



Department of Infrastructure,
Local Government and Planning

Our reference: SDA-0517-039726
Your reference: MCU17/0106

31 October 2017

The Chief Executive Officer
Sunshine Coast Regional Council
Locked Bag 72
Sunshine Coast Mail Centre Qld 4560
mail@sunshinecoast.qld.gov.au

Attention: Paul Gallagher

Dear Sir

Concurrence agency response—with conditions

Laxton Road, Palmview QLD 4553 – Lot 346 SP287465
(Given under section 285 of the *Sustainable Planning Act 2009*)

The referral agency material for the development application described below was received by the Department of Infrastructure, Local Government and Planning under section 272 of the *Sustainable Planning Act 2009* on 9 June 2017.

Applicant details

Applicant name: PEET Limited c/-Innovative Planning Solutions
Applicant contact details: Mr James Brownsworth
PO Box 1043
MAROOCHYDORE QLD 4558
info@ipsptyltd.com.au

Site details

Street address: Laxton Road, Palmview QLD 4553
Lot on plan: Lot 346 SP287465
Local government area: Sunshine Coast Regional Council

SDA-0517-039726

Application details

Proposed development: Preliminary Approval for Material Change of Use to which sections 242 and 899 of the *Sustainable Planning Act 2009* apply to vary the effect of the planning scheme for Area C of the Palmview Master Planned Area under the Palmview Structure Plan

Aspects of development and type of approval being sought

Nature of Development	Approval Type	Brief Description of Proposal	Level of Assessment
Material Change of Use	Preliminary approval	To vary the effect of the planning scheme for Area C of the Palmview Master Planned Area under the Palmview Structure Plan	Code Assessment

Referral triggers

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

- Referral trigger 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

Conditions

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

Reasons for imposing conditions

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

Advice to the applicant

The department offsets advice about the application to the applicant within Attachment 3.

Approved plans and specifications

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

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
OPM9 – Public Transport Infrastructure Network	Innovative Planning Solutions	24 April 2017	SD.02.6 (D)	As amended in red by SARA on 31 October 2017

SDA-0517-039726

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

For further information, please contact Celeste Bownds, Senior Planning Officer, SARA SEQ North on 5352 9707, or email SEQNorthSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Garth Nolan
Manager (Planning)

cc: PEET Limited c/-Innovative Planning Solutions; info@ipsptyltd.com.au
Department of Transport and Main Roads; north.coast.IDAS@tmr.qld.gov.au
Department of Natural Resources and Mines; vegsouthregion@nrm.qld.gov.au

enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons imposing conditions
Attachment 3—Advice to the applicant
Attachment 4—Approved plans and specifications

SDA-0517-039726

Our reference: SDA-0517-039726
 Your reference: MCU17/0106

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
<p>Schedule 7, Table 3, Item 2—Development impacting State transport infrastructure—Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i>, the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:</p>		
<p>1.</p>	<p>(a) Where an Infrastructure Agreement under section 670 of the <i>Sustainable Planning Act 2009</i> has not been entered into with the State of Queensland, the land owner/s is to contribute to infrastructure works required to mitigate the impact of development arising from the Palmview Structure Plan area on the safety and efficiency of the State-controlled road network. The total amount of monetary contribution to be provided to the Department of Transport and Main Roads (DTMR), by the land owner is \$6,580,000. This monetary contribution is based on a proportional rate of 18.8% of \$35,000,000 will assist management of the development impacts on the State-controlled road network.</p> <p>(b) The total amount of the works and monetary contribution must be indexed from September 2016 (being the date of the original estimate) based on the Road and Bridge Construction Index, Queensland – Class 3101, published quarterly by the Australian Bureau of Statistics (ABS Cat No.6427, Series ID A2333727L) to the date payment is made.</p> <p>OR, in lieu of condition 1(a) and condition 1(b) above:</p> <p>(c) The applicant must, with any development application for a material change of use or for a reconfiguration of a lot made under this preliminary approval, include a Traffic Impact Assessment Report (TIA), prepared by a suitably qualified and experienced Registered Professional Engineer of Queensland (RPEQ) that:</p> <p>(i) identifies the likely traffic movements, and resulting impacts, arising from that development, or the use of premises as a consequence of that development, (whether in isolation or cumulatively with other development under this preliminary approval) on the safety and operational efficiency of the following items of State-controlled road infrastructure:</p>	<p>(a) Not later than 3 months after construction of the Southern Road Link commences</p> <p>(b) At all times</p> <p>(c) At the time of lodgement of a subsequent and related development application for a development permit for a material change of use or reconfiguration of a lot</p> <p>(d) In accordance with the timing or triggers identified in the traffic assessment report</p>

SDA-0517-039726

No.	Conditions	Condition timing
	<ul style="list-style-type: none"> A. the Caloundra Road / Racecourse Road interchange; B. the Dixon Road / Sunshine Motorway interchange; C. the Sunshine Motorway (between Dixon Road and Kawana Way); D. the Sippy Downs Drive / Sunshine Motorway interchange; and E. the Pignata Road underpass / Frizzo Road intersection and associated service roads; <p>(ii) states mitigation strategies or measures for those impacts, including:</p> <ul style="list-style-type: none"> A. the provision of infrastructure works and any corresponding required land contributions, proposed to mitigate those impacts; B. concept layout plans to give effect to those measures; C. proposed timing or triggers for the applicant to undertake or provide those measures, based on development sequencing and the acceptable Level of Service (LOS) at the locations listed above; and D. for the capacity and LOS assessment for the Caloundra Road / Racecourse Road interchange, a road safety audit prepared by an independent and suitably qualified and experienced RPEQ, prepared in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit (2009); <p>(iii) is prepared in accordance with all current DTMR manuals, standards and specifications, including the Guide to Traffic Impact Assessment;</p> <p>(iv) provides details of the proposed development, including a summary table of assumed land uses and associated traffic generation for each stage of the development, including:</p> <ul style="list-style-type: none"> A. all allowable land uses and associated trip rates (average weekday, AM and PM peak hours); and B. traffic generation estimates for average weekday, AM and PM peak houses, compatible with the Sunshine Coast Regional Council's accepted Equivalent Dwellings (ED); 	

SDA-0517-039726

No.	Conditions	Condition timing
	<ul style="list-style-type: none"> (v) provides reasonable estimation and/or interpretation of external traffic distribution to and from the development site for each stage of the development, in a clear and legible format; (vi) provides transport infrastructure staging plans that are consistent with potential development yields and identify when major transport infrastructure links; and (vii) identifies and assesses the planned road network, including timing of works, to enable the development to proceed and, if components of the network are assessed to be unsatisfactory, identifies practical measures to achieve an acceptable LOS with or without the proposed development. <p>(d) Where a TIA prepared under condition 1(c) identifies that infrastructure works are required to offset or mitigate the impacts of development, or the use of premises as a consequence of development, the applicant must provide those infrastructure works, and any land in the ownership of the applicant required to accommodate those works, in accordance with the timing or triggers identified in the traffic assessment report.</p>	
2.	<p>Indicative Bus Route, Indicative Local Bus Loop 1 and Indicative Local Bus Loop 2 as shown on OPM9 – Public Transport Infrastructure Network, prepared by Innovate Planning Solutions, dated 24/04/2017, reference SD.02.6 (D), as amended in red, must be designed and constructed by the applicant to be in accordance with the Schedule – Code for IDAS, Part 2 – Development Standards of the <i>Transport Planning and Coordination Regulation 2005</i> to accommodate a single unit rigid bus 12.5m in length.</p>	<p>Prior to submitting the Plan of Survey to the local government for approval for the relevant stage OR prior to the commencement of use for the relevant stage, whichever occurs first</p>
3.	<ul style="list-style-type: none"> (a) Stormwater management of the development must ensure no worsening of actionable nuisance to the State-controlled roads. (b) Any works on the land must not: <ul style="list-style-type: none"> (i) Interfere with and/or cause damage to the existing stormwater drainage on the State-controlled roads; (ii) Surcharge any existing culvert or drain on the state-controlled roads; (iii) Reduce the quality of stormwater discharge onto the State-controlled roads. (c) RPEQ certification with supporting documentation must be provided to the Development Assessment team via 	<ul style="list-style-type: none"> (a) At all times (b) At all times (c) Prior to the commencement of use

SDA-0517-039726

No.	Conditions	Condition timing
	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) and (b) of this condition.	

SDA-0517-039726

Our reference: SDA-0517-039726
Your reference: MCU17/0106

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure access to the state-controlled road network from the site does not compromise the safety and efficiency of the state-controlled road network, and that direct access to the state-controlled road is prohibited where not required.
- To ensure the road works on, or associated with, the state-controlled road network are undertaken in accordance with applicable standards.
- To provide, as far as practicable, public passenger transport infrastructure to support public passenger services.
- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state-transport corridor.

SDA-0517-039726

Our reference: SDA-0517-039726
Your reference: MCU17/0106

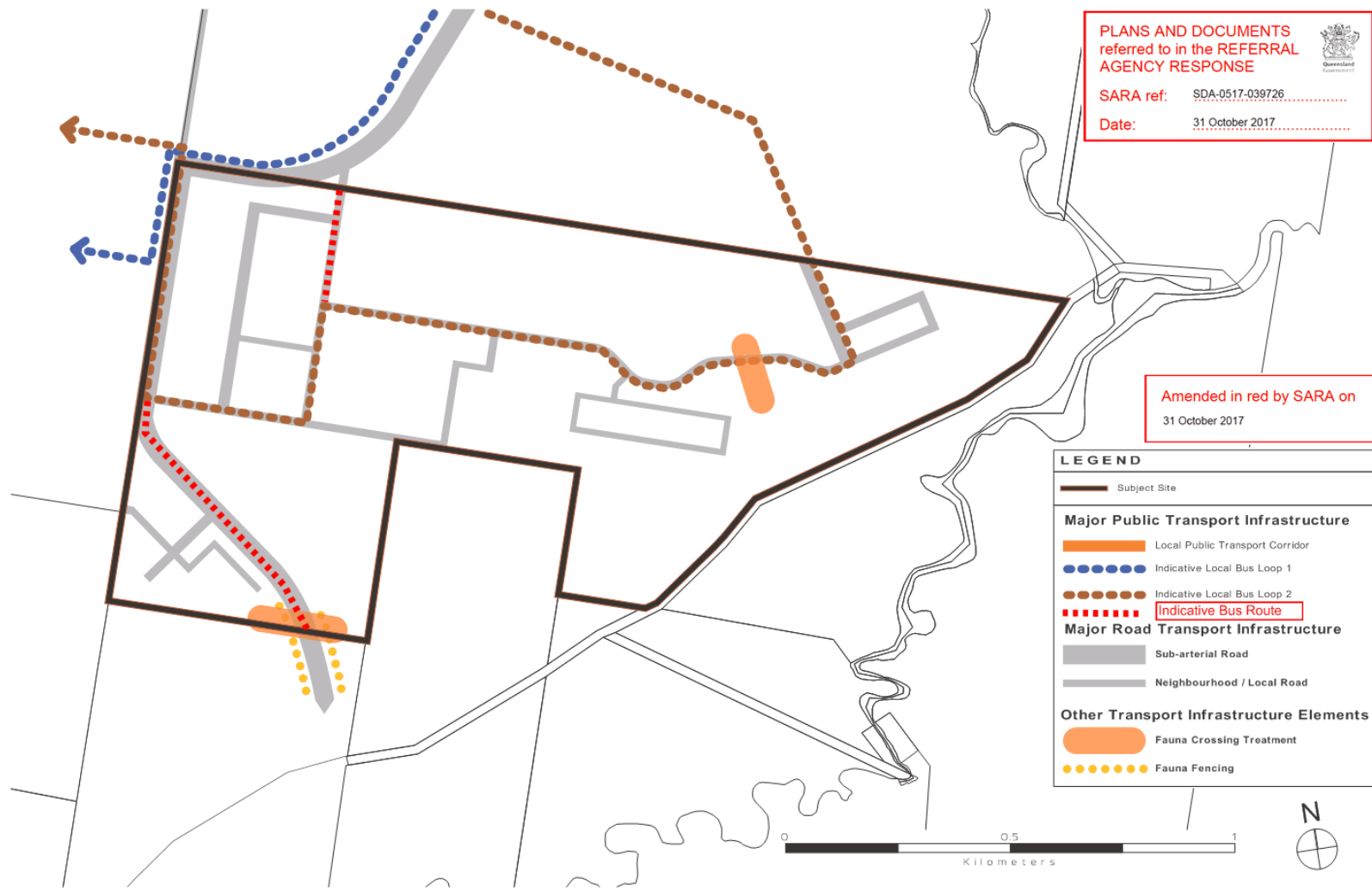
Attachment 3—Advice to the applicant

General advice	
1.	Traffic calming devices should not be incorporated into the design and construction of potential future bus routes in accordance with 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</i> , 2015 (http://translink.com.au/about-translink/reports-and-publications).
2.	<p>The monetary contribution required under condition 1(a) will contribute to the costs associated with the following infrastructure works:</p> <ul style="list-style-type: none">(i) Upgrade of the existing signalised intersection at Claymore Road/Sippy Downs Drive intersection to include a second northbound through lane on Claymore Road generally in accordance with Palmview Development – Claymore Rd/Sippy Downs Dr Intersection Upgrades, prepared by DTMR and dated 15/09/2016.(ii) Provide a district collector street standard in Area A to connect the development to the Bruce Highway Western Service Road (via Pignata Road and the Bruce Highway/Pignata Road underpass). This work is to include an upgrade of the Bruce Highway/Pignata Road underpass (eastern intersection) from priority to traffic signal control, generally in accordance with Palmview Development – Pignata Rd Connection Intersection Layout (eastern side of Underpass), prepared by DTMR and dated 15/09/2016.(iii) Upgrade of the Caloundra Road and Racecourse Road interchange generally in accordance with Palmview Development – Racecourse Rd Interchange Upgrades, prepared by DTMR and dated 15/09/2016.

SDA-0517-039726

Our reference: SDA-0517-039726
Your reference: MCU17/0106

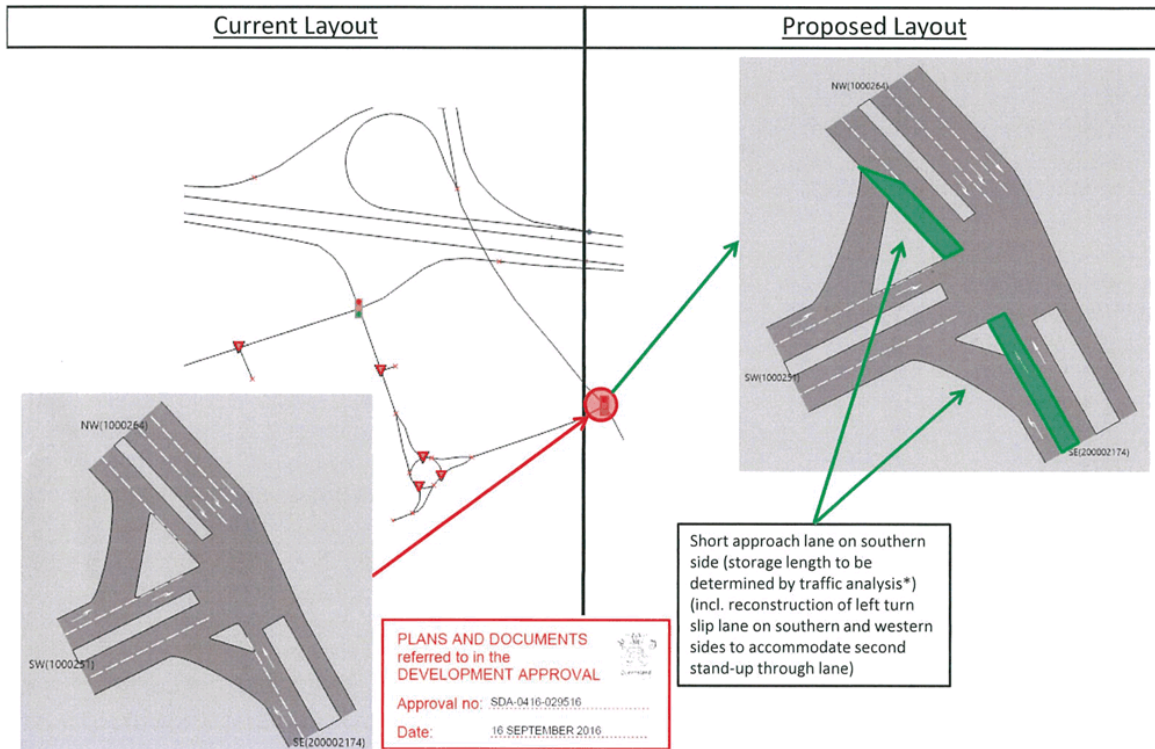
Attachment 4—Approved plans and specifications



OPM9 - Public Transport Infrastructure Network

1:7500 @ A3 / 24 April 2017 / SD.02.9 (D)

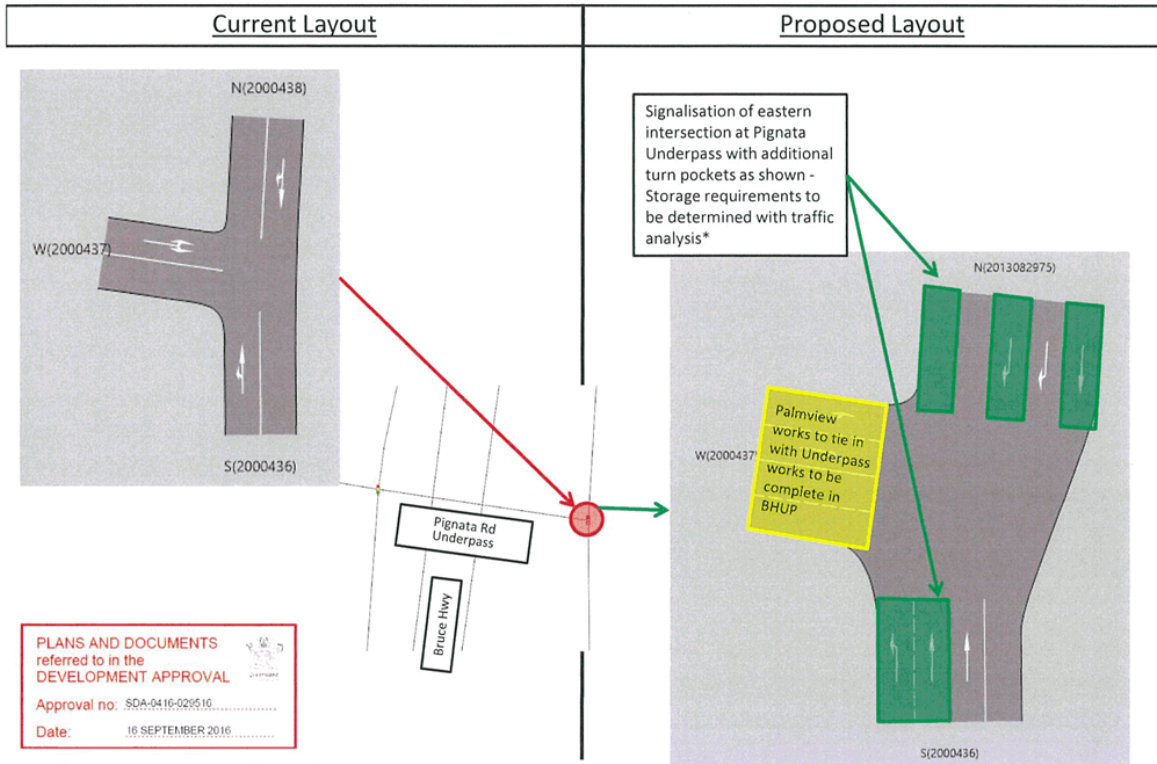
Palmview Development - Claymore Rd / Sippy Downs Dr Intersection Upgrades



* Traffic analysis to be undertaken by developer as part of detailed design development for the works

Date: 15/09/2016

Palmview Development - Pignata Rd Connection Intersection Layout (eastern side of Underpass)



* Traffic analysis to be undertaken by developer as part of detailed design development for the works

Date: 15/09/2016

Palmview Development - Racecourse Rd Interchange Upgrades

