



Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

Our reference: SDA-0517-039422
Your reference: JZA:MD011:MCU17/0095
Applicant reference: 16439

01 June 2018

The Chief Executive Officer
Sunshine Coast Regional Council
Locked Bag 72
Sunshine Coast Mail Centre Qld 4560
mail@sunshinecoast.qld.gov.au

Attention: John Alderson

Dear John,

Amended concurrence agency response—with conditions

David Low Way and 17 & 28 Belle Mare Avenue, Yaroomba QLD 4573 – Lots 12, 15 and 16 on SP238214, Lots 20, 336-340 on SP219217 and Lot 25 on SP269561
(Given under section 290(1)(b) of the *Sustainable Planning Act 2009*)

The Department of State Development, Manufacturing, Infrastructure and Planning (the department) issued a concurrence agency response under section 285 of the *Sustainable Planning Act 2009* (the Act) on 21 December 2017. On 11 May 2018, the department received written notice under section 352(a) of the Act advising that the applicant has changed the application under section 351 of the Act. On 18 May 2018, the department provided written notice that the department intended to amend its concurrence agency response under section 290(1)(b)(i) of the Act.

Applicant details

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| Applicant name: | SH Coolum Pty Ltd c/- Project Urban |
| Applicant contact details: | Glen Wright PO Box 6380 Maroochydore Qld 4558 info@projecturban.com.au |

Location details

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| Street address: | David Low Way and 17 & 28 Belle Mare Avenue, Yaroomba |
| Real property description: | Lots 12, 15 & 16 SP238214; Lots 20, 336-340 SP219217 and Lot 25 SP269561 |

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South East Queensland (North) regional
office
Mike Ahern Building, Level 3, 12 First
Avenue, Maroochydore
PO Box 1129, Maroochydore QLD 4558

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Local government area: Sunshine Coast Regional Council

Application details

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| Preliminary approval | Material change of use to establish Yaroomba Beach Master Plan |
| Development permit | Material change of use – Resort Complex, Multiple Dwellings / Short Term Accommodation, Shopping Centre, Educational Establishment, Community Use and Utility Installation |
| Development permit | Reconfiguration of a lot – 10 lots into 26 lots (creating 16 dwelling house lots, 2 commercial lots, 1 park lot, 1 access lot, 2 buffer lots, 1 transfer station lot, 1 principal body corporate lot and 2 balance management lots and access easements) |

Referral triggers

The development application was referred to the department under the following provisions of the Sustainable Planning Regulation 2009:

- Schedule 7, Table 2, Item 2 State-controlled road – ROL if any part of the land is within 25m of a state-controlled road
- Schedule 7, Table 3, Item 1 State-controlled road – MCU if any part of the land is within 25m of a state-controlled road
- Schedule 7, Table 3, Item 2 Development impacting on State transport infrastructure – Thresholds
- Schedule 7, Table 3, Item 10 Vegetation clearing – MCU for a lot in excess of 5ha where Preliminary Approval is sought (Section 242 of the Act) and Lot contains regulated vegetation

Conditions

Under section 287(1)(a) of the Act, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for imposing conditions

The department must provide reasons for imposing conditions. These reasons are set out in Attachment 2.

Advice to the applicant

The department offers advice about the application to the applicant—see Attachment 3.

Approved plans and specifications

The department requires that the plans and specifications set out below and enclosed must be attached to any development approval.

| Drawing/report title | Prepared by | Date | Reference no. | Version/issue |
|--|-------------|---------------|---------------|---------------|
| Aspect of development: Material change of use and reconfiguration of a lot | | | | |
| Yaroomba Beach Pedestrian and Cycle Movement Plan of the Yaroomba Beach Village & International Resort Preliminary Development Approval – Masterplan | Hassell | 28 April 2018 | - | C |

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| Yaroomba Beach Preliminary Approval Sunshine Coast Council Civil Works Road Arrangement Plan | SMEC Australia Pty Ltd | 5 April 2018 | 30031110-PA- 201 | 5 |
| Yaroomba Beach Stage 1 – Development Approval Sunshine Coast Council Civil Works Roadworks Layout Plan | SMEC Australia Pty Ltd | 5 April 2018 | 30031110-DA- 202 | 6 (As amended in red by SARA 1 June 2018) |
| The Westin Hotel_Floor Plan – Ground | Hassell | 6 April 2018 | A_1_1101 | C (As amended in red by SARA 1 June 2018) |
| Serviced Apartments_Floor Plan – Ground | Hassell | 6 April 2018 | A_3-4_1101 | B (As amended in red by SARA 1 June 2018) |
| Figure 6-4: Proposed Intersection Layout of David Low Way/Beach Road of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report | SMEC | 6 April 2018 | - | 4 |
| Figure 7-1: Proposed Intersection Layout of David Low Way/Development Main Access of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report | SMEC | 6 April 2018 | - | 4 |
| Figure 7-2: Proposed Intersection Layout of David Low Way/Development Northern Access of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report | SMEC | 6 April 2018 | - | 4 |
| Figure 7-3: Proposed Intersection Layout of David Low Way/Suncoast Beach Blvd in the Yaroomba Beach Village & Resort Traffic Impact Assessment Report | SMEC | 6 April 2018 | - | 4 |
| Yaroomba Beach Subdivision - Stage 1 | Project Urban | 28 March 2018 | 16439.2 | - |

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

For further information please contact Celeste Bownds, Senior Planning Officer, on (07) 5352 9707 or via email SEQNorthSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Kassim Mahomed
Manager

cc SH Coolum Pty Ltd c/- Project Urban, info@projecturban.com.au

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for imposing conditions
Attachment 3—Advice to the applicant
Approved plans and specifications

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Attachment 1—Conditions to be imposed

| No. | Conditions | Condition timing |
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| Preliminary approval for a material change of use | | |
| Schedule 7, Table 3, Item 1—State-controlled road and Schedule 7, Table 3, Item 2—Development impacting on State transport infrastructure—Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions: | | |
| 1. | The pedestrian circulation connecting to David Low Way must be constructed generally in accordance with the 'Yaroomba Beach Pedestrian and Cycle Movement Plan of the Yaroomba Beach Village & International Resort Preliminary Development Approval – Masterplan', prepared by Hassell, dated 28/04/2018 and revision C. | Prior to the commencement of use of any material change of use sought pursuant to this preliminary approval |
| 2. | <p>Subject to more specific requirements imposed on any future development approval sought pursuant to this preliminary approval, within stages 4 and 5 (as shown on the 'Yaroomba Beach Preliminary Approval Sunshine Coast Council Civil Works Road Arrangement Plan', prepared by SMEC Australia Pty Ltd, dated 05/04/2018, drawing number 30031110-PA-201 and revision 5), noise attenuation measures to achieve the following noise criteria must be provided to all accommodation activities exposed to noise from a state controlled road:</p> <p>a) All facades of an accommodation activity exposed to noise from a state-controlled road are to meet the following external noise criteria:</p> <p>i. ≤60 dB(A) L₁₀ (18 hour) facade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am ≤40 dB(A))</p> <p>ii. ≤63 dB(A) L₁₀ (18 hour) facade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am >40 dB(A)).</p> <p>b) Private open spaces for accommodation activities exposed to noise from a state-controlled road are to meet the following external noise criteria:</p> <p>i. ≤57 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight ≤45 dB(A))</p> <p>ii. ≤60 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight >45 dB(A)).</p> <p>c) Passive recreation areas for accommodation activities exposed to noise from a state-controlled road are to meet the following external noise criteria:</p> | Prior to the commencement of use of any material change of use sought pursuant to this preliminary approval and to be maintained |

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| | i. 63 dB(A) L ₁₀ (12 hour) free field (between 6am and 6pm). | |
| 3. | <p>(a) Development approval sought pursuant this preliminary approval must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> i. create any new discharge points for stormwater runoff onto the state-controlled road ii. interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road iii. surcharge any existing culvert or drain on the state-controlled road iv. reduce the quality of stormwater discharge onto the state-controlled road. | At all times |
| 4. | <p>(a) The road access locations are to be located generally in accordance with the 'Yaroomba Beach Preliminary Approval Sunshine Coast Council Civil Works Road Arrangement Plan', prepared by SMEC Australia Pty Ltd, dated 05/04/2018, drawing number 30031110-PA-201 and revision 5.</p> <p>(b) Provide road access works comprising:</p> <ul style="list-style-type: none"> i. a roundabout generally in accordance with Figure 7-1: Proposed Intersection Layout of David Low Way/Development Main Access of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4; and ii. a left-in / left-out / right-in access with auxiliary left turn (AUL) treatment and channelised right turn treatment (CHR) and the no right-out physically reinforced, must be provided generally in accordance with Figure 7-2: Proposed Intersection Layout of David Low Way/Development Northern Access of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4. <p>(c) The road access works must be designed and constructed in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> | <p>(a) At all times</p> <p>(b) Prior to the commencement of use of any material change of use sought pursuant to this preliminary approval</p> <p>(c) Prior to the commencement of use of any material change of use sought pursuant to this preliminary approval</p> |
| 5. | <p>(a) The existing vehicular access located between Lot 20 SP219217 and David Low Way must be permanently closed and removed.</p> <p>(b) The table drain and footpath between the pavement edge, the property boundary and the linemarking on David Low Way must be reinstated in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016, and at no cost to the Department of Transport and Main Roads.</p> | Prior to the commencement of use of any material change of use sought pursuant to this preliminary approval |

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| 6. | <p>(a) Road works comprising signalisation must be provided generally in accordance with Figure 7-3: Proposed Intersection Layout of David Low Way/Suncoast Beach Blvd in the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4.</p> <p>(b) The road works must be designed and constructed in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> | Prior to the commencement of use of any material change of use sought pursuant to this preliminary approval |
| 7. | <p>(a) Road works comprising increased turning lanes and lane reconfiguration must be provided generally in accordance with Figure 6-4: Proposed Intersection Layout of David Low Way/Beach Road in the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4.</p> <p>(b) The road works must be designed and constructed in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> | Prior to the commencement of use of any material change of use sought pursuant to this preliminary approval |
| Development permit for a material change of use | | |
| <p>Schedule 7, Table 3, Item 1—State-controlled road and Schedule 7, Table 3, Item 2—Development impacting on State transport infrastructure —Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i>, the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:</p> | | |
| 8. | The pedestrian circulation connecting to David Low Way must be constructed generally in accordance with the 'Yaroomba Beach Pedestrian and Cycle Movement Plan of the Yaroomba Beach Village & International Resort Preliminary Development Approval – Masterplan', prepared by Hassell, dated 28/04/2018 and revision C. | Prior to the commencement of use and to be maintained at all times |
| 9. | <p>(a) Development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> i. create any new discharge points for stormwater runoff onto the state-controlled road ii. interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road iii. surcharge any existing culvert or drain on the state-controlled road iv. reduce the quality of stormwater discharge onto the state-controlled road. <p>(c) RPEQ certification with supporting documentation must be provided to the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) and (b) of this condition.</p> | <p>(a) At all times</p> <p>(b) At all times</p> <p>(c) Prior to commencement of use</p> |
| 10. | (a) The road access locations are to be located generally in accordance with the 'Yaroomba Beach Preliminary Approval | (a) At all times |

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| | <p>Sunshine Coast Council Civil Works Road Arrangement Plan', prepared by SMEC Australia Pty Ltd, dated 28/09/2017, reference 30031110-PA-201 and revision 4.</p> <p>(b) Road access works comprising:</p> <ul style="list-style-type: none"> i. a roundabout must be provided generally in accordance with Figure 7-1: Proposed Intersection Layout of David Low Way/Development Main Access of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4; and ii. a left-in / left-out / right-in access with auxiliary left turn (AUL) treatment and channelised right turn treatment (CHR) and the no right-out physically reinforced must be provided generally in accordance with Figure 7-2: Proposed Intersection Layout of David Low Way/Development Northern Access of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4. <p>(c) The road access works must be designed and constructed in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> | <p>(b) Prior to the commencement of use</p> <p>(c) Prior to the commencement of use</p> |
| 11. | <p>(a) The existing vehicular property access located between Lot 20 SP219217 and David Low Way must be permanently closed and removed.</p> <p>(b) The table drain and footpath between the pavement edge, the property boundary and the linemarking on David Low Way must be reinstated in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016, and at no cost to the Department of Transport and Main Roads.</p> | Prior to the commencement of use |
| 12. | <p>(a) A Construction Management Plan must be prepared by a suitably qualified and experienced RPEQ and given to the Department of Transport and Main Roads, North Coast District, email North.Coast.IDAS@tmr.qld.gov.au.</p> <p>(b) The Construction Management Plan must demonstrate that there will be no disruption to David Low Way during the course of construction.</p> <p>(c) The construction of the development must be in accordance with the Construction Management Plan, in particular:</p> <ul style="list-style-type: none"> i. Expected start date and duration of works. ii. Any traffic management required. iii. Road infrastructure including signs, signals, lights, bus stops and street furniture that is damaged due to the construction of the approved development is to be promptly repaired or replaced at the applicant's cost. In the event that any damage is caused to any road infrastructure, the Department of Transport and Main | Prior to obtaining development approval for building work or operational work, whichever occurs first |

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| | <p>Roads, North Coast District is immediately contacted on 5451 7054 or email North.Coast.IDAS@tmr.qld.gov.au.</p> <p>iv. Debris dropped on to the state-controlled road as a result of the haulage activities is to be promptly removed to ensure the safety and efficiency of the state-controlled road is maintained.</p> <p>v. The haulage vehicle types and numbers, expected haul route(s) to be used and any potential for pavement damage to occur to the state-controlled is outlined and how any damage to the pavement on the state-controlled road will be repaired.</p> | |
| 13. | <p>(a) Road works comprising signalisation must be provided generally in accordance with Figure 7-3: Proposed Intersection Layout of David Low Way/Suncoast Beach Blvd in the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4.</p> <p>(b) The road works must be designed and constructed in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> | Prior to the commencement of use |
| 14. | <p>(a) Road works comprising increased turning lanes and lane reconfiguration must be provided generally in accordance with Figure 6-4: Proposed Intersection Layout of David Low Way/Beach Road in the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4.</p> <p>(b) The road works must be designed and constructed in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> | Prior to the commencement of use |
| 15. | <p>(a) The existing bus stop, 'David Low Way at Warran Road' (TransLink ID: 700888, Hastus ID: 301851) must be relocated to the location shown on the 'Yaroomba Beach Stage 1 – Development Approval Sunshine Coast Council Civil Works Roadworks Layout Plan Roadworks Layout Plan', prepared by SMEC Australia Pty Ltd, dated 05/04/2018, drawing number 30031110-DA-202, and revision 6, as amended in red.</p> <p>(b) The relocated bus stop must be in accordance with the Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i>, and include the following components in accordance with the TransLink Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015:</p> <ol style="list-style-type: none"> all mandatory bus stop components for an 'Intermediate stop' detailed in Section 5.7 - 'Bus stop components' (pages 30-41) of Chapter 5 - 'Bus stop infrastructure' the existing bin reinstated. Where the existing bin cannot be reinstated, a new bin must be provided in accordance with 'Bus stop furniture – bins' (page 39) of Chapter 5 - 'Bus stop infrastructure' | <p>(a) Prior to the commencement of use for the first stage of the development</p> <p>(b) Prior to the commencement of use for the first stage of the development</p> <p>(c) Prior to obtaining development approval for operational work or building work, whichever occurs first</p> |

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| | <p>iii. the existing bus stop J-pole sign reinstated. Where the existing J-pole cannot be reinstated, a new J-pole must be provided in accordance with Figure 5.11 – 'Bus stop identification markers' (page 50) and Table 5.9 – 'Stop signage/stop marker' (page 35) of Chapter 5 – 'Bus stop infrastructure', and Sign Type IS-10b 'Bus Stop – J Pole Sign (TransLink)' (section 4.26. – 4.26.2, pages 63-64) of the Signage Manual – Bus Network Infrastructure, TransLink Division, Department of Transport and Main Roads, September 2014</p> <p>iv. a new bus stop shelter in accordance with DRG 5-0402 – 'PTIM, Bus Stop Infrastructure Chapter Bus Shelter Designs – Suburban Shelter Without Ad Panel' of Appendix 5-B – 'Layout and technical drawings' and Table 5.9 – 'Bus stop furniture' (page 38) of Chapter 5 – 'Bus Stop Infrastructure', or the equivalent shelter in accordance with the requirements of Sunshine Coast Regional Council</p> <p>v. an indented bus stop to accommodate the setdown of 1 single unit rigid bus of 12.5m in length in accordance with Section 5.6.3.1 – 'Bus stop length requirements' and 'Table 5.7: Minimum bus stop length requirements' (pages 28-29) of Chapter 5 – 'Bus stop infrastructure', and</p> <p>vi. hardstand and access in accordance with 'Intermediate Stop – Site Layout – With Indented Bus Bay', DRG 5-0022 of Appendix 5-B – 'Layout and technical drawings'.</p> <p>(c) Written notice must be provided to the TransLink Division within the Department of Transport and Main Roads (telephone 07 3851 8700 or email bus_stops@translink.com.au) prior to relocating the existing bus stop.</p> <p>(d) The existing bus stop, 'David Low Way at Warran Road' (TransLink ID: 700888, Hastus ID: 301851) must be removed and the footpath reinstated in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> <p>(e) RPEQ certification with supporting documentation must be provided to the Program Delivery and Operations Unit, North Coast District (North.Coast.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), (b) and (d) of this condition.</p> | <p>(d) Following the completion of parts (a) and (b) of this condition and prior to the commencement of use for the first stage of the development</p> <p>(e) Prior to the commencement of use for the first stage of the development</p> |
| 16. | <p>(a) The porte cochere shown on The Westin Hotel_Floor Plan – Ground, prepared by Hassell, dated 06/04/2018, drawing number A_1_1101 and revision C, as amended in red, and the drop off shown on the 'Serviced Apartments_Floor Plan – Ground', prepared by Hassell, dated 06/04/2018, drawing number A_3-4_1101 and revision B, as amended in red, must each be designed and constructed to ensure that at least one parking bay is capable of accommodating a vehicle drop off parking bay suitable for use by people with disabilities.</p> | <p>Prior to commencement of use and to be maintained at all times for the relevant stage</p> |

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| | (b) The parking bays required in part (a) of this condition must be in accordance with the following: <ul style="list-style-type: none"> i. Disability Standards for Accessible Public Transport 2002 - subsection 31(1) of the <i>Disability Discrimination Act 1992</i>; ii. AS1428.1 – Design for Access and Mobility; and iii. AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities. | |
| Development permit for reconfiguring a lot | | |
| Schedule 7, Table 2, Item 2—State-controlled roads—Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions: | | |
| 17. | Carry out the reconfiguration of lot in accordance with the 'Yaroomba Beach Subdivision - Stage 1', prepared by Project Urban, dated 28/03/2018 and drawing number 16439.2. | At the time of survey plan registration |
| 18. | The pedestrian circulation connecting to David Low Way must be constructed generally in accordance with the 'Yaroomba Beach Pedestrian and Cycle Movement Plan of the Yaroomba Beach Village & International Resort Preliminary Development Approval – Masterplan', prepared by Hassell, dated 28/04/2018 and revision C. | Prior to submitting the Plan of Survey to the local government for approval |
| 19. | (a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road. (b) Any works on the land must not: <ul style="list-style-type: none"> i. create any new discharge points for stormwater runoff onto the state-controlled road ii. interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road iii. surcharge any existing culvert or drain on the state-controlled road iv. reduce the quality of stormwater discharge onto the state-controlled road. (c) RPEQ certification with supporting documentation must be provided to the North Coast District within the Department of Transport and Main Roads (email North.Coast.IDAS@tmr.qld.gov.au), confirming that the development has been designed and constructed in accordance with part (a) and (b) of this condition. | (a) At all times (b) At all times (c) Prior to commencement of use |
| 20. | (a) The road access locations are to be located generally in accordance with the 'Yaroomba Beach Preliminary Approval Sunshine Coast Council Civil Works Road Arrangement Plan', prepared by SMEC Australia Pty Ltd, dated 05/04/2018, drawing number 30031110-PA-201 and revision 5. (b) Road access works comprising: <ul style="list-style-type: none"> i. a roundabout must be provided generally in accordance with Figure 7-1: Proposed Intersection | (a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval (c) Prior to submitting the Plan of Survey |

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| | <p>Layout of David Low Way/Development Main Access of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4; and</p> <p>ii. a left-in / left-out / right-in access with auxiliary left turn (AUL) treatment and channelised right turn treatment (CHR) and the no right-out physically reinforced must be provided generally in accordance with Figure 7-2: Proposed Intersection Layout of David Low Way/Development Northern Access of the Yaroomba Beach Village & Resort Traffic Impact Assessment Report prepared by SMEC Australia Pty Ltd, dated 06/04/2018 and revision 4.</p> <p>(c) The road access works must be designed and constructed in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> | to the local government for approval |
| 21. | <p>(a) The existing vehicular property access located between Lot 20 SP219217 and David Low Way must be permanently closed and removed.</p> <p>(b) The table drain and footpath between the pavement edge and the property boundary and the linemarking on David Low Way must be reinstated in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016, and at no cost to the Department of Transport and Main Roads.</p> | Prior to submitting the Plan of Survey to the local government for approval |
| 22. | <p>(a) The existing bus stop, 'David Low Way at Warran Road' (TransLink ID: 700888, Hastus ID: 301851) must be relocated to the location shown on the 'Yaroomba Beach Stage 1 – Development Approval Sunshine Coast Council Civil Works Roadworks Layout Plan' Roadworks Layout Plan, prepared by SMEC Australia Pty Ltd, dated 05/04/2018, drawing number 30031110-DA-202, and revision 6 as amended in red.</p> <p>(b) The relocated bus stop must be in accordance with the Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i>, and include the following components in accordance with the TransLink Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015:</p> <p>i. all mandatory bus stop components for an 'Intermediate stop' detailed in Section 5.7 - 'Bus stop components' (pages 30-41) of Chapter 5 - 'Bus stop infrastructure'</p> <p>ii. the existing bin reinstated. Where the existing bin cannot be reinstated, a new bin must be provided in accordance with 'Bus stop furniture – bins' (page 39) of Chapter 5 - 'Bus stop infrastructure'</p> <p>iii. the existing bus stop J-pole sign reinstated. Where the existing J-pole cannot be reinstated, a new J-pole must be provided in accordance with Figure 5.11 – 'Bus stop identification markers' (page 50) and Table 5.9 - 'Stop</p> | <p>(a) Prior to submitting the Plan of Survey to the local government for approval</p> <p>(b) Prior to submitting the Plan of Survey to the local government for approval</p> <p>(c) Prior to obtaining development approval for operational work</p> <p>(d) Prior to submitting the Plan of Survey to the local government for approval</p> |

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| | <p>signage/stop marker' (page 35) of Chapter 5 - 'Bus stop infrastructure', and Sign Type IS-10b 'Bus Stop – J Pole Sign (TransLink)' (section 4.26. - 4.26.2, pages 63-64) of the Signage Manual – Bus Network Infrastructure, TransLink Division, Department of Transport and Main Roads, September 2014</p> <p>iv. a new bus stop shelter in accordance with DRG 5-0402 - 'PTIM, Bus Stop Infrastructure Chapter Bus Shelter Designs – Suburban Shelter Without Ad Panel' of Appendix 5-B – 'Layout and technical drawings' and Table 5.9 – 'Bus stop furniture' (page 38) of Chapter 5 – 'Bus Stop Infrastructure', or the equivalent shelter in accordance with the requirements of Sunshine Coast Regional Council</p> <p>v. an indented bus stop to accommodate the setdown of 1 single unit rigid bus of 12.5m in length in accordance with Section 5.6.3.1 - 'Bus stop length requirements' and 'Table 5.7: Minimum bus stop length requirements' (pages 28-29) of Chapter 5 - 'Bus stop infrastructure', and</p> <p>vi. hardstand and access in accordance with 'Intermediate Stop – Site Layout – With Indented Bus Bay', DRG 5-0022 of Appendix 5-B – 'Layout and technical drawings'.</p> <p>(c) Written notice must be provided to the TransLink Division within the Department of Transport and Main Roads (telephone 07 3851 8700 or email bus_stops@translink.com.au) prior to relocating the existing bus stop.</p> <p>(d) The existing bus stop, 'David Low Way at Warran Road' (TransLink ID: 700888, Hastus ID: 301851) must be removed and the footpath reinstated in accordance with the Road Planning and Design Manual 2nd Edition, Department of Transport and Main Roads, 2016.</p> <p>(e) RPEQ certification with supporting documentation must be provided to the Program Delivery and Operations Unit, North Coast District (North.Coast.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), (b) and (d) of this condition.</p> | <p>(e) Prior to submitting the Plan of Survey to the local government for approval</p> |
|--|---|--|

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Attachment 2—Reasons for imposing conditions

The reasons for these conditions are:

- To ensure the development occurs generally in accordance with the plans of development submitted with the application.
- To ensure that noise attenuation measures are applied to the proposed buildings to ensure habitable rooms meet required internal noise level criteria to minimise noise intrusions from the state-controlled road.
- To ensure there is no worsening of stormwater or flooding impacts on David Low Way as a result of the development.
- To ensure the proposed road accesses to the state-controlled road are located generally in accordance with the approved plans, do not compromise the safety and efficiency of the state-controlled road and the design of the road accesses maintain the safety and efficiency of the state-controlled road.
- To ensure the existing vehicular property access located between Lot 20 SP219217 and David Low Way is permanently closed and removed to reduce the number of road accesses and maintain the safety and efficiency of the state-controlled road.
- To ensure a Construction Management Plan is prepared by a suitably qualified Registered Professional Engineer of Queensland (RPEQ) and provided to the Department of Transport and Main Roads.
- To ensure road works are undertaken to upgrade the relevant intersections of David Low Way to mitigate the increased traffic generated by the development and undertaken to accordance with applicable standards.
- To ensure the existing bus stop 'David Low Way at Warran Road' (TransLink ID: 700888, Hastus ID: 301851) that will be impacted by the development is relocated in accordance with the requirements of TransLink and the Department of Transport and Main Roads to support public passenger services.
- To ensure the porte cochere for the resort provides for at least one parking bay and the drop off area for the serviced apartments provides a vehicle parking bay including parking bays are suitable for use by people with disabilities.

SDA-0517-039422

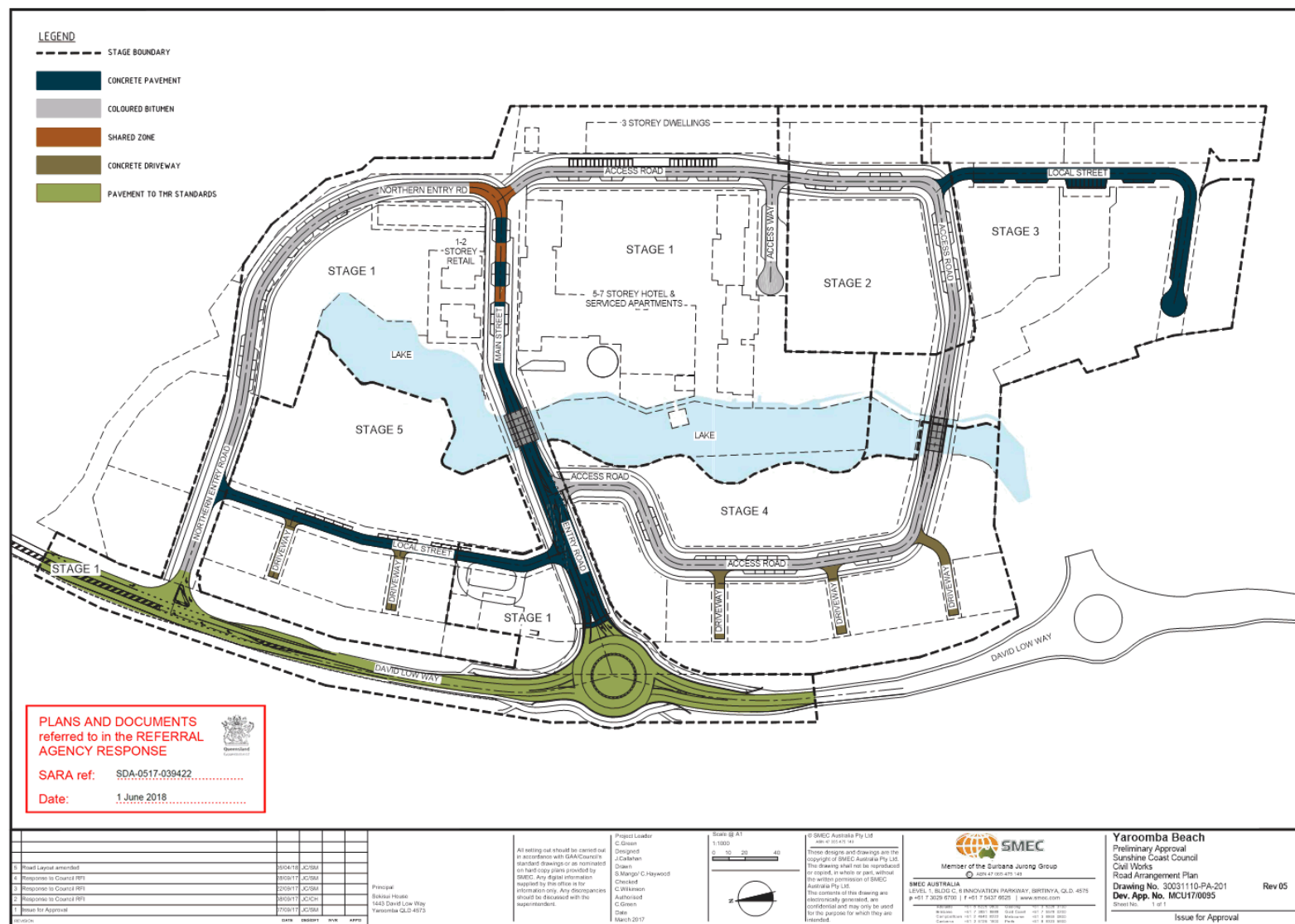
Attachment 3—Advice to the applicant

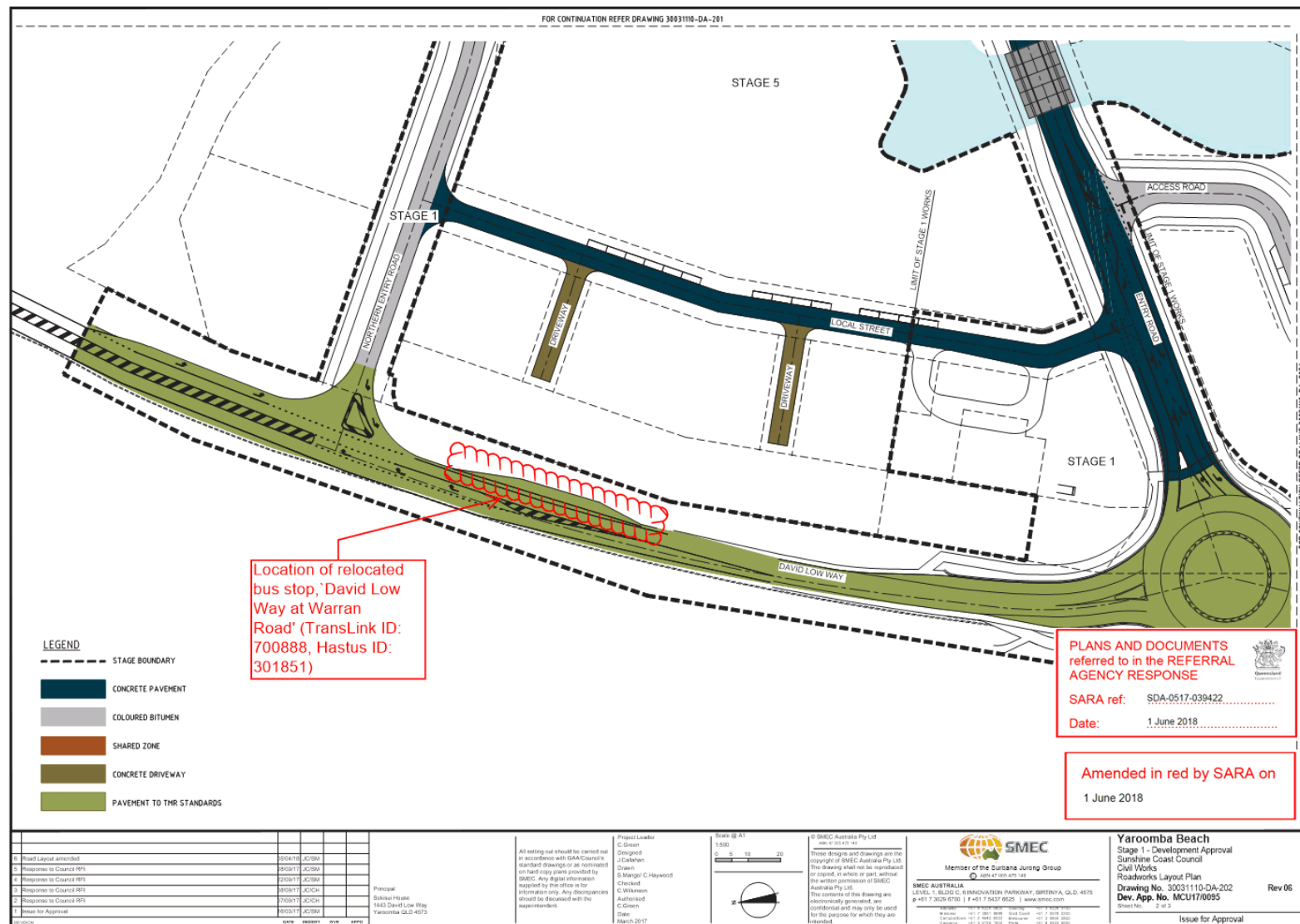
| General advice | |
|----------------|--|
| 1. | <p>Construction Management</p> <p>The existing bus stop, 'David Low Way at Warran Road' (TransLink ID: 700888, Hastus ID: 301851) on the site frontage will be impacted on by the development. This bus stop must be able to function and pedestrian access to this facility must be maintained during the construction of the development and the relocation of the bus stop. Accordingly, if any temporary bus stop and pedestrian access arrangements are required, the applicant must reach agreement on suitable arrangements with the Department of Transport and Main Roads TransLink Division (email bus_stops@translink.com.au or telephone 3851 8700) prior to any construction or works commencing.</p> <p>The Department of Transport and Main Roads TransLink Public Transport Infrastructure Manual 2015 and Bus Network Infrastructure Signage Manual are available at: http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Public-transport-infrastructure-manuals.aspx.</p> |
| 2. | <p>Ancillary works and encroachments</p> <p>In accordance with section 50(2) and Schedule 6 of the <i>Transport Infrastructure Act 1994</i> (TIA) and Part 5 and Schedule 1 of the Transport Infrastructure (State-Controlled Roads) Regulation 2006, written approval is required to carry out ancillary works and encroachments on a state-controlled road. These development conditions do not constitute such an approval. Contact the North Coast District within the Department of Transport and Main Roads on 5451 7055 to make an application for a Road Corridor Permit under section 50(2) of the TIA to carry out ancillary works and encroachments.</p> <p>Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting. Further information is available at: https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Other-matters-requiring-approval/Road-Corridor-Permit.aspx.</p> |
| 3. | <p>Road access works approval:</p> <p>Under sections 62 and 33 of the TIA, written approval is required from the Department of Transport and Main Roads to carry out road works that are road access works and to obtain a legal point of access to the state-controlled road. Please contact the North Coast District within the Department of Transport and Main Roads on 5451 7055 to make an application for road access and road works approvals. These approvals must be obtained prior to commencing any road works in the state-controlled road and prior use of the access. The approval process may require the approval of engineering designs of the proposed works that are certified by a RPEQ.</p> |

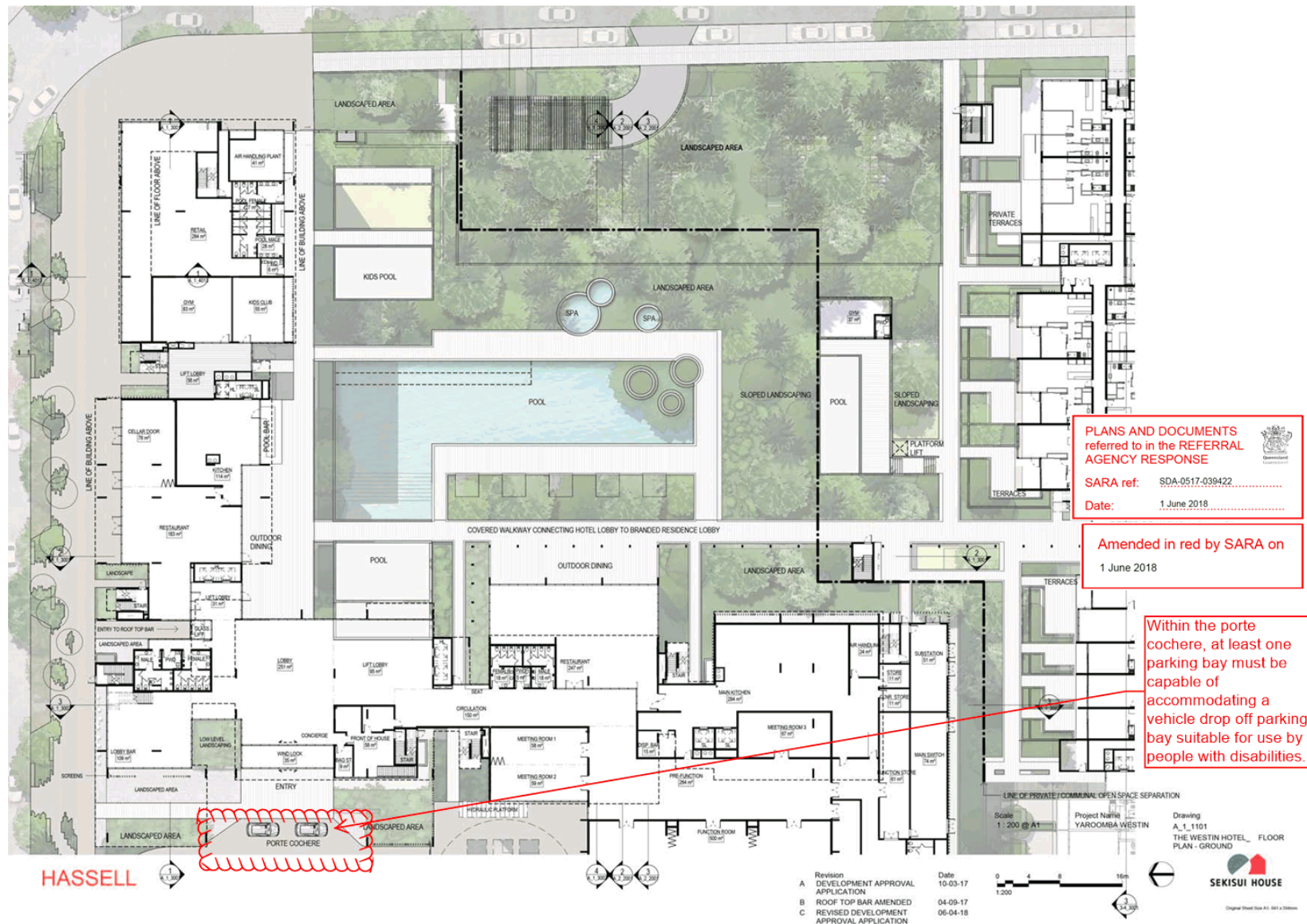


Item 4.1.1 Development Application for Material Change of Use (Preliminary Approval), Material Change of Use (Development Permit) and Reconfiguration of a Lot (Development Permit) - David Low Way, Yaroomba

Attachment 5 State Government Concurrence Agency Response







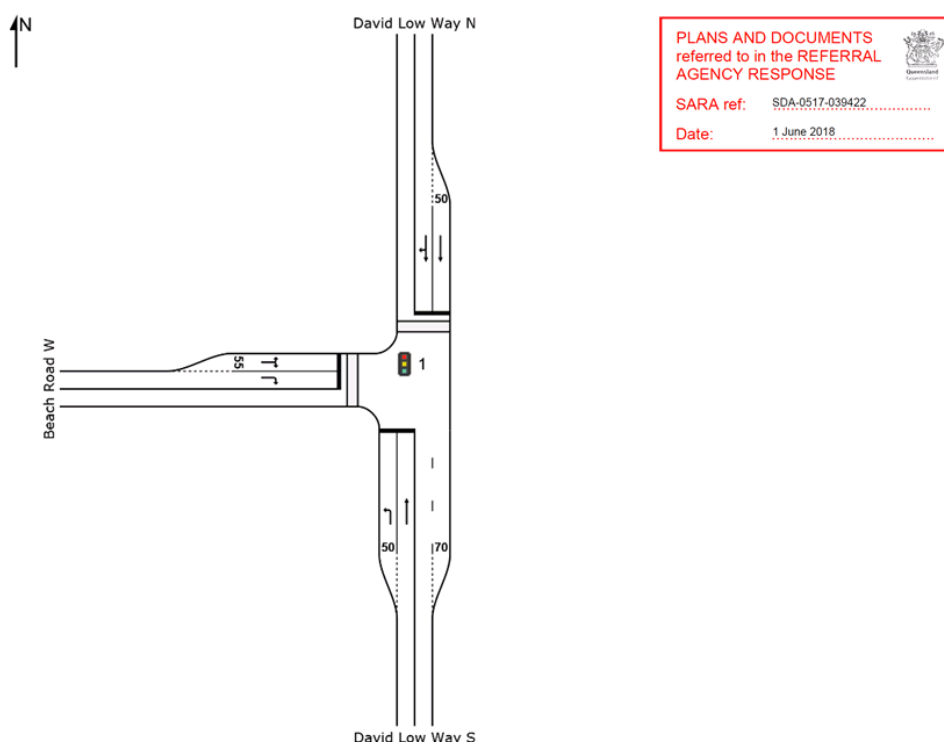


Figure 6-4: Proposed Intersection Layout of David Low Way/Beach Road

The table below summarises the intersection performance for the proposed layout.

Table 10: Base 2027 AM and Peak period – Proposed Intersection Layout David Low Way/Beach Road

| Approach | 2027 AM Peak | | | | 2027 PM Peak | | | |
|------------------------|--------------|--------------------|----------|------------------|--------------|--------------------|----------|------------------|
| | D.O.S | Average Delay(sec) | L.O.S | 95%ile Queue (m) | D.O.S | Average Delay(sec) | L.O.S | 95%ile Queue (m) |
| South: David Low Way S | 0.61 | 17 | B | 134 | 0.61 | 21 | C | 122 |
| North: David Low Way N | 0.62 | 19 | B | 68 | 0.61 | 16 | B | 89 |
| West: Beach Road W | 0.59 | 38 | D | 90 | 0.63 | 34 | C | 62 |
| All vehicles | 0.62 | 23 | C | 134 | 0.63 | 22 | C | 122 |

The results above indicate that the intersection is expected to perform within capacity with the proposed upgrade.

The potential high-level upgrades to this intersection have been developed to minimise the footprint of the intersection to aid constructability. It should be noted however, that a detailed assessment of constructability has not been undertaken at this stage. We submit that this assessment would be

7.1.4. David Low Way/Warran Road

The operational performance results for this intersection are presented in the table below. No geometric changes have been applied to the existing intersection.

Table 28: Design 2027 AM and PM Peak period – David Low Way/Warran Road

| Approach | 2017 AM Peak | | | | 2027 AM Peak | | | |
|----------------------|--------------|--------------------|----------|------------------|--------------|--------------------|----------|------------------|
| | D.O.S | Average Delay(sec) | L.O.S | 95%ile Queue (m) | D.O.S | Average Delay(sec) | L.O.S | 95%ile Queue (m) |
| South: David Low Way | 0.32 | 1 | A | 0 | 0.34 | 1 | A | 0 |
| North: David Low Way | 0.32 | 1 | A | 5 | 0.54 | 1 | A | 6 |
| West: Warran Road | 0.19 | 12 | B | 5 | 0.35 | 21 | C | 9 |
| All vehicles | 0.32 | 2 | A | 5 | 0.54 | 2 | A | 9 |

The results above illustrate that the intersection will operate within acceptable limits in both the AM and PM peak hour periods with the additional traffic from the development. The additional traffic has minimal impact in both periods, with no significant increase in queuing.

7.1.5. David Low Way/Proposed Development Main Access

The proposed intersection layout for the development main access with David Low Way is illustrated in the figure below.

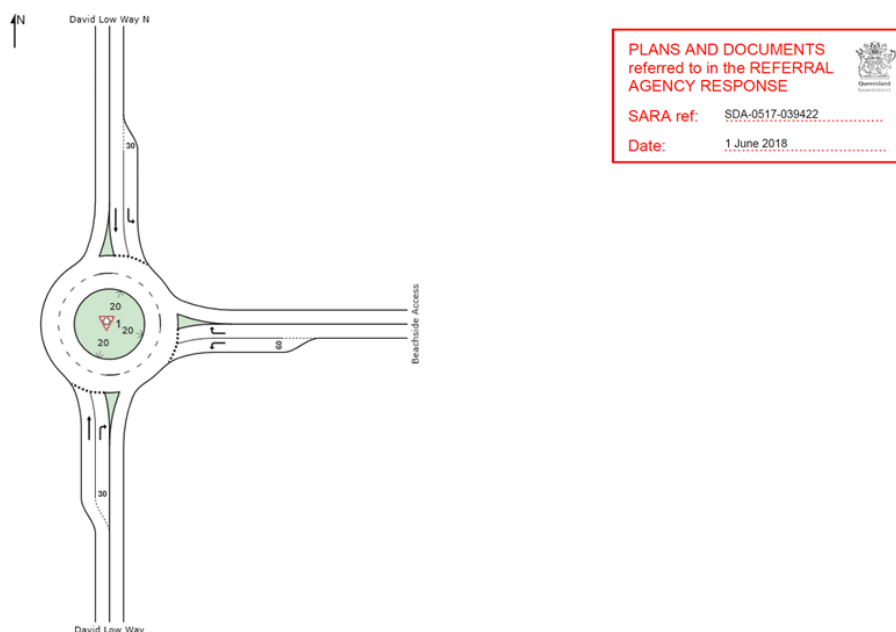


Figure 7-1: Proposed Intersection Layout of David Low Way/Development Main Access

The operational performance for the intersection is summarised in the table below.

Table 29: Design 2027 AM and PM Peak period – David Low Way/Proposed Development Main Access

| Approach | 2027 AM Peak | | | | 2027 PM Peak | | | |
|-------------------------------|--------------|--------------------|----------|------------------|--------------|--------------------|----------|------------------|
| | D.O.S | Average Delay(sec) | L.O.S | 95%ile Queue (m) | D.O.S | Average Delay(sec) | L.O.S | 95%ile Queue (m) |
| South: David Low Way | 0.42 | 6 | A | 21 | 0.45 | 6 | A | 24 |
| East: Development Main Access | 0.26 | 11 | B | 11 | 0.25 | 14 | A | 12 |
| North: David Low Way | 0.46 | 5 | A | 23 | 0.66 | 5 | A | 44 |
| All vehicles | 0.46 | 7 | A | 23 | 0.66 | 6 | A | 44 |

The results from the above table indicates that the roundabout of David Low Way and the proposed development access road will operate within acceptable limits. All approaches are at a LOS B or better.

There are no excessive queues for vehicles turning in and out of the proposed access road.

7.1.6. David Low Way/Proposed Development Secondary Access

The proposed intersection layout for the proposed development secondary access located north of the main access is illustrated in the figure below.

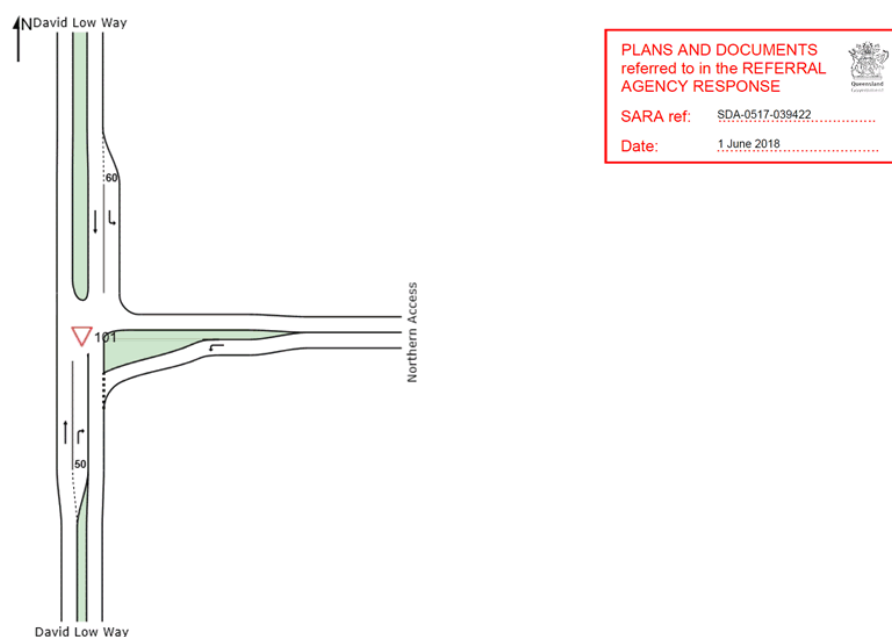


Figure 7-2: Proposed Intersection Layout of David Low Way/Development Northern Access

The operational performance for the intersection is summarised in the table below.

Proposed Intersection Upgrade

To improve the performance of this intersection, signalisation is required. A signalised intersection is expected to operate satisfactorily. The layout of the signalised intersection is shown in the figure below.

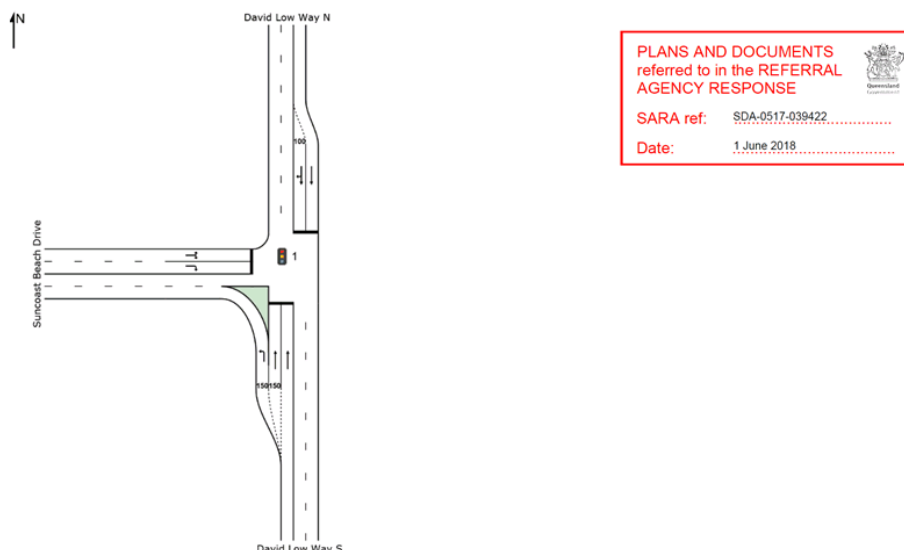


Figure 7-3: Proposed Intersection Layout of David Low Way/Suncoast Beach Blvd

The operational performance for the intersection is summarised in the table below.

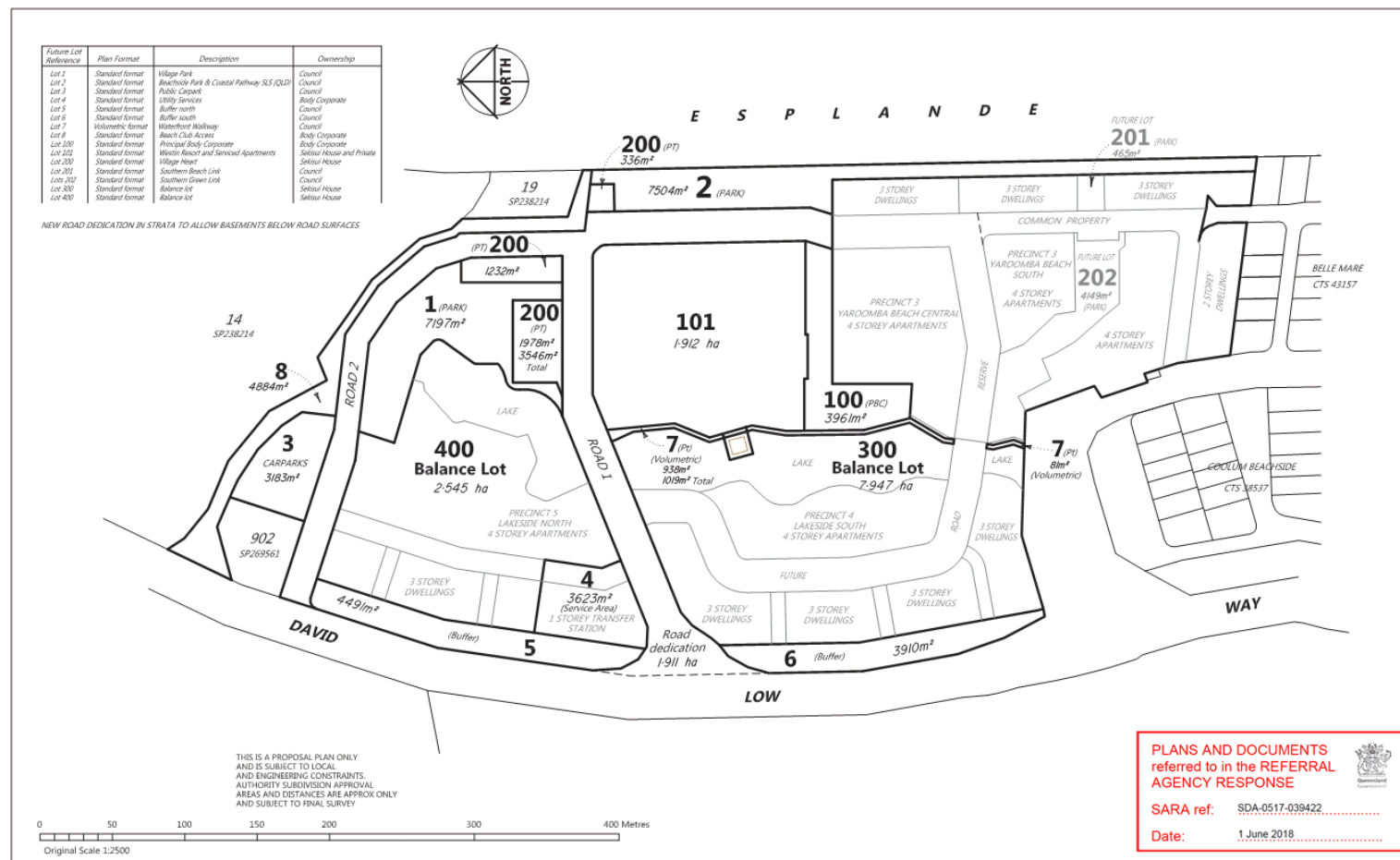
Table 33: Design 2027 AM and PM Peak period –David Low Way/Suncoast Beach Drive Intersection

| Approach | 2027 AM Peak | | | | 2027 PM Peak | | | |
|----------------------------|-----------------|-----------------------|----------|---------------------|-----------------|-----------------------|----------|---------------------|
| | D.O.S | Average Delay(sec) | L.O.S | 95%ile Queue (m) | D.O.S | Average Delay(sec) | L.O.S | 95%ile Queue (m) |
| South: David Low Way S | 0.75 | 30 | C | 78 | 0.72 | 29 | C | 101 |
| North: David Low Way N | 0.75 | 17 | B | 62 | 0.71 | 18 | B | 60 |
| West: Suncoast Beach Drive | 0.56 | 30 | C | 61 | 0.40 | 31 | C | 43 |
| All vehicles | 0.75 | 24 | C | 78 | 0.72 | 24 | C | 101 |

The intersection performance is improved because of the proposed upgrade. Delays are all at LOS C or better, and maximum DOS ratio of 0.75.

It is therefore concluded that signalising the Suncoast Beach Drive intersection will operate acceptably in 2027 with development with LOS C or better on David Low Way. The Suncoast Beach Drive approach is expected to operate at LOS C.

The proposed high-level upgrades to this intersection have been developed to minimise the footprint of the intersection to aid constructability. It should be noted however, that a detailed assessment of constructability is currently being undertaken to satisfy the current condition to upgrade this



Client
SEKISUI HOUSE AUSTRALIA
Date: 270318 Drawing No: 16439.2 Scale: 1:2500 Sheet 1 of 1 Sheets

YAROOMBA BEACH SUBDIVISION
STAGE 1

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| DRAWN | AMR | DATE | 2/20/18 | | | |
| COMPUTER FILE PHC0305010 SUB30V0301X PLAN 2/03/18 | | | | | | |

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