a vehicular access onto a <u>local road</u> or <u>state-controlled road</u> within 100 metres of a <u>railway crossing</u> ?	No Applications must include a site/layout plan demonstrating that access via a <u>local road</u> or <u>state-controlled road</u> is not located within 100 metres of a <u>railway crossing</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
6	Does your proposal include access (existing or proposed) to or across an existing <u>railway</u> or <u>future railway land</u> ?	No
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

FastTrack5 trigger 7.3.15B qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

Railways (Operational work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.3.15B is to confirm that the application for operational work involving a railway or future railway land qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.3.15B: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for <u>future railway land</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
2	Will the proposed development require the need for works within 25 metres of a <u>railway</u> or <u>future railway land</u> ?	<p>No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 25 metres of the corridor.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
3	<p>(a) Does your subject site include an overland flow path?</p> <p>Editor's 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 - March 2010).</p> <p>AND</p> <p>(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>railway</u> or <u>future railway land</u>?</p> <p>Editor's note: Flood hazard/prone area terminology may vary between local</p>	<p>No Proceed to question 3(b).</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p> <p>No Proceed to question 3(c).</p> <p>Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.</p>

Qualifying criteria		Response
	government planning schemes.	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	AND	
	(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>railway</u> or <u>future railway land</u> ?	No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>railway</u> or <u>future railway land</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
State transport network functionality		
4	Does your proposal include a vehicular access onto a <u>local road</u> or <u>state-controlled road</u> within 100 metres of a <u>railway crossing</u> ?	No Applications must include a site/layout plan demonstrating that access via a <u>local road</u> or <u>state-controlled road</u> is not located within 100 metres of a <u>railway crossing</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
5	Does your proposal include access (existing or proposed) to or across an existing <u>railway</u> or <u>future railway land</u> ?	No
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

FastTrack5 trigger 7.3.15C qualifying criteria

Please note that fast track framework took effect from 4 August 2014.

State-controlled transport tunnel (Material change of use or operational work)

Purpose

The purpose of the fast track qualifying criteria outlined below in table 7.3.15C is to confirm that the application for a material change of use or operational work involving a state-controlled transport tunnel or future state-controlled transport tunnel qualifies for a fast track assessment.

Editor's note:

- (1) ALL responses to the qualifying criteria must be the green-coloured option to be able to qualify for the fast track assessment pathway.
- (2) Where any of the responses are not the green-coloured option, the application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment and be assessed against the relevant SDAP modules and codes applicable to this trigger under Table B.3: Referral agency role.

Table 7.3.15C: Fast track qualifying criteria

Qualifying criteria		Response
State transport planning		
1	Is the land on which you propose development impacted by DTMR planning for a <u>future state-controlled transport tunnel</u> ?	<p>No Demonstrated with a copy of the <u>DA mapping system</u> print report which confirms that the subject site is not impacted by DTMR planning.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
Community amenity		
2	Is your proposal for one or more of the following uses: (1) <u>child care centre</u> (2) <u>educational establishment</u> (3) <u>hospital</u> (4) <u>multiple dwelling</u> (5) <u>relocatable home park</u> (6) <u>residential care facility</u> (7) <u>resort complex</u> (8) <u>retirement facility</u> (9) <u>rooming accommodation</u> (10) <u>short-term accommodation</u> (11) <u>tourist park</u> .	<p>No Proceed to question 3.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>
State transport protection		
3	Will the proposed development require the need for works on or within 50 metres of existing or <u>future state-controlled transport tunnel</u> ? Editor's note: Works includes building work and operational work as defined under the Act.	<p>No or N/A Application should contain a site/layout plan which demonstrates that works are not proposed within 50 metres of an existing or <u>future state-controlled transport tunnel</u>.</p> <p>Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.</p>

Qualifying criteria		Response
4	(a) Does your subject site include an overland flow path? Editor's 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 - March 2010).	No Proceed to question 4(b).
	AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.
	(b) Is the point at which stormwater leaves your site within 50 metres of a flood hazard/prone area as indicated in the relevant local government planning scheme that adjoins a <u>state-controlled transport tunnel</u> or <u>future state-controlled transport tunnel</u> ? Editor's note: Flood hazard/prone area terminology may vary between local government planning schemes.	No Proceed to question 4(c). Applicant should supply a copy of the relevant planning scheme map which demonstrates that a point of discharge is located 50 metres or more from the flood hazard/prone area.
AND	Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.	
	(c) Will your proposal change the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards a <u>state-controlled transport tunnel</u> or <u>future state-controlled transport tunnel</u> ?	No Applicant to supply site/layout plan with contour lines which demonstrates that the subject site pre and post development slopes away from any <u>state-controlled transport tunnel</u> or a <u>future state-controlled transport tunnel</u> .
		Yes Application cannot qualify for the fast track assessment pathway and must follow the standard SARA assessment.

Reference documents

Department of Transport and Main Roads 2010 [Road drainage manual](#)

Glossary of terms

Busway see the *Transport Infrastructure Act 1994*, schedule 6.

Editor's note: Busway means:

- (1) a route especially designed and constructed for, and dedicated to, the priority movement of buses for passenger transport purposes
- (2) places for the taking on and letting off of bus passengers using the route.

Editor's note: See DA mapping system—SARA layers.

Child care centre see the standard planning scheme provisions.

Editor's note: Child care centre means the premises used for minding or care, but not residence, of children.

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.

Editor's note: the DA mapping system is available at [DA mapping system](#).

Educational establishment see the standard planning scheme provisions.

Editor's note: Educational establishment means premises used for training and instruction designed to impart knowledge and develop skills. The use may include after school care for students or on-site student accommodation.

Future public passenger transport corridor see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: Future public passenger transport corridor means land identified in a guideline made under the *Transport Planning and Coordination Act 1994*, section 8E for any of the following—

- (1) busway transport infrastructure;
- (2) busway transport infrastructure works;
- (3) light rail transport infrastructure;
- (4) light rail transport infrastructure works;
- (5) rail transport infrastructure;
- (6) railway works.

Future railway land see the *Transport Infrastructure Act 1994*.

Editor's note: Future railway land means land that the chief executive administering the *Transport Infrastructure Act 1994* has, by written notice given to a local government and published in the gazette, indicated is intended to be used for a railway under that Act (section 242).

Future state-controlled road see the *Transport Infrastructure Act 1994*, section 42.

Editor's note: Future state-controlled road means a road or land that the chief executive administering the *Transport Infrastructure Act 1994* has, by written notice given to a local government and published in the gazette, indicated is intended to become a state-controlled road under that Act, section 42.

Editor's note: See DA mapping system—SARA layers.

Future state-controlled transport tunnel see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: Future state-controlled tunnel means a tunnel that forms part of—

- (1) future state-controlled road, or
- (2) future railway land, or
- (3) a future public passenger transport corridor.

Future state transport corridor means any of the following:

- (1) a future state-controlled road
- (2) future railway land
- (3) a future public passenger transport corridor
- (4) a future state-controlled transport tunnel
- (5) a future active transport corridor.

Gold Coast Waters see the *Gold Coast Waterways Authority Act 2012*, section 7.

Editor's note: The Gold Coast Waterways Authority has responsibility for Gold Coast waters which include the inland waterways within the City of Gold Coast local government area as well as the areas at the mouth of the Nerang River, Currumbin Creek and Tallebudgera Creek.

High risk maritime development zone means areas indicated in the DA mapping system – SARA layers 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 (3 nautical miles).

Hospital see the standard planning scheme provisions.

Editor's note: Hospital means premises used for medical or surgical care or treatment of patients, whether or not residing on the premises. The use may include ancillary accommodation for employees and ancillary activities directly serving the needs of patients and visitors.

Light rail see the *Transport Infrastructure Act 1994*, schedule 6.

Editor's note: Light rail means:

- (1) a route wholly or partly dedicated to the priority movement of light rail vehicles for passenger transport purposes, whether or not the route was designed and constructed for those purposes as well as other purposes
- (2) places for the taking on and letting off of light rail vehicle passengers using the route.

Editor's note: See DA mapping system–SARA layers.

Limited access road see the *Transport Infrastructure Act 1994*.

Editor's note: Limited access road means a state-controlled road, or part of a state-controlled road, declared to be a limited access road under the *Transport Infrastructure Act 1994*, section 54.

Editor's note: See DA mapping system–SARA layers.

Local road means a road controlled by a local government authority.

Multiple dwelling see the standard planning scheme provisions.

Editor's note: Multiple dwelling means premises containing three or more dwellings for separate households.

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

Permitted road access location see the *Transport Infrastructure Act 1994*.

Editor's note: Permitted road access location means a permitted road access location under a decision in force under the *Transport Infrastructure Act 1994*, section 62(1).

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.

Editor's 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.

Editor's note: See DA mapping system–SARA layers.

Private single vessel pontoon means a pontoon that 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 pontoon with one associated ancillary mooring such as a dry berth or a personal watercraft pod).

Private single vessel jetty means a jetty that 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 one associated ancillary mooring such as a dry berth or a personal watercraft pod).

Private single vessel boat ramp means a boat ramp that is:

- (1) constructed to provide private access to private land from tidal water for non-commercial purposes, and
- (2) designed to launch a single vessel at a time from the ramp.

Public passenger transport see the *Transport Planning and Coordination Act 1994*, section 3.

Editor's note: Public passenger transport means the carriage of passengers by a public passenger servicing using a public passenger vehicle.

Railway see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: Railway means land on which railway transport infrastructure or other rail infrastructure is situated.

Editor's note: See DA mapping system–SARA layers.

Railway crossing see the *Transport Infrastructure Act 1994*.

Editor's note: Railway crossing means a level crossing, bridge or another structure used to cross over or under a railway.

Relocatable home park see the standard planning scheme provisions.

Editor's note: Relocatable home park means premises used for relocatable dwellings (whether they are permanently located or not) that provides long-term residential accommodation. The use may include a manager's residence and office, ancillary food and drink outlet, kiosk, amenity buildings and the provision of recreation facilities for the exclusive use of residents.

Residential care facility see the standard planning scheme provisions.

Editor's note: Residential care facility means a residential use of premises for supervised accommodation where the use includes medical and other support facilities for residents who cannot live independently and require regular nursing or personal care.

Resort complex see the standard planning scheme provisions.

Editor's note: Resort complex means premises used for tourist and visitor short-term accommodation that include integrated leisure facilities including:

- (1) restaurants and bars
- (2) meeting and function facilities
- (3) sporting and fitness facilities
- (4) staff accommodation
- (5) transport facilities directly associated with the tourist facility such as a ferry terminal and air services.

Retirement facility see the standard planning scheme provisions.

Editor's note: Retirement facility means a residential use of premises for an integrated community and specifically built and designed for older people. The use includes independent living units and may include serviced unit where residents require some support with health care and daily living needs. The use may also include a manager's residence and office, food and drink outlet, amenity buildings, communal facilities and accommodation for staff.

Road access location see the *Transport Infrastructure Act 1994*.

Editor's note: Road access location means a location on a property boundary between land and a road for the entry or exit of traffic.

Rooming accommodation see the standard planning scheme provisions.

Editor's note: Rooming accommodation means premises used for the accommodation of one or more households where each resident:

- (1) has a right to occupy one or more rooms
- (2) does not have a right to occupy the whole of the premises in which the rooms are situated
- (3) may be provided with separate facilities for private use
- (4) may share communal facilities or communal space with one or more of the other residents.

The use may include:

- (1) rooms not in the same building on site
- (2) provision of a food or other service
- (3) on site management or staff and associated accommodation.

Short-term accommodation see the standard planning scheme provisions.

Editor's note: Short-term accommodation means premises used to provide short-term accommodation for tourists or travellers for a temporary period of time (typically not exceeding three consecutive months) and may be self-contained.

State-controlled road see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: State-controlled road means:

- (1) a state-controlled road within the meaning of the *Transport Infrastructure Act 1994*, schedule 6, or
- (2) State toll road corridor land.

Editor's note: See DA mapping system—SARA layers.

State-controlled transport tunnel see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: state-controlled transport tunnel means:

- (1) a tunnel that forms part of a—
 - (a) state-controlled road, or
 - (b) railway, or
 - (c) public passenger transport corridor, or
- (2) a railway tunnel easement.

Editor's note: See DA mapping system—SARA layers.

State transport corridor means any of the following terms (defined under the *Transport Infrastructure Act 1994*, *Transport Planning and Coordination Act 1994* and Sustainable Planning Regulation 2009):

- (1) a state-controlled road
- (2) a railway
- (3) a public passenger transport corridor

- (4) a state-controlled tunnel
- (5) an active transport corridor.

State transport infrastructure means any of the following terms (defined under the *Transport Infrastructure Act 1994*, the *Transport Planning and Coordination Act 1994* and the Sustainable Planning Regulation 2009):

- (1) state-controlled road
- (2) busway transport infrastructure
- (3) light rail transport infrastructure
- (4) rail transport infrastructure
- (5) other rail infrastructure
- (6) active transport infrastructure.

Tidal water see the *Land Act 1994*.

Editor's note: Tidal water means any part of the sea or of a port, or of a watercourse, lagoon, swamp or other place where water may be found, ordinarily within the ebb and flow of the tide at spring tides.

Tourist park see the standard planning scheme provisions.

Editor's note: Tourist park means premises used to provide for accommodation in caravans, self-contained cabins, tents and similar structures for the public for short term holiday purposes. The use may include, where ancillary, a manager's residence and office, kiosk, amenity buildings, food and drink outlet, or the provision of recreation facilities for the use of occupants of the tourist park and their visitors, and accommodation for staff.

Abbreviations

DTMR — Department of Transport and Main Roads

SARA — State Assessment and Referral Agency