



**Queensland
Government**

Attachment 1

Department of Transport and Main Roads Amended Conditions of Development Approval

Response Date: 19 May 2011

Development No: NCR-8699 BRIS-2726

Sunshine Coast Regional Council

Council Application No: 2007/56-00019

Application: Development Permit for Reconfiguration of a Lot (1 into 219 plus drainage reserve and park) (Impact)
Preliminary Approval for Material Change of Use (Community Centre) (Impact)
Application for Preliminary Approval Overriding the Planning Scheme to Amend the Level of Assessment from Impact
Assessment to Self Assessment for Lots identified as Duplex Lots on the Plan of Subdivision (Impact)

Applicant: Jiren Pty Ltd

Subject Land: Lot 12 on SP189346

Site Address: Springs Drive, Meridan Plains

Conditions of Development	Reasons	Comments and/or Additional Information
<p>1. Management of access to a state-controlled road</p> <p>Direct property access to the Caloundra – Mooloolaba Road and any future reconfigured lots created from existing Lot 12 on SP189346 is not approved.</p> <p>All access for the proposed development, including for any construction purposes, must be via the local road network generally as shown on Proposed Subdivision Option B Drawing No. 051033.3 Rev B (dated 11 June 2009) prepared by KHA Development Managers.</p>	<p>Proposed Subdivision Option B Drawing No. 051033.3 Rev B (dated 11 June 2009) prepared by KHA Development Managers.</p> <p><i>Transport Infrastructure Act 1994.</i></p> <p>The safety and operational efficiency of state-controlled roads can be adversely impacted by the:</p> <ul style="list-style-type: none"> - the number and location of accesses and intersections 	

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	<ul style="list-style-type: none"> - intensity of use of accesses and intersections - the type of vehicle usage. <p>The Caloundra –Mooloolaba Road is planned as a limited access road with no direct property access.</p>	
<p>2. Impacts on state-controlled roads</p> <p>This condition has been deleted</p>		
<p>3. Stormwater runoff</p> <p>The applicant must ensure that:</p> <ul style="list-style-type: none"> - there is no increase in any existing stormwater discharge from the property to the state-controlled road - the proposed development does not impede any existing discharge of stormwater from the state-controlled road to the property - there is no adverse impact on stormwater quality. <p>Prior to the commencement of the use the applicant must provide, to the reasonable satisfaction of the department, written certification for compliance with this condition. This certification must be provided by an appropriate Registered Professional Engineer of Queensland (RPEQ).</p>	<p>The safety and operational efficiency of state-controlled roads could be adversely impacted if stormwater flows are changed and overload the existing stormwater drainage systems.</p>	

Conditions of Development	Reasons	Comments and/or Additional Information
<p>4. Road traffic noise</p> <p>The applicant is responsible for achieving the relevant acoustic quality objectives and the requirements of the <i>Road Traffic Noise Management: Code of Practice</i>.</p> <p>The applicant is responsible for the provision of any buffers or noise attenuation measures necessary to maintain an appropriate level of amenity for any noise sensitive uses associated with the proposed development. Any buffers or noise attenuation measures facilities that may be required are to be located clear of the state-controlled road reserve.</p> <p>Prior to the sealing of the plan of survey the applicant must provide to the Department of Transport and Main Roads written certification for the respective stage of the development, that the noise attenuation treatments provided achieve the acoustic quality objectives and requirements specified above. The certification must be provided by a <i>Registered Professional Engineer of Queensland</i> skilled in acoustic design.</p>	<p>The department's <i>Road Traffic Noise Management: Code of Practice</i>.</p> <p>The development proposal is creating noise sensitive use adjacent to an existing state-controlled road.</p>	
<p>5. Works within a state-controlled road</p> <p>This condition has been deleted</p>		

Conditions of Development	Reasons	Comments and/or Additional Information
<p>6. Road Hierarchy</p> <p>Prior to sealing of the plan of survey for each stage of the development, the applicant shall design and construct applicable parts of the overall proposed road network generally in accordance with Plan titled: Road Hierarchy Plan Dawning No. C1807/07/P17 Revision: B Dated: 22/09/09.</p> <p>The applicant must amend the Minor Collector Road Hierarchy to reflect a Collector standard road (in accordance with Caloundra Plan 2004) indicated on <i>Road Hierarchy Plan</i>, Dawning No. C1807/07/P17 Revision: B Dated: 22/09/09.</p> <p>Prior to sealing of the plan of survey for each stage of the development, the applicant shall design and construct applicable parts of the overall proposed Collector standard road to allow a 14.5 metre length bus to service the route (Collector Road) in accordance with the development standards outlined in the Schedule – Code for IDAS, Part 2 – <i>Development Standards of the Transport Planning and Coordination Regulation 2005</i>.</p> <p>The proposed road network must be design and constructed in accordance with council's Planning scheme and design polices.</p>	<p><i>Section 8A Transport Planning and Coordination Act 1994.</i></p> <p>To ensure that development does not have a significant adverse impact on existing and future public passenger transport.</p>	<p>To ensure that development can be adequately serviced by public passenger transport once demand for services is generated, provision is to be made for public passenger transport infrastructure which supports and facilitates the use of public passenger transport.</p> <p>The proposed development includes a potential future bus route which must be designed to accommodate future public passenger transport. Roadway width and curvature, roundabouts and any traffic calming devices must not impede the safe and efficient movement of buses on the identified route/s.</p>
<p>7. Pedestrian and Cycle Pathways</p> <p>Prior to the commencement of use, the applicant must design and construct the pedestrian and cycle pathways throughout the development in accordance with council planning scheme and design polices.</p> <p>The pedestrian and cycle pathway network must connect to the existing and future pedestrian and cycle pathways surrounding the site.</p>	<p><i>Section 8A, Transport Planning and Coordination Act 1994</i></p> <p>The department has an interest in ensuring that public passenger transport (PPT) offers an attractive alternative to private transport and that adequate infrastructure is provided to support PPT.</p>	<p>The provision of pedestrian and cycle pathways will increase opportunities for people to access public passenger transport through well connected and designed cycling and walking paths.</p>

Advisory Notes:

1. Should council or another relevant agency or authority impose conditions requiring works within the state-controlled road applicant must make further application to the Department of Transport and Main Roads to carry out the works under section 33 of the *Transport Infrastructure Act 1994*, before they are commenced.
2. The applicant is advised that that they will need to apply for a Road Corridor Permit (formerly Ancillary Works and Encroachment (AWE)) for any structure or activity intended on a state-controlled road as defined by section 50 of the TIA. The Road Corridor Permit must be approved prior to placement of the structure or commencement of the activity within the state-controlled road.

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