



Department of Infrastructure,
Local Government and Planning

SARA reference: SDA-0715-022752
Applicant reference: 2019
Council reference: MCU15/0116

24 December 2015

Sunshine Coast Regional Council
Locked Bag 72
SUNSHINE COAST MAIL CENTRE QLD 4560
mail@sunshinecoast.qld.gov.au

Dear Marc Cornell

Concurrence agency response—with conditions

112 Burnett Street, Buderim - QLD 4556
(Lot 6 SP264841)
(Given under section 285 of the *Sustainable Planning Act 2009*)

The referral agency material for the development application described below was received by the Department of Infrastructure, Local Government and Planning under section 272 of the *Sustainable Planning Act 2009* on 13 August 2015.

Applicant details

Applicant name: Planning Initiatives
Applicant contact details: PO Box 1774
NEW FARM QLD 4005
ben@planning-initiatives.com

Site details

Street address: 112 Burnett Street, Buderim - QLD 4556
Real property description: Lot 6 SP264841
Local government area: Sunshine Coast Regional Council

Application details

Proposed development: Development Permit for Material Change of Use –
Residential care facility (140 beds)

Referral triggers

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

Referral triggers: Schedule 7, Table 3, Item 1 – State controlled road
 Schedule 7, Table 3, Item 2 – Development impacting state
 transport infrastructure

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Further advice

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

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

| Drawing Title | Prepared by | Date | Reference no. | Revision |
|--|------------------------------|------------------|---------------|-------------|
| Aspect of development: material change of use | | | | |
| Ground Floor Plan | Fender Katsalidis Architects | 25 November 2015 | TP101 | Revision 03 |
| Design Response Site Plan | Fender Kasalidis Architects | 25 November 2015 | TP005 | Revision 03 |
| Preliminary Functional Design | TTM Consulting Pty Ltd | 24 November 2015 | 15SCT0001-06 | Revision B |

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

For further information, please contact Tracey Smith, Senior Planning Officer, on (07) 3882 8409, or email SEQNorthSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Garth Nolan
Manager – Planning

cc: Planning Initiatives, ben@planning-initiatives.com
enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Further advice
Attachment 4—Approved Plans and Specifications

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Attachment 1—Conditions to be imposed

| No. | Conditions | Condition timing |
|---|---|--|
| Material change of use | | |
| Schedule 7, Table 3, Item 1 State controlled road; Schedule 7, Table 3, Item 2 Development impacting 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 condition(s): | | |
| 1. | The development must be carried out generally in accordance with the following plan: <ul style="list-style-type: none"> • Design Response Site Plan, prepared by Fender Kasalidis Architects, reference no. TP005, revision 03, dated 25 November 2015. | Prior to the commencement of use and to be maintained at all times. |
| 2. | (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: <ol 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. | (a) and (b) At all times. |
| 3. | (a) The road access locations are to be located generally in accordance with Design Response Site Plan, prepared by Fender Kasalidis Architects, reference no. TP005, revision 03, dated 25 November 2015. (b) Road access works comprising heavy duty vehicle crossings must be provided generally in accordance with Preliminary Functional Design, prepared by TTM Consulting Pty Ltd, reference no. 15SCT0001-06, revision B, dated 24 November 2015. In particular: <ul style="list-style-type: none"> • Incorporate signage, line marking medians, kerb and channel, footpath and verge, and turn land provisions. (c) The road access works must be designed and constructed in accordance with IPWEA Standard Drawing RS-051: Driveways – Heavy Duty Vehicle Crossing and the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i> and <i>Manual of Uniform Traffic Control Devices</i> . | (a) At all times. (b) & (c) Prior to the commencement of use and to be maintained at all times. |
| 4. | The northern road access location is restricted to entry only and the southern access is restricted to left-turn exit only (onto the service lane) as detailed in Preliminary Functional Design, prepared by TTM Consulting Pty Ltd, reference no. 15SCT0001-06, revision B, dated 24 November 2015. | At all times. |

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Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application.
- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state transport corridor.
- To ensure the road access location to the state controlled road from the site does not compromise the safety and efficiency of the state controlled road.
- To ensure the design of any road access maintains the safety and efficiency of the state controlled road.
- To ensure the turning movements of vehicles entering and exiting the premises via the road access maintains the safety and efficiency of the state controlled road.

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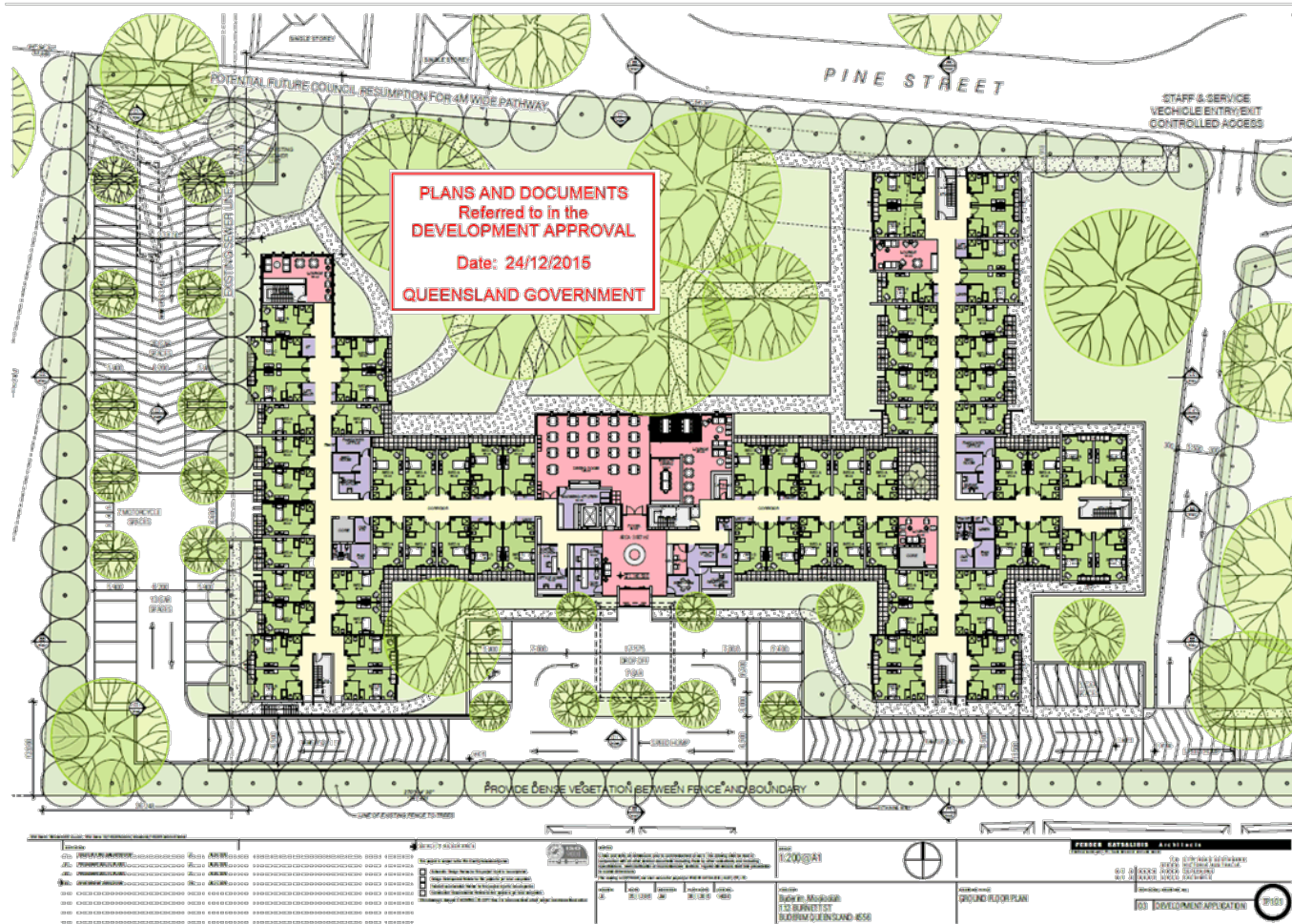
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Attachment 3—Further advice

| General advice | |
|---|---|
| 1. | <p>The drop off shown on Ground Floor Plan, prepared by Fender Katsalidis Architects, reference no. TP101, revision 03, dated 25 November 2015 should be designed to ensure that at least one parking bay is capable of accommodating a taxi suitable for use by people with disabilities in accordance with the following:</p> <ul style="list-style-type: none"> • Disability Standards for Accessible Public Transport 2002 - subsection 31(1) of the Disability Discrimination Act 1992; • AS1428.1 – Design for Access and Mobility; and • AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities. |
| Further development permits, compliance permits or compliance certificates | |
| 2. | <p>Road Access works approval</p> <p>Under sections 62 and 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out road works that are road access works (including driveways) on a state-controlled road. Please contact the North Coast District of Department of Transport and Main Roads via email: North.Coast.IDAS@tmr.qld.gov.au (Attention: Development Assessment - TMR15-014789) to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve.</p> <p>Note: The developer proposes that access on the state-controlled road (Mooloolaba Road) is for visitors only. The Department of Transport and Main Roads may require evidence of an Access Operation Plan to be submitted to show how access will be managed.</p> <p>The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). The road access works approval process takes time – please contact the Department of Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p> |

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