

Our reference: 2606-52931 SRA
Your reference: 23-0175P
Council reference: A007017224

27 July 2026

Chief Executive Officer
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001
dalodgement@brisbane.qld.gov.au

Attention: Ryan Casey

Dear Ryan,

SARA referral agency response—178 River Terrace, Kangaroo Point

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

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 24 June 2026.

Response

Outcome:	Referral agency response – with conditions
Date of response:	27 July 2026
Conditions:	The conditions in Attachment 1 must be attached to any development approval
Advice:	Advice to the applicant is in Attachment 2
Reasons:	The reasons for the referral agency response are in Attachment 3

Development details

Description:	Development Permit	Material change of use for Multiple dwelling (3 units), Rooming accommodation (10 rooms), and ancillary uses associated with Rooming accommodation
SARA role:	Referral agency	
SARA trigger (Planning Regulation 2017):	Schedule 10, Part 9, Division 4, Subdivision 3, Table 2, Item 1 (10.9.4.3.2.1)	

Material change of use of premises on or near a State-controlled transport tunnel or future State-controlled transport tunnel

SARA reference: 2606-52931 SRA

Assessment manager: Brisbane City Council

Street address: 35 Colburn Avenue, Victoria Point

Real property description: Lot 2 on RP100191

Applicant name: The Church of Jesus Christ of Latter-Day Saints

Applicant contact details: C/- Therefor Group
PO Box 436
NEW FARM QLD 4005
mluton@thereforgroup.com.au

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

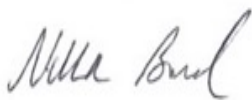
Representations

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

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

For further information please contact Sarah Poon, Planner, on 3452 6775 or via email DARTsupport@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Nikki Brock
A/Manager

cc The Church of Jesus Christ of Latter-Day Saints C/- Therefor Group, mluton@thereforgroup.com.au

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

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application)

No.	Conditions	Condition timing
Development Permit for Material Change of Use		
10.9.4.3.2.1 – Material change of use of premises on or near a State-controlled transport tunnel or future State-controlled transport tunnel—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	(a) Any development, including but not limited to excavation, filling/backfilling/compaction, retaining structures (temporary and permanent), building foundation structures, basements, stormwater infrastructure, services and utilities and any other works involving ground disturbance and/or loading implications, must not: i. Encroach upon, de-stabilise or cause damage to the railway corridor (including rail transport infrastructure such as the state-controlled transport tunnel) and/or the land supporting this infrastructure, or cause similar adverse impacts ii. adversely impact on the railway corridor (including rail transport infrastructure such as the state-controlled transport tunnel) through the addition and/or removal of loading such as but not limited to lateral, vertical and surcharge loading iii. adversely impact on the railway corridor (including rail transport infrastructure such as the state-controlled transport tunnel) as a result of directly or indirectly disturbing groundwater iv. result in vibration, structural and/or ground movement impacts on the railway corridor (including rail transport infrastructure such as the state controlled transport tunnel) during excavation, boring, piling, drilling, construction or similar activities or otherwise adversely impact on the structural and operational integrity of the railway corridor v. compromise the Department of Transport and Main Roads' Design Criteria for Bridges and Other Structures vi. compromise the tunnel design parameters for the Cross River Rail tunnel vii. compromise Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-005 – Design of Buildings Over or Near Railways. (b) Submit RPEQ certification, with supporting documentation, to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been designed in accordance with part (a) of this condition. In particular, the RPEQ certified supporting documentation must include:	(a) At all times (b) Prior to obtaining development approval for operational work or building work (c) Prior to the commencement of use

	i. A Tunnel Impact Assessment report in relation to the Cross River Rail tunnel ii. The geotechnical investigations and modelling completed during the detailed design phase iii. The detailed structural engineering design drawings and supporting technical documentation for the development, including any temporary and permanent retaining structures and building foundation structures iv. The management and monitoring plans (such as for vibration and groundwater). (c) Submit RPEQ certification, with supporting documentation, to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with parts (a) and (b) of this condition. The RPEQ certification must include: i. The construction monitoring results (including vibration, ground movement and groundwater) and the mitigation measures employed ii. As-constructed drawings.	
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Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.6). If a word remains undefined it has its ordinary meaning.
2.	Cross River Rail – Condition Compliance Please contact the Cross River Rail Development Authority (CRRDA) in relation to the tunnel design parameters for the Cross River Rail tunnel at: info@crossriverrail.qld.gov.au. The tunnel design parameters must be taken into account in relation to achieving compliance with the referral agency condition, in particular, the requirement for a Tunnel Impact Assessment Report.

Attachment 3—Reasons for referral agency response

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

The reasons for SARA's decision are:

- SARA assessed the development against the following code of the State Development Assessment Provisions (SDAP), version 3.6:
 - State code 5: Development in a state-controlled transport tunnel environment (State code 5).
- The development will comply with State code 5 of the SDAP, if carried out in accordance with the proposed condition. Specifically, the development:
 - will not create a safety hazard for users of a state-controlled transport tunnel, by increasing the likelihood or frequency of fatality or serious injury
 - will not compromise the structural integrity of state-controlled transport tunnels
 - will not compromise the state's ability to construct state-controlled transport tunnels and future state-controlled transport tunnels, or significantly increase the cost to construct state-controlled transport tunnels and future state-controlled transport tunnels
 - will not compromise the state's ability to maintain and operate state-controlled transport tunnels, or significantly increase the cost to maintain and operate state-controlled transport tunnels
 - protects the community from significant adverse impacts resulting from environmental emissions generated by state-controlled transport tunnels.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.6), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- section 58 of the *Human Rights Act 2019*.

Attachment 4—Representations about a referral agency response provisions

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