

ATTACHMENT 1 - DETAILED REPORT

SUMMARY SHEET	
APPLICATION DETAILS	
Applicant:	LCA Palmview Pty Ltd ('Living Choice')
Proposal	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 B Of The Palmview Master Planned Area Under the Palmview Structure Plan
Properly Made Date:	3 July 2017
Information Request Date:	31 July 2017
Information Response Received Date:	5 October 2018
Decision Due Date	8 February 2019
Number of Submissions	Not Applicable
PROPERTY DETAILS	
Division:	1
Property Address:	Peter Crosby Way, Palmview, QLD 4556
RP Description:	Lot 347 on SP287466, Lot 201 on SP287474
Land Area:	146ha and 48.8ha
Existing Use of Land:	Vacant, cattle grazing
STATUTORY DETAILS	
Planning Scheme:	Sunshine Coast Planning Scheme (27 February 2017)
SEQRP Designation:	Regional Development Area
Strategic Plan Designation:	Urban Area
Planning Area:	Palmview Structure Plan Area
Planning Precinct / Zone:	Emerging Community Zone
Assessment Type:	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, which came into effect on the 1 April 2016. 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 B of the Palmview Master Planned Area;
- ensure the relevant obligations associated with the landholding, in accordance with the Infrastructure Agreement, are taken into account;

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

The process to seek approval requires the applicant to submit an Area Development Plan (**Attachment 1**) and Area Development Plans (**Attachment 2**). These approval documents will create the regulatory framework for Area B including the applicable use types, tables of assessment, broad configuration of land use areas, precincts and sub-precincts.

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

- (a) Road Network and Lot Mix
- (b) Variations to the Urban Footprint (referred to as the 'Urban Footprint Rationalisation Plan series)

The proposal for an Area Development Approval over Area B 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.

This is the third and final Area Development Approval for the Palmview Master Planned Area. The Area A (AVID) and Area C (PEET Ltd) Area Development Approvals were approved by Council on 31 October 2016 and 25 January 2018 respectively

SITE DETAIL

Background/Site History

There are four key landowners across the Master Planned Area (refer to **Figure 1**):

1. Area A - AVID Property Group
2. Area B –LCA Palmview Pty Ltd (formerly the Crosby Family)
3. Area C - The McCafferty Family / PEET Ltd
4. Lower Mooloolah River Environmental Reserve (LMRER) - Sunshine Coast Council

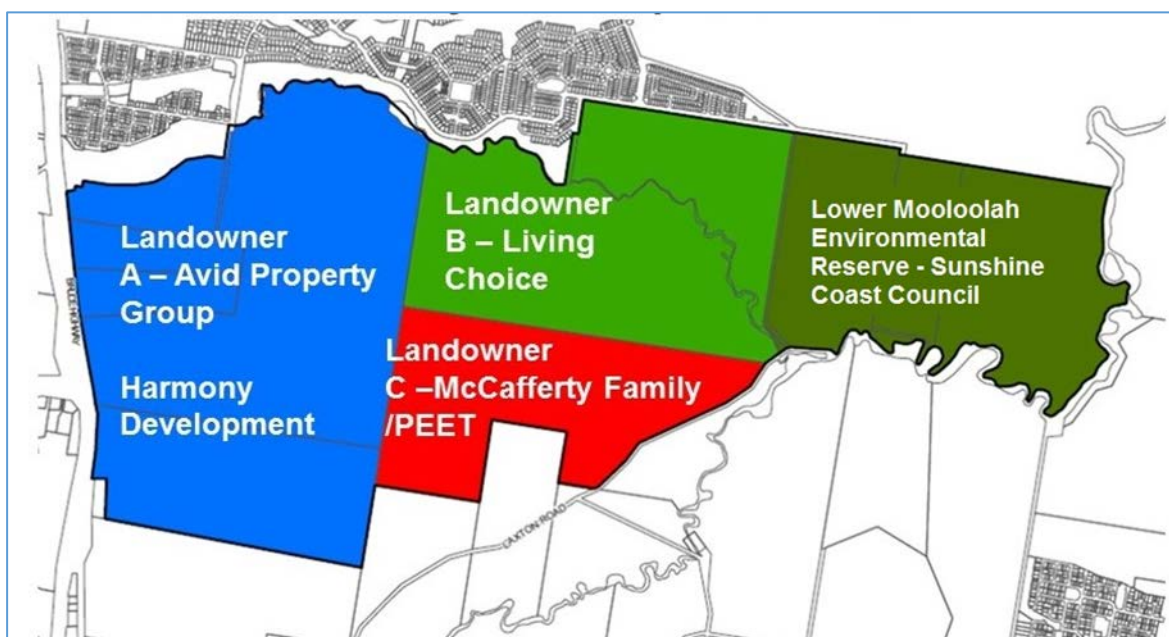


Figure 1 - Palmview Landowner Areas

Site Description

The application site is comprised of two lots situated at Peter Crosby Way, Palmview and described as Lot 347 on SP287466 and Lot 201 SP287474 (refer to **Figure 2**). The lots have an area of 146ha and 48.8ha respectively. The site has constructed road frontage to Peter Crosby Way, the first major road link into the Structure Plan Area.

The landscape is characterized by stands of remnant vegetation and a large knoll which is located south of Sippy Creek and central to the site. Sippy Creek forms a common boundary between the two lots and meanders through the site in an east to south-easterly direction creating a distinctive central vegetated corridor. A second area of state significant vegetation is located centrally within Lot 347 on SP287466, extending from the southern edge of Peter Crosby Way to the boundary with Lot 2 SP288657.

The site is also described as Area B of the Palmview Master Planned Area in the Infrastructure Agreement and Structure Plan. The Area B landholdings were historically owned by the Crosby family and were purchased in early 2018 by LCA Palmview Pty Ltd, otherwise known as Living Choice. The planning for Area B identifies the site as approximately 194.8ha with a development footprint of 53.5ha. The area is identified to accommodate up to 2,193 people in 957 dwellings and with the following land uses:

- a Local Activity Centre (maximum 2,500sqm GFA)
- 10.5ha of Regional Recreational Park
- 2.2ha of local recreation parks
- 155.3ha of non-urban open space (of which 84.2ha is to be purchased by the other 2 landowners to meet their non-urban open space obligations)
- 4.7ha of land for a state school
- 4.5ha of land for a private school
- 3,000sqm of land for a local community facility

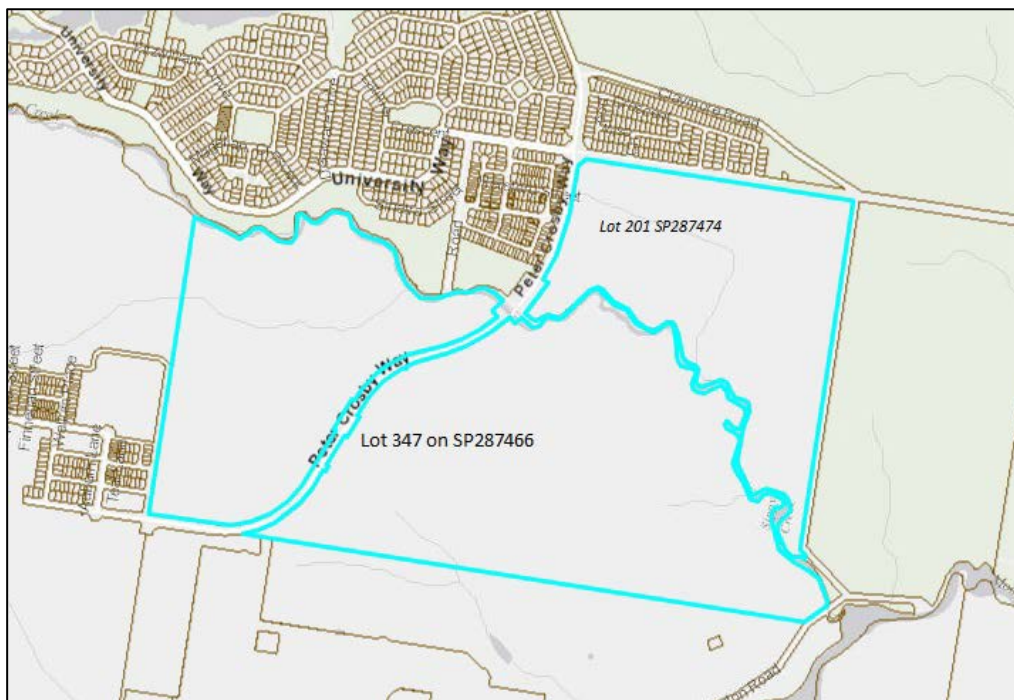


Figure 2 - Lot 347 on SP287466 and Lot 201 SP287474

Surrounding Land Uses

The application site is located in the northern quadrant of the Palmview Master Planned Area (refer to **Figure 3**). The locality is positioned immediately south of the Sippy Downs / Chancellor Park urban community and to the west of the Kawana Town Centre. The Palmview 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.

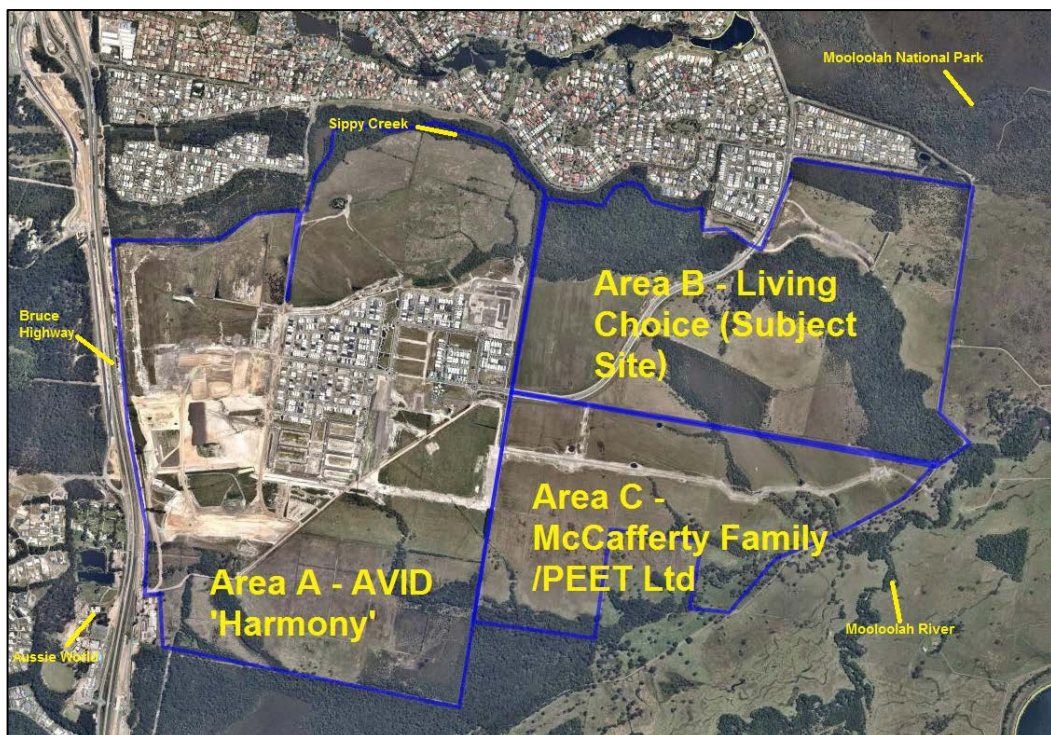


Figure 3 - Locality Plan

PRELIMINARY APPROVAL PROCESS

The 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 vary the Structure Plan and Infrastructure Agreement in accordance with Sections 242 and 899 of the *Sustainable Planning Act 2009*. The application must include:

- confirmation of all 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
- 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 4 below).

It is important to note that all landowners must be granted an Area Development Approval from the 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 provided access to all the 'Area Development Application' documents and information through council's Development.i service.

Area Development Approval

The Area Development Approval package must include the following:

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

1. Area Development Plan for Area

The Area Development Plan identifies all consistent uses (refer to the Tables of Assessment) which are applicable to the specific landowner area. The Area Development Plan replaces the Structure Plan tables of assessment and will apply to all future development applications.

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 form part of the Area Development Approval and 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 establishes a hierarchy for development of the Area in three distinct phases (1) Area Development Approval stage, (2) Neighbourhood Planning and (3) Local Area Planning.

4. Area Development (Land Use) Plan

The Area Development (Land Use) Plan demonstrates 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, 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.
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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.

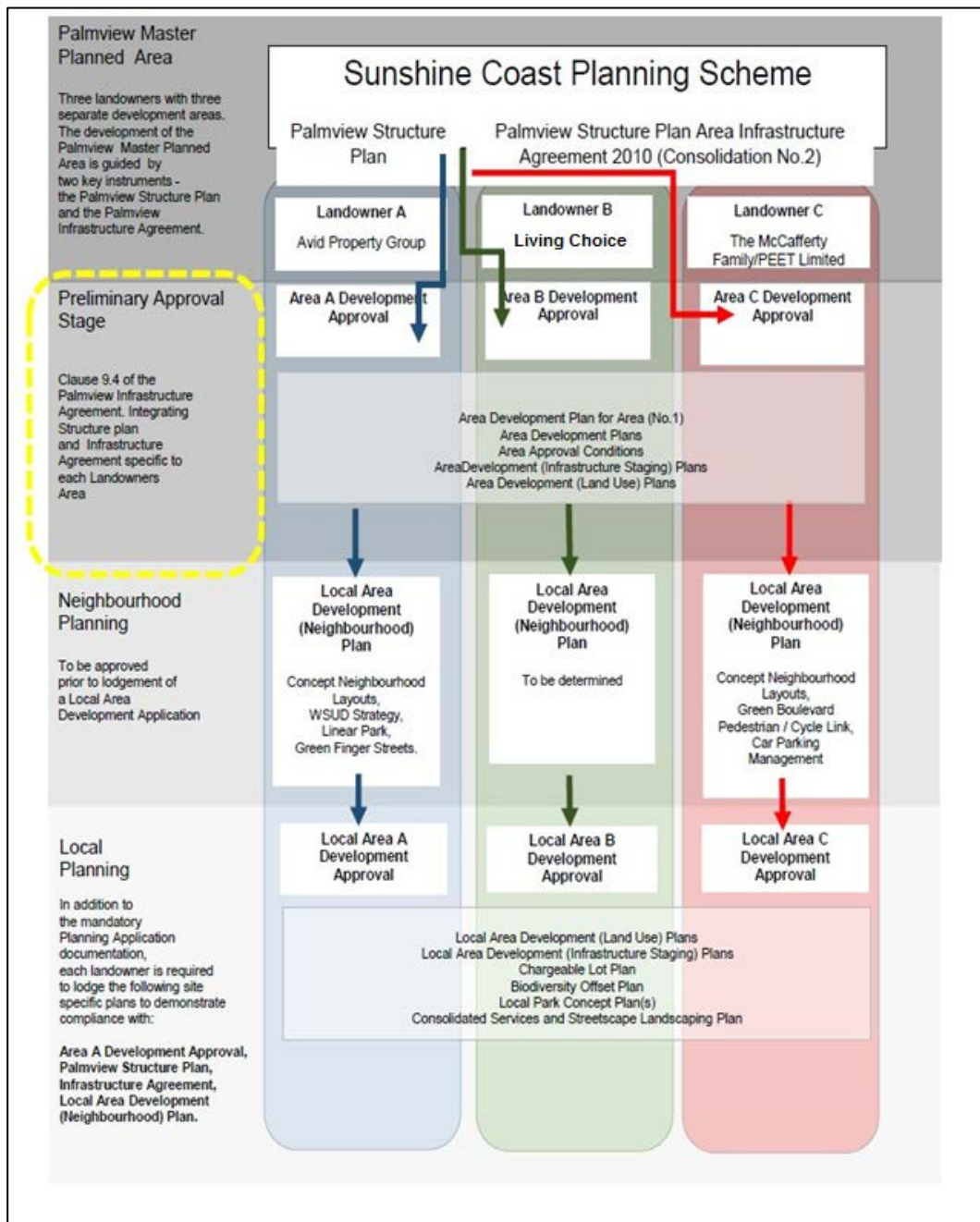


Figure 4 - Area Development Approval Process

Area B Proposed Variations

The Area B 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. The three key components of the assessment as part of the proposed Area B variations are as follows:

A. Area Development Approval Package

B. Neighbourhood Plan

C. Other Variations and Concepts for Neighbourhood Planning

A. AREA DEVELOPMENT APPROVAL PACKAGE

Area Development Plan for Area B (No.1) 2018

The Area Development Plan for Area B (No.1) 2018 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 B (No.1) 2018 has been assessed and is substantially consistent with the Palmview Structure Plan.

The Area Development Plan for Area B (No.1) 2018 is recommended for approval.

Area B Development Plans

The application proposes to replace all the Palmview Declared Master Planned Area Maps including the following minor variations to the plans which include minor corrections to the extent of Flood Prone Land in response to Council's updated flood model. The Area B Development Plans have been assessed and are substantially consistent with the Palmview Structure Plan Maps.

The Area Development Plans for Area B are recommended for approval.

3. Area B Development (Land Use) Plan

The Area Development (Land Use) Plan demonstrates 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, 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.

The Area B Development (Land Use) Plan is recommended for approval as a reference plan.

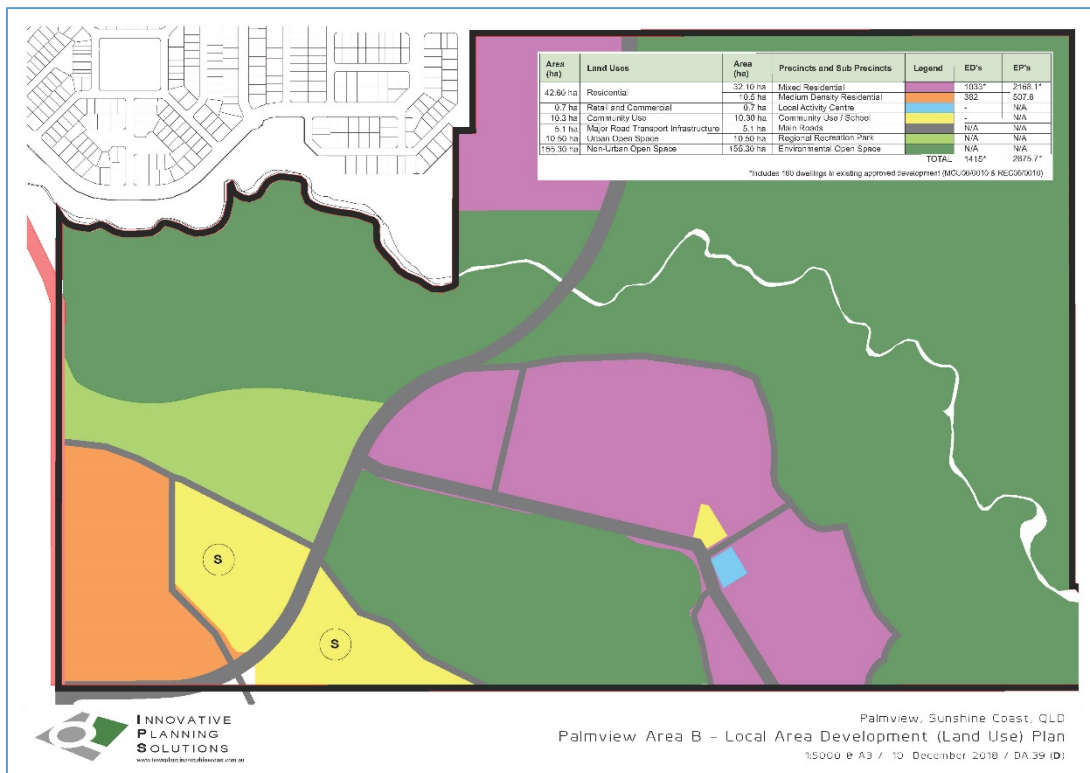


Figure 5 - Area B Development (Land Use)

4. Area B (Infrastructure Staging) Plan

As part of the Area B 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. The following infrastructure items will generally be identified on plan.

- a Local Activity Centre (2,500sqm gfa)
- 10.5ha of Regional Recreational Park
- 2.2ha of local recreation parks
- 155.3ha of non-urban open space (of which 84.2ha is to be purchased by the other 2 landowners to meet their non-urban open space obligations)
- 4.7ha of land for a state school
- 4.5ha of land for a private school
- 3,000sqm of land for a local community facility

The Area B Development (Infrastructure Staging) Plan is recommended for approval as a reference plan.

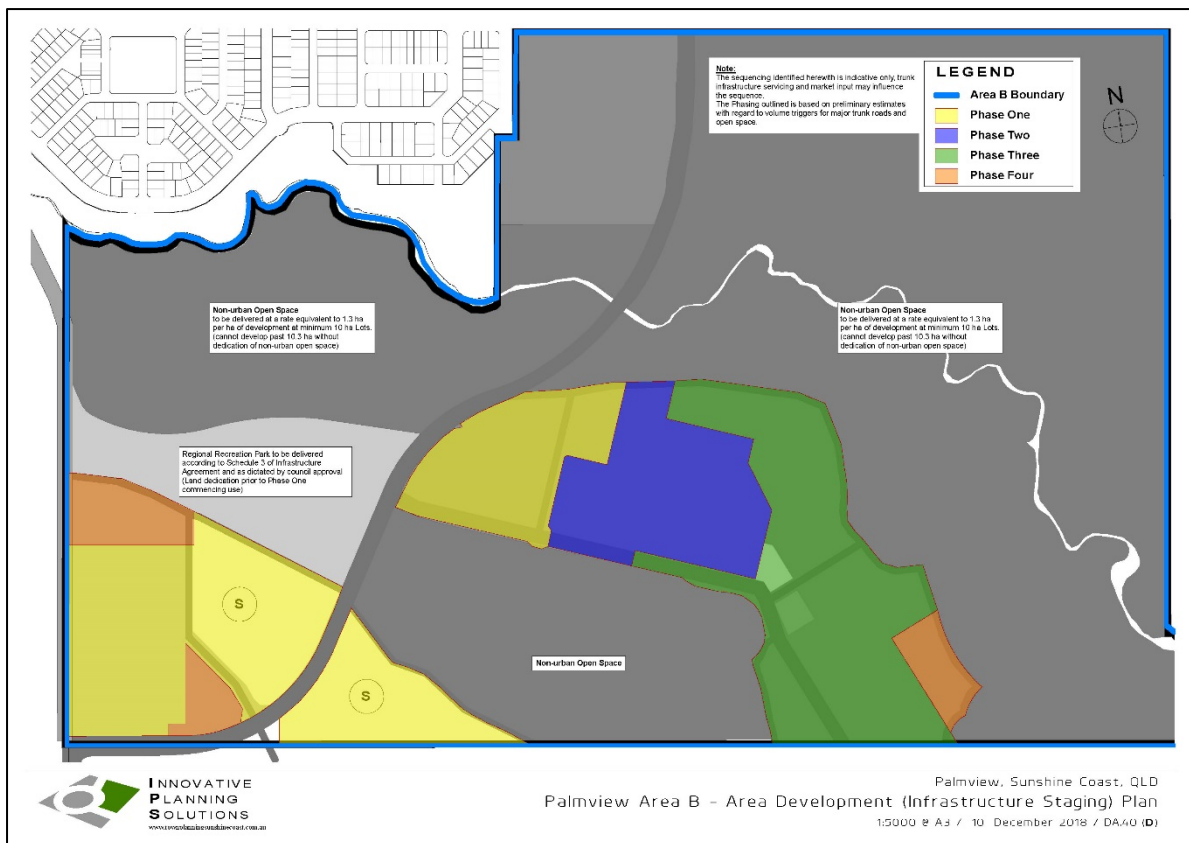


Figure 6 - Area B (Infrastructure Staging) Plan

B. NEIGHBOURHOOD OVERVIEW PLAN

The application includes a series of concept layouts for the proposed Area B neighbourhoods (refer to **Figure 7**).

The layout comprises three residential neighbourhoods including:

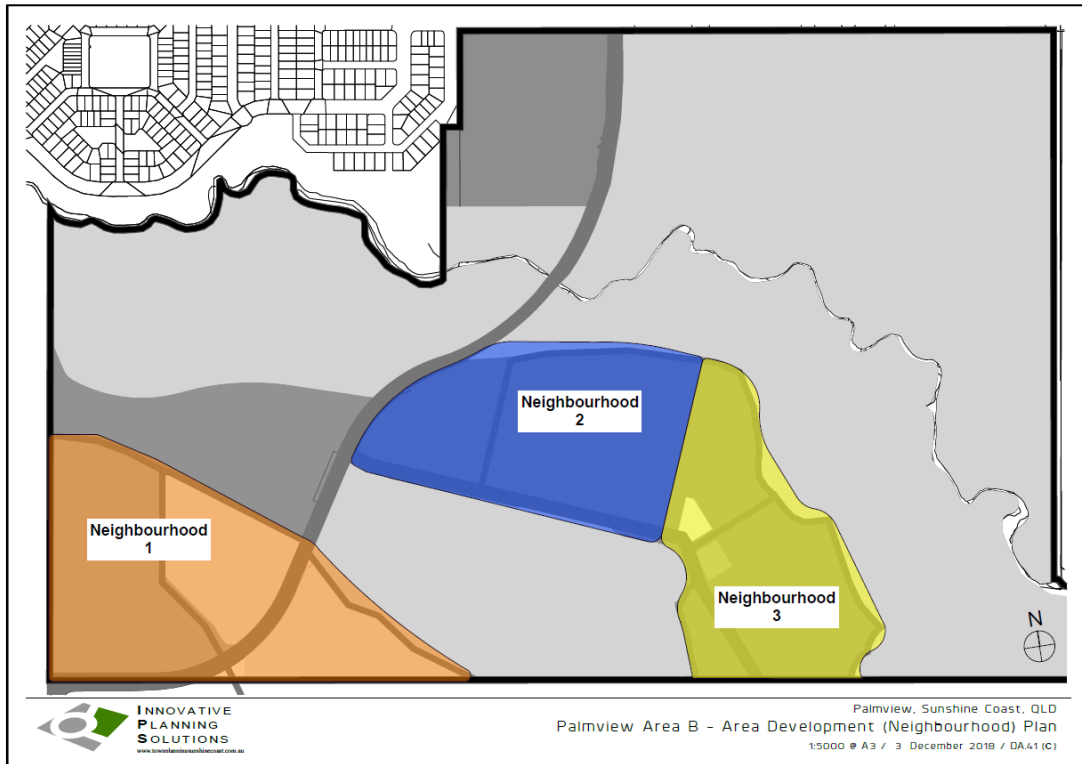


Figure 7 - Neighbourhood Overview Plan

- Neighbourhood 1 is located closest to the future District Activity Centre, which will be 300m to the south east in the AVID Harmony development. Neighbourhood 1 will comprise an area of medium density residential development, a future educational establishment (private school) and part of the future state educational establishment (located to the south of Peter Crosby Way). All residents, students and staff will be within 400m walking distance of public transport, path networks and community facilities (including recreation parks). This neighbourhood will have the highest concentration of dwelling densities in Area B.
 - Neighbourhood 2 is located central to the Area and approximate to the high point (knoll). The neighbourhood is entirely located within the mixed density precinct and will be supported by one of the two local recreation parks. The neighbourhood is proposed with road frontage to all sides, including road frontage to the adjacent areas of state significant vegetation located to the north and south. All residents, students and staff will be within 400m walking distance of public transport, path networks and community facilities (including recreation parks).
 - Neighbourhood 3 is located to the east of Area B and close to the boundary with Area C to the south. The neighbourhood is entirely located within the mixed density precinct and will support the second of the two local recreation parks.
-

Neighbourhood 3 is proposed to include the local community facility (3,000m²) and a Local Activity Centre (2,500sqm GFA). The neighbourhood is proposed with road frontage to all sides. Road frontage is required to all areas of state significant vegetation. All residents, students and staff will be within 400m walking distance of public transport, path networks and community facilities (including recreation parks).

The proposed neighbourhood structure is based on each neighbourhood having strong self-containment in addition to effective external connections including walkable access to public transport, local recreation parks, community facilities and retail/commercial uses. It is noted that proposed Neighbourhood 1 has no internal local recreation park. Nevertheless, Neighbourhood 1 is located closest to the future District Activity Centre (300m to the south east) which will comprise a Town Park, in addition to this the neighbourhood directly adjoins the 10.5ha Regional Recreation Park located to the north.

The proposed internal neighbourhood structure (lot layout, local parks, road network) will be subject to detailed neighbourhood planning. The detail of the neighbourhood is not recommended for approval as part of the application. However, it is recommended that the proposed Neighbourhood Overview Plan be approved as a concept layout.

C. OTHER VARIATIONS AND CONCEPTS - AREA B 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) Variations to the Urban Footprint - Urban Footprint Rationalisation Plan series

(a) Road Network and Lot Mix

Supporting information provided with the Area Development Application identifies concept layouts for Area B comprising both detached front loaded and rear loaded dwellings.

- Road Widths

Small lots neighbourhoods require a lot mix that includes rear access or lane ways in addition to traditional front loaded dwellings to ensure all of the essential infrastructure and services can be accommodated in the road reserve. For example, driveways which are accessed from the front of narrow lots contribute to 'constrained streetscapes' which are often unable to adequately accommodate on street parking, landscaping and services as well as providing safe pedestrian movement.

In response to this issue, Performance outcome PO5 of the *Reconfiguring a lot code* specifically requires development which includes small lots (lots less than 600m² 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 as part

of its lot mix and increased road widths for Access Streets and Access Places. An increase in road pavement width is one solution required to manage the issues associated with small lot neighbourhoods, including the provision of informal on-street parking. Landowner B has proposed an increase in road pavement widths for local access streets as part of their Area Development Application (refer to **Figure 8**). The Area B application includes a series of typical cross sections, including the Access Street (16.8m) cross section detailed below.

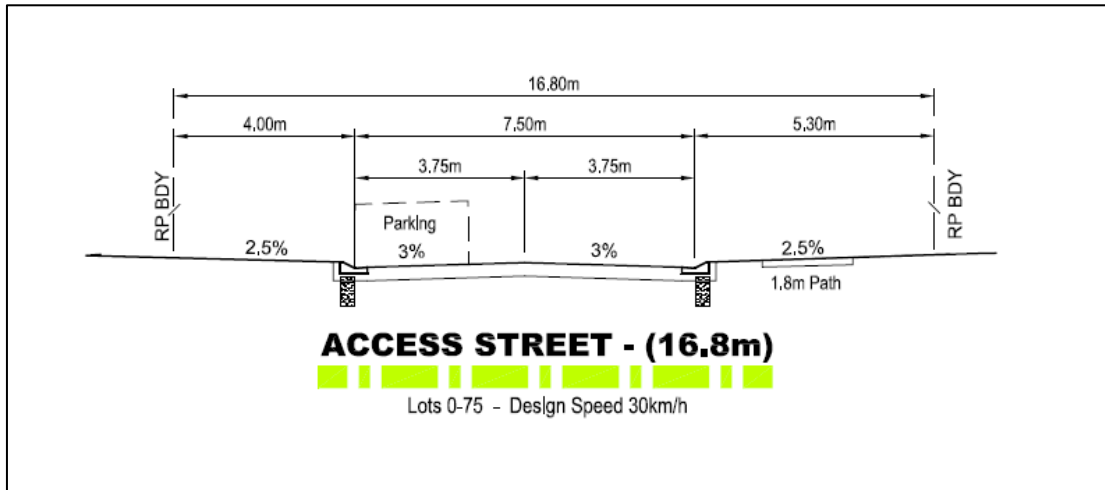


Figure 8 - Proposed Increased Pavement Width

It is recommended that a condition be approved requiring the minimum pavement width of Access Streets and Access Places to be 7.5m and 6m respectively which is consistent with the adjoining Area A and C Area Development Approvals. 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 conditioned to be incorporated as part of the subsequent Neighbourhood Planning and Local Area Development (Neighbourhood) Plans.

(b) Car Parking Management

A wider local access 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 on-street parking layout plan (refer to **Figure 9**) aimed at demonstrating how the on street parking demand would be satisfied for the submitted concept plans. However, the plan is based on a concept lot and street layout which has not been approved and therefore has not adequately demonstrated that overall parking requirements would be achieved. Nonetheless, the attached plan indicates a minimum of two on-street parking bays for every three dwelling houses, the proposed 643 detached dwellings would be provided with 686 on-street parking bays, which exceeds the required minimum of 429 parking bays. However, the preliminary on-street parking layout plan has not accounted for the proposed Medium Density area which requires an allocation of on-street parking to be identified.

Given the above, it remains unclear how the minimum on street parking

requirements stipulated by Council's Planning Scheme Policy for Transport and

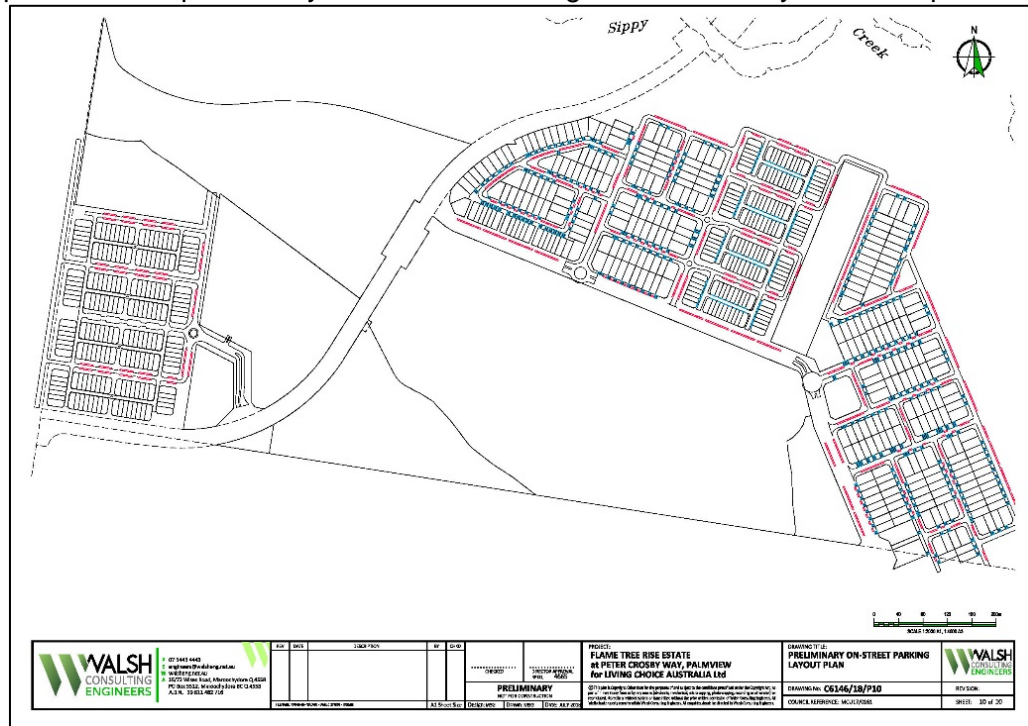


Figure 9 -Preliminary On-Street Parking Layout Plan

Parking Code would be met for the development layout shown on the submitted concept plans.

It is recommended that the Preliminary On-Street Parking Layout Plan is not approved and a condition is attached to the Area Development Approval requiring the submission of a detailed car parking analysis. A similar condition of approval was attached to the Area C approval, specifically an *On Street Carparking Management 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. For example,

An On Street Carparking Management Analysis must be submitted as part of the approval of subsequent Local Area Development (Neighbourhood) Plan/s. The analysis must be undertaken by a RPEQ and demonstrate that the road network and lot layout for the neighbourhood can accommodate the required number of on street carparking spaces in accordance with Council's Planning Scheme Policy for Transport and Parking. The subsequent reconfiguring of a lot applications must be consistent with the carparking management analysis. Further guidance on specific details to be contained in the carparking analysis can be found in the State Governments EDQ Practice Note No 11 "Parking analysis plans".

(c) Urban Footprint Rationalisation Plan

The Area B Development Application proposes variations to the urban footprint, which would adjust the boundary between the 'residential' and 'ecologically important areas' of land mapped within the Structure Plan. The Urban Footprint Rationalisation Plan (refer to **Figure 10**) proposes 9733m² of non-urban open space to be transferred to urban development and 11077m² of urban land proposed to be transferred to non-urban open space. Overall, the proposal indicates a net gain of 1344m² of non-urban open space.

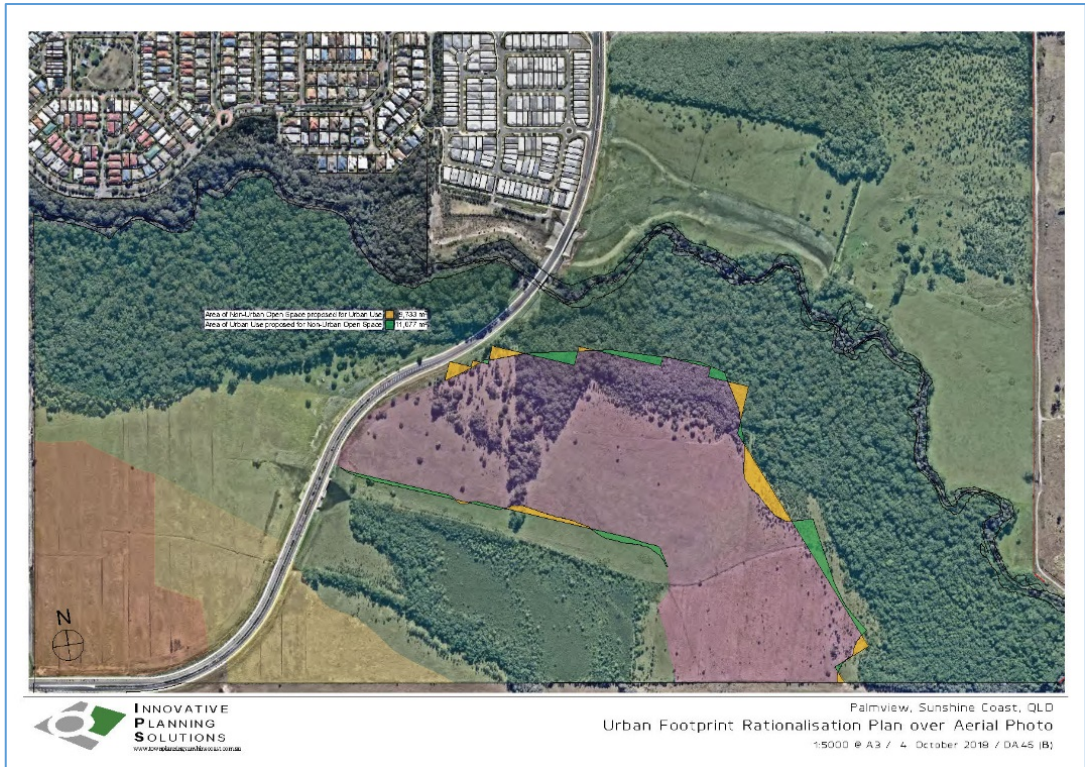


Figure 10 - Urban Footprint Rationalization Plan

The Applicant states that the reason for the proposed variations are as a consequence of detailed design to create a more logical development footprint based on grids for roads and allotments. The intent of the proposed variation being the geometry required to create grid based development cannot strictly follow the curvilinear alignment as is

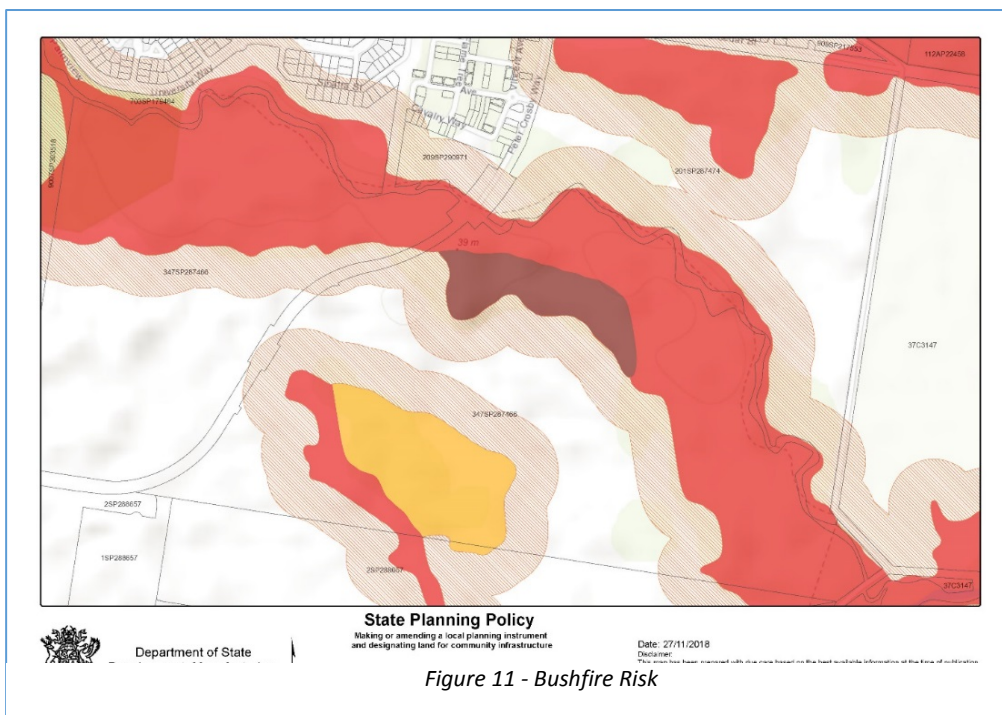


Figure 11 - Bushfire Risk

detailed in the Structure Plan.

The proposal presents a potential net gain of open space. However, the proposal also brings urban development closer to land constrained by bushfire hazard (refer to **Figure 11**). Pushing development into these areas reduces the width of the environmental transition area to the existing vegetation. This reduction in the setback could result in further clearing works within 'ecologically important areas' to ensure any bushfire risk is managed and mitigated and this would be inconsistent with the intent of the Structure Plan.

It is recommended that the proposed Urban Footprint Rationalisation Plan is not approved.

Summary Area B Neighbourhood Planning

The proposed variations and concepts for Area B Neighbourhood Planning require further detailed design and assessment which has not been provided by the applicant. The concept layout demonstrates three residential neighbourhoods which are generally consistent with the intent of the Structure Plan. The scale and extent of each neighbourhood will both enable strong self-containment for each neighbourhood and walkable access to public transport, local recreation parks, community facilities and retail/commercial uses.

To enable the applicant to undertake further detailed design of the proposed neighbourhoods, it is recommended that a condition is attached requiring the applicant to undertake "Local Area Development (Neighbourhood) Planning". This condition would identify the key supporting information required to assess the proposed Area B Neighbourhood Planning in accordance with the intent of the Structure Plan. A similar condition was applied to the Area A (AVID) and Area C (PEET) Development Approvals, specifically:

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) Area(s) of unconstrained land within the urban open space network;*
- (iv) The location of any major infrastructure items required in Schedule 3 of the Palmview Structure Plan Schedule;*
- (v) Any neighbouring incompatible, sensitive uses or infrastructure.*
- (vi) Bushfire Risk*
- (vii) Ecological Rehabilitation*
- (viii) School Site*
- (ix) Bicycle and pedestrian networks*

Subject to the recommended conditions, 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.

SUNSHINE COAST PLANNING SCHEME

The applicable planning scheme for the application is the Sunshine Coast Planning Scheme 2014 (27 February 2017). 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 B 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 (i.e. bus stops).

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 both on site and 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
- Flood 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 16 February 2018 (Reference SDA-0717-040931) including an amended plan 'OPM9 – Public Transport Infrastructure Network Innovative Planning Solutions dated 24 July 2017, reference DA.01.9(B) as amended in red by SARA on 16 February 2018' and stating that the conditions of approval requiring the applicant :

- *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 \$5,145,000. This monetary contribution is based on a proportional rate of 14.7% of \$35,000,000 will assist management of the development;*
- *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 provided an amended Road Hierarchy Plan to identify Potential Future Bus Routes within Area B; and*
- *Stormwater management of the development must ensure no worsening of actionable nuisance to the State-controlled roads.*

Other Referrals

The application was forwarded to the following internal council specialists:

- Manager, Development Services
- Project Coordinator, Palmview / Kawana
- Project Coordinator Specialist Advice, Livability & Natural Assets
- Coordinator Open Space & Social Policy, Livability & Natural Assets
- Principal Engineer, Engineering and Environment Assessment Unit
- Principal Development Engineer (Hydraulics), Engineering and Environment Assessment Unit
- Senior Landscape Officer, Engineering and Environment Assessment Unit
- Environment Officer, Engineering and Environment Assessment Unit
- Urban Designer, Planning Assessment Unit
- Principal Traffic Engineer, Engineering and Environment Assessment Unit

Their assessment forms part of this report.

Public Notification

Not Applicable

CONCLUSION

This application seeks to vary the effect of the planning scheme for Area B 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 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 should be noted 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 B (No.1) 2018, the relevant codes identified in the Area Development Plan for Area B (No.1) 2018 and the proposed Area Development Plans.

The proposal for an Area Development Approval over Area B is considered to be substantially consistent with the Structure Plan and Infrastructure Agreement, whereby the variations are considered minor.

The proposed variations to the Structure Plan maps for Area B 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 based on urban design, street width and landscape outcomes requiring further detailed consideration to ensure the appropriate development outcomes are achieved in Area B as well as integration with the broader Master Planned Area. The proposed structure of the three neighborhoods will be required to provide a diversity of lot types, appropriate road widths and on-street parking 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 B (No. 1) 2018
 - the Area Development Plans for Area B,
 - Area Development (Land Use) Plan and
 - Area Development (Infrastructure Staging) Plan.
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