

## ATTACHMENT 1 - DETAILED REPORT

### Link to PD Online:

<http://pdonline.sunshinecoast.qld.gov.au/MasterView/Modules/Applicationmaster/Default.aspx>

<b>SUMMARY SHEET</b>	
<b>APPLICATION DETAILS</b>	
<b>Applicant:</b>	PEET Limited
<b>Proposal</b>	Preliminary Approval For Material Change Of Use Of Premises To Which Sections 242 and 899 of the <i>Sustainable Planning Act 2009</i> Apply To Vary The Effect Of The Planning Scheme For Area C of the Palmview Master Planned Area Under the Palmview Structure Plan
<b>Properly Made Date:</b>	19/05/2017
<b>Information Request Date:</b>	28/06/2017
<b>Information Response Received Date:</b>	05/10/2017
<b>Decision Due Date</b>	02/02/2018
<b>Number of Submissions</b>	NA
<b>PROPERTY DETAILS</b>	
<b>Division:</b>	1
<b>Property Address:</b>	Laxton Road Palmview
<b>RP Description:</b>	Lot 346 SP 287465
<b>Land Area:</b>	128.7ha
<b>Existing Use of Land:</b>	Vacant, cattle grazing
<b>STATUTORY DETAILS</b>	
<b>Planning Scheme:</b>	Sunshine Coast Planning Scheme (27 February 2017)
<b>SEQRP Designation:</b>	Regional Development Area
<b>Strategic Plan Designation:</b>	Urban Area
<b>Planning Area:</b>	Palmview Structure Plan Area
<b>Planning Precinct / Zone:</b>	Emerging Community Zone
<b>Assessment Type:</b>	Preliminary Approval

### EXECUTIVE SUMMARY

On the 23 April 2015, council finalised the renegotiated agreement for the delivery of infrastructure for the Palmview Structure Plan Area with Unitywater and the Palmview landowners. The application for a Preliminary Approval (hereon referred to as the 'Area Development Approval') under S242 of the *Sustainable Planning Act 2009* is a requirement of the Palmview Infrastructure Agreement (hereon referred to as the 'Infrastructure Agreement') and is required to:

- give effect to the Planning Scheme specific to Area C of the Palmview Master Planned Area;
- ensure the relevant obligations associated with the landholding, in accordance with the Infrastructure Agreement, are taken into account;

- ensure integration of development and infrastructure across the three landholdings.

The proposal for an Area Development Approval over Area C of the Structure Plan Area has been assessed and is considered to be substantially consistent with the Palmview Structure Plan (hereon referred to as the 'Structure Plan') and the Infrastructure Agreement. The applicant has proposed a number of minor variations to the Structure Plan maps which are still considered to maintain the broad configuration of land use area, precincts and sub-precincts as represented in the Structure Plan.

Assessment of the application has also identified a number of variations and concepts which were considered to be more than minor or where insufficient information had been provided to make an informed determination. These matters will be addressed through the Area Approval Conditions and subsequent Neighbourhood Planning including:

- Road Network and Lot Mix
- Car Parking Management
- Legal Access to Peter Crosby Way
- Variations to the Urban Footprint ('Unders and Overs' Plan and 'Non-Urban Open Space Interface Treatment Plan')
- 'Green Boulevard' Pedestrian and Bicycle Path

## SITE DETAILS

### Background/Site History

On the 23 April 2015, council finalised the renegotiated agreement for the delivery of infrastructure for the Palmview Structure Plan Area with Unitywater and Palmview landowners. Through the renegotiation of the Infrastructure Agreement, Council has ensured that the Palmview landowners will provide infrastructure suitable to service the development. There are four key landowners across the Master Planned Area as follows detailed below and in Figure 1:

1. Area A - AVID Property Group
2. Area B - The Crosby Family
3. Area C - The McCafferty Family/ PEET Limited
4. Lower Maroochy River Environmental Reserve (LMRER) - Sunshine Coast Council

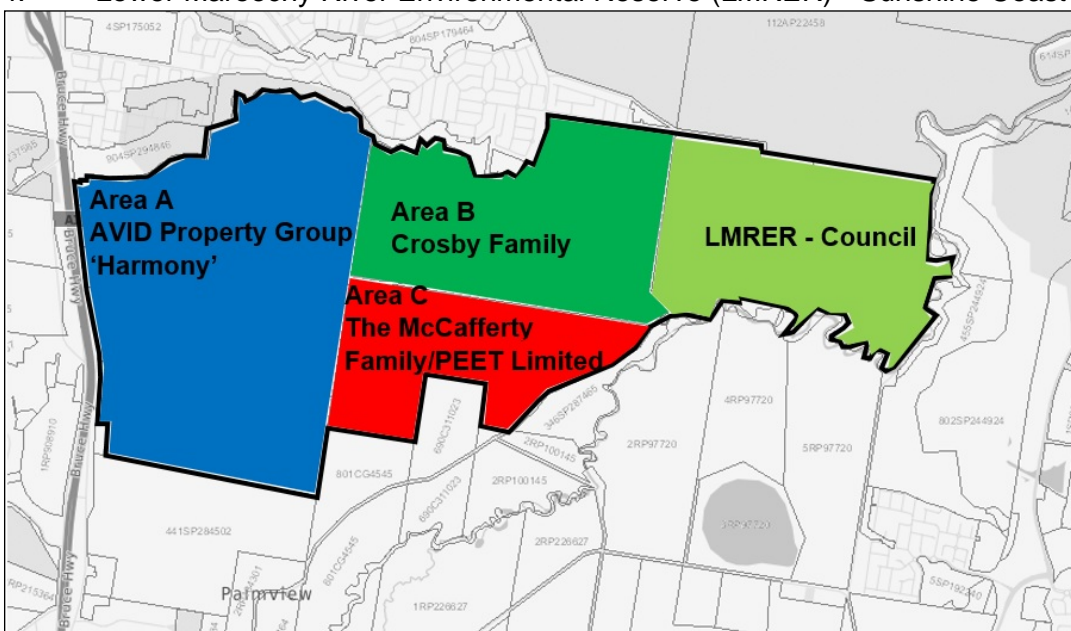


Figure 1 - Palmview Structure Plan Area – Landowner Areas

**Site Description**

The application site is situated at Laxton Road, Palmview and is described as Lot 346 on SP287465 (refer Figure 2 below). The area is characterised by slightly undulating to low lying topography, generally sloping in an east-south-east direction, into the principal waterway of Mooloolah River. The site has constructed road frontage to Peter Crosby Way, the first major road link into the Structure Plan Area.

The site is also identified as Area C of the Palmview Master Planned Area in the Infrastructure Agreement and Structure Plan. The Area C landholdings (owned by the McCafferty family and to be developed, in part, by PEET) is an area of approximately 149 hectares with a development footprint of 68.4 hectares. The area is proposed to accommodate up to 2,751 people in 1,190 dwellings and will contain:-

- a Local Activity Centre (2,500sqm gfa)
- a District Sports Park (minimum 10 hectares)
- a District Recreational Park (minimum 5 hectares)
- 2.9 hectares of local recreation parks
- 90.9 hectares non-urban open space
- land for a state school (13.3 hectares)
- land for a local community facility (3,000sqm)

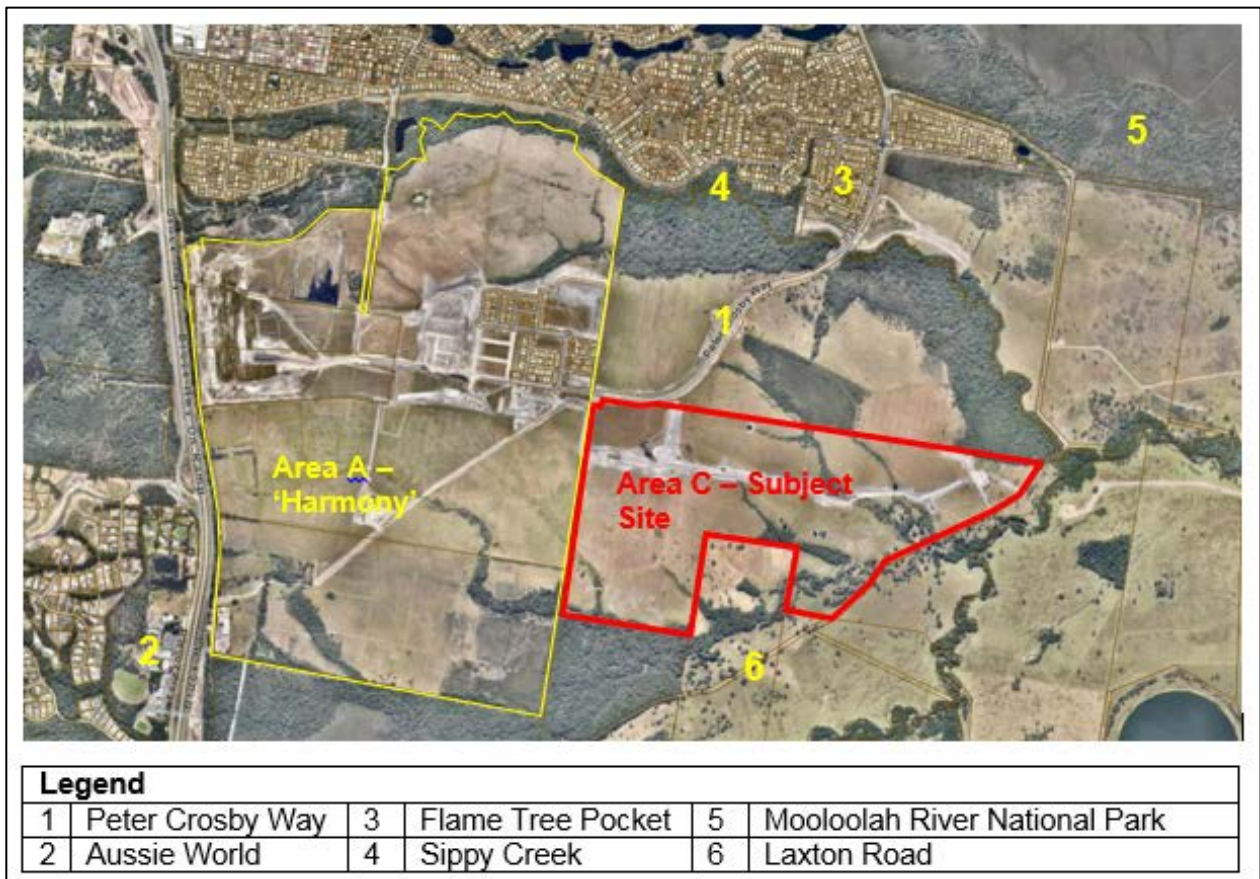


Figure 2 - Location of Subject Site

## Surrounding Land Uses

The Master Planned Area is located immediately south of the Sippy Downs/Chancellor Park urban community and to the west of the Kawana Town Centre. The Master Planned Area is approximately 926 hectares in area with boundaries generally defined by:-

- (a) Sippy Creek, Cavalry Road, Claymore Road and Mooloolah River National Park to the north
- (b) the Mooloolah River to the east
- (c) the Palmview Conservation Park, Laxton Road and the Mooloolah River to the south
- (d) the Bruce Highway to the west.

## PRELIMINARY APPROVAL PROCESS

The subject application is required by Clause 9.4 of the Infrastructure Agreement. This clause establishes a process which requires all landowners to lodge an application (otherwise known as the 'Area Development Application') to amend the Structure Plan and Infrastructure Agreement in accordance with Sections 242 and 899 of the *Sustainable Planning Act 2009*, to provide:

- confirmation of all of the land uses being applied for
- explanation and justification for any proposed variations from the current Palmview Structure Plan
- an assessment against the relevant State and local planning instruments
- a broad explanation of the supporting documentation lodged with the application.

In accordance with the terminology within the Infrastructure Agreement, this variation creates a new planning instrument known as an 'Area Development Approval' (identified in Figure 3 below as the Preliminary Approval Stage).

The Area Development Approval creates a unique assessment framework and package of Palmview specific planning instruments to enable the delivery of the proposed development of each landowner's area (refer to Figure 3 below).

All Landowners must be granted an Area Development Approval from council before carrying out a Reconfiguring, Material Change of Use or Building Work within their land area.

Furthermore, in accordance with Section 899 of the *Sustainable Planning Act 2009*, public notification does not apply to the 'Area Development Application' if it is substantially consistent with the Structure Plan. Notwithstanding any formal public notification process, the community has been provide access to all of the 'Area Development Application' documents and information through council's PD Online service.

## Area Development Approval (Preliminary Approval Stage)

The Area Development Approval package must include the following:

1. Area Development Plan for Area
2. Area Development Plans
3. Area Approval Conditions
4. Area Development (Land Use) Plan
5. Area Development (Infrastructure Staging) Plan

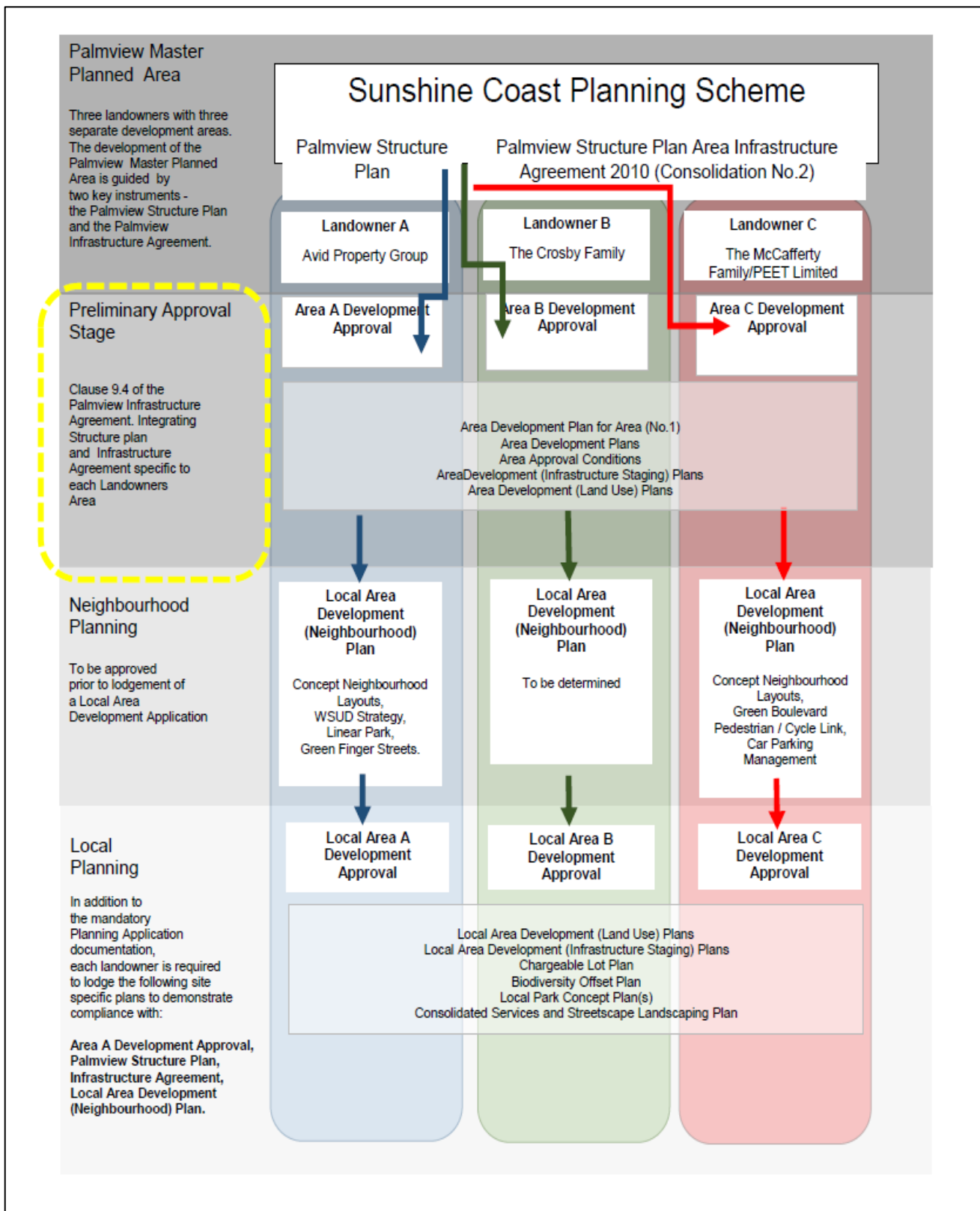


Figure 3 - Area Development Approval Process

## 1. Area Development Plan for Area

The Area Development Plan for Area identifies all consistent uses (also referred to as the Tables of Assessment) which are applicable to the specific landowner area. These uses replace the Structure Plan tables of assessment and will apply to all future development applications. In addition, the Area Development Plan for Area will identify all potential development which the applicant might seek approval for within a landowners area.

## 2. Area Development Plans

The Area Development Plans replace all of the current Structure Plan Maps (otherwise referred to as the Palmview Declared Master Planned Area Maps) with a suite of new plans specific to the landowner area only. In addition and as part of this process, the landowner may propose minor variations to these plans in response to the proposed development of their area.

## 3. Area Approval Conditions

The Area Approval Conditions which form part of the Area Development Approval establish the framework for the development of the landowners in accordance with the intent of the Master Planned Area and the obligations of the Infrastructure Agreement. The framework is based on three phases from the (1) Area Development Approval stage to (2) Neighbourhood Planning to (3) Local Area Planning.

## 4. Area Development (Land Use) Plan

The Area Development (Land Use) Plan must demonstrate the proposed development is in accordance with the Structure Plan and Infrastructure Agreement. The plan must specifically detail:

- (a) *Proposed land use* – Identification of the land use precincts and sub-precincts w, which must be in accordance with the Structure Plan.
- (b) *Allocation of demand limits* – An allocation of the Water Infrastructure Demand Limits (in equivalent persons) and Prescribed Road Infrastructure Demand Limits (in equivalent dwellings) to each of the precincts and sub-precincts in a landowner area.

## 5. Area Development (Infrastructure Staging) Plan

The Area Development (Infrastructure Staging) Plan must demonstrate the proposed development and delivery of identified infrastructure is in accordance with the Infrastructure Agreement. The plan must specifically detail:

- (a) *Location of infrastructure* – The location of infrastructure to be provided by the landowner, which is to be consistent with the infrastructure contributions schedule in Schedule 3 of the Infrastructure Agreement.
- (b) *Timing for infrastructure provision* – The plan must detail timing for the provision of the identified infrastructure, which is to be consistent with the infrastructure contributions schedule in Schedule 3 of the Infrastructure Agreement.

## Area C Proposed Variations

The Area C Development Application is assessed in accordance with the provisions of the Section 899 of the *Sustainable Planning Act 2009* to determine if the proposed variations are substantially consistent with the Structure Plan and in accordance with the landowner's obligations detailed in the Infrastructure Agreement. There are three 3 key components to assess as part of the proposed Area C variations are as follows:

- A. Area Development Approval Package
- B. Neighbourhood Overview Plan
- C. Other Variations and Concepts For Neighbourhood Planning

### A. Area Development Approval Package

#### 1. Area Development Plan for Area C (No.1) 2017

The Area Development Plan for Area C (No.1) 2017 is based on a template document produced by council for all landowners to adopt as part of the Palmview Area Development Approval process. The Area Development Plan for Area C (No.1) 2017 has been assessed and is substantially consistent with the Palmview Structure Plan.

The document is recommended for approval subject to some minor amendments.

#### 2. Area C Development Plans

The application proposes to replace all the Structure Plan maps including the following minor variations to the plan details:

- (a) relocation of the Community Use and Local Activity Centre closer to the future school site
- (b) a more regularised shape for the District Sports Park 2
- (c) minor corrections to the extent of Flood Prone Land in response to Council's updated flood model

The Area C Development Plans are recommended for approval subject to some minor plan amendments.

#### 3. Area C Development (Land Use) Plan

The Area C Development (Land Use) Plan requires a minor amendment to the table (refer to Figure 4 below) to correctly state the allocation of demand limits. The plan hasn't correctly identified the allocation of the Water Infrastructure Demand Limits (in equivalent persons) and Prescribed Road Infrastructure Demand Limits (in equivalent dwellings) to each of the precincts and sub-precincts of Area C. The plan should include allocations for all of the relevant land areas.

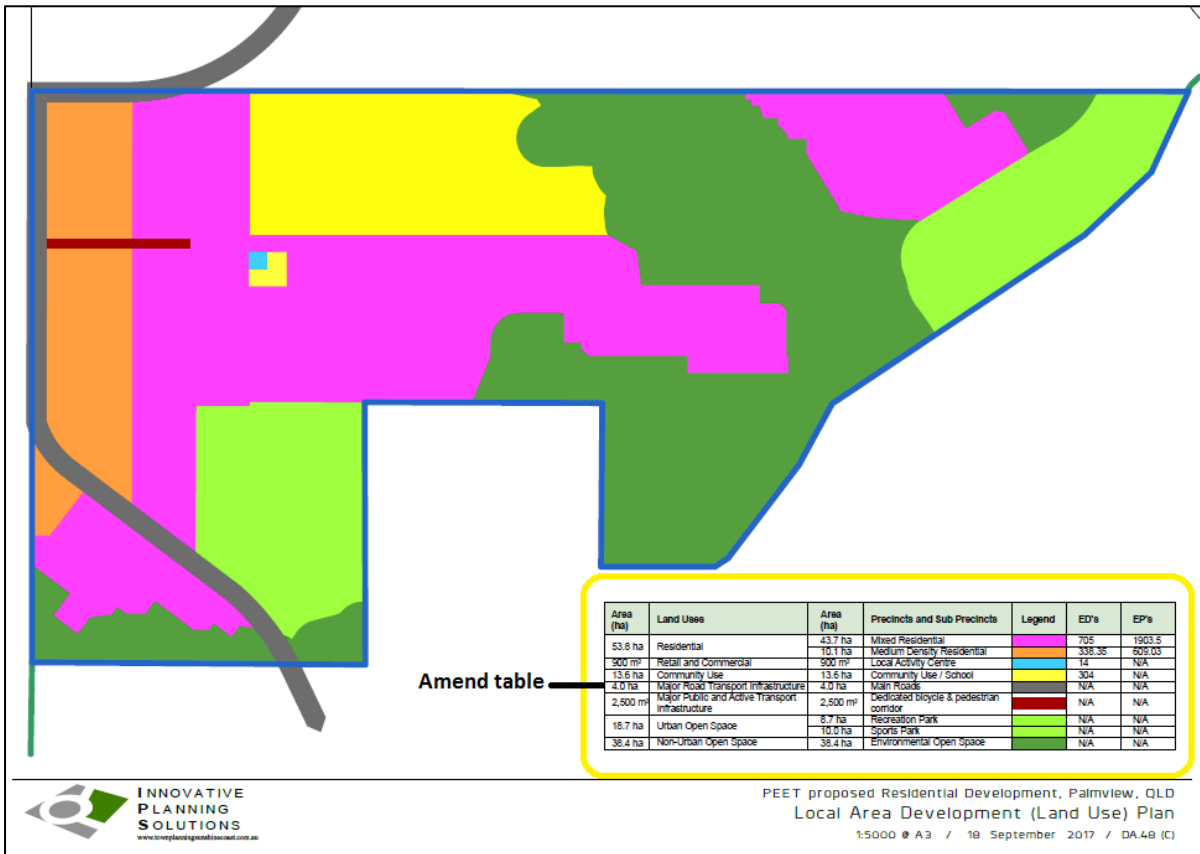


Figure 4 - Area C Development (Land Use) Plan

4. Area C (Infrastructure Staging) Plan

As part of the Area C Development Approval process, the applicant is required to demonstrate compliance with the Infrastructure Agreement by submitting a plan demonstrating, among other things, (a) the location of infrastructure to be provided by the landowner and (b) details for timing for the provision of the identified infrastructure.

A condition of the approval is recommended requiring the applicant to submit an Area Development (Infrastructure Staging) Plan, prior to the lodgement of the Local Area Development (Neighbourhood) Plan(s) or any development application for the land the subject of this Preliminary Approval, whichever comes first.

Subject to the recommended conditions and plan amendments, the applicant is considered to have satisfied the requirements to vary the Structure Plan in accordance with Sections 242 and 899 of the *Sustainable Planning Act 2009* apply.

B. Neighbourhood Overview Plan

Supporting information provided with the Area Development Application shows a series of concept layouts for the proposed neighbourhood planning intent for Area C. The layouts comprise three residential neighbourhoods based on a number of site specific proposals and concepts, including:

- (i) Neighbourhood 1 (Urban Village) – closest to District Activity Centre (located in Area A), transport and community activities. This neighbourhood will have the highest concentration of dwelling densities.



- (ii) Neighbourhood 2 (Central Hub) – this neighbourhood is centrally located and south of the school site. It provides a transition from Neighbourhood 1 to the lower density Neighbourhood 3 in the east.
- (iii) Neighbourhood 3 (Lifestyle Pocket) – intended to be a less dense layout with green outlooks on all sides and adjacent to district recreation park.

The supporting information proposes that the 3 neighbourhoods are based on a strong relationship between each of the local residential communities including walkable access to a local park or open space. It is noted, however, that the proposal has excluded the school site (to the north of Neighbourhood 2) and consideration should be made to create 2 smaller neighbourhoods to the south of Neighbourhood 1. These Neighbourhoods will be created as Neighbourhoods 4 and 5 to enable the master planning of these communities to respond to the development of the Southern Road Link and adjacent Area A community (refer Figure 5 below).

It is recommended that the proposed Neighbourhood Overview Plan be approved, subject to the following amendments (as shown in the Figure 5 below):

- (a) The base layer must be amended to reflect the proposed precincts and sub-precincts for Area C.
- (b) The school site must be included as part of Neighbourhood 2
- (c) The southern half of Neighbourhood 1, south of the proposed east-west collector road should be configured to create Neighbourhoods 4 and 5.

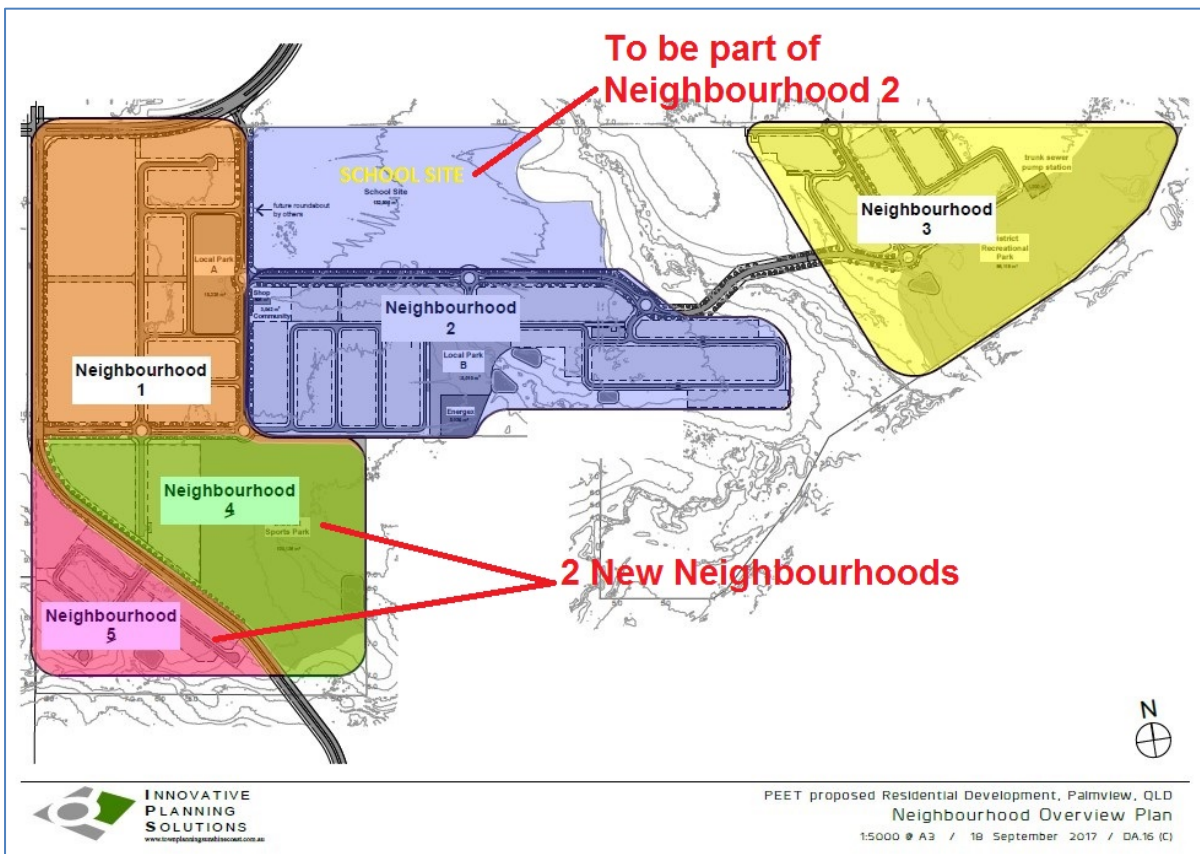


Figure 5 - Neighbourhood Overview Plan

### C. Other Variations and Concepts For Neighbourhood Planning

Assessment of the application has also identified a number of variations and concepts which were considered to be more than minor or where insufficient information has been provided to make an informed determination. These matters have been addressed through conditions and include:-

- (a) Road Network and Lot Mix
- (b) Car Parking Management
- (c) Legal Access to Peter Crosby Way
- (d) Variations to the Urban Footprint ('Unders and Overs' Plan & 'Non-Urban Open Space Interface Treatment Plan')
- (e) 'Green Boulevard' Pedestrian and Bicycle Path

#### (a) Road Network and Lot Mix

Supporting information provided with the Area Development Application identifies concept layouts for Area C which are dominated by front loaded narrow lots. The layouts do not indicate any laneway or rear loaded lots.

This is an issue as small lot neighbourhoods without any rear access or lane ways can result in an inefficient lot layout, whereby the primary street frontage is required to manage all of the essential infrastructure and services. For example, driveways associated with narrow front loaded lots result in a streetscape which is unable to adequately accommodate the required on street parking, landscaping and services as well as providing safe pedestrian movement. Performance outcome PO5 of the *Reconfiguring a lot code* specifically requires development which includes small lots (lots less than 600m<sup>2</sup> in size) to be *efficiently configured and provide laneway access that optimises the use of public streets by pedestrians and minimises pedestrians/vehicle conflict points.*

The adjoining Area A (also referred to as 'Harmony') includes rear laneways to small lots as part of its lot mix in addition to increased frontage road carriageway widths for Access Streets and Access Places. An increase in road width is one solution required to manage the issues associated with small lot neighbourhoods, which assists with the provision of informal on street parking. Landowner A proposed an increase in road widths as part of their Area Development Application.

It is recommended that a condition be approved requiring the minimum width of Access Streets and Access Places to be 7.5m and 6m respectively to be consistent with the adjoining Area A road hierarchy approval. Furthermore, that rear laneways are to be provided as part of the development in accordance with Council's *Reconfiguring a lot code* for small residential lots. It is also recommended that these requirements are incorporated in subsequent Local Area Development (Neighbourhood) Plans.

#### (b) Car Parking Management

A wider street allows greater opportunities for on street parking however it does not necessarily solve the increased demand for on street parking caused by a greater density of narrow frontage small lots. The applicant has provided a preliminary schematic plan aimed at demonstrating how the on street parking demand would be satisfied for the submitted concept plans. However, the plan has not adequately demonstrated that overall parking requirements would be achieved, that the through traffic moving lane is not compromised by the parking provisions and for small frontage lots that the parking arrangement would allow unimpeded manoeuvring into driveways in one movement.

Given the above, it remains unclear how the minimum on street parking requirements stipulated by Council’s Planning Scheme Policy for Transport and Parking Code would be met for the development layout shown on the submitted concept plans.

It is recommended that a condition require the Applicant to provide a detailed car parking analysis which demonstrates the proposed road carriageway will accommodate the required number of on street visitor spaces as part of the subsequent Local Area Development (Neighbourhood) Plans.

(c) Connectivity to Areas A and B including Legal Access to Peter Crosby Way

Development within the Master Planned Area is intended to create an integrated community. Area C in particular relies on a number of internal road connections through to adjoining land areas.

The proposed District Collector road connecting the first phase of development is required to cross an adjoining land area prior to connecting to Peter Crosby Way. At this point in time, the applicant has not secured permanent access across the adjoining land area. Therefore, a temporary (interim) access to connect to Peter Crosby Way will be required until such time as the permanent district collector connection is provided to Peter Crosby Way.

An approval condition is recommended to ensure access to Peter Crosby Way is provided with the first reconfiguring of a lot. Furthermore, the access is to be provided as a temporary connection as shown on the Road Transport Infrastructure Network Plan (refer to Figure 6 below), the access must allow for all vehicle turning movements and must not provide access for more than 300 lots.

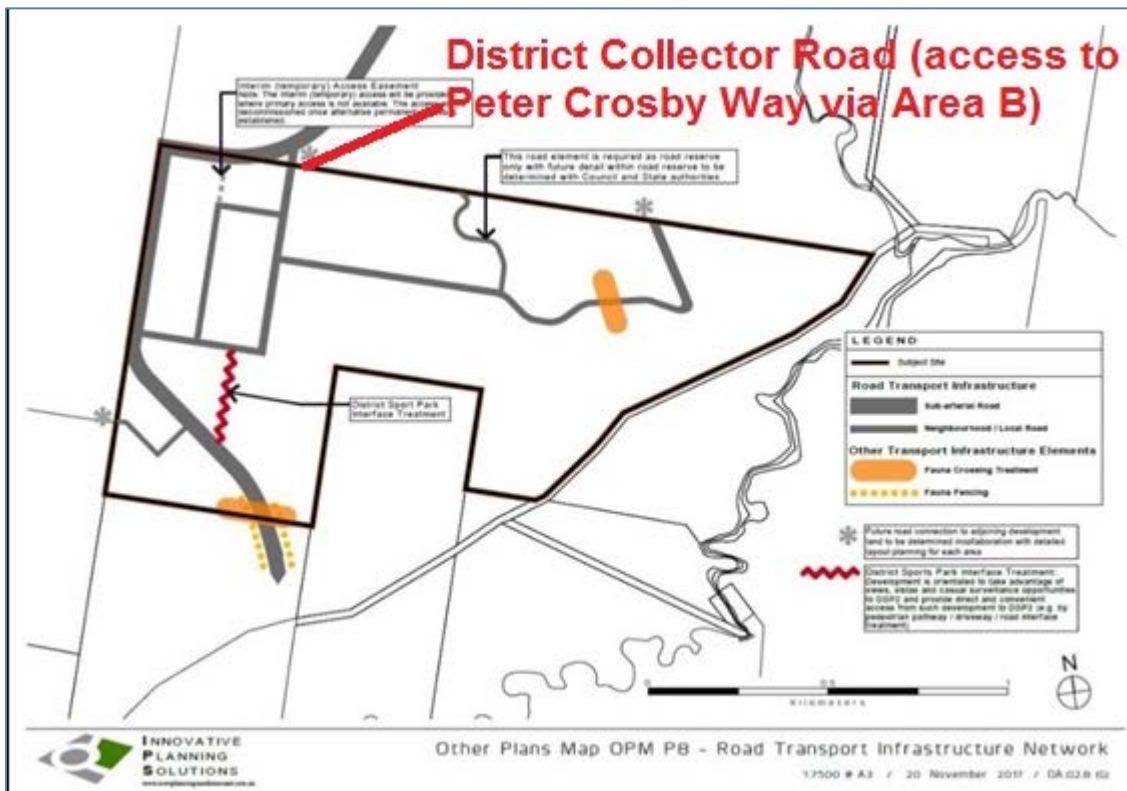


Figure 6 - Road Transport Infrastructure Network Plan

A detailed traffic engineering analysis/report will also be required to demonstrate that the temporary connection with Peter Crosby Way meets the requirements of Council’s Planning

Scheme Policy for Transport and Parking and can accommodate the development of lots which will be utilising this temporary road access. The report must also include assessment of staging options and details on the configuration of the external connection/s including details of required auxiliary lanes, medians, provision for pedestrians/cyclists etc

In addition, the proposal must ensure appropriate connectivity to Areas A and B. The road connection linkages approved as part of Area A's Area Development Approval (council ref. MCU16/0085) show a Neighbourhood Collector Road connection through the South West corner of Area linking to the Southern Road Link. A second vehicular access via Area A to the 'pocket' of residential development in the South West corner of Area C would avoid creating an isolated area of residential development.

(d) Variations to the Urban Footprint ('Unders and Overs' Plan and 'Non-Urban Open Space Interface Treatment Plan')

Supporting information provided with the Area Development Application identifies variations to the urban footprint including areas mapped within the Structure Plan as 'residential' and 'ecologically important'. The Applicant states that the variations are as a result of detailed design and result in the provision of a more logical development footprint particularly in relation to setting up logical grids for roads and allotments where their geometry is not necessarily able to strictly follow a curvilinear alignment as is currently detailed in the Structure Plan. The Applicant has provided advice from the Department of Infrastructure, Local Government and Planning, which confirms that the minor incursions into the vegetation buffer were taken into account by the Department of Natural Resources and Mines during assessment of the application. The Department considers the incursions to be of no consequence due to their size and the fact that the development is for an urban purpose in an urban area.



Figure 7 - 'Unders and Overs' Plan

The 'Unders and Overs' Plan (refer Figure 7 above) shows the area of environmental open space (6,102m<sup>2</sup>) proposed for urban development and the area of urban (9,934m<sup>2</sup>) proposed

as environmental open space. The proposal indicates an overall increase of 3832m<sup>2</sup> of environmental open space.

This proposal to vary the urban footprint also relies in part on a proposed path network. This a site specific concept which intends to replace road edge to open space with a 3m wide shared path as detailed in the 'Non-Urban Open Space Interface Treatment Plan' (refer to Figure 8 below).

The path network is proposed to replace road edge to open space, being located within the 50m buffer to state mapped vegetation. As a consequence, this potentially brings development closer to land constrained by bushfire hazard. The Applicant has provided a Bushfire Memorandum which states that bushfire threat can be minimised to an acceptable level. However, this is only a preliminary review of bushfire risk, which states a detailed Bushfire Hazard Assessment and Management Plan is required in order to comprehensively assess the bushfire hazard acting on the site at a local scale and to adequately prescribe impact mitigation strategies to be incorporated into the plan of development. Furthermore, the Bushfire Memorandum acknowledges that small lot urban development has limited ability to provide asset protection zones within individual residential lots.

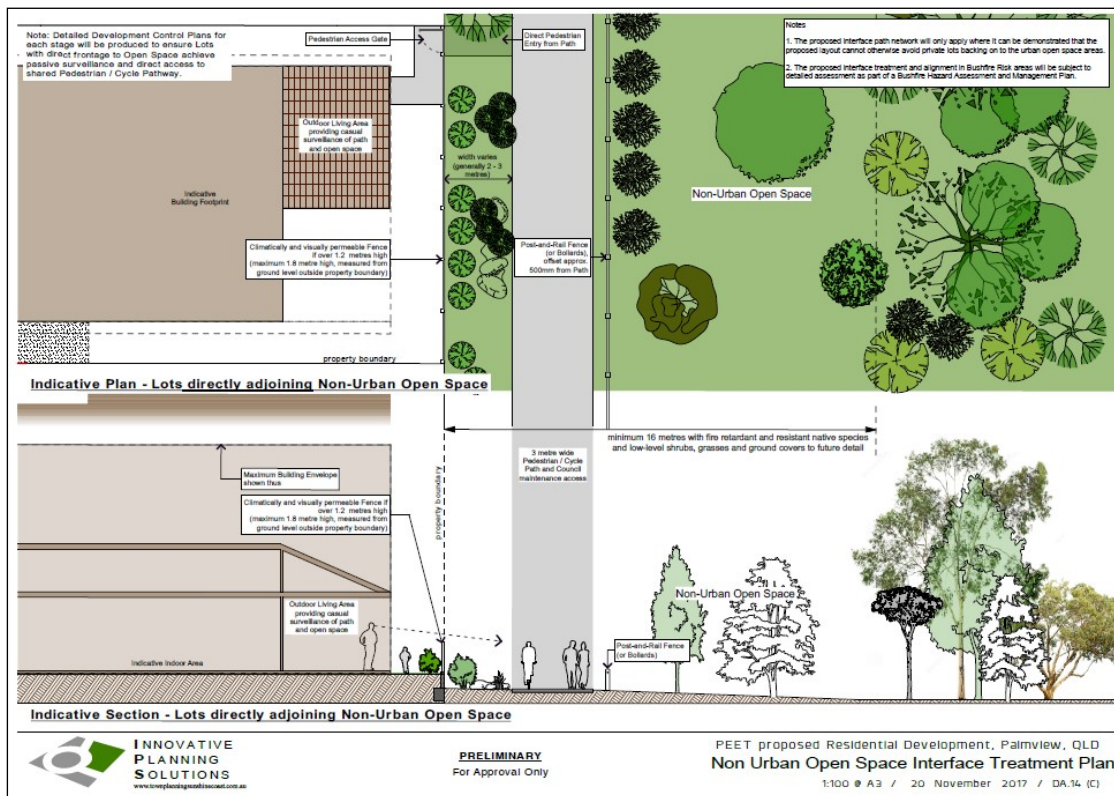


Figure 8 - Non-Urban Open Space Interface Treatment Plan

The proposed 'Unders and Overs Plan' and 'Non-Urban Open Space Interface Treatment Plan' concepts should not be approved as part of the Area Development Approval. These concepts require further detailed assessment which must be undertaken as part of subsequent Neighbourhood Planning.

(e) Green Boulevard Pedestrian / Cycle Link

The applicant proposes to provide a dedicated 12m wide reserve containing a 4.5m wide shared path referred to as the 'Green Boulevard' Pedestrian / Cycle Link. The path network

will provide a connection from the school site in Area C to the District Activity Centre in Area A.

The concept indicates the 'Green Boulevard' would be dedicated as road reserve but would remain a pedestrian / cyclist only connection. The concept includes various landscaping elements such as public art, surface treatments and furniture, which need to be assessed against council's landscape standards for example to ensure durability and availability for replacements.

The Green Boulevard terminates at an intersection opposite the future school site. The link is likely to experience high levels of pedestrian usage as a direct connection from the school to the District Activity Centre in Area A across the primary access road (District Collector) into the development.

Overall, the concept supports the Structure Plan intent to provide effective and efficient connections between key destinations, such as the future school site and the District Activity Centre.

It is recommended that the Green Boulevard concept be conditioned to require further details to be provided for assessment as part of the subsequent Neighbourhood Planning and Site Planning process, including:

- Enhanced pedestrian connections across the District Collector and Southern Road to connect with the Green Boulevard link
- Any public art, surface treatments and furniture
- Adequate landscaping to ensure shade trees
- Minimising conflict between the landscaping, services and driveways
- Minimum path width of 4.5m and an overall reserve width of 12m
- Interface treatment and pedestrian access points from adjoining residential land uses.

In response to the proposed other variations and concepts for Neighbourhood Planning an overarching Area Approval Condition is recommended to ensure that the Neighbourhood Planning of Area C is developed in accordance with the intent of the Structure Plan. The Approval Condition will require the applicant to lodge a Local Area Development (Neighbourhood) Plan, which includes the following information:

- (i) *Street network and lot layout*
- (ii) *Local Parks*
- (iii) *'Green Boulevard' link*
- (iv) *Area(s) of unconstrained land within the urban open space network;*
- (v) *The location of any major infrastructure items required in Schedule 3 of the Palmview Structure Plan Schedule;*
- (vi) *Any neighbouring incompatible, sensitive uses or infrastructure.*
- (vii) *Sewer pump station in District Recreation Park (DRP3)*
- (viii) *Bushfire Risk*
- (ix) *School Site*
- (x) *Interface treatment to urban and non-urban open space*
- (xi) *Bicycle and pedestrian networks*

## **SUNSHINE COAST PLANNING SCHEME**

The applicable planning scheme for the application is the *Sunshine Coast Planning Scheme 2014* (27 February 2017). The following sections relate to the provisions of the Planning Scheme.

The application seeks to vary the effect of the planning scheme, in accordance with Section 242 of the *Sustainable Planning Act 2009*. The assessment of the Area Development Application therefore focuses on the relevant sections of the planning scheme's Strategic

Framework, as it sets the policy direction for the planning scheme area and forms the basis for ensuring appropriate development occurs, for the life of the planning scheme.

The proposed development is considered to be substantially consistent with the Strategic Framework, when read as a whole, and subject to the imposition of conditions on any approval. There are specific sections of the Strategic Framework that are particularly relevant to the proposal, and an assessment against these provisions is provided below.

### Strategic Intent

The subject site is located within a designated Major Development Areas identified in Section 3.2 Strategic Intent of the Strategic Framework. Section 3.2.1 Shaping growth includes major development areas at Maroochydore, Kawana Waters, Palmview and Caloundra South provide integrated, well planned communities which showcase sustainable development, affordable living and align infrastructure delivery with development. These major developments are the keystones for the shift towards a more sustainable and transit supportive pattern of settlement.

### Centres and Employment

The application site is part of the broader Palmview Master Planned Area which includes a future district activity centre. This is consistent with the Sunshine Coast Activity Centre Network identified conceptually on Strategic Framework Map SFM 2 (Economic development elements) and described in further detail in Table 3.4.3.1 (Activity centre network).

### Integrated Transport

The application is consistent with 3.5.2.1 Specific Outcomes of the Integrated Transport System due to its proposed compact settlement pattern, which would be integrated with a public and active transport network. Furthermore, the application supports *Element 3 – Active transport network* through its proposed development pattern, which is based upon a permeable and legible (grid or modified grid) street network. This pattern is used in the layout of new developments to provide a high level of connectivity, particularly for pedestrians and cyclists.

The development is required to support a new public transport network, including providing for future public transport infrastructure.

### Infrastructure

As stated above, the provision of infrastructure for the application site is required by the Palmview Structure Plan Area Infrastructure Agreement 2010 (Consolidation No. 2). Furthermore, the recommended conditions of the Area Development Approval include the requirement for submission of an Area Development (Infrastructure Staging) Plan.

The application site will have access to a major road (Peter Crosby Way and Southern Road Link) and all necessary road infrastructure is capable of being provided to the development.

The development will be connected to a reticulated water supply infrastructure network and sewerage infrastructure network, including a connection to the Kawana Sewage Treatment Plant, which will be provided by the applicant and the other two landowners.

The application proposes a network of open space infrastructure, which will provide the Palmview community with equitable access to sport and recreation opportunities within the context of the planned open space infrastructure network. The proposed development is within a major development area, which more broadly establishes, maintains and protects a significant area of green corridors within the future urban areas, which will provide

connectivity with the natural environment and landscape of the broader open space network of the Sunshine Coast Region.

#### Natural Hazards

The majority of the site is above 5m AHD however some portions are below this level. For areas above 5m AHD there are services such as sewer and stormwater which will be below 5m AHD and potentially disturb acid sulfate soils. In this instance, acid sulfate soils are something which can be managed and will not result in the layout of the development needing to change. Acid sulfate soils can therefore be dealt with through subsequent OPW development applications.

The subject site is affected by the Bushfire hazard overlay (medium bushfire hazard area and buffer) in the planning scheme, due to the existence of vegetation on adjoining land to the east, south and west. A specific condition is recommended to require the applicant to submit to the council for approval a Fire Management Plan.

The site is subject to flooding from both regional flooding from the Mooloolah River and Sippy Creek and local flooding from the tributaries to the Mooloolah River which flow through the site. In conjunction with each Neighbourhood Plan a Local Flood Impact Assessment for the Neighbourhood must be submitted and approved by Council, The Local Flood Impact Assessment must demonstrate compliance with the Performance Outcomes of the Sunshine Coast Planning Scheme 2014 Flood hazard overlay code.

#### Overlay Codes

The following overlay codes are applicable to this application:

- Acid Sulfate Soils
- Bushfire Hazard

The application has been assessed against each of the applicable codes and found to be compliant with, or can be conditioned to comply with, each.

#### Local Plan Code

No specific Local Plan Codes apply as this site is not located within a Local Plan Area.

#### Zone Code

The subject site is located with the Emerging Community Zone. The proposal and proposed precincts and land uses are identified as consistent uses in the Zone Code.

#### Development Codes

The application has been assessed against the applicable codes and found to be compliant with, or can be conditioned to comply with, each. The pertinent issues arising out of assessment against the codes have been discussed above.

## **CONSULTATION**

### **IDAS Referral Agencies**

The application was referred to the following IDAS referral agencies:



### Concurrence - Department of Transport and Main Roads

The Department of Transport and Main Roads is a concurrence agency under Schedule 7, Table 3, Item 2—Development impacting State transport infrastructure, Schedule 7, Table 3, Item 10—Clearing vegetation, Schedule 7, Table 3, Item 12—Regional plans of the Sustainable Planning Regulation 2009. The department responded by letter dated 31 October 2017 (Reference SDA-0517-039726), an amended plan 'OPM9 – Public Transport Infrastructure Network Innovative Planning Solutions dated 24 April 2017, reference SD.02.6 (D) as amended in red by SARA on 31 October 2017' and stating that the conditions of approval are as follows:

- Where an Infrastructure Agreement under section 670 of the *Sustainable Planning Act 2009* has not been entered into with the State of Queensland, the land owner/s is to contribute to infrastructure works required to mitigate the impact of development arising from the Palmview Structure Plan area on the safety and efficiency of the State-controlled road network. The total amount of monetary contribution to be provided to the Department of Transport and Main Roads (DTMR), by the land owner is \$6,580,000. This monetary contribution is based on a proportional rate of 18.8% of \$35,000,000 will assist management of the development impacts on the State-controlled road network
- Alternatively, in lieu of the monetary contribution, the applicant may undertake a Traffic Impact Assessment Report (TIA) to identify any Impacts on the state-controlled road network and propose mitigation strategies or measures required
- Translink on behalf of the Department have provided an amended Road Hierarchy Plan to identify Potential Future Bus Routes within Area C
- Stormwater management of the development must ensure no worsening of actionable nuisance to the State-controlled roads.

### Advice Agency - Energex

The application was referred to Energex in respect of the subject application which contains a recently approved community infrastructure (substation) designation over the subject site. The department responded by letter dated 11 July 2017.

The Energex SunCoast Power project was approved in April 2011 as a Community Infrastructure Designation (CID) therefore it does not require approval under the planning scheme, nor need to meet any scheme requirements. The Area Development Plans identify the land use intent to establish a substation within the site.

### Third Party - Department of Education Queensland

The application was referred to the department in respect of the subject application which contains a 13ha site allocated for Education Purposes. The department responded by letter dated 17 November 2017 stating they had no objections.

### **Other Referrals**

The application was forwarded to the following internal council specialists:

- Acting Manager, Urban Growth Projects
- Project Coordinator, Urban Growth Projects
- Principal Engineer, Urban Growth Projects
- Development Engineer, Engineering and Environment Assessment Unit

- Hydraulics and Water Quality Specialist, Engineering and Environment Assessment Unit
- Landscape Officer, Engineering and Environment Assessment Unit
- Environment Officer, Engineering and Environment Assessment Unit
- Urban Designer, Planning Assessment Unit
- Traffic Engineering, Engineering and Environment Assessment Unit
- Plumbing Specialist, Building and Plumbing Services Unit

Their assessment forms part of this report.

### **Public Notification**

Not Applicable

### **CONCLUSION**

The application seeks to vary the effect of the planning scheme for Area C of the Palmview Master Planned Area under the Palmview Structure Plan in accordance with Sections 242 and 899 of the Sustainable Planning Act 2009. The Preliminary Approval application, which is referred to as the 'Area Development Application' seeks approval in accordance with the Palmview Structure Plan Area Infrastructure Agreement 2010 (Consolidation No.2).

It is noted that, the Area Development Approval does not authorise assessable development to take place. If the Area Development Approval is granted by council, subsequent development permits for reconfiguration of a lot, material change of use and operational works are still required in order for the development to proceed. These subsequent development applications will generally be code assessable against the Area Development Plan for Area C (No.1) 2017, the relevant codes identified in the Area Development Plan for Area C (No.1) 2017 and the proposed Area Development Plans.

The proposal for an Area Development Approval over Area C of the Structure Plan Area is considered to be substantially consistent with the Structure Plan and Infrastructure Agreement, whereby the variations are considered generally minor. The proposed variations to the Structure Plan maps for Area C are substantially consistent with the Strategic Outcomes for the Master Planned Area. The plans propose variations, which maintain the broad configuration of land use areas, precincts and sub-precincts as represented in the Palmview Structure Plan; all significant open space areas including buffers (environmental transition areas) have been adopted; all flood prone land will remain undevelopable for urban purposes; and overall the proposal has been determined to be substantially consistent with the Strategic Outcomes for the Master Planned Area.

The applicant has proposed a series of neighbourhoods which are dependent on urban design, street width and landscape outcomes which require further consideration to ensure the appropriate development outcomes are achieved in Area C as well as integration with the broader Master Planned Area. The proposed structure of local neighbourhoods including the diversity of lot types, road width, on street parking, the Green Boulevard link and Non-Urban Open Space Interface Treatment will be assessed as part of the subsequent Neighbourhood Planning stage.

The assessment of the Area Development Application has considered the future development of an area, which will be undertaken over a period of 15-20 years. As such, reasonable and relevant conditions have been recommended to establish a framework for

the masterplanning of these neighbourhoods through the development of Local Area Neighbourhood Plans.

It is recommended that Council approve the application with the attached conditions of approval including the Area Development Plan for Area C (No. 1) 2017 and the Area Development Plans for Area C, Area Development (Land Use) Plan and Area Development (Infrastructure Staging) Plan.