

SARA reference: 2507-46989 SRA
Council reference: A006786626
Applicant reference: 12074

20 July 2026

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

Attention: Katrina Bogoevski

Dear Katrina,

SARA referral agency response—318 Miles Platting Road, Rochedale

(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 8 July 2025.

Response

Outcome:	Referral agency response – with conditions	
	Under s56(2)(a) of the <i>Planning Act 2016</i> , SARA has no requirements for the variation request aspect of development	
Date of response:	20 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:	Preliminary approval that includes a variation request	Material change of use for bar, caretaker's accommodation, childcare centre, club, community care centre, community use, dwelling unit, educational establishment, emergency services, food and drink outlet,
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function facility, health care service, hotel, indoor sport and recreation, multiple dwelling, office, parking station, place of worship, rooming accommodation, sales office, service industry, shop, shopping centre, short term accommodation, substation, telecommunications facility, theatre and veterinary service

SARA role:	Referral agency
SARA triggers:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Planning Regulation 2017) Development impacting state transport infrastructure Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 (Planning Regulation 2017) Material change of use of premises near a state transport corridor Schedule 10, Part 18, Table 1, Item 1 (Planning Regulation 2017) Urban Design
SARA reference:	2507-46989 SRA
Assessment manager:	Brisbane City Council
Street address:	318 Miles Platting Road, Rochedale
Real property description:	Lot 72 on RP868680
Applicant name:	Verso 318 Pty Ltd
Applicant contact details:	C/- Saunders Havill Group Pty Ltd 9 Thompson Street Bowen Hills QLD 4006 leahhamel@saundershavill.com
<i>Human Rights Act 2019</i> considerations:	A consideration of the 23 fundamental human rights protected under the <i>Human Rights Act 2019</i> has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

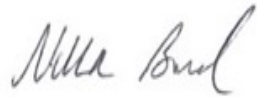
Representations

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 Anthony Sapuppo, Principal Planner, DART, on 07 3452 7815 or via email IpswichSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Nikki Brock', written in a cursive style.

Nikki Brock
A/Manager

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 5 - Documents referenced in conditions

cc Verso 318 Pty Ltd, leahhamel@saundershavill.com

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) (Copies of the documents referenced below are found at **Attachment 5**)

No.	Conditions	Condition timing
Preliminary approval for a Material change of use		
Schedule 10, Part 9, Division 4, Subdivision 1 Table 1 and Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 - Development impacting state transport infrastructure and Material Change of Use of premises near a state transport corridor. 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) Install raised wombat pedestrian crossings and all associated pedestrian infrastructure, generally in accordance with: - Access Concept - Eight Miles Platting Road / Site Access (Concept 12) (Overall - West) Short-Term (Stage 1) - Left-In / Left-Out, Drawing No. 24BRT0480-SK12-3, Rev. B, as amended in red by SARA. (b) The pedestrian crossings in part (a) of this condition are to be designed in accordance with: - Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13 Manual of Uniform Traffic Control Devices – Local Area Traffic Management - Brisbane City Council Standard Drawing BSD-3216 - Local Traffic Area Speed Platform - Mid Block General Design Criteria, revision C.	(a) Prior to the commencement of the first approved use in stage 1 and to be maintained at all times (b) At all times
2.	(a) Vehicular access must be designed generally in accordance with: - Access Concept - Eight Miles Platting Road / Site Access (Concept 12) (Overall - West) Short-Term (Stage 1) - Left-In / Left-Out, Drawing No. 24BRT0480-SK12-3, Rev. B, as amended in red by SARA. (b) Vehicular access must be designed generally in accordance with: - Access Concept – Eight Miles Platting Road / Site Access (Concept 13) (Overall) Medium-Term (Stage 2 – Option 1) Left-In / Right-In / Left-Out + Signalisation of School Road (3-Way), Drawing No. 24BRT0480-SK13-2, Rev. C, as amended in red by SARA. (c) Vehicular access must be designed generally in accordance with: - Access Concept – Eight Miles Platting Road / Site Access (Concept 15) Long-Term (Stage 3) -Left-In / Left-Out + Signalisation of School Road (4-Way), Drawing No. 24BRT0480-SK15-1, Rev. C. (d) The access arrangement in parts (a)-(c) of this condition is to be designed in accordance with the Austroads Guide to Road Design	(a) Prior to the commencement of the first approved use in stage 1 (b) Prior to the commencement of the first approved use in stage 2 (c) Prior to the commencement of the first approved use in stage 3 (d) At all times

	and the Department of Transport and Main Roads' Road Planning Design Manual.	
3.	Design and construct a continuous 1.8m wide pedestrian footpath along the northern frontage of Miles Platting Road between its intersection with the Gateway Motorway southbound off-ramp and the eastern extent of the site boundary. The footpath must be designed in accordance with the relevant Brisbane City Council footpath standards.	Prior to the commencement of the first approved use in stage 1 and to be maintained at all times
4.	(a) Upgrade the section of Miles Platting Road to the west of the intersection with School Road to a four-lane divided urban standard, consistent with Brisbane City Council's road hierarchy, and generally in accordance with: – Access Concept – Eight Miles Platting Road / Site Access (Concept 13) (Overall) Medium-Term (Stage 2 – Option 1) Left-In / Right-In / Left-Out + Signalisation of School Road (3-Way), Drawing No. 24BRT0480-SK13-2, Rev. C, as amended in red by SARA, or a differing design as otherwise agreed with Brisbane City Council and the Department of Transport and Main Roads. (b) Signalise the intersection of Miles Platting Road and School Road including the provision of additional turn lanes, generally in accordance with: – Access Concept – Eight Miles Platting Road / Site Access (Concept 13) (Overall) Medium-Term (Stage 2 – Option 1) Left-In / Right-In / Left-Out + Signalisation of School Road (3-Way), Drawing No. 24BRT0480-SK13-2, Rev. C, as amended in red by SARA, or a differing design as otherwise agreed with Brisbane City Council and the Department of Transport and Main Roads. (c) Design the road works, required in parts (a) and (b) of this condition, in accordance (where relevant) with: i. the Department of Transport and Main Roads' <i>Road Planning and Design Manual, 2nd Edition</i> ii. the Department of Transport and Main Roads' Policies and Technical Specifications iii. the Department of Transport and Main Roads' Standard Drawings Roads iv. Austroads Guide to Road Design and the Department of Transport and Main Roads' Road Planning Design Manual v. the ability to accommodate the movements of a 12.5m heavy rigid bus vi. relevant Brisbane City Council requirements.	(a) and (b) Prior to the commencement of the first use of Stage 2 (c) At all times
5.	Stormwater management of the development must not cause worsening to the operating performance or structural integrity of the state-controlled road such that any works on the land must not: i. create any new discharge points for stormwater runoff or seepage into the state controlled ii. concentrate or increase the velocity of flows to the state controlled road iii. interfere with and/or cause damage to the existing stormwater	At all times

	iv. drainage on the state controlled road v. surcharge any existing culvert or drain on the state controlled road vi. reduce the quality of stormwater discharge onto the state controlled road vi. impede or interfere with overland flow and/or hydraulic conveyance.	
6.	Noise attenuation measures to achieve the following noise criteria must be provided: Childcare Centres and Educational Establishments (a) Noise attenuation measures must be designed, sited and constructed to achieve the maximum free field acoustic level for all outdoor education areas and outdoor play areas as follows: ≤63 dB(A) L10 (12 hour) free field (between 6am and 6pm). (b) All balconies, podiums or elevated outdoor play areas predicted to exceed 63 dB(A) L10 (12 hour) free field (between 6am and 6pm) shall be provided with: i. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia) ii. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas. (c) Noise attenuation measures must be designed, sited and constructed to achieve the maximum internal acoustic level for all indoor education areas, indoor play areas and sleeping rooms as follows: ≤35 dB(A) Leq (1 hour) (maximum hour over 24 hours). Accommodation Activity (a) Noise attenuation measures must be designed, sited and constructed to achieve the maximum free field acoustic level of ≤60 dB(A) L10 (18 hour) for all ground level private open space. (b) Noise attenuation measures must be designed, sited and constructed to achieve the maximum internal acoustic level in all Accommodation Activity (excluding relevant residential buildings or relocated buildings) as follows: ≤35 dB(A) Leq (1 hour) (maximum hour over 24 hours). (c) All balconies, podiums, and roof decks shall be provided with: i. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia) ii. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	Prior to the commencement of each applicable use in the relevant stage, then to be maintained at all times
7.	Any noise fences and associated structures (including any footings) required by condition 6. must be located wholly within the subject site and	At all times

	be designed and in accordance with the following: i. Chapter 7 Integrated noise fence design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013 ii. Technical Specification MRTS15 (note that this specification requires that the detailed design of the noise fences is submitted and approved by the Department of Transport and Main Roads prior to construction) iii. The Department of Transport and Main Roads, Standard Drawings Roads – Noise fence.	
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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 3.2). If a word remains undefined it has its ordinary meaning.

Attachment 3—Reasons for referral agency response

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

SARA assessed the development against the following codes of the State Development Assessment Provisions (SDAP), version 3.2:

- State code 1: Development in a state-controlled road environment
- State code 6: Protection of state transport networks
- State code 24: Urban design outcomes for significant projects.

The development will comply with the assessment benchmarks of State code 1 of SDAP if carried out in accordance with the proposed conditions in that the development:

- will not increase the likelihood or frequency of accidents, fatalities or serious injury for users of a state-controlled road
- will not adversely impact the structural integrity or physical condition of state-controlled roads, road transport infrastructure, public passenger transport infrastructure or active transport infrastructure
- will not adversely impact the function and efficiency of state-controlled roads or future State-controlled roads
- will not adversely impact the state's ability to plan, construct, maintain, upgrade or operate state-controlled roads, future state-controlled roads or road transport infrastructure
- will not significantly increase the cost to the state to plan, construct, upgrade or maintain state-controlled roads, future state-controlled roads or road transport infrastructure
- maintains or improves access to public passenger transport infrastructure or active transport infrastructure
- will not adversely impact the state's ability to operate public passenger services on state-controlled roads
- protects community amenity from significant adverse impacts of environmental emissions generated by road transport infrastructure or vehicles using state-controlled roads.

The development will comply with the assessment benchmarks of State code 6 of SDAP if carried out in accordance with the proposed conditions in that the development:

- will not create a safety hazard for users of state transport infrastructure or public passenger services by increasing the likelihood or frequency of a fatality or serious injury
- will not result in a worsening of the physical condition or operating performance of the state transport network
- will not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure
- provides public passenger transport infrastructure to enable development to be serviced by public passenger transport
- provides safe and direct access to public passenger transport infrastructure or active transport infrastructure, including access by cycling and walking.

The development complies with the assessment benchmarks of State code 24 of SDAP in that the proposed development:

- will result in high quality urban design outcome for a place, locality or region; creating a physical environment that increases liveability, is appropriate in an urban and local context, considers opportunities to adapt over time, creates a sense of place, supports positive health and wellbeing, leads by example and engages effectively while improving social and economic interactions.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.2), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- State Planning Policy mapping system [delete if not used]
- section 58 of the *Human Rights Act 2019*.

Attachment 4—Representations about a referral agency response provisions

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Attachment 5—Documents referenced in conditions

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