

State transport corridor (reconfiguring a lot)

1. schedule 10, part 9, division 4, subdivision 2, table 1 (reconfiguring a lot near a state transport corridor);
2. schedule 10, part 9, division 4, subdivision 2, table 3 (reconfiguring a lot that is near a state-controlled road intersection).

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

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

Volumetric subdivision only:

All other development:

State Development Assessment Provisions v3.5

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

Qualifying criteria		Response	Supporting information provided
	and a state transport corridor.		
	AND		
	b. Does the proposed development include an existing access or propose a new or changed access to a: <ul style="list-style-type: none"> i. busway corridor; ii. light rail corridor; iii. railway corridor. 	No: Proceed to question 4c. A site/layout plan must be provided and demonstrate the subject site does not include an existing access or a proposed new or changed access to a: <ul style="list-style-type: none"> i. busway corridor; ii. light rail corridor; iii. railway corridor. 	
	AND	Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
	c. Has a permitted road access location approval, under section 62 of the <i>Transport Infrastructure Act 1994</i> , been granted by the Department of Transport and Main Roads (DTMR) for the proposed or existing access to the state-controlled road in relation to the proposed development?	Yes: Proceed to question 5. A copy of the section 62 approval granted by DTMR must be provided. The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued, and the section 62 approval must have been granted no more than five years prior to the lodgement of the application.	<input type="checkbox"/>
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
5	Does the proposed development include a new or changed access onto a local government road within 100 metres of an intersection with a state-controlled road?	No: Proceed to question 6. An excerpt from the DA mapping system must be provided demonstrating that any access onto a local government road is not located within 100 metres of an intersection with a state-controlled road. The development which is the subject of the application must also be of an equivalent use and intensity to the existing development. Note: The DA mapping system is available on the department's website.	<input type="checkbox"/>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
6	Does the proposed development include a new or changed access onto a local government road within 100 metres of a railway crossing?	No: Application is eligible for FastTrack5 assessment. A site/layout plan must be provided and demonstrate that any access onto a local government road is not located within 100 metres of an intersection with a railway crossing. The development which is the subject of the application must also be of an equivalent use and intensity to the existing development.	<input type="checkbox"/>
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	

Glossary of terms

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

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

New or changed access see the Planning Regulation 2017, schedule 26.

Note: **New or changed access** between premises and a road or State transport corridor, means-

1. the use of a new location as a relevant vehicular access between the premises and the road or corridor; or
2. the construction of a new relevant vehicular access between the premises and the road or corridor; or
3. an extension of an existing relevant vehicular access between the premises and the road or corridor; or
Example for paragraph c- widening a driveway to allow access by wide turning vehicle
4. an increase in the number of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor; or
5. a change in the type of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor.

Overland flow path means open space floodway channels, road reserves, pavement expanses and other flow paths that convey flows typically in excess of the capacity of the minor drainage system (Road Drainage Manual, July 2015).

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

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

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

See the **DA mapping system**.

Stormwater point of discharge means the location at which stormwater leaves the subject site.