

# Appendix 2: FastTrack5 qualifying criteria

## Introduction

The FastTrack5 framework is a streamlined SARA referral and assessment process that allows aspects of development subject to selected triggers to be assessed and decided quickly by SARA, and to be subject to a reduced fee. Appendix 2 includes the qualifying criteria for each of those triggers eligible for assessment under the SARA FastTrack5 framework (summarised 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 FastTrack5 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 FastTrack5 assessment will not be subject to an information request and standard conditions will generally be applied.

## SARA FastTrack5 triggers and qualifying criteria

Trigger	Checklist name
Schedule 9, part 3, division 1, table 3 (building work under the Building Act that is near a state transport corridor)	FastTrack5 qualifying criteria checklist 1: State transport corridors (material change of use, operational works, building work)
Schedule 10, part 9, division 4, subdivision 2, table 4 (material change of use of premises near a state transport corridor or that is a future state transport corridor)	
Schedule 10, part 9, division 4, subdivision 2, table 5 (operational work on premises near a state transport corridor)	
Schedule 10, part 13, division 1, subdivision 2, table 2 (operational work on premises near a state transport corridor that is on Brisbane core port land)	
Schedule 10, part 13, division 1, subdivision 2, table 4 (material change of use on premises near a state transport corridor that is on Brisbane core port land)	
Schedule 10, part 9, division 4, subdivision 2, table 1 (reconfiguring a lot near a state transport corridor)	FastTrack5 qualifying criteria checklist 2: State transport corridors (reconfiguring a lot)
Schedule 10, part 9, division 4, subdivision 2, table 3 (reconfiguring a lot that is near a state-controlled road intersection)	
Schedule 10, part 9, division 4, subdivision 3, table 1 (reconfiguring a lot near a state-controlled transport tunnel)	FastTrack5 qualifying criteria checklist 3: State-controlled transport tunnels

Trigger	Checklist name
Schedule 10, part 9, division 4, subdivision 3, table 2 (material change of use near a state-controlled transport tunnel or in a future state-controlled transport tunnel)	(reconfiguring a lot, material change of use, operational works)
Schedule 10, part 9, division 4, subdivision 3, table 3 (operational work near a state-controlled transport tunnel or in a future state-controlled transport tunnel).	
Schedule 10, part 17, division 3, table 2 (tidal works)	FastTrack5 qualifying criteria checklist 4: Tidal works – impacts on maritime safety (operational work)
Schedule 10, part 17, division 3, table 1 (tidal works)	FastTrack5 qualifying criteria checklist 5: Tidal works – coastal protection (operational work)

# FastTrack5 qualifying criteria checklist 1

**State transport corridor (material change of use, operational works, building works)**  
 (SDAP version 2.5 dated 1 July 2019)

This form must be used when seeking a FastTrack5 assessment pathway for the following triggers:

1. schedule 10, part 9, division 4, subdivision 2, table 4 (material change of use of premises near a state transport corridor or that is a future state transport corridor)
2. schedule 10, part 9, division 4, subdivision 2, table 5 (operational work on premises near a state transport corridor)
3. schedule 9, part 3, division 1, table 3 (building work under the Building Act that is near a state transport corridor)
4. schedule 10, part 13, division 1, subdivision 2, table 2 (operational work on premises near a state transport corridor that is on Brisbane core port land)
5. schedule 10, part 13, division 1, subdivision 2, table 4 (material change of use on premises near a state transport corridor that is on Brisbane core port land).

When submitting an application containing a FastTrack5 trigger to SARA using MyDAS2, applicants must upload a completed qualifying criteria checklist for each eligible trigger. The responses on the form must demonstrate that the triggered aspect of development meets all qualifying criteria applicable to the relevant eligible trigger.

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

When seeking FastTrack5 assessment for eligible triggers, you must:

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.

All terms used in this form have the meaning given in the Act or the regulation.

Qualifying criteria		Response	Supporting information provided
<b>State transport planning</b>			
1	Is the proposed development located on land identified as: <ol style="list-style-type: none"> <li>a. required for the <b>planned upgrade</b> of a state transport corridor; or</li> <li>b. a future state transport corridor.</li> </ol>	<p><b>No: Proceed to question 2.</b>                      An excerpt from the <b>DA mapping system</b> must be provided demonstrating that the subject site is not located:</p> <ol style="list-style-type: none"> <li>a. on land required for the <b>planned upgrade</b> of a state transport corridor; or</li> <li>b. in a future state transport corridor.</li> </ol> <p>Note: The <b>DA mapping system</b> is available on the department's website.</p>	<input type="checkbox"/>

Qualifying criteria		Response	Supporting information provided
		<b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
<b>Environmental emissions</b>			
2	<p>Does the proposed development include one or more of the following uses:</p> <ul style="list-style-type: none"> <li>a. child care centre</li> <li>b. educational establishment</li> <li>c. hospital</li> <li>d. multiple dwelling</li> <li>e. relocatable home park</li> <li>f. residential care facility</li> <li>g. resort complex</li> <li>h. retirement facility</li> <li>i. rooming accommodation</li> <li>j. short term accommodation</li> <li>k. tourist park.</li> </ul>	<p><b>No: Proceed to question 3.</b></p> <p><b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	<input type="checkbox"/>
<b>State transport protection</b>			
3	<p>Does the proposed development include 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><b>No: Proceed to question 4.</b> 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> <p><b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	<input type="checkbox"/>
4	<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>AND</p> <p>b. Is the stormwater point of discharge:</p> <ul style="list-style-type: none"> <li>i. within 50 metres of a flood hazard area; and</li> <li>ii. the flood hazard area adjoins a state transport corridor or future state transport corridor.</li> </ul> <p>Note: Land identified as a 'flood hazard area' is identified in the SPP interactive mapping system or the relevant planning scheme.</p>	<p><b>No: Proceed to question 4b.</b> A site/layout plan must be provided and demonstrate the subject site does not include an overland flow path.</p> <p><b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p> <p><b>No: Proceed to question 4c.</b> An excerpt from the SPP interactive mapping system or the relevant planning scheme must be provided and demonstrate:</p> <ul style="list-style-type: none"> <li>a. the stormwater point of discharge is located 50 metres or more from the flood hazard area; or</li> <li>b. that a flood hazard area does not adjoin a state transport corridor or future state transport corridor.</li> </ul> <p>Note: The SPP interactive mapping system is available on the department's website.</p>	<input type="checkbox"/>

Qualifying criteria		Response	Supporting information provided
	The stormwater point of discharge is the location at which stormwater leaves the subject site.	<b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
	AND		
	c. Will the proposed development alter the existing topography (lay of the land) of the subject site resulting in stormwater flowing towards any state transport corridor or future state transport corridor?	<b>No: Proceed to question 5.</b> 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.	<input type="checkbox"/>
		<b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
<b>Vehicular access</b>			
5	a. Does the proposed development:	<b>No: Proceed to question 6.</b> 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.	<input type="checkbox"/>
	i. propose a 'new or changed access' between the subject site and a state transport corridor; or	<b>Yes: Proceed to question 5b.</b>	
	ii. have an existing access between the subject site and a state transport corridor.		
	AND		
	b. Does the proposed development include an existing access or propose a 'new or changed access' to a:	<b>No: Proceed to question 5c.</b> A site/layout plan must be provided and demonstrate that the subject site does not include an existing access or a proposed 'new or changed access' to a:	<input type="checkbox"/>
	i. busway corridor	<b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
	ii. light rail corridor		
	iii. railway corridor.		
	AND		
	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?	<b>Yes: Proceed to question 6.</b> 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 5 years prior to the lodgement of the application.	<input type="checkbox"/>

Qualifying criteria		Response	Supporting information provided
		<b>No:</b> 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 an intersection with a state-controlled road?	<p><b>No: Proceed to question 7.</b> An excerpt from the <b>DA mapping system</b> 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.</p> <p>Note: The <b>DA mapping system</b> is available on the department's website.</p>	<input type="checkbox"/>
		<b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	
7	Does the proposed development include a 'new or changed' access onto a local government road within 100 metres of a railway crossing?	<p><b>No: Application is eligible for FastTrack5 assessment.</b> 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.</p>	<input type="checkbox"/>
		<b>Yes:</b> 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 schedule 24 of the Planning Regulation.

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

- (a) the use of a new location as a relevant vehicular access between the premises and the road or corridor; or
- (b) the construction of a new relevant vehicular access between the premises and the road or corridor; or
- (c) the 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 a wide-turning vehicle
- (d) an increase in the number of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor; or
- (e) a change in the type of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor.

**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**.