

SARA reference: 1901-9177 SRA  
Council reference: MCU18/0350 & RAL18/0199

8 November 2019

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

Attention: Mr Marc Cornell

Dear Mr Cornell

## SARA response—Twin Waters West development

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the Department of State Development, Manufacturing, Infrastructure and Planning (the department) on 23 January 2019.

### Response

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Outcome:	Referral agency response – with conditions.
Date of response:	8 November 2019
Conditions:	The conditions in <b>Attachment 1</b> must be attached to any development approval.
Advice:	Advice to the applicant is in <b>Attachment 2</b> .
Reasons:	The reasons for the referral agency response are in <b>Attachment 3</b> .

### Development details

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Description:	Development permit	Reconfiguring a lot: 4 lots into 170 lots, new road, park and balance lot, over 2 stages.
	Preliminary approval that includes a variation request	Material change of use for development involving residential, business, community and sport & recreation uses in accordance with a Plan of Development
SARA role:	Referral agency	

SARA trigger:	Schedule 10, Part 17, Division 3, Table 5, Item 1 - Tidal works or work in a coastal management district Schedule 10, Part 17, Division 3, Table 6, Item 1 Tidal works or work in a coastal management district Schedule 10, Part 6, Division 3, Subdivision 3, Table 2, Part 1 - Fisheries - marine plants Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 - Infrastructure - state transport infrastructure Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 - State transport corridors and future State transport corridors Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, Item 1 - State transport corridors and future State transport corridors Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1 - State transport corridors and future State transport corridors Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 - State transport corridors and future State transport corridors
SARA reference:	1901-9177 SRA
Assessment Manager:	Sunshine Coast Regional Council
Street address:	232, 238, 252, 258, 266, 274, 282 and 284 Godfreys Road, 581-593 David Low Way, 6 Devere Road, Ocean Drive, Pacific Paradise and 23 Stillwater Drive, Twin Waters
Real property description:	Lot 1 on RP103117, Lot 2 on RP103117, Lot 4 on RP98356, Lot 5 on RP98356, Lot 6 on RP98356, Lot 7 on RP98356, Lot 8 on RP98356, Lot 2 on RP842858, Lot 3 on RP842858, Lot 1 on RP811523, Lot 8 on RP812125, Lot 261 on SP124274, Lot 10 on SP248472 and Lot 3 on SP248471
Applicant name:	Stockland Development Pty Ltd c/- RPS Australia East Pty Ltd
Applicant contact details:	1 Innovation Parkway Birtinya QLD 4575 sophie.williams@rpsgroup.com.au

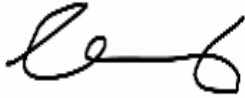
## Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules) Copies of the relevant provisions are in **Attachment 4**.

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

For further information please contact Paul Gleeson, Principal Planning Officer, on (07) 5352 9717 or via email SEQNorthSARA@dsmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Rebecca Kenny  
Director

cc Stockland Development Pty Ltd c/- RPS Australia East Pty Ltd, [sophie.williams@rpsgroup.com.au](mailto:sophie.williams@rpsgroup.com.au)

enc Attachment 1 - Referral agency conditions  
Attachment 2 - Advice to the applicant  
Attachment 3 - Reasons for referral agency response  
Attachment 4 - Representations provisions  
Attachment 5 - Approved plans and specifications

## Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the plans and specifications referenced below are found at Attachment 5)

No.	Conditions	Condition timing
<b>Preliminary approval for material change of use</b>		
Schedule 10, Part 6, Division 3, Subdivision 3, Table 2, Part 1 - Fisheries - Marine plants —The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Agriculture and Fisheries to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	<p>(a) Develop a Fish Management Plan, prepared by a suitably qualified person, that addresses the following matters:</p> <ul style="list-style-type: none"> <li>(i) Suitable biotic and abiotic conditions, such as water and sediment quality, for all fisheries resources.</li> <li>(ii) Healthy and productive fish habitats in the form of marine plants including mangroves and saltmarsh species to an equal or greater density and extent than the pre-works condition.</li> <li>(iii) Safe fish pathways for the entire fish community, regardless of species, size, life-stage or swimming ability.</li> <li>(iv) Adequate fish passage at all ranges of the tide that caters for the entire fish community likely to require movement into and out of the proposed artificial lake system, regardless of species, size, life-stage or swimming ability.</li> <li>(v) Fish access to the tidal fish habitats generally.</li> </ul> <p>(b) The development, including during construction is required to be implemented in accordance with the recommendations of the Fish Management Plan listed in (a).</p> <p>(c) Provide certification from a Registered Professional Engineer Queensland (RPEQ) confirming the management measures included in the Fish Management Plan have been implemented in accordance with the Fish Management Plan.</p>	<p>(a) prior to and accompanying the submission of an application for operational work associated with the lake system</p> <p>(b) for the duration of the works</p> <p>(c) within 20 business days of completing the works.</p>
2.	A development permit for operational work involving all elements of the lake system, including earthworks and the inlet and outlet structures is required.	Prior to any works commencing on the development site.
Schedule 10, Part 17, Division 3, Table 6, Item 1 – Tidal works or work in a coastal management district—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Environment and Science to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
3.	<p>The development must be carried out generally in accordance with:</p> <ul style="list-style-type: none"> <li>• The extent of the urban area shown on Twin Waters West, Zone Plan, prepared by Urbis, dated 17/05/19, drawing number POD-03, Revision 9.</li> <li>• The extent of buffer areas shown on Twin Waters West, Open Space Plan, prepared by Urbis, dated 17/05/19,</li> </ul>	At all times

	drawing number POD-06, revision 9.	
4.	<p><b>Matters of State Environmental Significance (water mouse)</b></p> <p>(a) Prepare a Significant Species Targeted Survey, by a suitably qualified person, that addresses the following matters: must be conducted as per the Terrestrial Vertebrate Fauna Survey Guidelines for Queensland (<i>Eyre et al. 2014</i>) in conjunction with the Species Profile and Threats Database <i>Xeromys myoides</i> — Water Mouse <a href="http://www.environment.gov.au/cgi-bin/sprat/public/publicspecies.pl?taxon_id=66">http://www.environment.gov.au/cgi-bin/sprat/public/publicspecies.pl?taxon_id=66</a>.</p> <p>(b) Prepare a Significant Species Management Plan, by a suitably qualified person, that addresses the following matters: must include:</p> <ol style="list-style-type: none"> <li>i. Specific objective 1: Identify habitats supporting populations of the water mouse and map the current distribution. <ul style="list-style-type: none"> <li>• Confirm current distribution of the water mouse.</li> <li>• Consolidate data of all water mouse records and survey results.</li> <li>• Produce GIS mapping and undertaken spatial analysis of water mouse habitat.</li> <li>• Conduct surveys and ecological assessments of potential water mouse habitat (including all regulated vegetation mapped as essential habitat for the Water Mouse [<i>Xeromys myoides</i>] both onsite and adjacent to the site).</li> </ul> </li> <li>ii. Specific objective 2: Identify and manage threats to species' survival. <ul style="list-style-type: none"> <li>• Monitor representative populations.</li> <li>• Assess impact of known threats to species' survival.</li> <li>• Investigate relative impact of threats to species' survival.</li> <li>• Develop and implement threat management plan.</li> </ul> </li> <li>iii. Specific objective 3: Rehabilitate habitat to expand extant populations. <ul style="list-style-type: none"> <li>• Identify habitat corridors</li> <li>• Regenerate habitat corridors at the sites.</li> </ul> </li> </ol> <p>At a minimum, the key recovery actions identified in the recovery plan that is in force under <i>Environmental Biodiversity and Conservation Act 1999</i>, must be addressed.</p> <p>(c) The development, including during construction is required to be implemented in accordance with the recommendations of the Significant Species Management Plan listed in (b).</p> <p>(d) Provide certification from a Registered Professional Engineer Queensland (RPEQ) confirming the management measures</p>	<p>(a) and (b) prior to and accompanying the submission of an application for operational work associated with the lake system</p> <p>(c) for the duration of the works</p> <p>(d) within 20 business days of completing the works.</p>

	<p>included in the approved Significant Species Management Plan have been implemented in accordance with the Significant Species Management Plan.</p> <p><b>Note:</b> Suitably qualified person(s) means a person or persons who has professional qualifications, training, skills or experience relevant to the nominated subject matter and can give authoritative assessment, advice and analysis to performance relative to the subject matter using the relevant protocols, standards, methods or literature.</p>																																									
5.	<p><b>Water quality</b></p> <p>(a) Prepare a Water Quality Management Plan, by a suitably qualified person, in accordance with the Urban Stormwater Quality Guidelines and the Queensland Urban Drainage Manual, that demonstrates that the proposed development, lake system and associated discharge into the Maroochy River are designed to not exceed the release limits included in Table 1.</p> <p><b>Table 1 – Release limits</b></p> <table border="1"> <thead> <tr> <th>Parameter</th> <th>Release Limit</th> <th>Limit Type</th> <th>Minimum monitoring frequency</th> </tr> </thead> <tbody> <tr> <td>Turbidity</td> <td>25 NTU (during construction) 8 NTU (post construction)</td> <td>80<sup>th</sup> percentile</td> <td>Bi-monthly</td> </tr> <tr> <td>Chlorophyll-a</td> <td>5 µg/L</td> <td>80<sup>th</sup> percentile</td> <td>Bi-monthly</td> </tr> <tr> <td>Biomass</td> <td>0.4mm<sup>3</sup>/L</td> <td>80<sup>th</sup> percentile</td> <td>Only to be conducted if two (2) or more exceedances for Chlorophyll-a are detected</td> </tr> <tr> <td>pH</td> <td>6.5-8.5</td> <td>80<sup>th</sup> percentile</td> <td>Bi-monthly</td> </tr> <tr> <td>Total Suspended Solids (TSS)</td> <td>25 mg/L (during construction) 20 mg/L (post construction)</td> <td>80<sup>th</sup> percentile</td> <td>Bi-monthly</td> </tr> <tr> <td>Total Nitrogen (TN)</td> <td>0.35 mg/L</td> <td>80<sup>th</sup> percentile</td> <td>Bi-monthly</td> </tr> <tr> <td>Oxidised Nitrogen (NOx)</td> <td>0.06 mg/L</td> <td>80<sup>th</sup> percentile</td> <td>Bi-monthly</td> </tr> <tr> <td>Ammonia Nitrogen</td> <td>0.03 mg/L</td> <td>80<sup>th</sup> percentile</td> <td>Bi-monthly</td> </tr> <tr> <td>Total Phosphorus</td> <td>0.025 mg/L</td> <td>80<sup>th</sup> percentile</td> <td>Bi-monthly</td> </tr> </tbody> </table>	Parameter	Release Limit	Limit Type	Minimum monitoring frequency	Turbidity	25 NTU (during construction) 8 NTU (post construction)	80 <sup>th</sup> percentile	Bi-monthly	Chlorophyll-a	5 µg/L	80 <sup>th</sup> percentile	Bi-monthly	Biomass	0.4mm <sup>3</sup> /L	80 <sup>th</sup> percentile	Only to be conducted if two (2) or more exceedances for Chlorophyll-a are detected	pH	6.5-8.5	80 <sup>th</sup> percentile	Bi-monthly	Total Suspended Solids (TSS)	25 mg/L (during construction) 20 mg/L (post construction)	80 <sup>th</sup> percentile	Bi-monthly	Total Nitrogen (TN)	0.35 mg/L	80 <sup>th</sup> percentile	Bi-monthly	Oxidised Nitrogen (NOx)	0.06 mg/L	80 <sup>th</sup> percentile	Bi-monthly	Ammonia Nitrogen	0.03 mg/L	80 <sup>th</sup> percentile	Bi-monthly	Total Phosphorus	0.025 mg/L	80 <sup>th</sup> percentile	Bi-monthly	<p>(a) prior to and accompanying the submission of an application for operational work associated with the lake system</p> <p>(b) for the duration of the works</p> <p>(c) within 20 business days of completing the works.</p>
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<p>6.</p>	<p><b>Acid sulfate soils</b></p> <p>(a) Prepare an Acid Sulfate Soil (ASS) investigation and Acid Sulfate Soil Management Plan (ASSMP), for all areas involving the disturbance of potential or actual acid sulfate soils, in accordance with the following documents:</p> <ul style="list-style-type: none"> <li>• Water Quality Australia (June 2018) National Acid Sulfate Soils Guidance – National acid sulfate soils sampling and identification methods manual.</li> <li>• Water Quality Australia (June 2018) National Acid Sulfate Soils Guidance – Guidelines for the dredging of acid sulfate soils sediments and associated dredge spoil management.</li> <li>• Queensland Government (2014) Queensland Acid Sulfate Soil Technical Manual. Soil Management Guidelines V4.0.</li> </ul> <p>The ASSMP must address, but not be limited to, the following matters:</p> <ol style="list-style-type: none"> <li>i. identify all actual and potential releases of contaminants associated with the excavation/ dredging, placement and treatment of ASS, and any potential environmental impacts, including to groundwater, seepage to surface water bodies and any surface water releases.</li> <li>ii. define the proposed actions to prevent the likelihood of environmental harm resulting from the activity.</li> <li>iii. identify the method of soil excavation / removal and outline measures to prevent environmental harm during soil excavation / removal activities.</li> <li>iv. prepare a soil characterisation testing program designed to confirm the appropriate treatment / neutralisation of all excavated soil identified as ASS. Detail the characterisation testing methodology which will be used to ensure samples collected are representative of the soil</li> </ol>	<p>(a) prior to and accompanying the submission of an application for operational work associated with the lake system</p> <p>(b) for the duration of the works</p> <p>(c) within 20 business days of completing the works.</p>												

	<p>sampled.</p> <ul style="list-style-type: none"> <li>v. identify the methodology and associated equipment to be used for the application and incorporation of the neutralising agent.</li> <li>vi. provide details on the incorporation method, liming rates and verification methods.</li> <li>vii. outline the design of any treatment facilities and define management measures which will be used to prevent environment harm occurring during treatment activities.</li> <li>viii. Identity actions to be taken to prevent environmental harm associated with the possible inundation of flood waters or impacts associated with severe weather events.</li> <li>ix. prepare a soil validation testing program which will be used to verify that disturbed ASS has been adequately treated / neutralised to prevent environmental harm.</li> <li>x. describe the sampling techniques and any analytical techniques.</li> <li>xi. define the performance criteria which will be used to assess the success of the soil validation testing program.</li> <li>xii. describe the monitoring program which will be used to assess potential impacts to groundwater and surface waters. The monitoring program must include the identification of appropriate trigger values which will be used as indicators of environmental harm. The trigger values must be derived in accordance with the Department of Science, Information Technology and Innovation (2017) guideline titled: Using monitoring data to assess groundwater quality and potential environmental impacts. Version 1. Department of Science, Information Technology and Innovation, Queensland Government, Brisbane.</li> <li>xiii. outline proposed actions and associated timeframes which will be implemented should groundwater or surface water monitoring indicate an exceedance of the derived trigger values.</li> <li>xiv. outline a program to complete “handover testing” in accordance with the Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines (2014). Define the sampling density and performance criteria which will be used to assess compliance with the handover testing requirements as outlined in Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines (2014).</li> <li>xv. inclusions to be incorporated into a closure report (including the results of handover testing) which validate the appropriate treatment of the ASSMP.</li> </ul> <p>(b) The development, including during construction is required to be implemented in accordance with the recommendations of the Acid Sulfate Soil Management Plan listed in (a).</p>	
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	<p>(c) Provide certification from a Registered Professional Engineer Queensland (RPEQ) confirming the management measures included in the approved Acid Sulfate Soil Management Plan have been implemented in accordance with the Acid Sulfate Soil Quality Management Plan.</p> <p><u>Notes:</u> Suitably qualified person(s) means a person or persons who has professional qualifications, training, skills or experience relevant to the nominated subject matter and can give authoritative assessment, advice and analysis to performance relative to the subject matter using the relevant protocols, standards, methods or literature.</p> <p>Any proposed reduction to the required ASS investigation sampling density or investigation sampling depth is generally not supported unless otherwise supported by the Department of Environment and Science.</p>	
7.	<p><b>Groundwater</b></p> <p>(a) A suitably qualified person(s) must prepare a Groundwater Monitoring Program (GWMP), in accordance with the Department of Environment and Science Monitoring and Sampling Manual 2008, which is capable of establishing background groundwater quality (including groundwater elevations) and assess the potential impacts of the activities on groundwater systems and groundwater dependant ecosystems.</p> <p>The GWMP must include, but not be limited to:</p> <ul style="list-style-type: none"> <li>i. the installation and monitoring of sufficient bores surveyed to Australian height datum at locations to allow the monitoring of groundwater quality and groundwater elevations in areas potentially affected by the proposed disturbance activities.</li> <li>ii. the establishment of groundwater bores and identification of groundwater trigger values in accordance with the Department of Science, Information Technology and Innovation (2017) guideline titled: <i>Using monitoring data to assess groundwater quality and potential environmental impacts. Version 1.</i> Department of Science, Information Technology and Innovation, Queensland Government, Brisbane.</li> <li>iii. Identification of groundwater parameters (including groundwater elevation) and testing frequencies which will be used to assess potential for environmental harm.</li> <li>iv. the establishment of lowest and highest recorded groundwater levels (in m AHD) in the surrounding area.</li> <li>v. the installation of sufficient monitoring bores to enable the delineation of the extent of impact to groundwater resulting from the activity, including the establishment of hydrogeological details to determine the rate of migration of contaminants in groundwater.</li> <li>vi. outline a program to monitor both changes in</li> </ul>	<ul style="list-style-type: none"> <li>(a) prior to and accompanying the submission of an application for operational work associated with the lake system</li> <li>(b) for the duration of the works</li> <li>(c) within 20 business days of completing the works.</li> </ul>

	<p>groundwater quality and groundwater elevation to demonstrate that environmental harm is not occurring.</p> <p>vii. outline notification requirements and actions should the GWMP identify the potential for environmental harm</p> <p>viii. 12 months of baseline groundwater monitoring prior to the commencement of any excavations.</p> <p>(b) The development, including during construction is required to be implemented in accordance with the recommendations of the Acid Sulfate Soil Management Plan listed in (a).</p> <p>(c) Provide certification from a Registered Professional Engineer Queensland (RPEQ) confirming the management measures included in the approved Acid Sulfate Soil Management Plan have been implemented in accordance with the Acid Sulfate Soil Quality Management Plan.</p> <p><u>Notes:</u> Suitably qualified person(s) means a person or persons who has professional qualifications, training, skills or experience relevant to the nominated subject matter and can give authoritative assessment, advice and analysis to performance relative to the subject matter using the relevant protocols, standards, methods or literature.</p>	
<p>Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 - Infrastructure - State transport infrastructure and Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 - State transport corridors and future State transport corridors—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement 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.	<p><b>Bus routes</b></p> <p>The 'potential future bus route' shown on Twin Waters West Development Master Plan, prepared by Urbis, dated 14 October 2019, drawing number 19, revision 3, as amended in red by SARA, must be designed and constructed to be in accordance with the following to accommodate a single unit rigid bus of 12.5m in length:</p> <p>a) Department of Transport and Main Roads <i>Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design</i> (March 2016).</p> <p>b) Department of Transport and Main Roads <i>Supplement to Austroads Guide to Road Design</i> (Parts 3, 4-4C and 6).</p> <p>c) <i>Austroads Guide to Road Design</i> (Parts 3, 4-4C and 6).</p> <p>d) Department of Transport and Main Roads <i>Queensland Manual of Uniform Traffic Control Devices, Part 13 Local Area Traffic Management</i> (March 2018).</p> <p>e) Chapter 2 - Planning and Design, Section 2.3.2 Bus Route Infrastructure (page 6) of the Department of Transport and Main Roads <i>Public Transport Infrastructure Manual 2015</i>.</p>	<p>(a), (b), (c), (d) and (e)</p> <p>Prior to the commencement of use or prior to submitting the Plan of Survey to the local government for approval for the relevant stage, whichever occurs first.</p>

9.	<p><b>Bus stops</b></p> <p>(a) The applicant must provide 'indented bus bays' along the 'potential future bus route', as shown on Twin Waters West Development Master Plan, prepared by Urbis, dated 14 October 2019, drawing number 19, revision 3, as amended in red by SARA.</p> <p>(b) The bus indent bays must be in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components in accordance with the Department of Transport and Main Roads' TransLink <i>Public Transport Infrastructure Manual 2015</i>:</p> <p>i. An indent bay for a single unit rigid bus of 12.5m in length in accordance with Section 5.6.3.1 – 'Bus stop length requirements', 'Table 5.7: Minimum bus stop length requirements', and Table 5.4: 'Bus stop arrangements - Indented bus bay' of Chapter 5 – 'Bus stop infrastructure'; in particular, a minimum bus bay width of 3m, bus bay length of 15m, taper in of 21m (1:7 kerb) and taper out of 15m (1:5 kerb).</p> <p>(c) RPEQ certification must be provided to North Coast District (North.CoastIDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.</p>	(a), (b) and (c) Prior to the commencement of use or prior to submitting the Plan of Survey to the local government for approval for the relevant stage, whichever occurs first.
10.	<p><b>Filling and excavation – low risk</b></p> <p>Any excavation, filling/backfilling/compaction, retaining structures, bridges, tunnels, services and other works involving ground disturbance must not:</p> <p>(a) encroach upon or de-stabilise or cause damage to the state-controlled road, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impact.</p> <p>(b) adversely impact on the state-controlled road through the addition or removal of lateral loads or additional surcharge load.</p> <p>(c) adversely impact on the state-controlled road through groundwater seepage or disturbance.</p>	At all times.
11.	<p><b>Stormwater management</b></p> <p>(a) Stormwater and flooding management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p>	(a), (b) and (c) At all times

	<p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> <li>(i) create any new discharge points for stormwater runoff onto the state-controlled road</li> <li>(ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road</li> <li>(iii) surcharge any existing culvert or drain on the state-controlled road,</li> <li>(iv) reduce the quality of stormwater discharge onto the state-controlled road.</li> </ul>	
12.	<p><b>Managing noise impacts</b></p> <p>(a) Noise attenuation measures to achieve the following noise criteria for accommodation activities must be provided:</p> <ul style="list-style-type: none"> <li>(i) External noise criteria at all façades of the building envelope: <ul style="list-style-type: none"> <li>• <math>\leq 60</math> dB(A) L10 (18 hour) façade corrected (measured L90 (8 hour) free field between 10pm and 6am <math>\leq 40</math> dB(A)).</li> <li>• <math>\leq 63</math> dB(A) L10 (18 hour) façade corrected (measured L90 (8 hour) free field between 10pm and 6am <math>&gt; 40</math> dB(A)).</li> </ul> </li> <li>(ii) Internal noise criteria: <ul style="list-style-type: none"> <li>• <math>\leq 35</math> dB(A) Leq (1 hour) (maximum hour over 24 hours).</li> </ul> </li> <li>(iii) External noise criteria in outdoor spaces for passive recreation: <ul style="list-style-type: none"> <li>• <math>\leq 57</math> dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6am and 12 midnight <math>\leq 45</math> dB(A)).</li> <li>• <math>\leq 60</math> dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6am and 12 midnight <math>&gt; 45</math> dB(A)).</li> </ul> </li> </ul> <p>(b) Any noise barrier required under part (a) must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> <li>(i) the Department of Transport and Main Roads' <i>Road Traffic Noise Management Code of Practice</i>, Chapter 5' Specifications MRS15 and MRTS15, and</li> <li>(ii) <i>Standard Drawings Road Manual</i>, Part 13.</li> </ul>	<p>(a) and (b) Prior to the commencement of use and to be maintained at all times.</p>
13.	<p>Noise attenuation measures to achieve the following noise criteria for childcare centre or educational establishment must be provided:</p> <p>(a) indoor education areas and indoor play areas meet the following internal noise criteria.</p> <ul style="list-style-type: none"> <li>• <math>\leq 35</math> dB(A) Leq (1 hour) (maximum hour during opening hours).</li> </ul> <p>(b) outdoor education area or outdoor play area:</p> <ul style="list-style-type: none"> <li>• <math>\leq 63</math> dB(A) L10 (12 hour) free field (between 6am and 6pm).</li> </ul>	<p>(a) and (b) Prior to the commencement of use and to be maintained at all times.</p>

<b>Reconfiguring a lot</b>		
Schedule 10, Part 17, Division 3, Table 5, Item 1 - Tidal works or work in a coastal management district—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Environment and Science to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
14.	For the proposed works, only use clean materials and ensure that the works do not cause contamination.	For the duration of works
15.	Erosion and sediment control measures which are in accordance with the <i>Best Practice Erosion and Sediment Control (BPESC) guidelines for Australia (International Erosion Control Association)</i> , are to be installed and maintained to prevent the release of sediment to HES wetlands.	For the duration of works
16.	Stormwater discharge must be treated in accordance with the <i>Queensland Best Practice Environmental Management Guidelines</i> before stormwater flow enters the wetland on-site as shown on the map of referable wetlands as defined in the <i>Environmental Protection Regulation 2008</i> .	At all times
Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 - Infrastructure - State transport infrastructure, Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 - State transport corridors and future State transport corridors, Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, Item 1 - State transport corridors and future State transport corridors and Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1 - State transport corridors and future State transport corridors—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
17.	<p><b>Vehicle access onto the state-controlled road</b></p> <p>(a) The road access location on David Low Way is to be located generally in accordance with Twin Waters West Development Master Plan, prepared by Urbis, dated 14 October 2019 reference 19 and revision 3.</p> <p>(b) Road access works must be provided at the road access location and comprise a signalised four leg intersection:</p> <p>(i) The David Low Way north configuration:</p> <ul style="list-style-type: none"> <li>• Two right turn lanes, one continuous and one a minimum of 120 metres excluding tapers.</li> <li>• A through (David Low Way north to Entry Road) and left turn pocket of a minimum of 70 metres excluding tapers.</li> <li>• Two departure lanes, one continuous and one with a minimum of 100 metres excluding tapers.</li> </ul> <p>(ii) The David Low Way west configuration:</p> <ul style="list-style-type: none"> <li>• A continuous through lane (David Low Way west to Ocean Drive).</li> <li>• A right and u-turn pocket with a minimum of 105 metres excluding tapers.</li> </ul>	<p>(a) At all times.</p> <p>(b) and (c): Prior to the commencement of use</p>

	<ul style="list-style-type: none"> <li>• Two left turn lanes with a minimum of 75 metres excluding tapers.</li> <li>• Two departure lanes, one continuous and one with a minimum of 185 metres excluding tapers.</li> </ul> <p>(iii) The Ocean Drive configuration:</p> <ul style="list-style-type: none"> <li>• Two through lanes (Ocean Drive to David Low Way west), one continuous and one lane marked through and left turn.</li> <li>• A right turn lane extending for a minimum of 70 metres</li> <li>• A continuous departure lane.</li> </ul> <p>(iv) The new entry road configuration:</p> <ul style="list-style-type: none"> <li>• A left turn lane of a minimum of 115 metres excluding tapers.</li> <li>• A through (entry road to David Low Way north) and left turn continuous lane.</li> <li>• A right turn lane of a minimum of 60 metres excluding tapers.</li> <li>• One continuous departure lane.</li> </ul> <p>(v) Active transport provision including footpaths and on-road cycle lanes. A head start and extended storage must be provided for on-road cyclists at the intersection for right turn movements.</p> <p>(vi) A continuous median on David Low Way extending from west of the intersection of David Low Way / De Vere Road to before David Low Way Nungo Street, with the only break being for the intersection in i) to iv) above.</p> <p>(vii) Provision of safe access to Lot 1 on SP184257, Lot 0, 1 and 2 on BUP104253, Lot 104 on RP92687 and Lot 103 on RP92687 that allows for adequate room for vehicles to pass a vehicle entering the access.</p> <p>(c) The road access works must be designed and constructed in accordance with the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i>.</p> <p><u>Note:</u> the applicant is advised that any land required as part of the road access works and associated infrastructure must be dedicated as road reserve.</p>	
18.	<p><b>Road works on a state-controlled road</b></p> <p>(a) Road works must be provided at the intersection of the Sunshine Motorway and David Low Way generally in accordance with Sunshine Motorway/David Low Way intersection upgrade plan prepared by SARA, reference SARA01, Revision 1, dated 8 November 2019 and comprise:</p> <ul style="list-style-type: none"> <li>(i) a spiral line marked roundabout and signage.</li> <li>(ii) On the western leg (David Low Way) and eastern leg (David</li> </ul>	(a) and (b) Prior to the commencement of use.

	<p>Low Way) a merge distance a minimum of 125m from the exit of the roundabout must be provided.</p> <p>(b) The road works must be designed and constructed in accordance with the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i>, the <i>Manual of Uniform Traffic Control Devices</i> and the <i>Traffic and Road Use Management Manual</i>.</p>	
19.	<p><b>Public transport</b></p> <p>The applicant must provide a safe, direct and convenient pedestrian pathway network and crossing point of David Low Way from the development to the bus stop pair on the site's David Low Way frontage 'David Low Way at Kawonga Street' (TransLink ID: 700431, Hastus ID: 301771 and TransLink ID: 700360, Hastus ID: 301770) generally in accordance with the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i> and <i>Public Transport Infrastructure Manual</i>.</p>	<p>Prior to submitting the Plan of Survey to the local government for approval for the first stage of development.</p>
20.	<p><b>Public transport</b></p> <p>(a) The existing bus stops 'David Low Way at Kawonga Street' (TransLink ID: 700431, Hastus ID: 301771 and TransLink ID: 700360, Hastus ID: 301770) adjacent to the site in David Low Way must be relocated in accordance with the <i>Transport Operations (Road Use Management – Road Rules) Regulation 2009</i>, in particular stopping at intersections.</p> <p>(b) Each bus stop must be relocated in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components in accordance with the Department of Transport and Main Roads' <i>TransLink Public Transport Infrastructure Manual 2015</i>:</p> <p>(i) all mandatory components for an 'Intermediate Boarding Point' as detailed in Section 5.7 - 'Bus stop components' (pages 30-41) of Chapter 5 - 'Bus stop infrastructure'</p> <p>(ii) the existing J-pole with timetable case reinstated. Where the existing J-pole with timetable case cannot be reinstated new J-pole with timetable case 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)' (sections 4.26.1 – 4.27, page 63-65) of the <i>Signage Manual – Bus Network Infrastructure, TransLink Division, Department of Transport and Main Roads, December 2016</i></p>	<p>(a) and (b) Prior to submitting the Plan of Survey to the local government for approval for the first stage of development.</p> <p>(c) Prior to obtaining development approval for operational work or building work, whichever occurs first.</p> <p>(d) Following the completion of parts (a) and (b) of this condition and prior to submitting the Plan of Survey to the local government for approval for the first stage of development.</p> <p>(e) at all times during construction until the works required by part (b) of this condition are completed.</p>

	<p>(iii) the existing bus shelter and seat reinstated. Where the existing shelter and seat cannot be reinstated a new disability compliant shelter and seat must be provided in accordance with the Council of the Sunshine Coast Regional Council's requirements and Table 5.9 – 'TransLink requirements for bus stop components – bus stop furniture – shelters and seating' (page 38) of Chapter 5 – 'Bus Stop Infrastructure'</p> <p>(iv) the existing bin reinstated. Where the existing bin cannot be reinstated a new bin must be provided in accordance with Table 5.9 – 'TransLink requirements for bus stop components – bus stop furniture - bins' (page 39) of Chapter 5 – 'Bus Stop Infrastructure'</p> <p>(v) an indented stop for a 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 'Bus stop infrastructure'</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', and</p> <p>(vii) provides a disability compliant pedestrian access across David Low Way with footpaths connecting to each bus stop.</p> <p>(c) Written notice must be provided to the Department of Transport and Main Roads' TransLink Division (07 3851 8700 or at bus_stops@translink.com.au) prior to relocating the existing bus stops.</p> <p>(d) The existing bus stops 'David Low Way at Kawonga Street' (TransLink ID: 700431, Hastus ID: 301771 and TransLink ID: 700360, Hastus ID: 301770) must be removed and the footpath reinstated in accordance with the Department of Transport and Main Roads' <i>Road Planning and Design Manual</i>.</p> <p>(e) The existing bus stops 'David Low Way at Kawonga Street' (TransLink ID: 700431, Hastus ID: 301771 and TransLink ID: 700360, Hastus ID: 301770) and bus routes 620 and 622 will be impacted on by the development. This bus stops must be able to function and pedestrian access to these facilities must be maintained during the construction of the development and relocation of the bus stops. Accordingly, if any temporary bus stops and pedestrian access arrangements are required, the applicant must reach agreement on suitable arrangements with the Department of Transport and Main Roads' TransLink Division (bus_stops@translink.com.au or on 3851 8700) prior to any construction or works commencing.</p>	
21.	<b>Filling and excavation</b>	(a) At all times.



	<p>(a) Any excavation, filling/backfilling/compaction, retaining structures, bridges, tunnels, services and other works involving ground disturbance must not:</p> <ul style="list-style-type: none"> <li>(i) encroach upon or de-stabilise or cause damage to the state-controlled road, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impact</li> <li>(ii) adversely impact on the state-controlled road through the addition or removal of lateral loads or additional surcharge load</li> <li>(iii) adversely impact on the state-controlled road through groundwater seepage or disturbance.</li> </ul> <p>(b) RPEQ certification with supporting documentation must be provided to North Coast District via North.Coast.IDAS@tmr.qld.gov.au within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) of this condition.</p>	<p>(b) Prior to submitting the Plan of Survey to the local government for approval.</p>
22.	<p><b>Stormwater management</b></p> <p>(a) Stormwater and flooding management of the 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"> <li>(i) create any new discharge points for stormwater runoff onto the state-controlled road</li> <li>(ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road</li> <li>(iii) surcharge any existing culvert or drain on the state-controlled road</li> <li>(iv) reduce the quality of stormwater discharge onto the state-controlled road.</li> </ul> <p>(c) RPEQ certification with supporting documentation must be provided to North Coast District via North.Coast.IDAS@tmr.qld.gov.au within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	<p>(a) and (b) At all times.</p> <p>(c) Prior to submitting the Plan of Survey to the local government for approval.</p>
23.	<p><b>Managing noise impacts</b></p> <p>(a) Carry out the development generally in accordance with the report Noise Impact Assessment, prepared by ASK Consulting Engineers dated 13 May 2019, and given reference 9092R01V02. In particular –</p> <ul style="list-style-type: none"> <li>(i) Construct a 1.8 – 3 metre noise barrier along the Sunshine</li> </ul>	<p>(a), (b) and (c) Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times.</p>

	<p>Motorway and David Low Way in the location shown on Figure E.4 of Noise Impact Assessment prepared by ASK Consulting Engineers dated 13 May 2019, reference 9092R01V02.</p> <p>(b) The noise barriers must be designed in accordance with:</p> <ul style="list-style-type: none"> <li>(i) the Department of Transport and Main Roads' Road Traffic Noise Management Code of Practice, Chapter 5' Specifications MRS15 and MRTS15, and</li> <li>(ii) Standard Drawings Road Manual, Part 13 drawing number 1605, 1606, 1607 or 1608.</li> </ul> <p>(c) RPEQ certification must be provided to North Coast District via 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) and (b) of this condition.</p>	
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## Attachment 2—Advice to the applicant

<b>General advice</b>	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> its regulation or the State Development Assessment Provisions (SDAP) v2.4. If a word remains undefined it has its ordinary meaning.
2.	<p><b>Transport noise corridor:</b> Mandatory Part (MP) 4.4 of the Queensland Development Code (QDC) commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated <i>transport noise corridor</i>. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a <i>transport noise corridor</i> are designed and constructed to reduce transport noise. <i>Transport noise corridor</i> means land designated under Chapter 8B of the <i>Building Act 1975</i> as a <i>transport noise corridor</i>. A free online search tool can be used to find out whether a property is located in a designated <i>transport noise corridor</i>. This tool is available online at: <a href="http://spp.dsdip.esriaustraliaonline.com.au/geoviewer/map/planmaking">http://spp.dsdip.esriaustraliaonline.com.au/geoviewer/map/planmaking</a>. This tool allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.</p>
3.	<p><b>Advertising Devices:</b> Advertising devices have the potential to cause unsafe distraction, glare or other nuisance to drivers, which affects safety on the state-controlled road. Any proposed advertising devices are to be in accordance with the Department of Transport and Main Roads' <i>Roadside Advertising Manual 2017</i>. Any advertising device at this location:</p> <ul style="list-style-type: none"> <li>• Must not exceed a maximum luminance of 300cd/m<sup>2</sup>.</li> <li>• Must be placed within the subject site, clear of the state-controlled road reserve (without overhang).</li> <li>• Must not contain a variable message component.</li> </ul> <p>Further information on the Department of Transport and Main Roads' <i>Roadside Advertising Manual 2017</i> can be found at the following link: <a href="https://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications/Roadside-advertising-guide.aspx">https://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications/Roadside-advertising-guide.aspx</a></p>
4.	<p><b>Road works approval:</b> Under section 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 on a state-controlled road, including the detailed design of the relocated bus stops. Please contact the Department of Transport and Main Roads' on <a href="mailto:North.Coast.IDAS@tmr.qld.gov.au">North.Coast.IDAS@tmr.qld.gov.au</a> to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads' as soon as possible to ensure that gaining approval does not delay construction.</p>
5.	<p><b>Public utility works and connection approval:</b> The applicant is advised that if any works and/or connections are required to public utility services within a state-controlled road reserve, approval must be given by the Department of Transport and Main Roads under the relevant public utility legislation (electricity, water/sewer, telecommunication), and in accordance with TMR technical standards (TN163). Approvals must be obtained prior to commencing any utility works within the state-controlled road reserve. Please contact the public utility team via <a href="mailto:northcoast@tmr.qld.gov.au">northcoast@tmr.qld.gov.au</a> for further information on the application and approval process.</p>

## Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

### The reasons for the department's decision are:

- The proposed development is seeking a preliminary approval for a material change of use (including a variation to the *Sunshine Coast Planning Scheme 2014*) and a development permit to reconfigure a lot for the first 2 stages of the development which includes 170 lots and a balance lot.
- The impacts on the state-controlled road network can be managed through the provision of works external to the site.
- The development permit for reconfiguring a lot does not include the removal of marine plants.
- The preliminary approval for material change of use and reconfiguring a lot development permit do not permit any work on the land. Conditions have been applied that require the applicant to provide further detailed information with downstream applications, related to future works on and adjacent to the development site, to address:
  - o Matters of State Environmental Significance,
  - o fish habitat and fish passage,
  - o acid sulfate soils,
  - o water quality and
  - o groundwater
- A development permit for operational work involving all elements of the lake system, including earthworks and the inlet and outlet structures is required.
- Subject to conditions the proposed Preliminary approval for material change of use is considered to comply with:
  - o State code 1: Development in a state-controlled road environment.
  - o State code 6: Protection of state transport networks.
  - o State code 8: Coastal development and tidal works.
  - o State code 11: Removal, destruction or damage of marine plants.

### Material used in the assessment of the application:

- The development application material and submitted plans
- The information submitted in response to SARA's information request dated 11 February 2019 and SARA's further advice dated 21 June 2019 and 25 July 2019.
- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version 2.4), as published by the department
- The Development Assessment Rules
- SARA DA Mapping system

## **Attachment 4—Change representation provisions**

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## **Attachment 5—Approved plans and specifications**

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**LEGEND:**

- SITE BOUNDARY (PROPOSED)
- PRECINCT NUMBER
- LOW DENSITY RESIDENTIAL ZONE
- MEDIUM DENSITY RESIDENTIAL ZONE
- COMMUNITY FACILITIES ZONE
- OPEN SPACE ZONE
- BUFFER AREA - ACOUSTIC / LANDSCAPE
- CAMCOS CORRIDOR (SUBJECT TO FUTURE DETAILED DESIGN BY QUEENSLAND GOVERNMENT)
- PROPOSED DISPLAY VILLAGE EXTENT
- INDICATIVE LOCATION OF SALES OFFICE
- INDICATIVE HIGHER ORDER ROAD ALIGNMENT

**URBIS** **TWIN WATERS WEST**  
**ZONE PLAN**

**PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE**

SARA ref: 1901-9177 SRA .....

Date: 8 November 2019 .....



DATE: 17.05.2019  
 JOB NO: ND1600  
 DWG NO: POD-03  
 REV: 9

1:5,000 @ A3





- LEGEND:**
- SITE BOUNDARY
  - CONSERVATION - OPEN SPACE
  - RECREATION PARK
  - LINEAR PARKS / LANDSCAPE BUFFER
  - BUFFER AREA - WITHIN ROAD RESERVE
  - 30m BUFFER TO CONSERVATION
  - POCKET PARKS (MIN. 0.1 HA)
  - BLAZED TREE
  - SETTLERS PARK
  - BUFFER AREA - ACOUSTIC / LANDSCAPE
  - CAMCOS CORRIDOR (SUBJECT TO FUTURE DETAILED DESIGN BY QUEENSLAND GOVERNMENT)
  - WALKABLE WATERFRONT
  - MINIMUM BUFFER WIDTHS (SEE TABLE FOR DETAILS)

**TABLE 4: OPEN SPACE CALCULATIONS:**

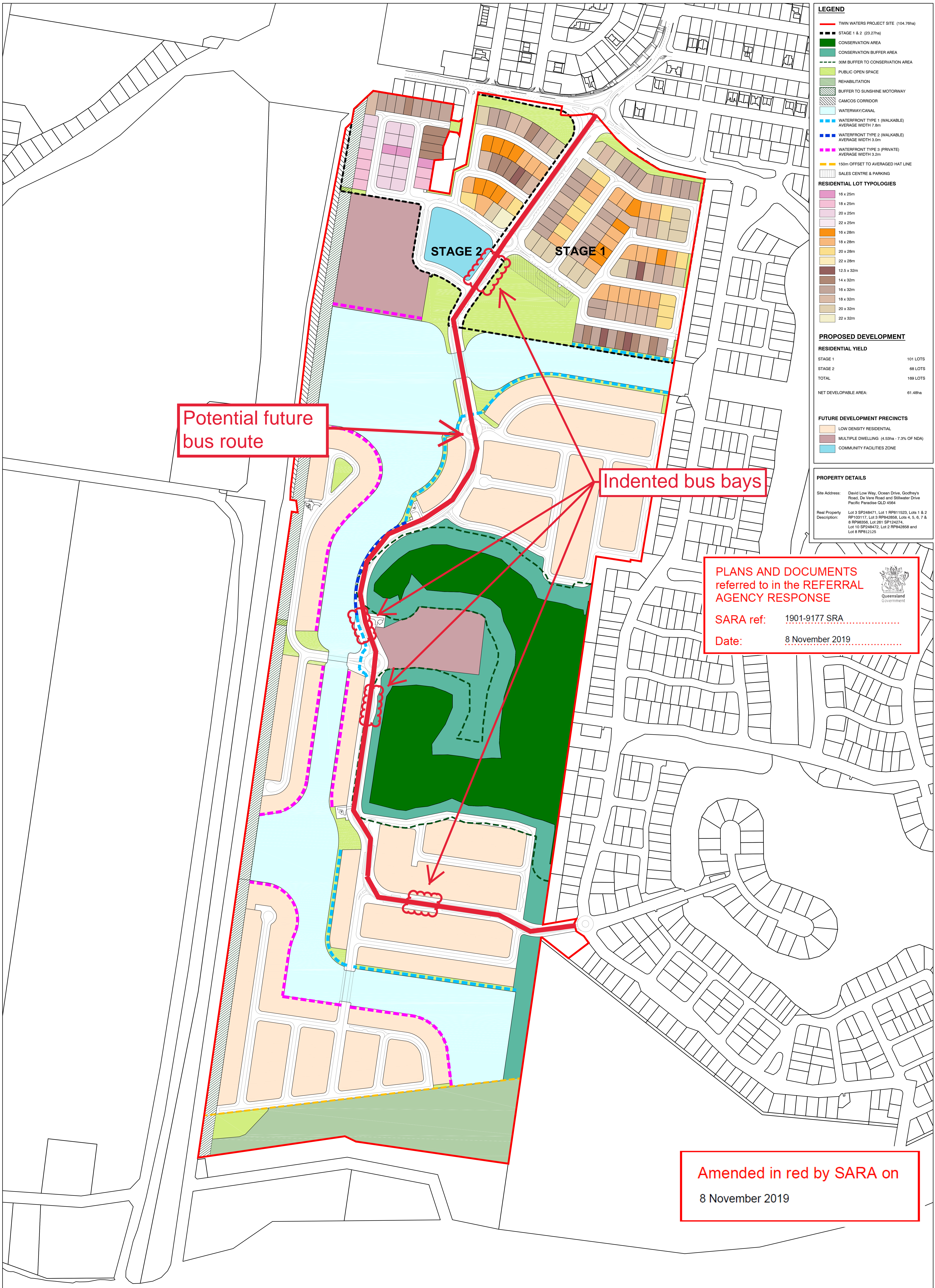
PURPOSE	AREAS
RECREATION PARK 1	2.1 ha
RECREATION PARK 2	1.54 ha
LINEAR PARKS / LANDSCAPE BUFFERS (EXCLUDING MOTORWAY BUFFER)	13.01 ha
CONSERVATION	9.54 ha
<b>TOTAL</b>	<b>26.19 ha</b> <i>(23% OF TOTAL SITE AREA)</i>

**TABLE 5: DIMENSIONS OF BUFFER TO CONSERVATION:**

REFERENCE	MINIMUM DIMENSIONS	DETAIL
A	35.3m (more than 30m required buffer)	Entire 30m buffer area excludes roads
B	10.5m (landscape buffer only)	30m buffer total which includes road
C	13.2m (landscape buffer only - narrow point due to bus stop location)	30m buffer total which includes road
D	13.75m (landscape buffer only)	30m buffer total which includes road
E	15m (landscape buffer only)	30m buffer total which includes road
F	35.5m (landscape buffer only)	50m buffer total which includes road

**PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE**  
 SARA ref: 1901-9177 SRA  
 Date: 8 November 2019





**LEGEND**

- TWIN WATERS PROJECT SITE (104.78ha)
- STAGE 1 & 2 (23.27ha)
- CONSERVATION AREA
- CONSERVATION BUFFER AREA
- 30M BUFFER TO CONSERVATION AREA
- PUBLIC OPEN SPACE
- REHABILITATION
- BUFFER TO SUNSHINE MOTORWAY
- CAMCOS CORRIDOR
- WATERWAY/CANAL
- WATERFRONT TYPE 1 (WALKABLE) AVERAGE WIDTH 7.5m
- WATERFRONT TYPE 2 (WALKABLE) AVERAGE WIDTH 5.0m
- WATERFRONT TYPE 3 (PRIVATE) AVERAGE WIDTH 3.2m
- 150m OFFSET TO AVERAGED HAT LINE
- SALES CENTRE & PARKING

**RESIDENTIAL LOT TYPOLOGIES**

- 16 x 25m
- 18 x 25m
- 20 x 25m
- 22 x 25m
- 16 x 28m
- 18 x 28m
- 20 x 28m
- 22 x 28m
- 12.5 x 32m
- 14 x 32m
- 16 x 32m
- 18 x 32m
- 20 x 32m
- 22 x 32m

**PROPOSED DEVELOPMENT**

**RESIDENTIAL YIELD**

STAGE 1	101 LOTS
STAGE 2	68 LOTS
<b>TOTAL</b>	<b>169 LOTS</b>

NET DEVELOPABLE AREA: 61.48ha

**FUTURE DEVELOPMENT PRECINCTS**

- LOW DENSITY RESIDENTIAL
- MULTIPLE DWELLING (4.53ha - 7.3% OF NDA)
- COMMUNITY FACILITIES ZONE

**PROPERTY DETAILS**

Site Address: David Low Way, Ocean Drive, Godfrey's Road, De Vere Road and Stillwater Drive Pacific Paradise QLD 4564

Real Property Description: Lot 3 SP248471, Lot 1 RP811523, Lots 1 & 2 RP103117, Lot 3 RP42958, Lots 4, 5, 6, 7 & 8 RP8835, Lot 291 SP124274, Lot 10 SP248472, Lot 2 RP42958 and Lot 8 RP812125

Potential future bus route

Indented bus bays

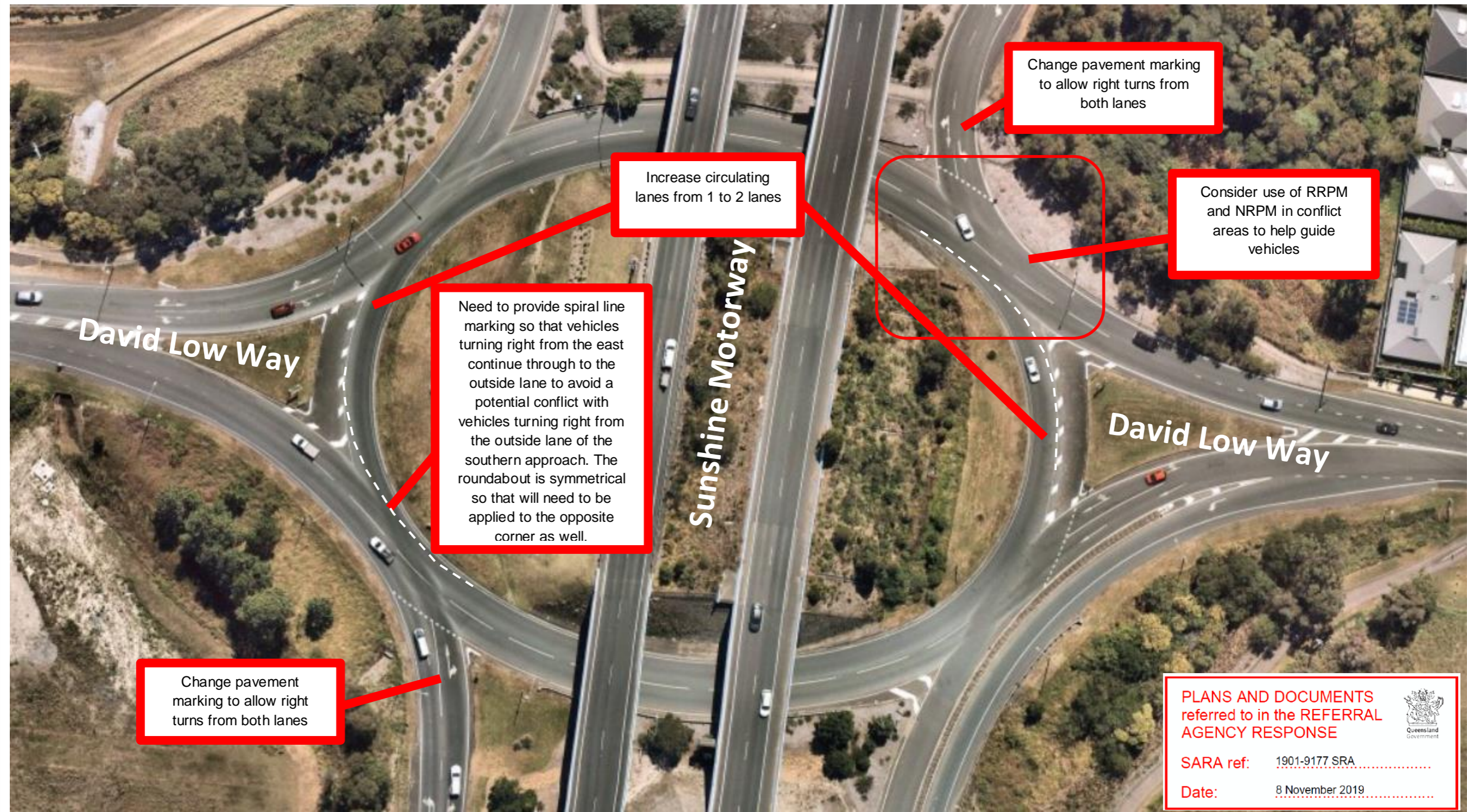
**PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE**

SARA ref: 1901-9177 SRA

Date: 8 November 2019

Amended in red by SARA on 8 November 2019





Department of State Development, Manufacturing, Infrastructure and Planning

NOT GOVERNMENT POLICY – FOR INTERNAL USE ONLY

Plan No: SARA01, Revision 1

Sunshine Motorway/David Low Way intersection upgrade

Condition 18 of SARA's Referral Agency Response dated 8 November 2019

NOT TO SCALE	DATE: 08/11/2019	SARA REF: 1901-9177 SRA
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Twin Waters Subdivision  
Project Number: 9092

Figure  
**E.4**

**Proposed Noise Barriers**

PLANS AND DOCUMENTS  
referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 1901-9177 SRA  
Date: 8 November 2019

**Signs and symbols**

- Road axis
- ▨ Main building
- 1.8m High Noise Barrier
- 2.0m High Noise Barrier
- 2.4m High Noise Barrier
- 2.6m High Noise Barrier
- 2.8m High Noise Barrier
- 3.0m High Noise Barrier

