APPENDIX A: Details for Notice of Determination

CONDITIONS OF APPROVAL

1 Structure Plan

The Structure Plan shall comprise:

(a) Structure Plan Maps 1 – 6;

(b) conditions of approval; and

(c) the Structure Plan Development Criteria.

2 General compliance requirement

A lower order Master Plan (including any development provided for within a Master Plan) and any development of the Kawana Waters Community Development Area must comply with:

(a) the Development Documents; and

(b) the Structure Plan (including the Structure Plan Development Criteria).

3 Conversion Tables

Conversion of land use yields in accordance with Section 6.4(a) and Section 14.4(a)(ii)(E) of the Structure Plan Development Criteria can only be applied as part of the relevant Detailed Planning Area Plan. Such conversion shall not be applied retrospectively, once a site has been developed in accordance with an approved Site Development Plan.

4 Car Parking Management

In conjunction with an application for approval of a Detailed Planning Area Plan for DPA 11, 12 and 13, the Master Developer in consultation with Council must submit a Car Parking Management Plan for each DPA.

The Car Parking Management Plan amongst other things is to identify land uses to which the Car Parking Management Plan will apply, establish minimum and maximum car parking rates for land uses, identification of areas to which regulated car parking will apply, consolidated and shared parking options and interim parking solutions. The Car Parking Management Plan for DPA13 must also detail the mechanism to ensure the ongoing operation of the Public Multi Deck car parking.

The future development of the Town Centre East Precinct in DPA13 must provide for a public multi-deck car park, generally consistent with the assumptions (e.g. location, capacity, etc.) adopted for the micro-simulation traffic modelling detailed in the PWC report "Kawana Town Centre Traffic Modelling Report" dated April 2017. In conjunction with the application for approval of the detailed planning area plan for DPA13, the proposed site for

the multi-deck car park must be identified and it must be demonstrated that the identified site will adequately accommodate the required multi-deck car park.

5 Information to be lodged with subsequent applications

(1) The Master Developer shall submit to the Council and the Minister for the Department of Natural Resources and Mines (on behalf of the relevant state agencies) for approval prior to or at the time of lodgement of applications for development or the applications for approval of Master Plans as identified in Annexure 1:

(a) the Supporting Information as identified in Annexure 1; and

(b) the documents in respect of which a determination is required by the Council as identified in Annexure 1.

(2) The Master Developer shall be under no obligation to submit the Supporting Information and documents identified in Annexure 1 as part of an application for a lower order Master Plan once the Council and the Department of Natural Resources and Mines have determined the application in respect of which the Supporting Information and documents have been submitted.

6 Birtinya lake system

(1) The Master Developer shall submit to the Council for approval a Management Plan for the Birtinya lake system which addresses issues such as:

(a) the water quality of the Birtinya lake system; and

(b) water quality monitoring; and

(c) operation and maintenance; and

(d) permissible uses of the Birtinya lake system;

(e) and lake access.

(2) The Management Plan for the Birtinya lake system must be:

(a) submitted to and approved by the Council prior to the dedication of the first stage of the Birtinya lake system; and

(b) be amended by the Master Developer if and as necessary in conjunction with the construction of the subsequent stages of the Birtinya lake system and be approved by the Council prior to the dedication of the subsequent stages of the Birtinya lake system by the Master Developer.

(3) The Master Developer shall design and construct the Birtinya Lake system and its associated infrastructure to:

(a) ensure the regular inflow of saline water from the Mooloolah River to

the Birtinya Lake system; and

(b) maintain adequate water circulation within the Birtinya Lake system, with a maximum pump rate producing a thirty day turnover, but capable of interruption or reduction during periods of low water quality in the Mooloolah River; and

(c) ensure that the water quality of the Birtinya Lake system (excluding bottom and near bottom waters) complies with the following water quality criteria (The "Standard Criteria"):

(i) ammonia and NOx concentrations to be at or below the trigger levels as per the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (2000) (the ANZECC/ARMCANZ Guidelines), in the first instance, and achieving, where practicable, the values in table 3.3,2 for Qld estuaries;

(ii) reactive P concentrations at or below the trigger level as per the ANZECC/ARMCANZ Guidelines, table 3.3.2 for Qld estuaries;

(iii) pH and DO as per the .ANZECC/ARMCANZ Guidelines, table 3.3.2 for Qld estuaries;

(iv) total dissolved aluminium and iron, filtered through 0.22 micron membranes, each to be at concentrations below 0.5mg/L;

(v) turbidity <20 NTU (ANZECC/ARMCANZ Guidelines, table 3.3.3 for lakes);

(vi) absence of phytoplankton blooms, and absence of toxic cyanobacteria and dinoflagellates: cell counts should not exceed 15,000/ml (ANZECC/ARMCANZ Guidelines, section 5.2.3.2 for recreational water);

(vii) faecal bacterial characteristics complying with recreational primary contact criteria, ANZECC/ARMCANZ Guidelines, Section 5.2.3.1;

(viii) hydrocarbon and other organic films should not be visible, nor be detectable by odour (ANZECC/ARMCANZ Guidelines, table 5.2.2).

(d) ensure that the requirements specified in condition 6(3) apply with respect to the finished component of the Birtinya lake system within each stage, as well as to the ultimate configuration of the Birtinya lake system.

(e) in the event that the Standard Criteria specified in condition 6(3)(c)(i - viii) are not being achieved, and the developer can demonstrate that the criteria is not being achieved due to the influence of the water quality of in-flowing waters from the Mooloolah River via the pump system, then the Standard Criteria

shall default to the median water quality values (the "Default Criteria") sampled and measured at an approved location within the Mooloolah River.

The "Default Criteria" shall only apply during the monitoring period that water quality within the Birtinya Lake System has been detrimentally affected by in-flowing waters from the Mooloolah River via the pump exchange system.

(4) The Master Developer shall implement a water quality monitoring program which shall:

(a) commence after the first stage of the Birtinya lake system has been constructed; and

(b) continue until the Master Developer is no longer responsible for the maintenance of the Birtinya lake system; and

(c) be designed such that:

(i) the parameters that are monitored are those relevant to assessing the requirements specified in condition 6(3). The parameters to be measured in-situ, at depths of 0.5, 1.5 and 2.5m, shall comprise temperature, pH, DO, conductivity, turbidity and relative ORP: in addition, the following parameters will be analysed by a NATA certified laboratory, from samples collected in the interval 0.5 to 2m. depth: alkalinity, total dissolved Al and Fe filtered through 0.22 micron membranes, ammonia and NOx reactive, P, algal ID, faecal bacteria & cell count;

(ii) the permanent monitoring sites include those sites indicated on Figure 6-2 of the report titled "Impact Assessment — Birtinya"; and

(iii) the number of permanent monitoring sites (in addition to those specified in condition 6(4)(c)(ii) is the larger of:

(A) one site for every 10 hectares of waterway surface area; or

(B) one site for every stage of the Birtinya lake system; and

(iv) testing is carried out in respect of each monitoring site on a monthly basis or as otherwise approved by the Council; and

(d) be carried out by a suitably qualified analytical consultant; and

(e) be submitted to and approved by the Council prior to the commencement of construction of the first stage of the Birtinya lake system; and

(f) be amended by the Master Developer if and as necessary in conjunction with the construction of the subsequent stages of the Birtinya lake system and be approved by the Council prior to the commencement of construction of the subsequent stages of the Birtinya lake system by the Master Developer.

(5) The Master Developer shall be responsible for the maintenance of the Birtinya lake system (and its associated infrastructure) until the results of the water quality monitoring program indicate that the requirements specified in condition 6(3) are being achieved for a period of 20 months over a continuous period of 24 months after the completion of the construction of the final stage of the Birtinya lake system.

(6) Whilst the Master Developer remains responsible for the maintenance of the Birtinya lake system (and its associated infrastructure), the Master Developer shall upgrade or modify the design and construction of the lake and its associated infrastructure to achieve the requirements specified in condition 6(3) if the results of the water quality monitoring program indicate that the requirements specified in condition 6(3) are not being achieved.

(7) The Master Developer shall provide in conjunction with the development of the first stage of the Birtinya lake system, a pumping installation which:

(a) delivers salt water from the Mooloolah River to the Birtinya lake system; and

(b) comprises:

(i) a duty pump (or duty pumps if it is proposed to utilise more than one pump to perform the required duty operation) which have a capacity capable of achieving total turnover of the volume of the water in the Birtinya lake system in 30 days; and

(ii) a standby pump which is identical to the duty pump (or to each of the duty pumps if more than one pump is used to perform the required duty operation); and

(c) comprises duty and standby pumps which are of a type approved by the Council.

(8) For future development approvals within DPA 2, 11, 12. 13, 14 and 15 all roofwater and stormwater from catchments draining to the Birtinya Lake System shall be managed in accordance with WSUD Principles outlined in the Kawana Water Sensitive Urban Design (WSUD) Framework prepared by E2DESIGNLAB (April, 2012). The WSUD devices shall be designed and constructed in accordance with Council's Development Design Planning Scheme Policy.

(9) All stormwater drainage outlet systems to the Birtinya lake system shall be at no greater depth than 2 metres below the normal water surface level at the interface of the stormwater drainage outlet system and the Birtinya lake system, to minimize the potential for disturbance of stratification in the Birtinya lake system. The Council may permit a stormwater drainage outlet

pipe to be up to 4.0m deep where:

(a) it is provided as part of a forebay area approved by the Council; and

(b) it is designed to ensure that the connection to the remainder of the Birtinya lake system is maintained at a depth of not greater than 2.0m.

7 Flooding and Drainage

(1) All future allotments within DPA's 2, 11, 12, 13, 14 and 15 must have minimum finished surface levels of R.L 3.12m AHD, but higher if necessary to provide immunity from inundation during a 1 in 100 year flood event (including predicted climate change impacts) in the Birtinya Lake system.

(2) To achieve flood immunity from regional (i.e. Mooloolah River) flooding a 'flood berm' extending south from the hospital site (the "southern flood berm") must be provided such that flood waters in the Mooloolah River flood plain do not pass through DPA 12 into the Birtinya Lake system. The "southern flood berm" shall be located generally as detailed in the "*Kawana Waters Master Plan Flooding and Drainage Report"* (Brown Consulting, 13 June 2012) and the top of the berm must have a minimum level of R.L 4.15m AHD.

(3) To achieve an appropriate level of flood immunity from regional (i.e. Mooloolah River) flooding, and to ensure that flood waters in the Mooloolah River flood plain do not pass through DPA 13 into the Birtinya Lake system, the finished surface levels along the western boundary of DPA 13 must be no lower than RL 4.15m AHD.

(4) Stormwater conveyance networks within DPA's 2, 11, 12, 13, 14 and 15 must be designed generally in accordance with the *"Kawana Waters Master Plan Flooding and Drainage Report"* (Brown Consulting, 13 June 2012) the "Flood Investigation Lake Kawana at Birtinya, Sunshine Coast" (Issue B, Brown Consulting, 26 April 2013) and the *"Kawana Water Sensitive Urban Design (WSUD) Framework"* (E2DESIGNLAB, April 2012). Conveyance of Major Storm events must generally be achieved through the use of overland flow paths and flows within road carriageways.

8 Acid sulphate soils

Potential acid sulfate soils and actual acid sulfate soils must be assessed and verified in accordance with the "*Acid Sulfate Soil Development Guidelines Kawana Development Area*" report prepared by Golder Associates (dated April 2012). Investigations in accordance with these Guidelines and SPP2/02 (including ASS Management Plans) must be submitted in support of any application for approval of a lower order Master Plan.

9 Road standards

(1) The roads specified in the Structure Plan:

(a) as sub-arterial roads and trunk collector roads in Development Control Plan 1 Kawana Waters, shall comply with the road standards and dimensions specified in Development Control Plan 1 — Kawana Waters; and

(b) being Council roads (other than those specified in condition 10(1) and 10(2) shall comply with the road standards and dimensions as are specified as part of the approval of lower order Master Plans.

(2) The Master Developer must construct widening of Creekside Boulevard between Saffron Drive and Currimundi Creek to a four lane carriageway, generally as required by the DCP for a Trunk Collector Road (with the widened carriageway tapering to connect to the existing two lane bridge over Currimundi Creek). The works must be constructed generally in accordance with the Cardno design drawings (Project 20588, Drawing Sheets 001 to 018). These works must be completed prior to the commencement of any retail use in the Town Centre West precinct.

As an alternative to construction of these works, the Master Developer may contribute to Council the estimated cost of the construction works – the required contribution is $851,000, increased by indexation in accordance with movements in the Consumer Price Index between the base date of 31 October 2012 and the date of payment. The contribution must be paid prior to the commencement of any retail use in the Town Centre West precinct.

10 Movement Networks

(1) The street networks and intersections within DPA's 12, 14 and 15, and that part of DPA 11 south of Lake Kawana Boulevard, must be provided in accordance with the configurations detailed in Cardno Eppell Olsen's report titled "Stockland Kawana Master Planning 2031 Micro-Simulation Modelling – Technical Information Report" (Nov. 2012). The land uses and the distribution and yield of development within these areas must be generally consistent with the development assumptions which have been used in the traffic modelling, as detailed in the report. Any proposal for staged construction of the street network within any of these DPA's is to be identified with the application for approval of the relevant Detailed Planning Area Plan, and is to be supported by appropriate technical investigations.

(2) The street networks and intersections within DPA 13 and that part of DPA 11 north of Lake Kawana Boulevard, must be provided in accordance with the configurations detailed in PricewaterhouseCoopers' report titled "Kawana Town Centre Traffic Modelling Report" (April 2017). The land uses and the distribution and yield of development within these areas must be generally consistent with the development assumptions which have been used in the traffic modelling, as detailed in the report. Any proposal for

staged construction of the street network within either of these DPA's is to be identified with the application for approval of the relevant Detailed Planning Area Plan, and is to be supported by appropriate technical investigations.

(3) To facilitate achievement of the public and active transport mode shares which have been assumed in the traffic modelling, all future development within DPA's 2, 11, 12, 13, 14 and 15 must incorporate 'best practice' standards of infrastructure for public and active transport (e.g. indented bus bays on major routes, provision of on-road cycle lanes and a connected, efficient, and user- friendly network of off-road pathways).

(4) A future public transport corridor on the eastern side of Kawana Way within DPA13 must be provided to Council in accordance with the provisions of the Development Agreement.

(5) The existing roundabout at the Lake Kawana Boulevard/The Decks intersection must be converted to a signalised ('cross') intersection, and these works must be completed prior to the creation of the first lot in the Town Centre East Precinct.

11 Sewerage and water supply infrastructure

(1) The size and capacity of the various future items of water and sewerage infrastructure shown on the Structure Plan Maps will be subject to approval by the Council and Unitywater of detailed engineering reports to be submitted at the time of application for a development permit for operational works for any of those infrastructure items,

(2) The Master Developer shall provide to the Council and Unitywater at no cost and prior to the approval of a lower order Master Plan, for the purpose of accommodating the existing rising main and a future sewer rising main to be constructed by Unitywater:

(a) an 8m wide easement parallel to the existing rising main from Caloundra to the treatment plant; or

(b) a corridor which is otherwise satisfactory to the Council and Unitywater.

(3) The Master Developer shall be responsible for abating any adverse impact caused by Birtinya Pump Station 1 (BPS 1) to the rising main and the upstream pump stations as shown on plan "Birtinya Lake Infrastructure - proposed Sewerage layout" - Figure 7-4 prepared by Cardno & Davies and dated August 1997.

(4) The Master Developer shall provide a 300mm diameter or similar size cross connection along Main Drive to the Nicklin Way as the existing pipe in Main Drive is only 150mm in diameter.

12 Department of Transport and Main Roads

Movement

(1) The road and street network links and intersections within DPA's 12, 14 and 15, and that part of DPA 11 south of Lake Kawana Boulevard, must be provided in accordance with the configurations detailed in Cardno Eppell Olsen's report titled "Stockland Kawana Master Planning 2031 Micro-Simulation Modelling – Technical Information Report" (Nov. 2012). The land uses and the distribution and yield of development within these areas must be consistent with the development assumptions and/or traffic generation thresholds used in the traffic modelling, as detailed in the report. Any proposals for staged construction of any of the components of this network must be supported by appropriate technical analysis of the proposed interim time frame development and proposed network configuration.

(2) The road and street network links and intersections within DPA 2, DPA 13 and that part of DPA 11 north of Lake Kawana Boulevard, must be provided in accordance with the configurations used for the micro-simulation traffic modelling, as detailed in the PwC report titled "Kawana Town Centre Traffic Modelling Report" (April 2017). The land uses and the distribution and yield of development within these areas must be consistent with the development assumptions and/or traffic generation thresholds used in the traffic modelling, as detailed in the report. Any proposals for staged construction of any of the components of this network must be supported by appropriate technical analysis of the proposed interim time frame development and proposed network configuration.

(3) To facilitate achievement of the public and active transport mode shares which have been assumed in the traffic modelling, all future development within DPA's 2, 11, 12, 13, 14 and 15 must incorporate 'best practice' standards of infrastructure for public and active transport (e.g. e.g. bus priority at intersections, indented bus bays on major routes, provision of on-road cycle lanes, a connected, efficient, and user-friendly network of off-road pathways and end of trip facilities where appropriate).

Flooding, Stormwater Quality and Drainage

(4) Development must ensure flood and stormwater management achieves a no worsening of or no actionable nuisance impact (on the pre-development condition) in relation to peak discharges, flood levels, frequency or duration of flooding, flow velocities, water quality, ponding, sedimentation and scour effects on an existing or future state transport corridor calculated for all Average Recurrence Interval (ARI) events up to ARI 100 year.

(5) Development must ensure stormwater run-off and drainage are directed to a lawful point of discharge to avoid adverse impacts on an existing or future state transport corridor.

(6) Any variance to the requirements set out above are to be endorsed in writing by DTMR

Environmental Emission - Noise

(7) Development involving noise sensitive activity is to achieve acceptable noise levels for the proposed use by mitigating adverse impacts on the development from noise generated by existing state- transport infrastructure. Noise sensitive uses impacted by state transport infrastructure must comply with the noise criteria detailed in the Department of Infrastructure, Local Government and Planning: State Development Assessment Provisions or equivalent at time of relevant master plan endorsement.

DPA 13

Land Use Public Transport Integration

(8) The planning of DPA 13 is to respond to the transit oriented development principles and good practice items detailed in the Queensland Government – Transit Oriented Development Guide.

(9) The planning for DPA 13 is to contain key associated infrastructure to complement the Transit Station. The key infrastructure is to include:

(10) bus set down and lay-by areas adjacent to the Transit Station and interim bus set down areas on Kawana Way. The location, design and construction of the facility must be approved by the Department of Transport and Main Roads;

(11) safe, convenient and legible on road and off road active transport network within the town centre, to the Regional Hospital and to places of interest. The connections shall be linked to the existing and proposed active transport networks in the surrounding area in a logical manner directing people to future and existing public transport facilities, bus routes, places of interest and activity generators. The active transport network must deter ad hoc movement and be informed by pedestrian and cyclist desire lines promoting the most direct route where appropriate.

The paths design and construction shall be generally compliance with AUSTROADS Guide to Road Design Part 6A: Pedestrian and Cyclist Paths, in particular the structural and width requirements unless otherwise agreed by the Department of Transport and Main Roads and Council.

(12) Development is to employ crime prevention through environmental design principles, such as passive surveillance of the street, public spaces and key infrastructure associated with the Transit Station, to discourage crime and anti-social behaviour.

The design of the Town Centre must maximise opportunities for the passive surveillance of the identified Transit Station, bus set-down(s) and the associated active transport network(s).

Development frontages must be designed and constructed in a way to create lively, safe, comfortable and interesting frontages and complement key active transport thoroughfares by having activities that are likely to foster casual, social and business interaction for extended periods (such as

shop fronts, indoor/outdoor cafes and restaurants) or facilitate casual surveillance of Transit Station and associated infrastructure, through the provision of verandas, balconies, windows, entrances and other opens.

(13) Development is to provide for end of trip facilities that encourage the end user to utilise alternative transport modes, particularly cycling and walking.

Provision is made for secure and convenient bicycle parking or storage, that:

(a) is located close to each building's pedestrian entrance;

(b) is obvious, easily and safely accessible;

(c) is secure;

(d) is dispersed on large sites for easy access to destination;

(e) does not impact adversely on visual amenity; and

(f) does not impede the movement of pedestrians or other vehicles.

Development is to provide access to end of trip facilities (change rooms, toilets and lockers for both males and females) with shower cubicles in accordance with the rates nominated in Austroads, or other relevant standard in force at the time of development.

Detailed Planning Area Plan

(14) The Detailed Planning Area Plan for DPA 13 must include plans that clearly identify the following:

(a) Land use areas;

(b) Precincts including approximate areas;

(c) Pedestrian and cycle movement;

(d) Vehicle movement network and driveway locations;

(e) Public transport network;

(f) Access and parking provision;

(g) Road cross sections; and

(h) Linear park design principles.