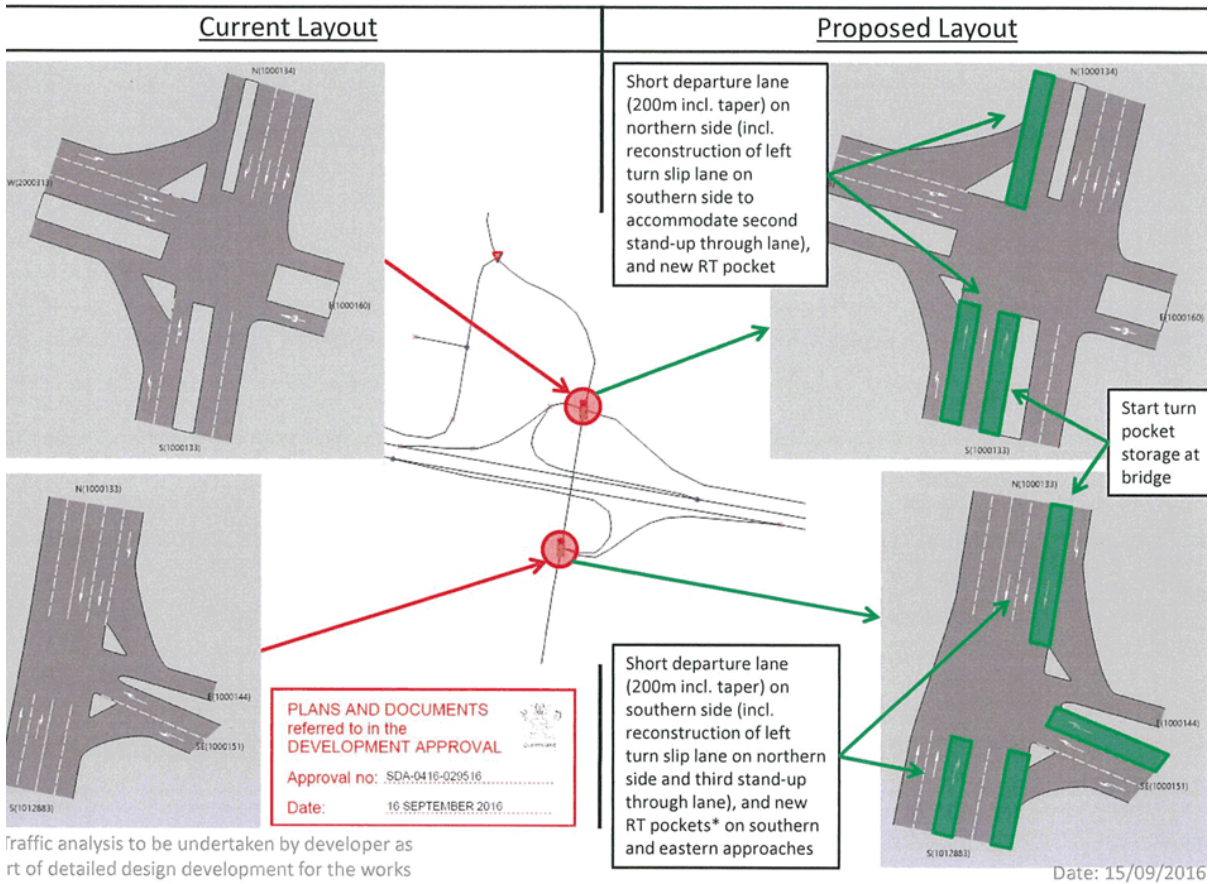
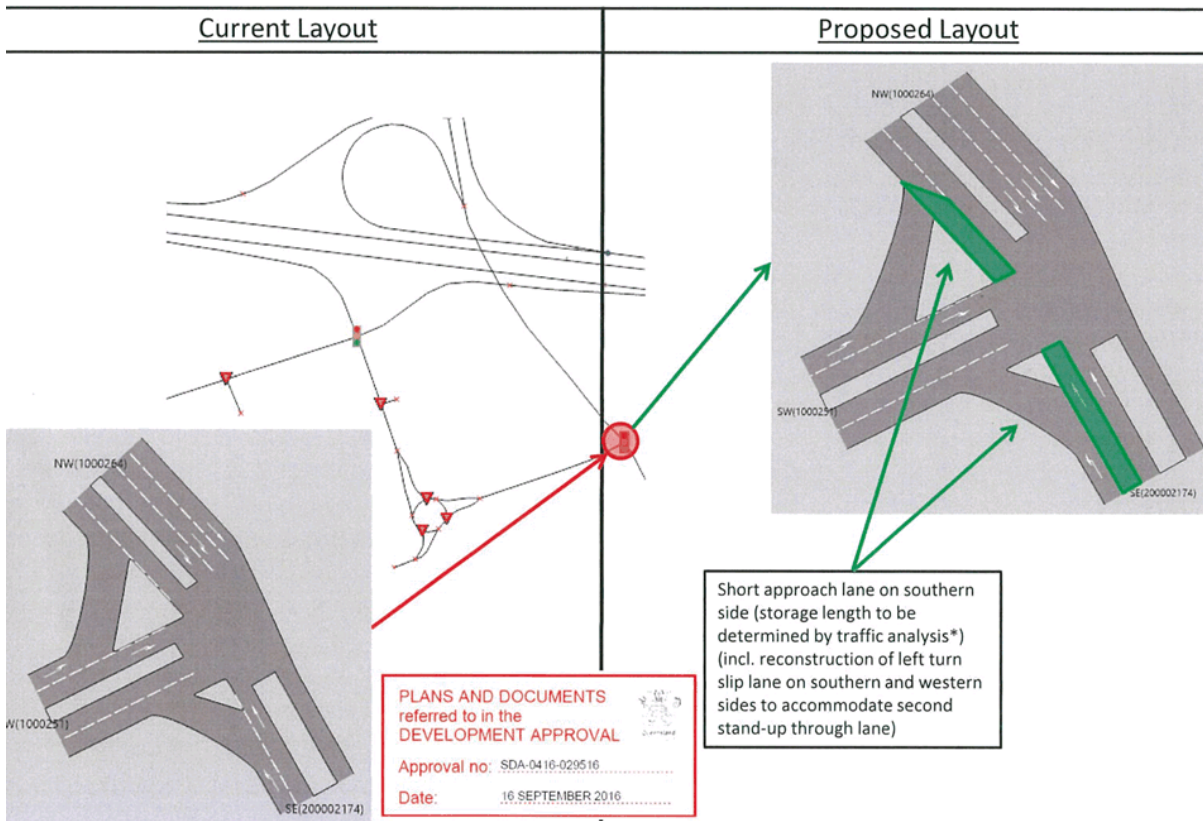


Palmview Development - Racecourse Rd Interchange Upgrades



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



Department of  
**State Development,  
 Manufacturing,  
 Infrastructure and Planning**

Our reference: SDA-0717-040931  
 Applicant reference: 357  
 Council reference: MCU17/0161

16 February 2018

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**  
 (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 24 July 2017.

**Applicant details**

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Applicant name: Flame Tree Ridge Pty Ltd ATF Flame Tree Ridge Unit Trust  
 c/- Innovative Planning Solutions Pty Ltd  
 Applicant contact details: PO Box 1043  
 Maroochydore QLD 4558  
 info@ipsptyltd.com.au

**Location details**

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Street address: Peter Crosby Way, Palmview  
 Real property description: Lot 347 SP287466 and Lot 201 SP287474  
 Local government area: Sunshine Coast Regional Council

**Referral triggers**

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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

Page 1

South East Queensland (North) regional  
 office  
 Mike Ahern Building, Level 3, 12 First  
 Avenue, Maroochydore  
 PO Box 1129, Maroochydore QLD 4558

SDA-0717-040931

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 decision to impose conditions**

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

**Further advice**

The department offers advice about the application to the applicant 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
<b>Material change of use</b>				
OPM9 – Public Transport Infrastructure Network	Innovative Planning Solutions	17 June 2017	DA.01.9(B)	As amended in red by SARA on 16 February 2018

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

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

Yours sincerely



Garth Nolan  
 Manager (Planning)

cc: Flame Tree Ridge Pty Ltd ATF Flame Tree Ridge Unit Trust, info@jpsptyltd.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 for decision to impose conditions  
 Attachment 3—Further advice  
 Attachment 4—Approved Plans and Specifications

**Attachment 1—Conditions to be imposed**

No.	Conditions	Condition timing
<b>Material change of use</b>		
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:		
1.	<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 \$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 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><b>OR, in lieu of condition 1(a) and condition 1(b) above:</b></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. the Caloundra Road / Racecourse Road</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>

No.	Conditions	Condition timing
	<p>interchange</p> <p>B. the Dixon Road / Sunshine Motorway interchange</p> <p>C. the Sunshine Motorway (between Dixon Road and Kawana Way)</p> <p>D. the Sippy Downs Drive / Sunshine Motorway interchange, and</p> <p>E. the Pignata Road underpass / Frizzo Road intersection and associated service roads</p> <p>(ii) states mitigation strategies or measures for those impacts, including:</p> <p>A. the provision of infrastructure works and any corresponding required land contributions, proposed to mitigate those impacts</p> <p>B. concept layout plans to give effect to those measures</p> <p>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</p> <p>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> <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> <p>A. all allowable land uses and associated trip rates (average weekday, AM and PM peak hours); and</p> <p>B. traffic generation estimates for average weekday, AM and PM peak houses, compatible with the Sunshine Coast Regional Council's accepted Equivalent Dwellings (ED)</p> <p>(v) provides reasonable estimation and/or interpretation of</p>	

No.	Conditions	Condition timing
	<p>external traffic distribution to and from the development site for each stage of the development, in a clear and legible format</p> <p>(vi) provides transport infrastructure staging plans that are consistent with potential development yields and identify when major transport infrastructure links, and</p> <p>(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> <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>The Future Potential 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 17/06/2017, reference DA.01.9 (B), 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.	<p>(a) Stormwater management of the development must ensure no worsening of actionable nuisance to the State-controlled roads.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> <li>(i) Interfere with and/or cause damage to the existing stormwater drainage on the state-controlled roads;</li> <li>(ii) Surcharge any existing culvert or drain on the state-controlled roads;</li> <li>(iii) Reduce the quality of stormwater discharge onto the State-controlled roads.</li> </ul> <p>(c) RPEQ certification with supporting documentation must be provided to the Development Assessment team via North.Coast.IDAS@tmr.qld.gov.au within the Department of</p>	<p>(a) At all times (b) At all times (c) Prior to the commencement of use</p>



SDA-0717-040931

No.	Conditions	Condition timing
	Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) and (b) of this condition.	



#### **Attachment 2—Reasons for decision to impose conditions**

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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.

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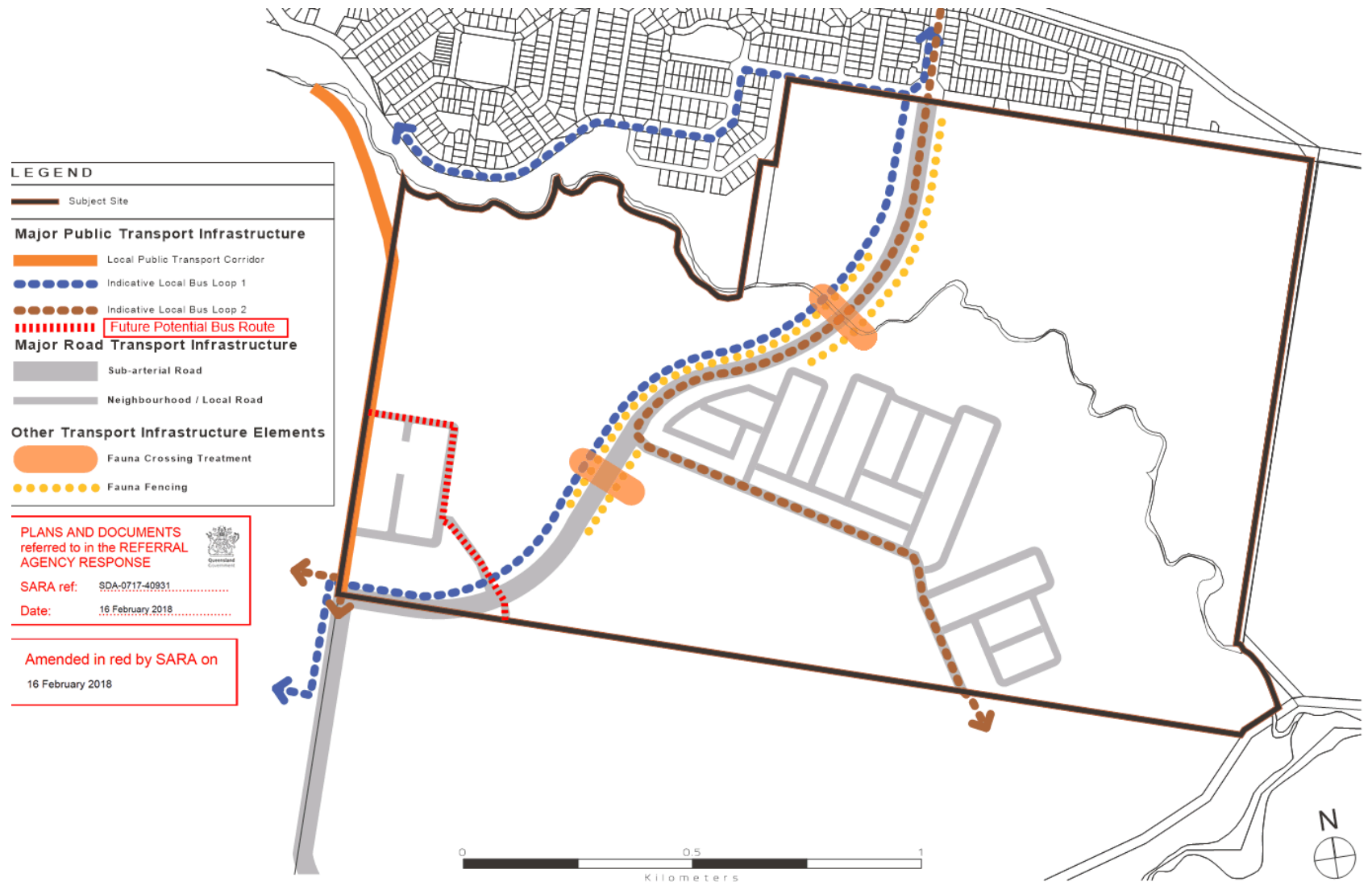
**Attachment 3—Further advice**


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<b>General advice</b>	
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 (DTMR) <i>Public Transport Infrastructure Manual</i> , 2015 ( <a href="http://translink.com.au/about-translink/reports-and-publications">http://translink.com.au/about-translink/reports-and-publications</a> ).
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"> <li>(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.</li> <li>(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.</li> <li>(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.</li> </ul>

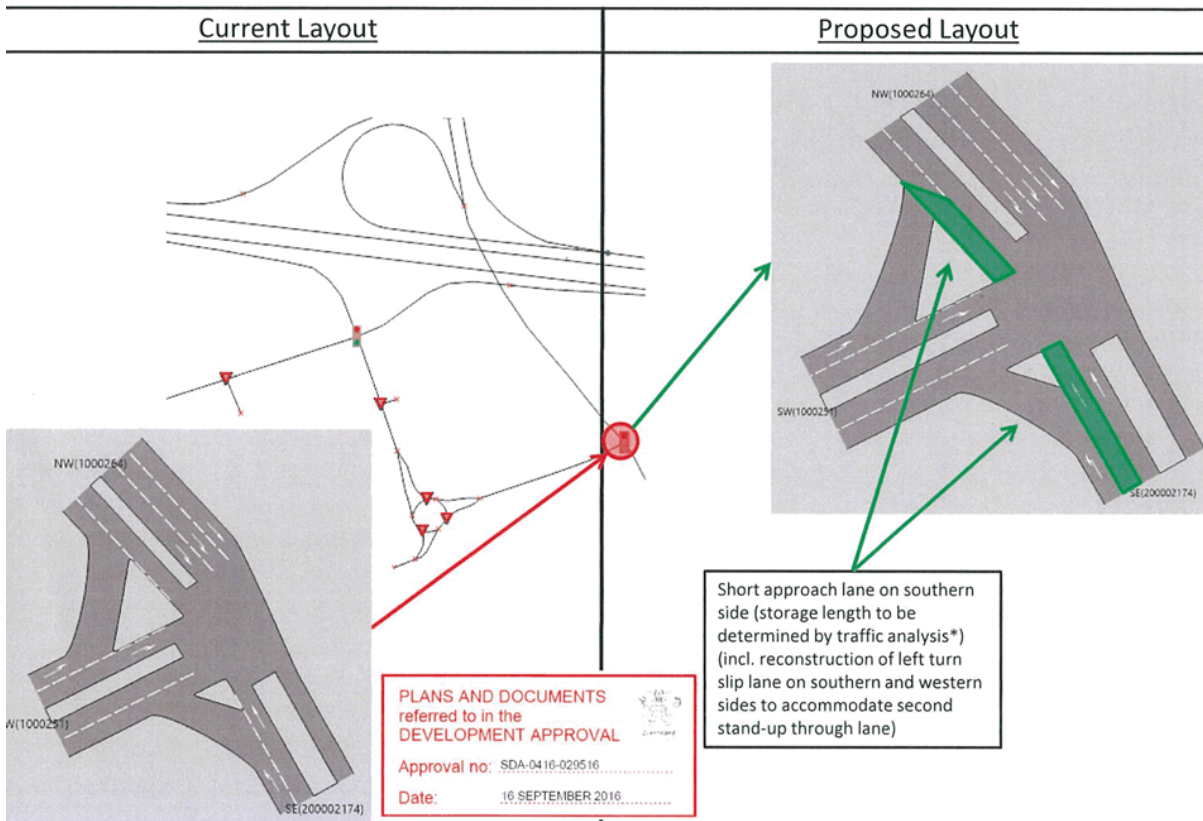
Attachment 4—Approved plans and specifications

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OPM9 - Public Transport Infrastructure Network

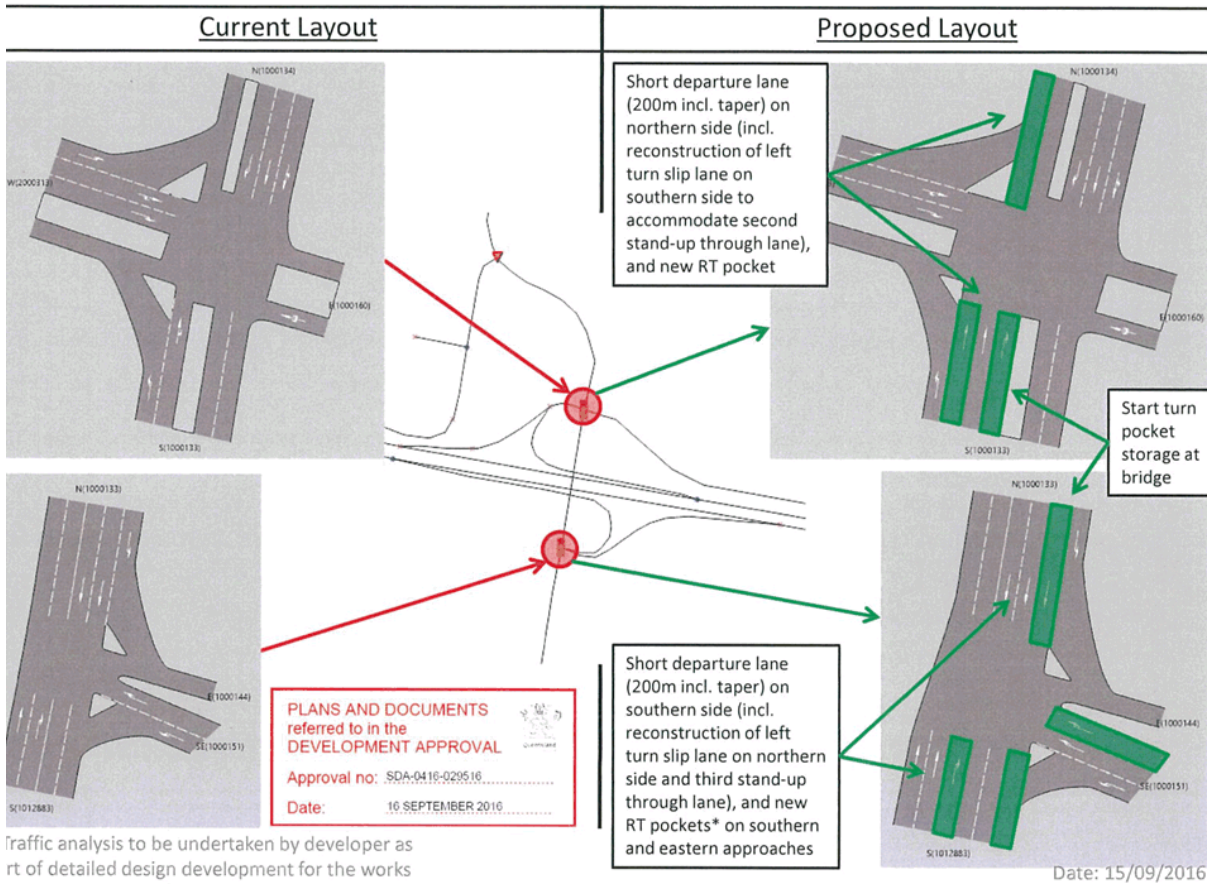
Palmview Development - Claymore Rd / Sippy Downs Dr Intersection Upgrades



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

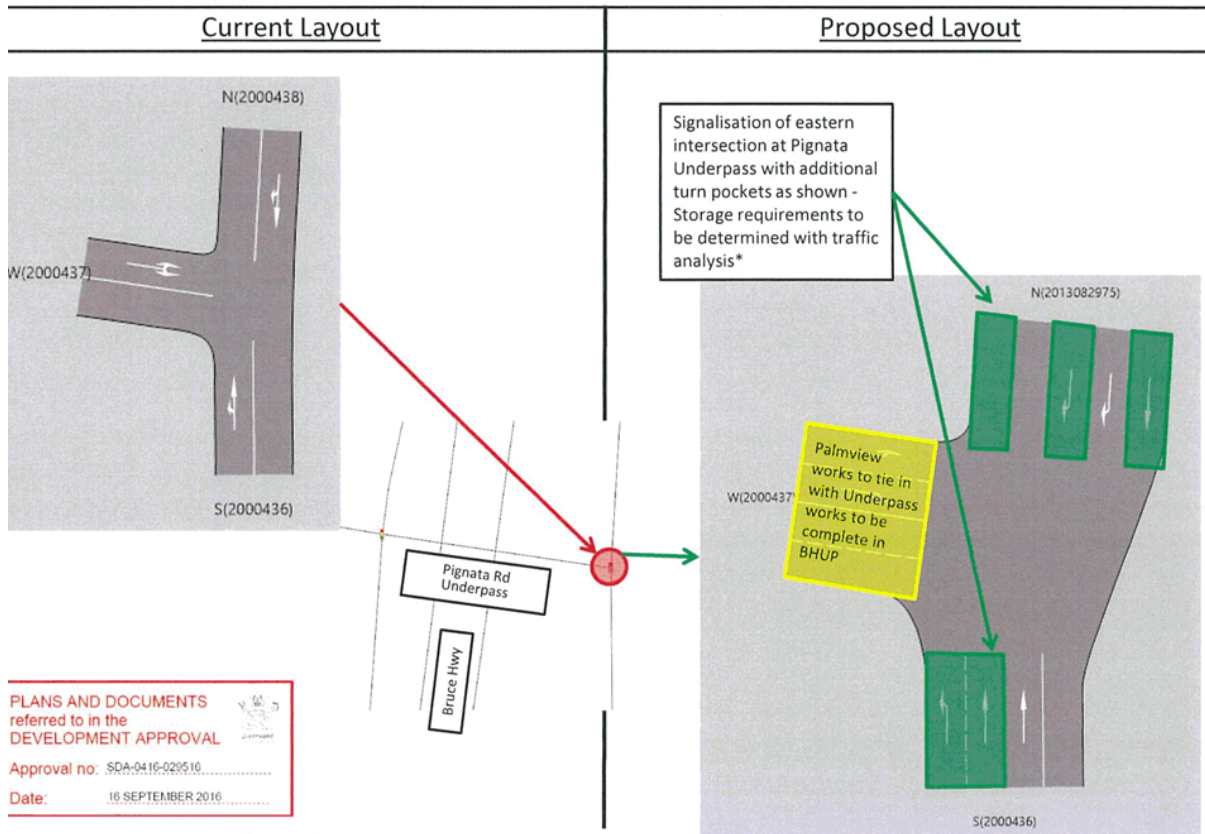
Date: 15/09/2016

Palmview Development - Racecourse Rd Interchange Upgrades





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



PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Approval no: SDA-0416-029510

Date: 16 SEPTEMBER 2016

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

Date: 15/09/2016