

Amanda Matanovic

From: Kathryn Findlay
Sent: Tuesday, 10 August 2021 2:30 PM
To: Development
Subject: FW: 522.2021.266.1 - MCU - 373 Back Windemere Road & Coral Cove Drive Innes Park (Relocatable Home Park)
Attachments: ObjRef.obr

Internal referral

This property is currently outside the water and sewer declared service areas and planning's priority infrastructure area.

Kind regards

KATHRYN FINDLAY
Technical Officer
Planning & Delivery Water Services Branch
T 1300 883 699
Category A



From: Development <development@bundaberg.qld.gov.au>
Sent: Thursday, 5 August 2021 10:45 AM
To: Planning Internal Referrals <PlanningInternalReferrals@bundaberg.qld.gov.au>
Subject: 522.2021.266.1 - MCU - 373 Back Windemere Road & Coral Cove Drive Innes Park (Relocatable Home Park)

Good morning

Please be advised that an application for Material Change of Use for Relocatable Home Park has been lodged with Council on 4 August 2021. Please use the reference link attached to this email to review the submitted application documents.

Should you have any comment for consideration by the Assessment Manager, please provide your comments within **six (6) business days** of this email.

Kind regards

Helen

HELEN APLITT

Senior Administration Officer – Development Group

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Released under Right to Information Act 2009

**BUNDABERG REGIONAL COUNCIL
DECISION UNDER DELEGATED AUTHORITY**

APPLICATION NO.	522.2021.266.1
PROPOSAL	Material Change of Use for Relocatable Home Park
APPLICANT	Coral Cove MHE
OWNER	Boral Resources (Qld) Pty Ltd
PROPERTY DESCRIPTION	Lot: 2 RP: 159671, Lot: 1 RP: 159671
ADDRESS	373 Back Windermere Road INNES PARK, Coral Cove Drive INNES PARK
PLANNING SCHEME	Bundaberg Regional Council Planning Scheme 2015
ZONING	Emerging Community Zone
OVERLAYS	<p><u>Lot 1: RP159671</u></p> <ul style="list-style-type: none"> • Acid sulfate soils overlay - within Area 2 (5-20m) • Agricultural land overlay - class B:Limited crop land • Bushfire hazard overlay code - within Medium Potential Bushfire Intensity Area • Coastal protection overlay - within Sea Turtle Sensitive Area • Steep land (slopes >15%) overlay <p><u>Lot 2: RP159671</u></p> <ul style="list-style-type: none"> • Acid sulfate soils overlay - within Area 2 (5-20m) • Agricultural land overlay - class B:Limited crop land • Biodiversity areas overlay <ul style="list-style-type: none"> ○ within MSES Watercourse Buffer Area ○ within MSES Regulated Vegetation Buffer • Bushfire hazard overlay code- within Medium Potential Bushfire Intensity Area • Coastal protection overlay - within Sea Turtle Sensitive Area • Flood hazard overlay - within Local Defined Flood Event Area • Steep land (slopes >15%) overlay
LEVEL OF ASSESSMENT	Impact
SITE AREA	34.745 and 6.773 ha
CURRENT USE	Remediated quarry
PROPERLY MADE DATE	4 August 2021
STATUS	The 35 business day decision period ended on 17 February 2022
REFERRAL AGENCIES	Department of State Development, Infrastructure, Local Government & Planning
NO. OF SUBMITTERS	1
PREVIOUS APPROVALS	No previous approvals relevant to the application. The previous quarry use, which was approved under a Court Order has ceased and the site has been rehabilitated.
SITE INSPECTION CONDUCTED	10 February 2022

LEVEL OF DELEGATION	C3
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1. INTRODUCTION

1.1. Proposal

The submitted application seeks a Development Permit for Development Permit for a Material Change of Use of Premises for Relocatable Home Park (Lifestyle village operated under the Manufactured Home Park Act 2003). A total of 514 dwellings are proposed to be located within the Relocatable home park. The applicant states that the overall planning concept for developing the site is to take advantage of the existing topography and incorporate a permanent water feature on the northern portion of the site. This leads to an open broad green space “common” at the southern end of the site. This Common also acts as an overland flow path to a permanent catchment pond and drainage off-site.

The proposed development incorporates 2 site sizes of equal depths (20 metres) with 12 and 14 metre frontages. The majority of the development is 12 metre frontage sites fronting onto 10 metre and 12 metre road reserves. Dwellings are proposed to be setback 3 metres to the outermost projection and 6 metres to the garage to allow for parking in the driveways.

The housing design broad concept is an entry level detached dwelling with a shared ensuite and separate powder room. Each dwelling also includes an open plan living, dining and kitchen with direct access to a covered outdoor entertaining area. Each house has a single lock up garage. There is also additional space for recreational craft, trailer, golf buggy and the like.

The larger 14 metre sites also front onto 10 metre and 12 metre road reserves. Setbacks from the roads are also proposed at 3 metres to the outermost projection and 6 metres to the garage. The dwellings are either for 2 bedrooms plus a study or for 3 bedroom dwellings. Purchasers will also have the choice of placing a smaller 2 bedroom dwelling on the larger sites to provide for secure RV parking behind the 6 metre garage setback. The larger dwellings all include a double garage. Space is also available on the larger sites for an additional motor vehicle, recreational craft, pop-top caravan, golf buggy and the like. Two visitor parking spaces are provided for within the dwelling/garage front setback.

The proposed development will be developed over 9 stages. Stage 1 encompasses 100 dwellings as well as the main entry from Coral Cove Drive.

The proposed lifestyle resort incorporates community facilities for residents. Community facilities are positioned in three primary nodes across the site being – activities, recreation and entertainment nodes. Each node overlooks the permanent water and or greenspace and are in line of sight with each other. Additionally, the recreational node (clubhouse) is also the key visual focus of the main entry to the village. Nodes are connected by the primary axis road and via pedestrian walking tracks.

It is stated in the proposal that the design concept for the Community facilities buildings is to provide a provide a contemporary design outcome that provide the necessary functions wrapped in light wright materials. Spaces are separated by covered linkways (outdoor rooms) which allow for cross ventilation while providing shelter from the weather. It is envisaged that the community nodes may comprise the following:

Recreation

- Reception
- Bar
- Dining (indoor and outdoor)
- Café
- Kitchen
- Games room

Activities

- Gymnasium
- Spa
- Bowls green (8lane)
- Bocce
- 30 metre pool and facilities
- Sauna
- Pickle Ball (4 courts)
- Café

Entertainment

- Tavern
- Cinema
- Hair Salon
- Business Centre
- Resident workshop
- Café
- Ten-pin bowling
- Arts and craft
- Music room
- Virtual golf

The below table highlights the specific parameters of the proposed development:

Component/s	Internal dwelling setbacks	Number of sites	Site dimensions	Number of bedroom	Height
12 metre frontage sites	6m to OMP 6m to garage	432	12m x 20m	2	4.5
12 metre frontage sites	6m to OMP 6m to garage	41	12m x 20m (corner)	2	4.5
14 metre frontage sites	6m to OMP 6m to garage	19	14m x 20 m	2-3	4.5

14 metre frontage sites		6m to OMP 6m to garage	22	14m x 20 m (corner)	2-3	4.5
Recreation node						8.5
Activities node						6.2
Entertainment node						3.7
Built environment	20% approximately					
Green spaces	65% approximately					
Roads	15 % approximately					
External setbacks	3 metres to adjoining boundaries – 6 metres to roads					
Open space	18 .23 ha					

Access is proposed from Coral Cove Drive with a secondary access proposed from Back Windermere Road. The back Windermere Road exit is proposed to be left out only. A total of 72 visitor car parks and 37 RV/ Caravan parking spaces are proposed within the development in addition to visitor spaces that can be accommodate within the driveway of each dwelling (a minimum on 1 visitor car can be accommodated within each driveway). The operator proposes to run a minimum of 1 minibus for residents to access nearby medical, recreation, social and shopping destinations.

1.2. Site Description

The site is described as Lots 1 & 2 on RP159671 and is at the corner of Back Windermere Road and Coral Cove Drive. The combined total area of the lots is 41.5ha (6.7ha and 34.7ha respectively) and is vacant of improvements. The development site has previously been a hard rock quarry that has ceased operations. The lots have been rehabilitated and are currently utilised primarily for grazing.

The site is generally clear of significant vegetation and contains several water bodies located in the centre and towards the North. The site is also currently surrounded by a visual buffer and acoustic mound.

To the north and east of the site is vacant land also zoned emerging community. These sites have a Ministers approval for a Master planned residential community which is current until November 2029 (15 years from the date of the approval taking affect). Coral Cove Golf course located on the southern side of Coral Cove Drive and a rural parcel of land used for grazing located on the Western side of Back Windemere Road.

The site is not currently within Council's reticulated water network. Currently no forward network planning has been done for this area. The site is not within Council's reticulated sewerage network. Currently no forward network planning has been done for this area. Telstra infrastructure is existing along the Back Windermere Road frontage.

2. ASSESSMENT PROVISIONS

2.1. Assessment Benchmarks

The following are the benchmarks applying for this development:

Benchmarks applying for the development	Benchmark reference
Zone Code: Emerging Community Zone	Bundaberg Regional Council Planning Scheme 2015
Overlay Code <ul style="list-style-type: none"> • Acid sulfate soils overlay code • Agricultural land overlay code • Biodiversity areas overlay code • Bushfire hazard overlay code • Coastal protection overlay code • Flood hazard overlay code • Infrastructure overlay code • Sea turtle sensitive area code • Steep land (slopes > 15%) overlay code 	Bundaberg Regional Council Planning Scheme 2015
Use Code <ul style="list-style-type: none"> • Relocatable home park and tourist park code 	Bundaberg Regional Council Planning Scheme 2015
Other Development Code <ul style="list-style-type: none"> • Landscaping code • Nuisance code • Transport and parking code • Vegetation management code • Works, services and infrastructure code 	Bundaberg Regional Council Planning Scheme 2015
Planning Scheme Policy/ies <ul style="list-style-type: none"> • Planning scheme policy for development works • Planning scheme policy for waste management 	Bundaberg Regional Council Planning Scheme 2015
<ul style="list-style-type: none"> • Development Assessment Requirements 	State Planning Policy

2.2. Relevant Matters

The following matters were given regard to or assessment carried out against, in undertaking the assessment of this development application.

Other relevant matters to the assessment of the development under section 45(5)(b)
Minister's development approval of application number 322.2006.50315.01 – Austcorp project number 4 (Reference MBN14/529) dated 13 November 2014 approved by the Honourable Jeff Seeny MP Deputy Premier Minister for State Development, Infrastructure and Planning

3. ISSUES RELEVANT TO THE APPLICATION

The following significant issues have been identified in the assessment of the application:

Consistency with Strategic Planning Intent

Emerging Community Zone Code

The subject site is located within the Emerging Community zone. The purpose of this code is to identify land that is suitable to be used for urban purposes, manage the conversion of this land to urban purposes in a timely manner and that land converted to urban purposes is developed in an efficient, to create communities that:

- comprise of interconnected residential neighbourhoods;
- are integrated with existing communities; and
- are provided with the necessary services and infrastructure

In relation to Performance outcome PO1 an assessment against the Central coast urban growth area local plan is provided in a later section of this report.

Performance outcome PO2 does not apply for the proposed development as there are no interim land uses proposed on the subject site.

Performance outcome PO3 requires that a mix of housing types provided to meet the needs of the community. The proposed development is for a Relocatable home park that provides a different type of residential use to that established and approved in the freehold residential allotments to the east, and the Preliminary approval overriding the Planning Scheme for the site directly adjacent to the subject site (Auscorp site), and will broadly provide a greater supply of diverse housing types. The Relocatable Home Park is intended to be for people aged over 50 years. The adjoining site has a preliminary approval overriding the Planning scheme for 197 residential lots as well as 2 multi-residential development sites. However, it doesn't include a retirement village or any specific accommodation for retirees. It is considered that in the context of the surrounding low density residential freehold lots, the relocatable home park, which is targeted at the over 55 market, will fill a current gap in the housing market of the area and will assist in providing a mix of housing types in the area.

When considering sense of character, community inclusion and residential amenity required by PO4, the Relocatable home park is intended to be an all-encompassing development for retirement age residents with community facilities including recreational areas, men's shed, caravan storage areas and a clubhouse to socialise with other residents. Although it will be a private development and these facilities will not be used by the general public, the development will provide its own sense of community. The proposed development included extensive landscaping and separation of dwellings to both Back Windemere Road and Coral Coast Drive.

Acceptable outcome AO5 specifies a maximum building height of 2 storeys and 8.5 metres. All dwellings have a maximum height less than 4.5 metres. However, the proposed community node, recreation node and entertainment node have a proposed maximum height of 8.5 metres.

In regards to AO6 and PO6 the proposed development is seeking to create 514 new home sites with the site area totalling 12.43 hectares. If internal roadways communal open space areas, communal parking areas were excluded from the density calculation the site density equates to 41.35 dwellings per hectare, if these areas are included within the density calculation for the site, the development results in a residential density of approximately 12.3 dwellings per hectare. The Acceptable outcome for density within the zone is 12 to 15 dwellings per hectare). Given the surrounding land uses, the site would likely be designated

as Low density residential land. The Low Density Residential Zone Code typically provides for a net residential density of 15 to 25 equivalent dwellings per hectare for other residential activities. This is considered to be consistent with the densities expected for a Low density residential zone.

Performance outcome PO10 relates to integration and connectivity of development. As discussed above, proposed development has connections to both Back Windermere Road and Coral Coast Drive. Furthermore, it is recommended that conditions be imposed for fencing and landscaping outcomes to protect houses located within proposed northern property boundary within stage 7 (dwellings 231-242). This strategy should take into account the future road connection located along this property boundary.

In regards to Performance outcome PO11 the applicant proposes a transitional agricultural buffer type C to be planted along the Back Windermere Road frontage in front of the required acoustic fence. However, as the site on the adjacent side of Back Windermere Road is used for grazing it is considered that this landscaping could consist of trees and shrubs as opposed to bamboo as indicated within the rural buffers policy as this will still perform the function of a buffer when considering the adjacent land use, but have a better streetscape outcome. This outcome has been shown on the applicants submitted buffer plan. It is considered that this buffer will protect both the rural land opposite the site from any potential reverse amenity impacts as well as protect residents of the relocatable home park. It is considered that a covenant over this buffer is not required as the land will all remain in the ownership of the operator who can maintain this area.

Performance Outcomes PO13, PO14 and PO15 are achieved by sequentially staging the development. The proposed development will be conditioned so that it cannot progress out of sequence with essential services such as sewer. It is considered that in the context of the surrounding area, the proposal can be adequately conditioned to comply with PO13, PO14 and PO15.

Central coastal urban growth area local plan

The proposed material change of use is subject to assessment against the Central coastal urban growth area structure plan and the relevant codes of the Planning Scheme to ensure that the proposed use will achieve the intended character for the locality. An assessment was provided by the applicant, which articulated that the proposal is able to comply the local plan provisions.

The Purpose and overall outcomes of the Central coastal urban growth area structure plan code states that

development maintains and protects significant natural features and landscape values in the central coastal urban growth area, including coastal foreshores, coastal streams and wetland areas, dunes and rocky headlands;

extractive industry sites that are no longer used for extractive industry purposes are protected from unsuitable land uses and fragmentation, and are subject to further investigation to determine suitability for urban development;

Given the subject site is zoned Emerging community, the planning scheme identifies the site as potentially suitable for urban development. When the other relevant matters are taken into account, including the approvals adjacent to the site, it is considered that the continuation of urban development over the subject site is in keeping with the intent of the

surrounding area if all constraints can be appropriately managed. Furthermore, given that the subject site is a large, remediated quarry site, there are limited suitable options for redevelopment for urban development given that the site has a number of existing pits that are filled with water. This excludes the site as being suitable to traditional subdivision. Therefore, a lifestyle village that incorporates these lakes as features, keeps them as private assets and develops the usable portions of the site for a residential use connecting with surrounding communities is considered to meet the intent of the Local area code. As discussed in further detail below, any remaining risks of constraints associated with the sites previous use can be appropriately conditioned through a further detailed geotechnical assessment and a lake management plan.

It is considered that the proposed development complies with the purpose and overall outcomes of the code.

Settlement Pattern

With reference to Performance outcome (PO) PO1 of the Central coastal urban growth area structure plan code for the pattern of settlement and land use structure, Figure 7.2.1 of the Planning Scheme ('Structure plan concept') shows the site as being a further investigation area. This zoning was primary because of the site being an ex-quarry that further evidence of the site being suitable for development needed to be investigated. The applicant prepared and submitted a broadscale geotechnical report. The broader elements of Performance Outcome should be then be considered which states:

- (b) provides for the growth area to be developed as a series of high quality and discrete residential neighbourhoods offering a diverse mix of generally low to medium density accommodation ranging from dwelling houses on conventional size lots to appropriately located multi-unit residential development in various configurations;*
- (c) occurs in a logical sequence that ensures the timely and efficient use of land and provision of infrastructure;*
- (d) avoids environmentally significant areas, and areas subject to an unacceptable risk from natural hazards;*
- (e) preserves significant natural features and landscape values including coastal foreshores, coastal streams and wetland areas, dunes and rocky headlands;*
- (f) incorporates adequate buffering and separation between incompatible land uses; and*
- (g) provides physical separation within and between the different communities that comprise the Central coastal urban growth area.*

It is considered that the site will be a high quality and discrete residential neighbourhood that will offer a diverse product for over 50's that currently is not available in the local area. As discussed in detail further below relevant urban infrastructure will be provided to the development. The submitted plans show that the areas proposed for dwellings have avoided areas subject to hazard such as steep land and that there will not be a risk to persons or property as a result of the proposed development. As discussed further below, conditions are recommended to be imposed requiring further detailed geotechnical investigation to further confirm the stability of the site. Given the above, it is considered the proposal complies with PO1.

In terms of PO2 – PO3 , The development provides access from both Back Windemere Road and Coral Cove Drive. Assessment against the Transport and parking code is provided in detail below, however, officers have determined that the development complies or can be conditioned to complied with all relevant Performance outcomes of the code.

However, the distance and accessibility to centres is a consideration given the sites location and the number of residents proposed. Within the applicants repose to councils information request which raised questions as to how residents would access such services as well as every day shopping needs, the applicant states "*The operator would run at least one minibus for the benefit of residents. We invite a condition to the effect of requiring the operator to provide a minibus shuttle service with regular services to medical, recreational, social, and shopping destinations and being available for emergency use*". Officers are aware of similar facilities in the region that officer similar shuttle bus services for residents which is an acceptable outcome to meet the requirements of the code. It is recommended that a condition to this affect be included as part of any approval for the development.

The Local plan code includes performance outcomes for medium density residential development that require that where this type of development is provided for in the Local plan area, which the proposed development is considered to be of medium density scale, be met. These measures include the following to be met; has a low-rise built form compatible with the existing and intended character of the surrounding area, has high levels of accessibility, is well serviced by public transport, bicycle and pedestrian routes and provides high quality presentation to major roads with well-articulated built form and high quality landscaping. The applicant has submitted a landscaping plan for both Back Windermere Road and Coral Cove Drive to demonstrate that the development "*achieves a high standard of outward-facing presence*" and is also proposed that there is articulated and varied perimeter fencing to achieve acoustic attenuation and landscaping outcomes to both the road frontages.

Detailed plans

Within the proposal material submitted to Council with the application, the applicant stated "*Coral Cove MHE Pty Ltd had not finalised negotiations with a preferred operator and therefore prefers to retain some degree of flexibility about the precise layout of the lifestyle village*". Given the approval sort by the applicant is for a development permit and not for a preliminary approval (where high level concept plans with more flexibility would be acceptable), officers requested detailed plans be submitted in accordance with the Mandatory information for development permits as identified in the DA forms guide: Relevant plans which includes; site plans, architectural/ building plans, elevation plans, plans from the surrounding street frontages to show what the built form will look like.

Within the applicant response, plans with further detail were provided. However, these plans still do not show detailed elevations or detailed floor plans particularly for the community buildings (being the recreational node, activity node and entertainment node). The submitted plans also do not detail materials, façade treatments or finished. However, given the site is so large and as discussed below the applicant has provided a landscaping plan that details the interface with both road frontages, it is considered that these outstanding design items can be conditioned to be provided prior to construction commencing for each stage as the impact of the design of is going to be for internal residents as opposed to the external community when taking into consideration the required acoustic fencing, landscaping and fencing to both road frontages.

A maximum heigh limit of 8.5 metres will also be conditioned in accordance with the requirements of the applicable assessment benchmarks.

Relocatable Home park and tourist park code

Setbacks and height

Within the submitted application material the applicant states the following in regards to setbacks and height of buildings:

- communal buildings are set back - 80 metres from the nearest boundary and - 250 metres from the nearest street—to ensure minimal visual impact.
- Dwellings would all be single-storey—approximately 4.5 metres at the apex of a hip roof.
- Communal buildings would be single or two-storey and therefore no more than 8.5 metres high. Considering their relatively central locations away from site frontages or boundaries, buildings that high would not be noticeable outside the site. The communal buildings comply with overall outcome PO5 as they have a building form that is compatible with the surrounding area's character.

Assessment of the submitted plans shows the following:

- Proposed 1 metre side setback to the wall of dwellings
- When eaves are taken into consideration (is a 450mm eave is provided on each dwelling) a setback from outermost projection to side boundary of dwellings will be approximately 550mm.
- A 3 metre front setback to the wall of dwellings is proposed
- If a 450mm eave is proposed on the front of dwellings this would equate to a front setback of 2.55m.
- A 3.5 metre setback is proposed to the rear of each home site.

Given the level of detail on the submitted plans, it is difficult for officers to determine the proposed setbacks from outermost projection and what this might look like for residents. When considering what outcome is acceptable, the requirement of the Code for Relocatable home park and tourist park code must be considered. Acceptable outcome AO5.2 states that “*Relocatable homes are not sited within 1.5m of the side and rear boundaries or within 3m of the front boundary of the individual relocatable home site*”. The associated performance outcome requires that “*a reasonable level of privacy and separation is available to all residents within the relocatable home park or tourist park*”. Officers consider the proposed plans currently do not demonstrate adequate separation that will provide residents with an adequate level of privacy, especially considering the site is a large greenfield site totalling 41.5ha in area. Furthermore, the siting of dwellings so close to each other could have ramifications in regards to fire separation and the applicant being able to obtain building certification.

In order to meet this Performance outcome, it is recommended that a condition be imposed requiring the following that

- all dwellings be set back a minimum 1.5 metres to side and rear boundaries to the outermost projection,
- a minimum of 3 metres to the front boundary to the outermost projection other than for garages which are shown on the plans to have a larger setback to accommodate a visitor car parked in front of the garage,
- Dwelling units must be setback a minimum distance of three (3) metres from the approved acoustic barrier located on Back Windemere Road as detailed on the approved plans and three (3) metres from the approved fence located along Coral Cove Drive.

- Dwelling units must be setback a minimum distance of three (3) metres from the eastern side boundaries of the site. No structures are to be located within these setbacks (except for fencing).
- Dwelling units must be setback a minimum distance of three (4.5) metres from the northern side boundaries of the site. No structures are to be located within these setbacks (except for fencing).
- Each dwelling unit must have a minimum building setback of three (3) metres between any habitable room of any adjoining building.
- Each dwelling unit is to be provided with a minimum of 20 square metres of private open space area with no dimension of this space being less than three (3) metres. Open space/recreation areas may include external roofed deck areas.

With the above conditions imposed, it is considered that the development is able to comply with Performance outcome PO5 of the Relocatable home park and tourist park code.

The submitted plans show a maximum height of 4.5 metres, well below the allowable 8.5 metre/ 2 storeys under the Relocatable home park and tourist park code. Although detailed plans and elevations were not submitted for assessment for the Community facilities, recreational node, activity node and entertainment node the submitted indicative plans show these building to all be under the maximum 8.5 metres allowed for in the code. This will be further reinforced through a condition stipulating that the maximum height of building is to be less than 8.5 metres in accordance with the code.

Acoustic amenity

Back Windermere Road is a higher order road which is currently identified within Council's LGIP as a Principal Rural Road. It currently has a speed limit of 100km-80km an hour along the site's frontage and is the key connection from the site to Bargara through the recently constructed Hughes Road extension.

In response to Council's Information Request, the applicant submitted an Environmental Traffic Noise level Impact Assessment prepared by David Moore and Associates dated 23/11/21. The recommendations within this report conclude that for all of the southern relocatable home sites (receivers 5 to 39) a 2.0 metre high acoustic barrier was included in the computer noise model to determine if this appropriately mitigated potential road traffic noise. With this acoustic barrier in place all proposed relocatable home sites comply with the 60 dB(A) LA10,18H facade corrected noise limit, for ultimate traffic volumes.

Given the above finding, it is recommended that the recommended acoustic barrier, its density construction and location be conditioned in accordance with the submitted acoustic report.

Landscaping

In response to Council's information request the applicant provided a Landscape buffer concept plan for both Back Windermere Road and Coral Cove Drive. This plan proposes a 2 metre high fence (either a acoustic fence as discussed above or an amenity fence for the dwellings located along Coral Cove Drive), with 5-6 metres of dense landscaping consisting of a mixture of trees, small trees, shrubs, ground cover within the six-metre setback. The applicant states that this treatment will provide "a high standard of outward facing street presence and varied streetscape and mitigate the visual impact along Back Windermere Road and Coral Cove Drive, whilst provided a secure perimeter". Regularly development should have some street presence and not "turn its back" to the street frontages. However, considering the acoustic impacts of Back Windermere Road, as well as some of the site

elements such as the steep 20 metre + cliff faces and deep lakes, that would make it a risk for the site to remain unfenced, the proposed fencing with landscaping to screen the fence, is considered an appropriate outcome in this particular instance.

The Relocatable home park and tourist park code requires a minimum of 3 metres wide landscaping strip to all site boundaries. As indicated above, to the road boundaries this is exceeded to screen the fences. It is recommended that a condition of approval be included to require the submission of a detailed landscaping plan for the development that incorporates 3 metres of landscaping to the side a rear boundaries as well as a fencing strategy for these boundaries. With the inclusion of this condition, it is considered that the proposed development can meet all outcomes relating to landscaping both within the Relocatable home park and tourist park code and the Landscaping code.

Recreational open space

The proposed development includes significant community facilities within 3 separate nodes being Activities, recreation and entertainment nodes. However, the Coral club is proposed to be constructed as part of stage 2 with stage 1 encompassing approximately 100 houses. Acceptable outcome AO7.4 of the Code for Relocatable home parks requires that a communal recreation building is provided for the use of residents. With this building being proposed in a later stage of development, officers have concerns regarding the dwellings within stage 1 being occupied without the proposed community facilities being constructed and available for use for residents. To ensure that facilities are available for residents within the first stages of development, it is recommended that a condition of approval be applied that the communal facilities within stage 2 are substantially constructed prior to the occupation of any dwellings within stage 1. It is considered that with this condition imposed on the development, the development will meet the intent of the associated performance outcome.

Works, Services and Infrastructure Code

The purpose of the Works, services and infrastructure code is to ensure that development works and the provision of infrastructure and services meets the needs of the development, and is undertaken in a professional and sustainable manner.

An assessment of the proposal against the applicable Performance Outcomes has demonstrated that the proposal generally complies or can be conditioned to comply with the requirements of the Code. Accordingly, it is considered the proposal is consistent with the purpose of the Code and therefore complies with this element of the assessment criteria.

Currently no forward network planning has been done for this area as the development site sits outside the Council's Priority Infrastructure Area (PIA). In this situation the developer is generally required to undertake relevant network studies to develop a masterplan for servicing of the broader catchment area to ensure the provision of infrastructure and services meets the needs of the development.

Since the site sits close to existing Council Infrastructure, Council has allowed the applicant to undertake their own network assessments to ensure servicing of the development is viable, does not impact existing servicing to nearby residential development and meets the performance outcomes of the Works, Services and Infrastructure Code.

The proposed infrastructure servicing for the development generally complies with the performance outcome of the Works, Services and Infrastructure Code or additional

acceptable outcomes can be conditioned to ensure the development satisfies the purpose of the code. Specific details of infrastructure provisioning for the development is itemised below.

Water

The applicant submitted a Water Supply Network Capacity Assessment undertaken by H2One dated 8 December 2021. The service strategy for the development is to install a DN200 supply main along Coral Cove Drive from the existing DN150 main at the intersection of Bidsee Street and Coral Cove Drive. The assessment found that the development's additional loading (1,313 Equivalent Persons) will not impact system performance and trigger the need for infrastructure upgrades.

A second proposed DN150/200 is not required at this time and may be reconsidered when the eastern and southern greenfield sites are developed.

It is recommended to condition the development to provide water supply generally in accordance with H2One's Lots 1 & 2 Coral Cove Dr Water Supply Network Capacity Assessment drawing, revision A, dated 7 December 2021.

It has also been mentioned that the internal water supply reticulation network may require a booster pump to assist with pressure to the elevated lots. Any internal booster pump station will be considered as private pump station and must be owned and operated by the development. It is recommended a condition to this effect be included.

Sewerage

Since no forward network planning has been done for this area as the site sits outside the Council's Priority Infrastructure Area (PIA) sewer declared area, the developer is required to undertake relevant network studies to observe the best strategy for sewer servicing of the proposed development. The applicant advised that provision of on-site treatment be an option, however given the close proximity of Council's existing sewer infrastructure, this would not be the best outcome to meet PO3 of the Works, Services and Infrastructure Code. It would be Council's preference that the development connect to the Deering Place Sewer Pump Station, however it is noted that this strategy would require securing an easement over neighbouring property. Although this is able to be conditioned, Council is aware of the potential issues this can cause to the development's progress.

It is recommended that an either or condition be included to give the applicant flexibility when determining a sewer strategy:

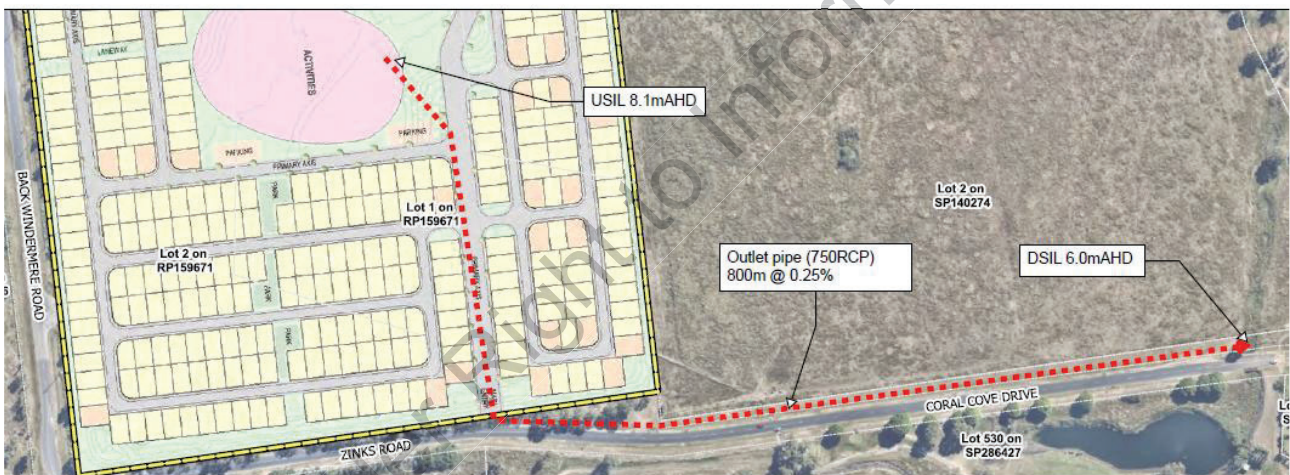
- a) The proposed development gravitate to the Deering Place sewer pump station with all extension of the main to be placed under easement; or
- b) The proposed development connect to the existing rising main at the intersection of Innes Park Rd/Back Windermere Rd. Any additional sewer pump stations required for this option must be internal to the development, considered private and must be owned, operated and maintained by the development.

It is also recommended that a sewer planning report be submitted to Council for the final sewer strategy. This report must include layout(s) demonstrating the internal sewer network, external connection points to council's existing sewer network and any additional sewerage pump stations required.

Stormwater - Quantity

The site is roughly level although past quarrying operations have resulted in a number of deep excavated pits and spoil mounds. The assessment strategy for the development comprised of an assessment of the storage potential of the ponded areas using recorded daily rainfall and evapotranspiration data to determine if the storage potential within the existing ponded areas is sufficient to remove the need for on-site detention. As detailed in RMA Engineer's Stormwater Management Plan, revision 1, dated 20 October 2021, it was found that the site regularly overtopped, therefore an assessment of the additional detention requirements to mitigate peak flows for all standard AEP's up to and including the 1% AEP including climate change was undertaken.

The development proposes to utilise the existing pits/ponds as formal detention basins. To achieve this, an outlet pipe will be installed to throttle flows, making use of the available extensive surface area and storage volume above the outlet level to mitigate median peak flow rates. There were 3 pre-existing catchments within the development land parcel, each discharging to a separate location. Post development, all catchments will now discharge to the one point, identified to be an existing open channel/waterway to the east in Lot 2 on SP140274.



Results of the stormwater quantity analysis show that by incorporating the proposed mitigation options there are reductions to the median peak flow discharges from the site to all assessment locations for rainfall events up to the 1% AEP including climate change rainfall event.

Based on the findings outlined in the updated Stormwater Management Plan, the site will not result in an actionable nuisance with quantifiable loss to upstream, downstream, or neighbouring properties which aligns with the performance outcomes of the Works, Services and Infrastructure Code. Standard conditions regarding stormwater quantity is recommended.

Stormwater - Quality

Results of the water balance model analysis shows that the site will discharge frequent flows from the development and as such a stormwater treatment train will need to be determined through detailed design to achieve minimum pollutant load reductions in accordance with SPP water quality design targets. It is recommended that the detailed design be submitted

with the operational works application for the first stage of development. Any staging of the treatment train to coincide with the staging of the development must also be finalised with the detailed design.

Transport and Parking Code

The purpose of the Transport and Parking Code is to limit road construction to the minimum necessary to meet the endorsed levels of service for the ultimate development of the Bundaberg Region, maintain the safety and efficiency of the road network and achieve acceptable levels of access, convenience, efficiency and legibility for all transport users. The proposed development initially fell short on meeting the performance outcomes of this code, however through the further advice process the development now either meets or can be conditioned to meet the performance outcomes. Specific areas of concern are further investigated below.

Road Widening

Performance outcome two (PO2) deals with the effect of the development on the external network. The outcome requires the proposed development to be designed in a manner that integrates with the existing external road network. For the purpose of this development there are two roads that would be considered to be the external road network. The first is Coral Cove Drive which is approximately 7.5 metres wide and of a Trunk Collector hierarchy. The second is Back Windermere Road which is approximately 9 meters wide and of a Principal Rural Road hierarchy. The Applicant proposes no upgrades to these roads. Councils Roads and Drainage team are in agreement that the traffic generated by the development does not warrant any widening to either road and the current formations will be adequate. This does not include intersection treatments for both the developments accesses and the Coral Cove Drive and Back Windermere Road intersection upgrade requirements which will be investigated later in this report.

Of further particular interest is the high-level assessment for the road corridor width required for Back Windermere Road between Coral Cove Drive and Innes Park Road that has been undertaken, noting Council's intention to extend the North-South Distributor and the Multi-Modal Pathway, identified within the Road Investment Strategy and the Active Transport Strategy. The high-level assessment showed that a further 7m into Lot 2 on RP159671 fronting Back Windermere Road is required to facilitate Council's future needs.

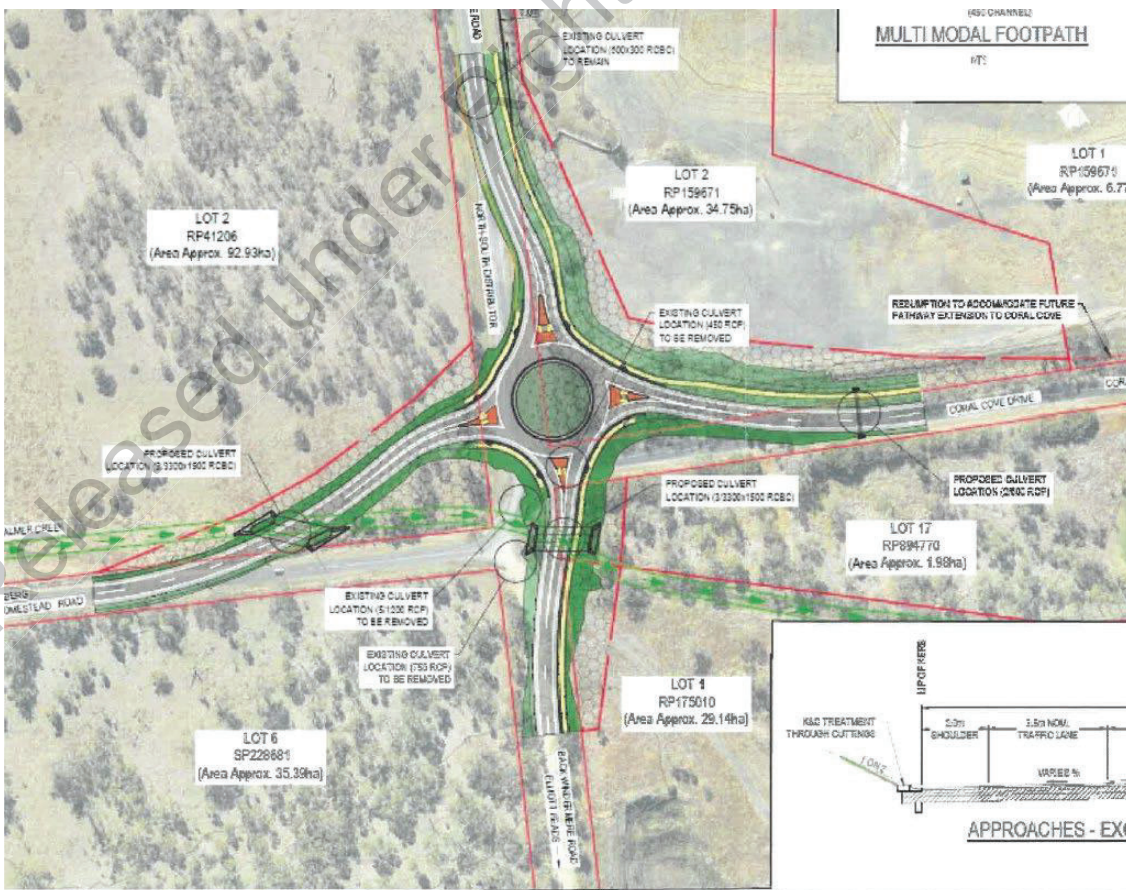
The applicant submitted a geotechnical investigation report which notes this resumption would bring the new road reserve in close proximity to internal cliff faces. The quantitative slope assessment determined the current state of the existing slopes required exclusion zones around the cut faces located towards the centre and northern ends of the western boundary and within the western section of the northern boundary.

Based on the assessment, the risks have generally been assessed to be outside the tolerable risk to life. It was recommended that exclusion zones are installed at the top and bottom of these areas. Due to this, Council's Roads and Drainage section reassessed their preference for the road widening along Back Windermere Rd to now be on the western side of the existing road corridor.

Back Windermere Road/Coral Cove Drive Intersection

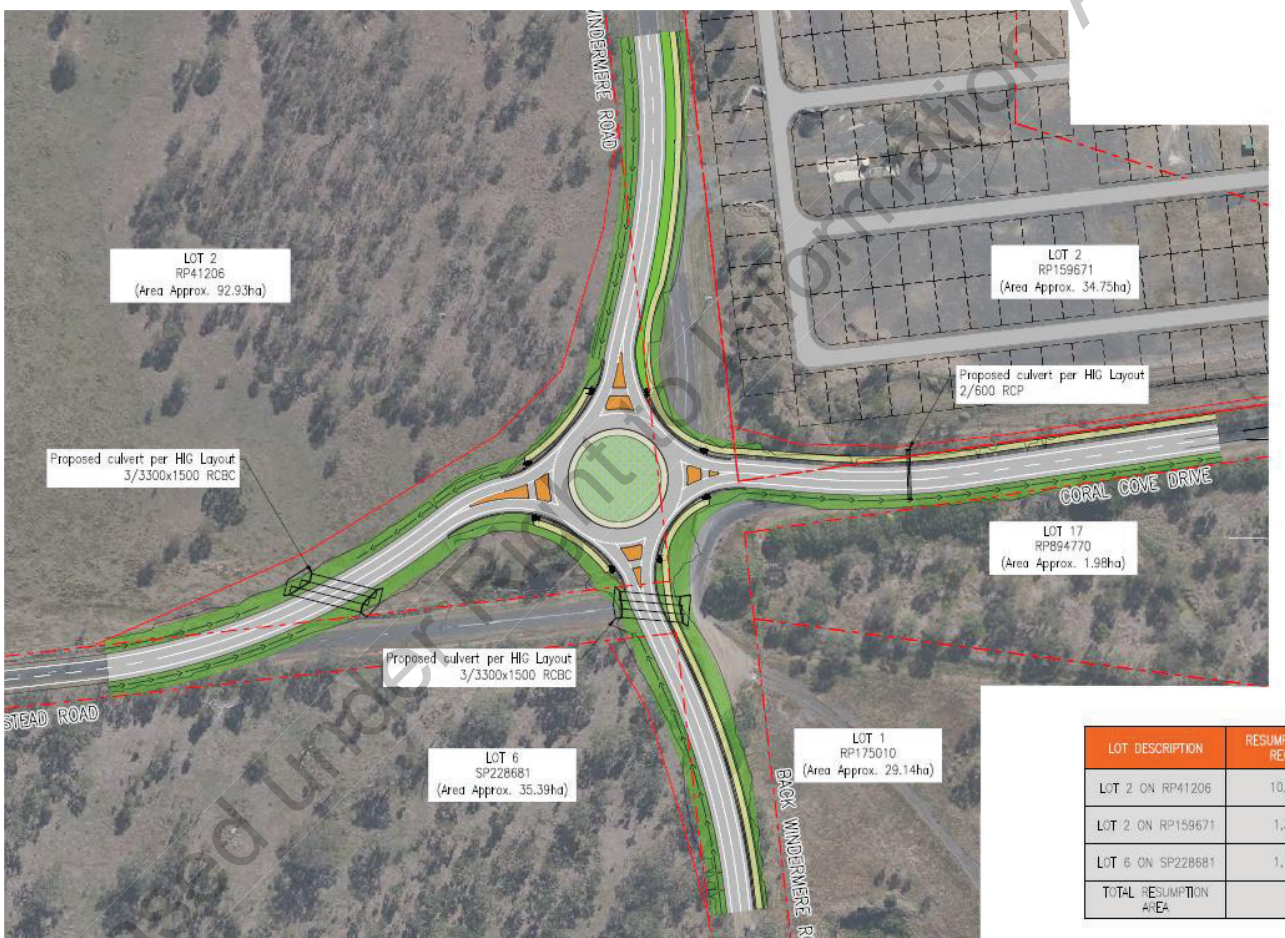


It has been identified in previous BRC studies that there is anticipated growth in the coastal area from Innes Park through to Elliott Heads. In order to align with Bundaberg Regional Council's plan to provide a safe North/South Distributor connection road, the Back Windermere Road link between Barolin Homestead Road and Atkinsons Road, including the intersection of Back Windermere Road and Coral Cove Drive, must be upgraded to facilitate the expected serviceability demand within this area. The results from the recently undertaken business case propose a single lane roundabout design catering for B-Double movements and appropriate speed reduction for an 80km/h posted speed environment.



Council entertained the applicants request to further determine if the roundabout location could be moved west, thus requiring less land resumption from the development parcel. The applicant proposed the following location, which reduced the amount of required land resumption from the proposed development site and confirmed that the roundabout option proposed complied with the following design criteria:

- Design vehicle for the north, south and west approaches are a B-Double;
- Design vehicle for the east approach is a 19m semi-trailer;
- Approach geometry adequately slows motorists to a safe roundabout entry speed in accordance with Austroads for 90km/h design speed environment; and
- Other geometry is generally in accordance with Council's current preferred roundabout option (i.e. 3.5m nominal traffic lane widths, 2m sealed shoulders on the approaches).



Council is confident of the new location proposed although the intersection is not required to be built at the time of this development, rather it should be conditioned that an upgrade to this intersection to cater for the additional development demands be constructed instead. Unfortunately to date no intersection analysis has been undertaken by the applicant due to attention being given to the construction of the ultimate design (roundabout). Since this is not the desired outcome at this stage for Council, it is recommended that the applicant be conditioned to undertake intersection analysis at this location and determine at what stage of development upgrades to the intersections configuration is required, with those works to be undertaken at the announced stage of development requiring them.

It is further recommended that the land resumption for the ultimate design (roundabout) be taken in accordance with RMA's "Concept Distributor Intersection Layout" drawing C-SK008, revision A, dated 17 November 2021.

Development Accesses

Performance outcome one (PO1) provides guidance on vehicle access. It requires access to the transport network be provided in a manner that does not interfere with the planned function, safety and efficiency of that network.

The proposal notes the main access to the development is to be located along Coral Cove Drive with a secondary left out only access along Back Windermere Road. It is envisioned that emergency vehicles may use this as an ingress in emergency situations only. RMA's updated Traffic Impact Assessment, dated 22 November 2021 investigated the suitability of the access locations along with intersection treatment warrants. The assessment demonstrated that:

- The proposed Coral Cove Drive site access arrangement is expected to operate within the acceptable performance thresholds at the 2032 ultimate development stage and a 2042 design horizon;
- The location of both accesses are considered satisfactory and compliant with SISD requirements specified in Austroads guidelines;
- A turn warrant assessment indicates that CHR(S) and AUL(S) treatment is required at the proposed Coral Cove Drive/Site access intersection at ultimate development, the concept layout located on RMA Engineers drawing C-SK007, revision A, dated 16 November 2021;
- No crash patterns or mitigation measures could be determined from the crash data review;
- Queuing storage at the Coral Cove Drive access complies with Austroads requirements;
- The risk assessment shows there is no change in the risk scores due to the addition of development traffic, and no high risks are identified; and
- Intersection separation distances for the proposed access locations comply with Council requirements.

Although the Traffic Impact Assessment indicated the CHR(S) and AUL(S) treatment at the Coral Cove Drive site access is required at the ultimate development, the applicant has indicated through the Information Response dated 24 November 2021, that the ultimate design for the Coral Cove Drive access will be constructed at the first stage of development (item 24). It is recommended that this is specifically conditioned.

The left out only access along Back Windermere Road was further developed to demonstrate how it would be ensured that only left out movements occur. The applicant provided a concept layout undertaken by RMA Engineers, drawing C-SK007, revision A, dated 16 November 2021 which was acceptable to Council. It is recommended the access be conditioned to be constructed in accordance with the concept layout plan at the fourth stage of development since this stage observes the first of the residential dwellings located on the northern section of the proposed development site.

It was further demonstrated through the assessment that no change in turn warrant requirements were triggered by the proposed development traffic at Elliott Heads

Road/Innes Park Road/School Lane, Elliott Heads Road/Zinks Road and Elliott Heads Road/Barolin Homestead Road intersections.

Car Parking

The development proposes to be a gated community with the site gate being open during the day and allowing secure access only after-hours. A visitor car park/waiting bay is proposed at the Coral Cove Drive access location. It is recommended that a condition be included which enables this parking area to be considered further in detailed design since it will sit in close proximity to the road reserve.

Performance outcome one (PO1) provides guidance with the internal aspects of the development by ensuring that the internal on-site circulation system and parking provide:

- on-site parking sufficient to meet the needs of and anticipated demand generated by the development; and
- a road layout that limits potential conflict between service vehicles, other vehicles and pedestrians.

The acceptable parking rate given in Table 9.3.5.3.3 of the Bundaberg Regional Council Planning Scheme 2015 is listed as: a space (covered) per relocatable home site + 1 visitor space per 2 relocatable home sites + 1 manager space (covered) + boat and trailer storage area. The Traffic Impact Assessment by RMA Engineers, dated 22 November 2021 states:

“All lots include a minimum of one additional uncovered car parking space, with garages set back 6 m from the road edge. This equates to 514 spaces. The majority of lot types (2 bedroom+ study, 2 bedroom + RV parking, and 3 bedroom + caravan) include sufficient driveway area for two vehicles, in addition to garage parking.

The Australian Bureau of Statistics indicates that the Bargara – Burnett Heads statistical area has an average passenger vehicle per dwelling rate of 1.46. Due to this and the nature of the development (including the likelihood of an older demographic, the smaller internal dwelling areas and lower cost of housing) it is considered unlikely that residents will require use of all 2-3 vehicle spaces within their lots, and any surplus can be utilised for visitor parking. Therefore, the provision of a garage space with 1-2 additional spaces is considered sufficient for resident and visitor parking requirements.

The main entry boulevard is proposed to include intermittent parallel parking. Parking is also proposed around the communal activities and entertainment areas. The parking yield is unknown at this stage.”

As the development accommodates a minimum 1 covered space and 1 visitor space in the driveway for each dwelling, as well as parking for RV's boats and caravans, it is considered that the development has technically met the requirements of the Acceptable Outcome. Officers do have concerns given the size of the site, the spread of the communal facilities and the topography of the site that some parking should be provided for residents/ visitors around the communal facilities as it is likely that residents will drive to some of these facilities. Within the draft conditions Officers nominated 176 carparking spaces for visitors being requires. The applicant within their response to draft conditions states

Parking requirements for a Relocatable home park are met within each dwelling unit (1 under cover and at least 1 visitor parking space within the driveway of each dwelling,

some have up to 4). For clarity, an amended plan showing 24 parking spaces adjacent to all activity nodes (72 parking spaces) in addition to Resident RC & Buggy Storage area, and the parking available to each dwelling has been provided. Any additional parking areas provided at activity nodes would be in excess of the minimum parking requirements and as such should not be conditioned.

Officers consider for the communal facilities to be usable, as required by PO7 of the Relocatable home park and tourist park code, that at a minimum the 24 spaces for each node as shown on the submitted plans should be provided, and it is recommended that conditions regarding car parking and the communal facilities be imposed on the development in accordance with the above PO.

Active Transport

It is proposed that bicycle parking will be accommodated within each lot with end of trip facilities proposed to be provided within the residential dwellings. Therefore, bicycle parking provisions are considered to meet the minimum requirements.

It is also proposed that pedestrian provisions are included within the site to provide adequate connectivity between the accesses, recreational facilities and dwellings. While consideration should be given to the design of pathways given the demographic of the residents, this can be provided in future design stages of the site.

Given the use type of development is retirement living, it is expected that there will be some demand for public transport. The applicant has accommodated the use of mini-buses in the design, including parking and set down/pick up area(s). This will be further developed in the detailed design phases. A development condition requiring the provision of a mini bus as indicated by the developer is recommended to be imposed.

The LGIP shows a principal pathway along the eastern side of Back Windermere Road. Council's intention is to undertake the extension of the North-South Distributor and the Multi-Modal Pathway in future works, which has been identified within the Road Investment Strategy and the Active Transport Strategy. Due to this, Council will not be requesting the applicant provide this pathway with this development.

Bundaberg Regional Council's LGIP also shows a collector pathway on the southern side of Coral Cove Drive road corridor. Council's preference is to keep this pathway on the southern side since the path wraps around Coral Cove Dr extending all the way to Barolin Esplanade. This side of the road corridor has less constraints and due to this, Council will not be requesting the applicant provide this pathway with this development.

Flood Hazard Overlay Code

The development triggers for the Flood Hazard Overlay Code, however the overlay only affects a small portion of the site. The development proposal meets the performance outcomes of the Flood Hazard Overlay Code in that the flood conveyance is protected and the development does not result in a material increase in the extent or severity of the flood experienced at this location. The main area of concern is the flood extent over the intersection of Coral Cove Dr and Back Windermere Rd and further north over Back Windermere Rd which essentially cuts off the exit route for the residents of the development.



Given the development area itself does not flood and all dwellings and communal facilities will be constructed well above the DFL, it is not considered reasonable or relevant to impose conditions in relation to flooding for the development.

Acid Sulfate Soils Overlay Code

The development application notes that the site is almost entirely within the Acid Sulfate soils- Area 2 with a small area around one of the on-site water bodies being classified as Area 1. The application further notes no threshold works are likely or proposed. Due to not having a clear indication of what works will and will not be required within this overlay until detailed design is undertaken, it is recommended that a condition be included for an investigation into the presence of acid sulfate soils be completed for each stage of development and if present, an Acid Sulfate Soils Treatment and Management Plan be submitted to the Assessment Manager. This will ensure any acid sulfate soil disturbed by the works is either avoided or minimised thus meeting Performance Outcome 1 of the Acid Sulfate Soils Overlay Code.

Bushfire Hazard Overlay Code

Logically, the bushfire overlay on the development site coincides with the location of two small pockets of vegetation as seen below shaded orange. The proposed development will observe the removal of these portions of vegetation for construction of resident sites, internal road and landscaping. It is recommended to include standard conditions around vegetation removal.



Suitable access for emergency vehicles has been proposed off Back Windermere Road and provision of adequate water supply for firefighting purposes are considered under the assessment against the Works, Services and Infrastructure Code. Noting these facts, Council considers the proposed development to meet the performance outcomes of the Bushfire Hazard Overlay Code in that the risk to people, property and the natural environment is minimised, the proposed development does not result in a material increase in the extent or severity of bushfire hazard and the loss of vegetation through inappropriately located development is minimised.

Sea Turtle Sensitive Area Overlay Code

The development site wholly sits within the Sea turtle sensitive area and requires assessment against the Sea turtle sensitive area code. Specifically, this code aims to ensure development does not contribute to artificial lighting that is directly visible from the beach or ocean and development avoids ambient lighting that contributes to sky glow.

When assessing the development against the intent of the code officers consider the following:

- The proposed development site is located over 1500m from the Coast and not visible from the beach;
- It is separated from the beach by significant vegetation and existing development;
- The proposed dwellings are located around the edge of the site and as a result, the majority of the common area outdoor lighting will be blocked on the Eastern side; and

- Notwithstanding this, the applicant proposes that the common area lighting will be kept to a minimum and be dark sky compliant.

However, in accordance with the code, all lighting within the site, including within the dwellings must be in accordance with the acceptable lighting outcomes of the code. It is therefore recommended that standard conditions around appropriate lighting be included.

Steep Land Overlay Code

The proposed development site not surprisingly has a number of areas triggering the Steep Land Overlay as the site was previously utilised as a quarry. The Broadscale Geotechnical Investigation Report by RMA, dated 17th June 2021 notes future investigations should be undertaken and provide detailed information for the design and construction of each individual stage of the subdivision. These investigations should aim to include information around:

- Subsurface profile across the subdivision area focussing on:
 - Fill depths;
 - Depth to bedrock;
 - Consistency / strength of the subsurface materials; and
 - Plasticity & reactivity of the materials.
- Groundwater levels;
- Retaining wall design parameters;
- Fill material characteristics specific to the subdivision area;
- Pavement design parameters;
- Suitable & unsuitable materials;
- Material usage; and
- Quantitative Slope Assessment.

The quantitative slope assessment is to determine the current state of the existing slopes and the extent of the exclusion zones around the cut faces. It is recommended to condition provision of further analysis as described above for each stage of development, with the analysis being undertaken using slope stability assessment programs such as Slope/W &/or Rockfall.

This condition will ensure the development does not result in a material increase in the extent or severity of landslide hazard and the risk to people, property and the natural environment from landslide hazard is minimised. This outcome is consistent with the intent and purpose of the performance outcomes of the Steep Land Overlay Code.

Lakes

As the subject site is an ex hard rock quarry that has been remediated, numerous old “pits” remain that are currently filled with water. The applicant proposes to use these pits and embellish them as a series of lakes throughout the development. The communal facilities throughout the development are designed to overlook these features. As discussed above, the submitted stormwater management strategy details that the existing lakes will also be utilised as detention ponds.

Given the lakes will be held in private ownership, it will be the operator’s responsibility to ensure the safety and wellbeing of residents is maintained. However, given that here is a moderate risk associated with stagnate water as well as steep cliff faces near the lakes, it is recommended that a condition be imposed requiring the applicant to submit and have

approved a lake management plan that addresses matters relating to human health and safety that includes but is not limited to the following:

- Safety measures for residents and visitors
- Water quality targets and objectives
- Lighting plan for the lakes edge
- Lake owners responsibilities
- Prohibited uses on the lake
- Lake management process
- Inspection and monitoring program
- Maintenance

With this imposed, it is consider that any risk to the health and safety of residents is minimised.

Public Notification

The application was publicly notified for 15 business days in accordance with the requirements of the Planning Act 2016. A total of 1 properly made submissions and 3 not properly made submissions were received.

Released under Right to Information Act 2009

Matters raised in any submissions	Description of how matters were dealt with in reaching the decision
<p>External roadworks</p> <ul style="list-style-type: none"> • Widening of Back Windermere Rd and Coral Cove Road for the full frontage of the development site. • Provision of sheltered left and right turn lanes at both access points to the development due to the high turning traffic volumes generated by the development. • Provision of a shared concrete pedestrian / cycle lane for the full frontage of the development. Walking and cycling are a favourite pastime of “lifestyle” communities. • Provision of underground power lines along each frontage of the development. • Streetlighting at access intersections and route lighting along each frontage for safety to pedestrians and cyclists at night. • Upgrading of the Back Windermere Rd / Barolin Homestead Road / Coral Cove Rd intersection to a roundabout. • Extension of the shared ped/cycle path from the Coral Cove access to connect to the golf cart crossing near Bisdee st. to allow residents with golf carts to get to the golf course without having to drive on the road. It would be a great marketing topic (Direct connectivity to Coral Cove Resort Golf Course.) 	<p>As discussed above the application has been assessed against the requirements under the Transport and Parking code, the Development works code and all other relevant assessment benchmarks and the development either complies or can be conditioned to comply with all relevant criteria.</p> <p>Road widening and intersection upgrades have been discussed in detail above.</p> <p>Some of the standards requested by the submitter are not relevant nor reasonable to impose on the development which is a required test for the imposition for development conditions.</p>

Matters raised in any submissions	Description of how matters were dealt with in reaching the decision
<p>Development layout</p> <ul style="list-style-type: none"> It is accepted that this might change somewhat however the subdivisional layout of the residential sites submitted lacks vision, aesthetics and amenity. The blocks face N-S or E-W and look jammed in like sardines. Basically' it looks cheap and nasty. I suggest a more curvilinear alignment of subdivisional roads would provide a calming and relaxed environment for residents rather than the military barracks or refugee camp layout submitted. There are insufficient numbers of 14 metre wide blocks. The 14 m wide blocks are only on corners. The 3 m setbacks on each frontage reduce the building size considerably so that in reality a 12m home is all that can be accommodated. I suggest more 14m wide blocks scattered throughout the subdivision to cater for those who want double garages for the storage of golf carts (which seems to have been overlooked in the application). 	<p>The code for Relocatable home park and Tourist parks sets out the design requirements for developments. As discussed above the development complies with the minimum requirements for home sites or can be conditioned to comply. The code does not include requirements for the layout of the lots. This is a matter for the developer to determine for the type of product they believe the market warrants. Conditions will be imposed in regards to setbacks of dwellings to comply with the requirements of the code. It should also be noted that each dwelling type not only can accommodate undercover parking for 1 vehicle, but also parking for either an RV, caravan, and visitor either next to the garage, within an RV garage or a visitor car park in front of the garage itself.</p>
<p>Lakes</p> <ul style="list-style-type: none"> Where is the water coming from to fill the lakes? How are water levels proposed to be maintained? What happens when there is drought? A water management plan for the lakes is required. 	<p>The lakes on the subject site will be receiving stormwater run-off from the roads and dwellings within the development. When officers went to the subject site during a dry period, each of the lakes still contained water. However, officers would like further detail on how the lakes will be maintained for the health and safety of residents and have conditioned the submission of a Lake management plan which must be approved by the assessment manager (council). The issues raised by the submitter will be managed through this management plan in addition to other safety matters.</p>

Matters raised in any submissions	Description of how matters were dealt with in reaching the decision
<p>Site rehabilitation</p> <ul style="list-style-type: none"> The site requires substantial rehabilitation to achieve the building platforms for the proposed residential and other precincts. Where is all of the material to sourced from? A site rehabilitation plan is required showing how this is to be achieved. 	<p>A condition requiring a further geotechnical assessment to be submitted and approved by the assessment manager which detailed items such as the removal of fill and the stability of the development area and also a profile of the fill currently located on the site.</p>
<p>Internal Road widths</p> <ul style="list-style-type: none"> The 10 metre wide road seems inadequate to accommodate footpaths and sufficient road pavement to allow two vehicles to pass. Internal roads will be shared by cars, motorhomes, caravans, large boats, disability scooters and golf buggies with the main conflicts likely to occur within the “narrow” streets within the residential precincts. In addition, the provision for large recreational vehicles within lots will require sufficient room for manoeuvring and reversing. I suggest minimum pavement width of 6 metres throughout the development 	<p>The roads internal of the site are defined as driveways. Councils development engineer has determined that the width proposed meets the requirements of the Plannings scheme. Conditions have also been imposed for pedestrian footpaths and grades of these complying with Australian Standards. Given the site is 40 hectares in site, it is considered that there is more than enough space for vehicle manoeuvring.</p>
<p>Caravan Storage</p> <ul style="list-style-type: none"> The number of caravan / boat / motorhome storage bays seems inadequate for 514 houses where there is only a few 14 metre frontage lots proposed. I believe a realistic study should be undertaken to properly assess the number of bays required. Golf, fishing, boating and camping are the staple activities within a “lifestyle” community. 	<p>A central Caravan/ RV/ Boat storage area is proposed for residents. Furthermore, as discussed above each dwelling has parking for either an RV, Caravan, boat or the like next to the garage. It is considered that the proposal meets all of the minimum requirements for caravan, RV parking as required by the Planning Scheme.</p>
<p>Effect on Fauna</p> <ul style="list-style-type: none"> This area is home to a significant population of kangaroos. They will be displaced by this development and in addition the boundary fencing of the development will restrict their movement as well as the loss of habitat for them. A fauna management plan is required to plan and offset the impacts of the development on the resident kangaroo population. 	<p>Given the subject site is zoned emerging community Urban development is envisioned for the site. However, there will be surrounding rural land remaining in the nearby area for fauna.</p>

Matters raised in any submissions	Description of how matters were dealt with in reaching the decision
<p>Car parking for visitors</p> <ul style="list-style-type: none"> This is a major issue for retirement villages. Visitor parking is required near all community facilities. It is welcome that visitor parking is allowed on each site and this needs to be enshrined in the approval. Very often residents will complain about the increased traffic due to visitors and this can lead to changes to community rules downstream with the subsequent loss of visitor parking provisions within precincts. 	<p>As discussed in the report above, the proposed development complies with the minimum required number of visitor car parks and additionally proposed car parks around key communal nodes.</p>
<p>Commercial Facilities</p> <ul style="list-style-type: none"> The Coral Cove Community store is a couple of minutes from the development and I vehemently object to any convenience store being permitted within the development. It is essential that existing businesses not be disadvantaged by the development. 	<p>The proposed development does not propose any shop and a shop as defined by the Planning scheme has not been applied for within the submitted development application.</p>

4. REFERRALS

4.1 Internal Referrals

Advice was received from the following internal departments:

Internal department	Referral Comments Received
Development Assessment - Engineering	29 March 2022
Water and Wastewater	10 August 2021
Infrastructure Planning	13 August 2021
Engineering Services	9 August 2021
Health and Regulatory Services	5 August 2021

Any significant issues raised in the referrals have been included in section 3 of this report.

4.2 Referral Agency/ies

Referral Agency responses were received from the following State agencies:

Agency	Concurrence/Advice	Date Received	Conditions Yes/No
Department of State Development, Infrastructure, Local Government & Planning	Concurrence	10 December 2021	No

Any significant issues raised have been included in section 3 of this report.

5. PUBLIC NOTIFICATION

Pursuant to the *Planning Act 2016*, this application was advertised for 15 business days from 26 November 2021 until 17 December 2021. The Applicant submitted documentation on 21 December 2021 advising that public notification had been carried out in accordance with the *Planning Act 2016*. Council received 1 submission in relation to this development application during this period. Any significant issues raised have been included in section 3 of this report.

6. DRAFT CONDITIONS

Draft conditions were issued to the Applicant on 14 April 2022.

The Applicant submitted representations to Council on 3 May 2022 relating to the following draft conditions:

- 1 – Approved Plans
- 4 – Architectural Building Detail
- 5 - Staging
- 12 – Use Specific
- 15 – Use Specific
- 47 – Roadworks, Access and Carparking
- 49 – Roadworks, Access and Carparking
- 50 – Roadworks, Access and Carparking
- 51 – Roadworks, Access and Carparking

After a review of the submitted representations, the following conditions have been amended:

- 1 – Approved Plans
- 4 – Architectural Building Detail
- 5 - Staging
- 12 – Use Specific
- 15 – Use Specific
- 49 – Roadworks, Access and Carparking
- 50 – Roadworks, Access and Carparking
- 51 – Roadworks, Access and Carparking

The following conditions have remain unchanged:

- 47 – Roadworks, Access and Carparking

7. REASONS FOR DECISION

The reasons for this decision are:

- The proposal is in the Emerging Community Zone.
- The proposed relocatable home park use is consistent with the intent of this zone.
- The development is consistent with the strategic framework of the Planning Scheme;
- The development complies with, or can be conditioned to comply with, the relevant applicable planning matters including the Planning Scheme and the Central Coast Urban Growth Area Local Plan
- The development complies with, or can be conditioned to comply with, the relevant applicable assessment benchmarks of the planning scheme.
- The development can be adequately serviced with all urban infrastructure.
- The proposed use is contained within an urban area and proposed to be used for residential development as identified in the Strategic Framework, consistent with the preferred settlement pattern.
- The proposed development includes conditions to ensure that it is of high-quality design and incorporates substantial landscaping features to soften the built form;

8. RECOMMENDATION

That the Development Application 522.2021.266.1 detailed below be decided as follows:

1. Location details

Street address: 373 Back Windermere Road INNES PARK, Coral Cove Drive INNES PARK

Real property description: Lot: 2 RP: 159671, Lot: 1 RP: 159671

Local government area: Bundaberg Regional Council

2. Details of the proposed development

Development Permit for Material Change of Use for Relocatable Home Park

3. Decision

Decision details:

Approved in full with conditions. These conditions are set out in Schedule 1 and are clearly identified to indicate whether the assessment manager or a concurrence agency imposed them.

The following approvals are given:

	Planning Regulation 2017 reference	Development Permit	Preliminary Approval
Development assessable under the planning scheme, a temporary local planning instrument, a master plan or a preliminary approval which includes a variation approval		<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. Approved plans and specifications

Copies of the following plans, specifications and/or drawings are enclosed.

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: eg Material Change of Use or All				
Master site plan	Grey Space Architecture	26/04/22	210283- CD-0-0101	H
Site Plan Part A – North East	Grey Space Architecture	23/11/21	210283- CD-0-0111	A
Site Plan Part B – South East	Grey Space Architecture	23/11/21	210283- CD-0-0112	A
Site Plan Part A – North West	Grey Space Architecture	23/11/21	210283- CD-0-0113	A
Site Plan Part B – South West	Grey Space Architecture	23/11/21	210283- CD-0-0114	A
Site plan and staging	Grey Space Architecture	23/11/21	210283- CD-0-0120	C
Setback plan	Grey Space Architecture	23/11/21	210283- CD-0-0121	C
Area Plan	Grey Space Architecture	23/11/21	210283- CD-0-124	C
Roads	Grey Space Architecture	23/11/21	210283- CD-0-0130	B
Entry gate	Grey Space Architecture	23/11/21	210283- CD-0-0132	C
Site sections	Grey Space Architecture		210283- CD-0-0133	B
Housing concept	Grey Space Architecture	23/11/21	210283- CD-0-0150	B
Annexure – Housing concept (dimensioned)	Grey Space Architecture	3/08/21	210283- CD-0-0152	A
Community Facilities	Grey Space Architecture	17/11/21	210283- CD-0-0201	B
Recreational node – functional diagram	Grey Space Architecture	3/08/21	210283- CD-0-0202	B
Recreational node – site plan	Grey Space Architecture	3/8/21	210283- CD-0-0203	B
Recreational node – indicative form	Grey Space Architecture	15/6/21	210283- CD-0-0204	A
Recreational node – elevations	Grey Space Architecture	05/10/21	210283- CD-0-0205	A

Activity node functional diagram	Grey Space Architecture	03/08/21	210283- CD-0-0210	B
Activity node -site plan	Grey Space Architecture	03/08/21	210283- CD-0-0211	B
Activity node -elevations	Grey Space Architecture	05/10/21	210283- CD-0-0212	A
Entertainment node – functional diagram	Grey Space Architecture	03/08/21	210283- CD-0-0220	B
Entertainment node – functional diagram	Grey Space Architecture	08/08/21	210283- CD-0-0220	B
Entertainment node – site plan	Grey Space Architecture	5/10/21	210283- CD-0-0221	B
Entertainment node – Elevation	Grey Space Architecture	5/10/21	210283- CD-0-0222	A
Concept access layout	RMA Engineers	16/11/2021	C-SK007	A
Concept distributor intersection layout	RMA Engineers	17/11/2021	C-SK008	A
Broadscale Geotechnical Investigational Report	RMA Soils	17/06/2021	21-S-0016	1
Agricultural buffer concept	Anembo Consultants	24/11/21	LCP2 Sheet 3 of 4	A
Landscape amenity buffer concept	Anembo Consultants	24/11/21	LCP2 Sheet 4 of 4	A

5. Conditions

This approval is subject to the conditions in Schedule 1. These conditions are clearly identified to indicate whether the assessment manager or concurrence agency imposed them.

6. Further development permits

Please be advised that the following development permits are required to be obtained before the development can be carried out:

- All Building Work
- All Plumbing and Drainage Work
- All Operational Work

7. Properly made submissions

Properly made submissions were received from the following principal submitters:

Name of principal submitter	Residential or Business Address	Electronic Address
Brian Reynolds	PO Box 8452, Bargara	bwreynolds@bigpond.com

8. Referral agencies for the application

The referral agencies for this application are:

For an application involving	Name of referral agency	Advice agency or concurrence agency	Address
<p>State-controlled road matters Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—</p> <p>(a) the development is for a purpose stated in schedule 20, column 1 for the aspect; and</p> <p>(b) the development meets or exceeds the threshold—</p> <p>(i) for development in local government area 1—stated in schedule 20, column 2 for the purpose; or</p> <p>(ii) for development in local government area 2—stated in schedule 20, column 3 for the purpose; and</p> <p>(c) for development in local government area 1—the development is not for an accommodation activity or an office at premises wholly or partly in the excluded area</p>	Department of State Development, Infrastructure, Local Government & Planning	Concurrence Agency	<p>State Assessment and Referral Agency (SARA)</p> <p>E: wbbregionalservices@dsdmip.qld.gov.au</p> <p>P: PO Box 979 Bundaberg Qld 4670</p>

9. Currency period for the approval

This development approval will lapse at the end of the period set out in section 85 of *Planning Act 2016*.

10. Conditions about infrastructure

The following conditions about infrastructure have been imposed under Chapter 4 of the *Planning Act 2016*:

Condition/s	Provision under which the condition was imposed
19, 35, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 50, 51, 54, 55 & 56	Section 145 – Non-trunk Infrastructure

11. Rights of appeal

The rights of applicants to appeal to a tribunal or the Planning and Environment Court against decisions about a development application are set out in Chapter 6, Part 1 of the *Planning Act 2016*. For particular applications, there may also be a right to make an application for a declaration by a tribunal (see Chapter 6, Part 2 of the *Planning Act 2016*).

Appeal by an applicant

An applicant for a development application may appeal to the Planning and Environment Court against the following:

- the refusal of all or part of the development application
- a provision of the development approval
- the decision to give a preliminary approval when a development permit was applied for
- a deemed refusal of the development application.

An applicant may also have a right to appeal to the Development tribunal. For more information, see Schedule 1 of the *Planning Act 2016*.

Appeal by a submitter

A submitter for a development application may appeal to the Planning and Environment Court against:

- any part of the development application for the development approval that required impact assessment
- a variation request.

The timeframes for starting an appeal in the Planning and Environment Court are set out in Section 229 of the *Planning Act 2016*.

Schedule 2 is an extract from the *Planning Act 2016* that sets down the applicant's appeal rights and the appeal rights of a submitter.

SCHEDULE 1 CONDITIONS AND ADVICES IMPOSED BY THE ASSESSMENT MANAGER

PART 1A – CONDITIONS IMPOSED BY THE ASSESSMENT MANAGER

NO.	CONDITION	TIMING
APPROVED PLANS		
1.	For each stage of development, submit to and have approved by the Assessment Manager amended plans and/or documents which incorporate the following: <ol style="list-style-type: none"> a. Detailed architectural building plans for all buildings including all dwellings, Community facilities, recreational node, activity node and entertainment 	Prior to the submission of an Operational work or Building Work application for each relevant

	<p>node. These plans should include detailed elevations (north, south, east, and west), and detailed floor plans. Note: indicative plans are not considered sufficient to meet this requirement;</p> <p>b. A site plan which depicts lot sizes (an updated legend on the masterplan is considered sufficient to meet this requirement).</p> <p>Once approved, the amended plans will form part of the Approved plans.</p>	stage, or commencement of work, whichever comes first
2.	Ensure a legible copy of each relevant Development approval, including Approved drawings, is made available on site at all times during construction.	During construction
GENERAL		
3.	Amalgamate Lot 2 on RP159671 and Lot 1 on RP15967 1 into a single parcel.	Prior to the commencement of the use
ARCHITECTURAL BUILDING DETAIL		
4.	For each stage of development, submit a detailed materials palette to be used for all stages of the development for assessment by Council. The materials palette must show the final details of the facade treatment, the ground interface and the building capping elements of the proposed buildings. The architectural drawings must nominate materials, colours and finishes.	Prior to the submission of a Building Work application for each relevant stage
STAGING		
5.	<p>The development may be staged in accordance with the stage boundaries shown on the Approved Plans, however Stages 1 and 2 (Coral Club) are to be constructed at the same time and representant the initial stages of development, unless otherwise approved by the assessment manager in writing.</p> <p>I. Aside from Stages 1 and 2, if staged, the development need not be completed sequentially in the stage order indicated on the Approved Plans provided that any road access and infrastructure services required to service the particular stage are constructed with that stage.</p> <p>II. Residential occupancy is not to occur in Stage 1 prior to the substantial commencement of construction of the community facilities within stage 2 of development.</p>	As indicated
USE SPECIFIC		
6.	<p>Ensure the development is limited to 514 relocatable dwellings; The dwellings types as approved are as follows:</p> <ul style="list-style-type: none"> • 419 x 2-bedroom homes; and • 95 x 3-bedroom homes. 	At all times
7.	Fences (Acoustic and other fences) to both Back Windemere Road and Coral Cove Drive are to be generally	Prior to the commencement

	in accordance with the approved plan/s and stage boundaries. Both fences are to be provided with landscaping to the road frontages to allow for vegetation screening as indicated on the approved plans and in accordance with condition 19 and 25 of this approval.	of the use for the relevant stage and then to be maintained
8.	Submit and have approved by the assessment manager a fencing and privacy strategy for dwellings located along the northern property boundary within stage 7 (dwellings 231-242). This strategy should take into account the future road connection located along this property boundary.	Prior to the commencement of building works for stage 7
9.	Provide a minimum 1 dedicated covered on-site car parking space per dwelling.	Prior to the commencement of the use and then to be maintained
10.	Each dwelling site is to have a minimum area of 200m ² with a minimum road frontage of 12 metres	At all times
11.	Provide dwellings clear dwelling numbering within a conventional address system of streets and dwellings.	At all times
12.	All pathways and land used for outdoor recreation are to be designed and constructed in accordance with the applicable Australian standards (AS1428.1).	At all times
13.	Development of each dwelling unit is to be limited to a maximum height of two (2) storeys and 8.5 metres above natural ground level.	At all times
14.	Ensure the supporting recreational facilities (e.g. Entertainment node, recreational node, activities node) are for the use of private residents and their visitors only.	At all times
15.	Provide a mini bus shuttle service for residents with regular services to medical, recreational, social and shopping destinations.	At all times
16.	<p>Except as otherwise conditioned, or approved by the assessment manager in writing, dwelling units must satisfy the following criteria:</p> <ol style="list-style-type: none"> Dwelling units must be setback a minimum distance of three (3) metres from the approved acoustic barrier located on Back Windemere Road as detailed on the approved plans and three (3) metres from the approved fence located along Coral Cove Drive. Dwelling units must be setback a minimum distance of three (3) metres from the eastern side boundaries of the site. No structures are to be located within these setbacks (except for fencing). Dwelling units must be setback a minimum distance of three (4.5) metres from the northern side boundaries of the site. No structures are to be located within these setbacks (except for fencing). Each dwelling unit must have a minimum building setback of 1.5 metres from any habitable room to any 	At all times

	<p>side and rear plot boundaries, unless otherwise agreed to in writing by the assessment manager.</p> <p>e. Garages, decks and unenclosed covered outdoor areas may be built to a zero side boundary unless otherwise conditioned.</p> <p>f. Each dwelling unit must have a minimum building setback of three (3) metres between any habitable room of any adjoining building, unless otherwise agreed to in writing by the assessment manager.</p> <p>g. Each dwelling unit is to be provided with a minimum of 20 square metres of private open space area with no dimension of this space being less than three (3) metres. Open space/recreation areas may include external roofed deck areas, unless otherwise agreed to in writing by the assessment manager.</p> <p>h. Each dwelling unit is to be setback a minimum distance of three (3) metres to internal roads unless otherwise conditioned.</p> <p>i. Have an individual clothes drying facility.</p>	
AMENITY		
HOURS OF OPERATION		
17.	Deliveries, loading/unloading activities, and refuse collection must be undertaken between the hours of 8 am to 9pm Monday to Saturday and 9am to 6pm Sunday.	At all times
LIGHTING		
18.	Design and install all external lighting in accordance with <i>AS4282 – Control of the obtrusive effects of outdoor lighting</i> so as not to cause nuisance to residents or obstruct or distract pedestrian or vehicular traffic.	Prior to the commencement of the use and then to be maintained
NOISE		
18.	Noise levels from the use must achieve the acoustic environment and acoustic quality objectives for sensitive receiving environments set out in the Environment Protection (Noise) Policy 2008.	At all times
19.	<p>Construct an acoustic barrier for noise attenuation. The barrier must be constructed in accordance with the following:</p> <p>a. be positioned entirely within the private property along Back Windemere Road and generally in accordance with figure 7 within the approved <i>Traffic Noise Level Impact assessment prepared by David Moore and Associates, report reference 21089Doc/D3606/REV.1/23.11.2021</i>;</p> <p>b. be erected to 2 metres high, measured from the finished ground level of the site; and</p>	Prior to the commencement of the use and then to be maintained

	c. constructed with a minimum density of density of 12 kg/m2.	
20.	Submit to the Assessment Manager certification from a suitably qualified person confirming the recommendations of the approved Acoustic report have been complied with.	Prior to the commencement of the use
SCREENING OF PLANT AND SERVICES		
24.	Install and maintain suitable screening to all air conditioning, lift motor rooms, plant, service facilities, or similar equipment located on the rooftop or to an external face of the building. The screening structures must be constructed from materials that are consistent with materials used elsewhere on the building façade or as an architectural feature of and visually consistent with the profile of the building.	Prior to the commencement of the use and then to be maintained
LANDSCAPING		
25.	<p>Prepare and submit for approval to the Assessment Manager a landscape plan for each stage of development. The plan must be prepared in accordance with the applicable Planning scheme codes, the planning scheme policy for development works, and the conditions of this approval.</p> <p>The plan is to include, but not be limited to the following:</p> <ol style="list-style-type: none"> a. the area set aside for landscaping b. a plan and schedule of all species which identifies: <ol style="list-style-type: none"> i. the location and sizes at planting and at maturity ii. the botanical and common names iii. the location of all areas to be covered by turf or other surface materials including pavement c. the location of all areas to be covered by turf or other surface materials including pavement and surface treatment details d. measures to ensure that the landscaping will be retained and managed to allow growth to maturity e. details of any landscape structures, including entrance statements f. details of cutting and filling and all retaining structures, fences and associated finishes g. contours or spot levels if appropriate h. fences size and materials i. inclusion of a controlled underground or drip irrigation system. Any such system is to be fitted with an approved testable backflow prevention device j. location of any overhead or underground services that traverse the site e.g. drainage, sewerage, electricity 	Prior to the site work commencing and at all times during construction and then to be maintained

	<p>k. property boundary garden/landscape bed edge walls to be provided with sleeper or equivalent retaining walls to contain the garden material within the site. Such walls must be constructed to a height that is at or above the adjacent kerb or sealed area where appropriate;</p> <p>l. vegetated screening of any electrical transformers, bin storage areas and the like from any external road frontage or communal area (i.e. within Community facility area);</p> <p>m. a minimum 5m wide buffer planting to the Back Windemere Road frontage as shown on the Approved plan titled Agricultural Buffer Concept. This landscaping is to be set in front of the approved 2 metre high acoustic fence.</p> <p>n. a minimum 5m wide buffer planting to the Coral Cove Drive frontage as shown on the Approved plan titled Landscape Amenity Buffer Concept. This landscaping is to be set in front of the approved 2 metre high privacy fence.</p> <p>o. A minimum 3 metre buffer planting to northern and eastern, boundary.</p> <p>p. A 2.0 metre wide landscaping strip along the frontage of the dwellings (can include lawn);</p> <p>q. One (1) tree for each six (6) car parking spaces;</p> <p>r. Location of pedestrian pathways demonstrating that all residents can easily and safely access the internal communal facilities</p> <p>All landscaping must be carried out in accordance with the approved Landscaping plan.</p> <p>Note: <i>Submission of the landscape plan must form part of an Operational works application.</i></p>	
AGRICULTURAL BUFFERS		
26.	<p>Establish a vegetated agricultural buffer as identified on the approved plans for the full length of the Back Windemere Road frontage on the subject site. The transitional buffer must:</p> <p>a. have a minimum width of 5m</p> <p>b. contain random plantings of a variety of tree and shrub species of differing growth habits at spacings of 4-5m for a minimum width of 5m, centrally located within the 5m buffer area</p> <p>c. Prior to establishment a detailed design of the proposed buffer, prepared by a suitably qualified person, must be submitted to the Assessment Manager for Approval.</p>	Prior to the Commencement of use and then to be maintained.
OPERATIONAL WORK ASSOCIATED WITH THE MCU		

28.	<p>Ensure all Operational work that is Accepted development complies with the nominated assessment benchmarks or a Development application for Operational work is submitted to and approved by Council.</p> <p>Note: <i>Where Accepted development does not comply with a nominated requirement for accepted development, a Development application for Operational work must be submitted to Council.</i></p>	Prior to the commencement of work
29.	<p>Provide certification from a Registered Professional Engineer of Queensland (RPEQ) that any operational work that is Accepted development has been designed and constructed in accordance with the conditions of this Development approval and any other relevant approval issued by Council.</p> <p>Note: <i>Council does not require the submission of an Operational works development application for work that is nominated as Accepted development where the works comply with the nominated requirements for Accepted development and are certified by a RPEQ.</i></p>	Prior to the commencement of the use
CONSTRUCTION MANAGEMENT		
30.	<p>Unless otherwise approved in writing by the Assessment Manager, ensure no audible noise from work is made:</p> <ul style="list-style-type: none"> a. on a business day or Saturday, before 6:30am or after 6:30pm b. on any other day, at any time. 	At all times during construction
EARTHWORKS		
31.	<p>Carry out all earthworks in accordance with the approved plans, the applicable Planning scheme codes, and the Planning scheme policy for development works.</p> <p>Note: <i>Earthworks that comply with the applicable requirements for accepted development do not require the submission of an Operational works development application.</i></p> <p><i>Where the applicable requirements for accepted development are not met, an Operational works development application must be submitted to Assessment Manager.</i></p>	At all times
32.	Provide to the Assessment Manager certification from a Registered Professional Engineer of Queensland (RPEQ) that the Earthworks have been designed and constructed in accordance with the conditions of this Development	Prior to the commencement of the use

	approval and any other relevant approval issued by the Assessment Manager.	
EROSION AND SEDIMENT CONTROL		
33.	Prepare and implement an Erosion and sediment control (ESC) management plan for the site in accordance with the Environment Protection Agency's (EPA – Guideline – <i>EPA Best Practice Urban Stormwater Management</i> – Erosion and Sediment Control and International Erosion Control Association's (IECA) – <i>Best Practice Erosion and Sediment Control</i> , and the <i>Queensland Urban Drainage Manual</i> (QUDM).	Prior to site work commencing and at all times during construction
ACID SULFATE SOILS		
34.	Perform relevant investigation into the presence of Acid Sulfate Soils for each stage of development, and if present, prepare an Acid Sulfate Soils treatment and management plan for the works, that facilitates compliance with the BRC Acid Sulfate Soils Overlay Code performance outcomes. All works on site must be undertaken in accordance with appropriate ASS management practices. Testing results and any subsequent management plan must be submitted to the Assessment Manager prior to works commencing for each stage of development.	As indicated
STORMWATER		
35.	Carry out all stormwater drainage work in accordance with RMA Engineer's Stormwater Management Plan, revision 1, dated 20 October 2021. Note: <i>Submission of the detail design must form part of the Operational works application for the first stage of development.</i>	As indicated
36.	Submit detailed design of the treatment train for the proposed development. Any proposed staging of the treatment train which coincides with the staging of the development must also be included. Note: <i>Submission of the detailed design must form part of the Operational works application for the first stage of development.</i>	As indicated
GEOTECHNICAL ASSESSMENT		
37.	Prior to the works commencing for each stage of development, undertake further geotechnical analysis as recommended in the Broadscale Geotechnical Investigation	As indicated

	<p>Report by RMA, dated 17th June 2021, and submit all relevant reports for approval to the Assessment Manager. The further geotechnical analysis must include:</p> <ul style="list-style-type: none"> • Subsurface profile across the development area focussing on: <ul style="list-style-type: none"> ○ Fill depths ○ Depth to bedrock ○ Consistency / strength of the subsurface materials ○ Plasticity & reactivity of the materials • Groundwater levels; • Retaining wall design parameters; • Fill material characteristics specific to the subdivision area; • Pavement design parameters; • Suitable & unsuitable materials; • Material usage; and • Quantitative Slope Assessment, with the analysis being undertaken using slope stability assessment programs such as Slope/W &/or Rocfall. 	
WATER		
38.	<p>Provide a metered reticulated water supply service and sub-meters in accordance with the applicable Planning scheme codes, the Planning scheme policy for development works, the QLD Plumbing and Drainage Act and the Water Supply Act.</p>	<p>Prior to the commencement of the use and then to be maintained</p>
39.	<p>Provide a metered water service and internal infrastructure as required, to satisfy the firefighting and water supply demands of the development.</p> <p>Note:</p> <p><i>Water infrastructure must be designed by an appropriately qualified hydraulic consultant to assess the suitability of the water supply system to cater for the proposed development, including firefighting requirements in accordance with AS2419 – Fire hydrant installation.</i></p>	<p>Prior to the commencement of the use and then to be maintained</p>
40.	<p>Undertake all necessary upgrades of Council's water supply infrastructure to ensure other users are not adversely affected by the increased demand on the water network as generally shown on H2One's Lots 1 & 2 Coral Cove Dr Water Supply Network Capacity Assessment drawing, revision A, dated 7 December 2021.</p> <p>Any internal booster pump station will be considered a private pump station and must be owned and operated by the development.</p>	<p>Prior to the commencement of the use</p>

	<p>Prepare and submit for approval to the Assessment Manager detailed design of all necessary upgrades of Council's water supply infrastructure. The design is to:</p> <ul style="list-style-type: none"> a. ensure other users are not adversely affected by the increased demand on the water network b. be in accordance with the applicable Planning scheme codes and the Planning scheme policy for development works <p>All work to Council's water supply infrastructure must be carried out in accordance with an Operational works approval.</p> <p>Note: <i>Submission of the detail design must form part of an Operational works application of the first stage of development.</i></p>	
SEWERAGE		
41.	All sewerage infrastructure must be clear of all proposed and existing buildings.	At all times
42.	<p>Provide a reticulated sewerage service in accordance with the applicable Planning scheme codes and Planning scheme policy for development works. The proposed development must either:</p> <ul style="list-style-type: none"> a) Gravitare to the Deering Place sewer pump station (SE.1385) with any extension of the main in private property to be placed under an appropriate easement; or b) Connect to the existing rising main at the intersection of Innes Park Rd/Back Windermere Rd (SP.11684/SP.11685/SP.11686). Any additional sewer pump stations required for this option must be internal to the development, considered private and must be owned, operated and maintained by the development at all times. <p>For either option, a Sewer Planning Report is to be submitted to Council for approval. This report must include:</p> <ul style="list-style-type: none"> i. Analysis of the preferred sewerage servicing strategy to ensure other users are not adversely affected by the increased demand on the sewage network; ii. detail design of all necessary upgrades of Council's sewerage infrastructure; iii. layout(s) demonstrating the internal sewer network; iv. external connection points to council's existing sewer network; and v. any additional sewerage pump stations required. 	As indicated

	<p>Note: Submission of the Sewer Planning Report must form part of the Operational works application for the first stage of development.</p>	
ROADWORKS, ACCESS, AND CAR PARKING		
43.	<p>Design and construct the secondary access from the proposed development site onto Back Windermere Rd at stage four (4) as per the concept layout provided by RMA Engineers drawing C-SK007, revision A, dated 16 November 2021.</p> <p>Note: Submission of the detail design must form part of the Operational works application for the fourth stage of development.</p>	As indicated
44.	<p>Design and construct a CHR(S) and AUL(S) treatment at the proposed Coral Cove Drive/Site access intersection at the first stage of development, as per the concept layout provided by RMA Engineers drawing C-SK007, revision A, dated 16 November 2021.</p> <p>Note: Submission of the detail design must form part of the Operational works application for the first stage of development.</p>	As indicated
45.	<p>Undertake intersection analysis for the Coral Cove Dr/Back Windermere Rd intersection to the satisfaction of Council. This analysis must:</p> <ul style="list-style-type: none"> a) Determine the upgrades required to the intersection to cater for the additional traffic demands for the development; and b) Determine at what stage of development the identified upgrades are required to be constructed. <p>Note: Submission of the intersection analysis must form part of the Operational works application for the first stage of development.</p>	As indicated
46.	<p>Undertake all works required by the intersection analysis of the Coral Cove Dr/Back Windermere Rd intersection as per condition 45 of this approval.</p> <p>Note: Submission of the detail design of the intersection upgrade must form part of the Operational works application for the stage determined to trigger these works as per condition 35 of this approval.</p>	As indicated
47.	<p>Design and construct the visitor car park/waiting bay proposed at the Coral Cove Drive access location at the first stage of development.</p>	As indicated

	<p>Note: <i>If required, submission of the detailed design must form part of the Operational works application for the first stage of development.</i></p>	
48.	Remove all disused or redundant vehicular crossings, kerb drainage outlets, and footpath crossovers and reinstate kerb and channel, and footpaths as required.	Prior to the commencement of the use
49.	<p>Design and construct off-street car parking, access, and manoeuvring areas in accordance with the Approved plans, applicable Planning scheme codes, and the Planning scheme policy for development work for each applicable stage.</p> <p>Car parking, access, and manoeuvring areas must:</p> <ol style="list-style-type: none"> a. provide a minimum of 24 parking spaces at each of the communal facilities being the activities node, recreation node and entertainment node, generally as shown on the approved plans. The assessment manager does consider that the parking demand for these facilities may be greater than the parks provided given the distance of the facilities from some of the dwellings located within the site. The assessment manager may agree to additional parking being provided in these areas on receipt of a plan for assessment and endorsement. b. each dwelling must provide a minimum of 1 covered parking space for the resident and 1 space for visitors located within the driveway of each dwelling c. a communal caravan and RV parking are must be provided for the use of residents generally as shown on the approved plans d. be designed and constructed in accordance with AS2890 Parking facilities – off-street car parking; e. provide parking spaces for people with a disability in accordance with the Building Code of Australia and AS2890.6 Off-street parking for people with disabilities; f. provide on-site loading, unloading, and manoeuvring for all necessary service vehicles, including: <ul style="list-style-type: none"> • SRV g. allow all design vehicles to enter and exit the site in a forward gear; h. be constructed and sealed in accordance with the requirements of the Planning Scheme; i. be signed and delineated in accordance with the Queensland manual of uniform traffic control devices; j. allow for the provision of fill and/or boundary retaining walls and the containment and management of site stormwater drainage; 	Prior to the commencement of use for each applicable stage and then to be maintained

	<p>k. be drained to a legal point of discharge; and</p> <p>l. Provide shade trees in car parking areas at a minimum ratio of one (1) tree for every six (6) parking spaces.</p>	
50.	Repair any damaged kerb and channel, footpath, or road (including removal of concrete slurry from footpath, roads, kerb and channel, and stormwater gullies and drainlines) and reinstate existing traffic signs and pavement markings that have been removed or damaged during any works carried out in association with the approved development.	Prior to the commencement of the use
51.	Dedicate all new road as road reserve. This includes the truncation required at the Coral Cove Dr/Back Windermere Rd intersection as per RMA's " <i>Concept Distributor Intersection Layout</i> " drawing C-SK008, revision A, dated 17 November 2021. Note – This excludes any internal roads of the development.	Prior to the commencement of the use
VEGETATION CLEARING		
52.	Inspect the vegetation prior to clearing for the presence of nesting birds, koalas, and other fauna, including habitat hollows. No clearing of vegetation which may disturb nesting birds is permitted until the birds have fledged and left the nest. Removal of trees with koalas and other fauna must be carried out under the supervision of a Department of Environment and Heritage Protection registered fauna management spotter-catcher who will be responsible for dealing with native fauna present as required under the <i>Queensland Nature Conservation Act 2002</i> .	Prior to the commencement of works and then to be maintained
53.	Cleared vegetation must be chipped, mulched, or disposed of at a Council approved green waste facility. Timber may be salvaged for reuse. No burning of cleared vegetation is permitted unless otherwise approved in writing by the Assessment Manager.	At all times
ECOLOGY – MARINE TURTLES		
54.	<p>Submit and have approved by the Assessment Manager a Lighting plan. The plan must demonstrate how lighting from the development, including from each individual dwelling, communal buildings and areas, all lighting on internal roads and lighting for pathway and parking areas, will avoid and minimise impacts on turtle nesting areas. The plan must include, but not be limited to, the following:</p> <ul style="list-style-type: none"> a. the location, purpose, footprint, intensity, and spectral composition of each light source, including lights for each dwelling b. measures to avoid, mitigate, and manage the impacts of each light source 	Prior to the commencement of the use and then to be maintained

	<ul style="list-style-type: none"> c. procedures to reduce the use of lighting between October to the end of April (turtle nesting season). d. prohibit the use of decorative lighting during turtle nesting season <p>When approved, the Lighting plan will form part of the Approved plans for this development.</p> <p>Note: <i>When preparing a Lighting plan for development within a sea turtle sensitive area, the following measures to reduce light impacts are recommended:</i></p> <ul style="list-style-type: none"> a. <i>reduce the amount of lighting to the minimum level necessary for human safety</i> b. <i>reduce light spillage from indoor areas through the appropriate location of lighting, the use of tinting to glass (with a transmittance value of 45% or less), and the installation of exterior fixed shutters</i> c. <i>where lighting is required for safety, lights are fitted with shrouds, are directed downwards onto the ground, and utilise timing controls, and movement sensors</i> d. <i>utilising vegetation to shield nearby foreshore areas from lighting</i> e. <i>direct lighting downward and away from foreshore areas</i> f. <i>utilising with wavelengths less likely to cause nuisance to sea turtles or other fauna (e.g. amber lighting)</i> <p>Note: The Environmental assessment guidelines for protecting marine turtles from light impacts (November 2010), prepared by the Environmental Protection Agency, Western Australia, provides more detailed guidelines on how to reduce the impacts of lighting from development on turtles.</p>	
55.	The manager/operator of the site must provide each resident a copy of the approved lighting plan prior to occupation of each dwelling, including when occupation of a dwelling changes (i.e. new resident moves in).	Ongoing as needed.
ELECTRICITY, STREET LIGHTING, TELECOMMUNICATIONS		
54.	Provide for telecommunications in accordance with the Planning scheme policy for development works. Detail must be determined as part of the assessment for Operational works.	Prior to the commencement of the use
55.	Provide for electrical reticulation in accordance with the Planning scheme policy for development works.	Prior to the commencement of the use

	Detail must be determined as part of the assessment for Operational works.	
56.	Provide external street lighting in accordance with the Planning scheme policy for development works. Detail must be determined as part of the assessment for Operational works.	Prior to the commencement of the use
WASTE MANAGEMENT		
57.	<p>Prepare and submit for approval to the Assessment Manager a Waste management plan in accordance with the applicable Planning scheme codes and the Planning scheme policy for waste management. The plan is to include, but not be limited to, the following:</p> <ul style="list-style-type: none"> a. the waste management process, including the type and size of refuse bins to be utilised (e.g. 240 litre mobile garbage bins, 1m³ bulk bins) for general waste and recycling b. the location of bin storage areas and collection points c. how waste collection vehicles will be able to safely and effectively access bins d. if bins are to be collected from the kerbside, demonstrate that this location has the capacity to adequately contain the maximum number of bins to be collected on collection day <p>Impervious bin storage areas for the storage of refuse bins must be:</p> <ul style="list-style-type: none"> i. designed so as to prevent the release of contaminants into the environment ii. sufficiently sized to accommodate all refuse bins required by the Assessment Manager for the scale of the development iii. screened from the road frontage or other public space, and adjoin properties by landscaping or constructed screening iv. provided with a suitable hose cock (with backflow prevention) and hoses must be provided at the bin storage area, and wash down to be drained to the sewer and fitted with an approved stormwater diversion valve arrangement v. maintained in a clean and sanitary manner <p>Activity is at all times required to comply with the approved Waste management plan.</p>	Prior to the commencement of the use
CONTRACT OF SALES		
58.	The following notation is to be included in the contract of sale for all dwellings that back on to Back Windemere Road:	As indicated

	All future purchasers of the units should note that a noise barrier fence has been erected on the land to ameliorate the adverse effects of noise and lighting associated with the Back Windemere Road. The dwelling may be subject to environmental effects associated with the road corridor.	
LAKE MANAGEMENT PLAN		
59.	<p>Submit and have approved by the assessment manager a lake management plan that addresses matters relating to human health and safety that includes but is not limited to the following:</p> <ul style="list-style-type: none"> • Safety measures for residents and visitors • Water quality targets and objectives • Lighting plan for the lakes edge • Lake owners responsibilities • Prohibited uses on the lake • Lake management process • Inspection and monitoring program • Maintenance 	Prior to the submission of an application for Operational works

PART 1B – ADVICE NOTES

NO.	ADVICE	TIMING
INFRASTRUCTURE CHARGES		
1.	Infrastructure charges notice (331.2021.1321.1) applicable to the development is attached to this Development approval.	At all times
AMENITY		
2.	Ensure the development does not cause environmental nuisance or environmental harm as per the <i>Environmental Protection Act 1994</i> .	At all times
FENCES		
3.	Should any existing fence not comply with the requirements of this approval, the existing fence must be replaced in accordance with the requirements of this approval at the Developer's expense.	Prior to the commencement of the use and then to be maintained
ENVIRONMENTAL HARM		
4.	The <i>Environmental Protection Act 1994</i> states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or	At all times

	<p>minimise the harm. Environmental harm includes environmental nuisance. In this regard persons and entities, involved in the civil, earthworks, construction, and operational phases of this development, are to adhere to their 'general environmental duty' to minimise the risk of causing environmental harm. Environmental harm is defined by the Act as any adverse effect, or potential adverse effect whether temporary or permanent and of whatever magnitude, duration or frequency on an environmental value and includes environmental nuisance. Therefore, no person should cause any interference with the environment or amenity of the area by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, waste products, grit, sediment, oil, or otherwise, or cause hazards likely in the opinion of the administering authority to cause undue disturbance or annoyance to persons or affect property no connected with the use.</p>	
SEWERAGE		
5.	<p>Connection to sewer infrastructure is subject to further approvals. For further information about these requirements, contact Council's Water and Wastewater Infrastructure Planning Technical Support Section on 1300 883 699.</p> <p>No plumbing and drainage works are to commence prior to the issuing of the Plumbing and Drainage Approval by the Council.</p>	Prior to the commencement of the use
WATER CONNECTIONS		
6.	<p>In order for agreed Council work to be performed on existing live water and sewer infrastructure:</p> <ol style="list-style-type: none"> a. ensure a detailed design proposal is submitted to the Assessment Manager, marked 'For construction' b. complete and return the 'Application for water and sewer' forms (Notice to service provider) available from the Assessment Manager c. pay the applicable lodgment fee d. if necessary, a quote will be prepared by Council's Water Service section once the detailed design proposal is approved e. follow instructions provided with the quotation and pay the quoted fee <p>Note: The 'Application for Water & Sewer' forms can cater for both water and sewer connection requirements in the one application. The applicable lodgment fee will be adjusted at the time of lodgment according to the features requested.</p>	At all times
7.	<p>Connection to water or sewer infrastructure is subject to further approvals. For further information about these</p>	Prior to commencement of the use

	<p>requirements, please contact Council's Water Services section on 1300 883 699.</p> <p>No plumbing and drainage works are to commence prior to the issuing of the Plumbing and Drainage Approval by the Council.</p>	
8.	Sub-meters must be installed in accordance with the Plumbing and Drainage Act 2018.	Prior to the commencement of the use and then to be maintained
9.	Arrangements for the installation of any metered service and sub-meters, or removal of an existing service, are to be made with Council's Operations Centre. All works are to be undertaken by Council at the Developer's expense;	At all times
SUBMISSION OF AMENDED PLANS FOR APPROVAL		
10.	The conditions of this Decision notice require submission of amended plan(s) or report(s) to the Assessment Manager. Address the amended documents to the Assessment Manager and reference 522.2021.266.1. To avoid delays and assessment issues with the Operational works application, it is recommended the amended documents be submitted prior to lodgement of any Operational works application.	Prior to the commencement of the use and then to be maintained
TRAFFIC MANAGEMENT		
11.	<p>Council requires the use of Asingit software for documentation and reporting of Traffic management control plans. Developers, Principal Contractors, Sub-contractors, and Suppliers are required to use Asingit software. Council provides Asingit software and training free of charge. Contact Asingit directly at adfmin@asingit.com for the software to be delivered to your business. Following uploading your Traffic management control plan to the Asingit system, confirmation is to be sent to development@bundaberg.qld.gov.au.</p>	At all times
NATURE AND EXTENT OF THE APPROVED DEVELOPMENT		
12.	This decision notice does not represent an approval to commence Building work.	At all times
13.	An Operational Works permit is required to be obtained for all signs and advertising devices associated with the development that do not comply with the self assessable criteria of the Planning Scheme in effect at the time of the proposed works.	At all times
14.	This Decision Notice does not represent an approval to commence Operational Works. Any Operational Works	At all times

	associated with this Material Change of Use or other engineering work proposed on the lot is subject to relevant assessment under the Bundaberg Regional Council Planning Scheme 2015 or the instrument in effect at the time of assessment. This can include works for on-site landscaping, internal vehicle circulation, manoeuvring and car parking areas, on-site stormwater management and access driveways.	
Wash Down Facility		
15.	It is recommended that appropriate facilities be provided for residents to be able to wash down their vehicles. These facilities must include appropriate stormwater treatments. All necessary permits to operate the vehicle wash down facility are to be obtained through the relevant authority prior to the commencement of the use.	At all times
SIGNAGE		
16.	An Operational Works permit is required to be obtained for all signs and advertising devices associated with the development that do not comply with the Accepted criteria of the Planning Scheme in effect at the time of the proposed works.	At all times

PART 1C – PROPERTY NOTES

NO.	ADVICE
1.	Development approval 522.2021.266.1 – Noise Attenuation Fence All future purchasers of the dwellings located along Back Windemere Road should note that a noise barrier fence has been erected on the land to ameliorate the adverse effects of noise and lighting associated with the Back Windemere Road. The dwelling may be subject to environmental effects associated with the road corridor.

PART 2—CONCURRENCE AGENCY CONDITIONS

Department of State Development, Infrastructure, Local Government & Planning, by letter dated 10 December 2021 (copy letter attached for information).

9. ENDORSEMENT

Report prepared by:

Name: Sarah Lawley (Principal Planner Development Assessment)

Date: 30 May 2022

Recommendation endorsed pursuant to the terms and conditions of the instrument of delegation issued to me by the Chief Executive Officer

Name: Michael Ellery (Group Manager Development)

Signature:

Michael Ellery

Digitally signed by Michael Ellery

Date: 2022.06.06 09:17:21 +10'00'

Released under Right to Information Act 2009



DA ENGINEERING INTERNAL REFERRAL Recommendations

APPLICATION NO.	522.2021.266.1
PROPOSAL	Material Change of Use for Relocatable Home Park
PROPERTY DESCRIPTION	Lot: 2 RP: 159671, Lot: 1 RP: 159671
ADDRESS	373 Back Windermere Road INNES PARK, Coral Cove Drive INNES PARK
PLANNING SCHEME	Bundaberg Regional Council Planning Scheme 2015
ZONING	Emerging Community Zone
SITE INSPECTION CONDUCTED	Nil

1. ASSESSMENT PROVISIONS

1.1. Assessment Benchmarks

The following are the benchmarks applying for this development:

Benchmarks applying for the development	Benchmark reference
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Category B

Planning Scheme Policy/ies <ul style="list-style-type: none"> Category B Planning scheme policy for waste management 	Bundaberg Regional Council Planning Scheme 2015
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Category B

2. ISSUES RELEVANT TO THE APPLICATION

The following significant issues have been identified in the assessment of the application:

Works, Services and Infrastructure Code

Currently no forward network planning has been done for this area as the development site sits outside the Council's Priority Infrastructure Area (PIA). In this situation the developer is generally required to undertake relevant network studies to develop a masterplan for servicing of the broader catchment area to ensure the provision of infrastructure and services meets the needs of the development.

Since the site sits close to existing Council Infrastructure, Council has allowed the applicant to undertake their own network assessments to ensure servicing of the development is viable, does not impact existing servicing to nearby residential development and meets the performance outcomes of the Works, Services and Infrastructure Code.

The proposed infrastructure servicing for the development generally complies with the performance outcome of the Works, Services and Infrastructure Code or additional acceptable outcomes can be conditioned to ensure the development satisfies the purpose of the code. Specific details of infrastructure provisioning for the development is itemised below.

Category B

Sewerage

Since no forward network planning has been done for this area as the site sits outside the Council's Priority Infrastructure Area (PIA) sewer declared area, the developer is required to undertake relevant network studies to observe the best strategy for sewer servicing of the proposed development. The applicant advised that provision of on-site treatment be an

option, however given the close proximity of Council's existing sewer infrastructure, this would not be the best outcome to meet PO3 of the Works, Services and Infrastructure Code. It would be Council's preference that the development connect to the Deering Place Sewer Pump Station, however it is noted that this strategy would require securing an easement over neighbouring property. Although this is able to be conditioned, Council is aware of the potential issues this can cause to the development's progress.

It is recommended that an either or condition be included to give the applicant flexibility when determining a sewer strategy:

- a) The proposed development gravitate to the Deering Place sewer pump station with all extension of the main to be placed under easement; or
- b) The proposed development connect to the existing rising main at the intersection of Innes Park Rd/Back Windermere Rd. Any additional sewer pump stations required for this option must be internal to the development, considered private and must be owned, operated and maintained by the development.

It is also recommended that a sewer planning report be submitted to Council for the final sewer strategy. This report must include layout(s) demonstrating the internal sewer network, external connection points to council's existing sewer network and any additional sewerage pump stations required.

Category B

Category B

3. RECOMMENDATION

That Development Application 522.2021.266.1 be determined as follows:

- Approval
- Refusal

CONDITIONS

NO.	CONDITION	TIMING
OPERATIONAL WORK ASSOCIATED WITH THE MCU		



NO.	CONDITION	TIMING
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Category B

SEWERAGE		
15.	All sewerage infrastructure must be clear of all proposed and existing buildings.	At all times
16.	<p>Provide a reticulated sewerage service in accordance with the applicable Planning scheme codes and Planning scheme policy for development works. The proposed development must either:</p> <ul style="list-style-type: none"> a) Gravitare to the Deering Place sewer pump station (SE.1385) with any extension of the main in private property to be placed under an appropriate easement; or b) Connect to the existing rising main at the intersection of Innes Park Rd/Back Windermere Rd (SP.11684/SP.11685/SP.11686). Any additional sewer pump stations required for this option must be internal to the development, considered private and must be owned, operated and maintained by the development at all times. <p>For either option, a Sewer Planning Report is to be submitted to Council for approval. This report must include:</p> <ul style="list-style-type: none"> i. Analysis of the preferred sewerage servicing strategy to ensure other users are not adversely affected by the increased demand on the sewage network; 	As indicated

NO.	CONDITION	TIMING
	<ul style="list-style-type: none"> ii. detail design of all necessary upgrades of Council's sewerage infrastructure; iii. layout(s) demonstrating the internal sewer network; iv. external connection points to council's existing sewer network; and v. any additional sewerage pump stations required. <p>Note: <i>Submission of the Sewer Planning Report must form part of the Operational works application for the first stage of development.</i></p>	

ct 2009

Category B

ADVICE NOTES

NO.	ADVICE	TIMING
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Category B

WATER AND SEWERAGE

2.	<p>In order for agreed Council work to be performed on existing live water and sewer infrastructure:</p> <ul style="list-style-type: none"> a. ensure a detailed design proposal is submitted to the Assessment Manager, marked 'For construction' b. complete and return the 'Application for water and sewer' forms (Notice to service provider) available from the Assessment Manager c. pay the applicable lodgment fee d. if necessary, a quote will be prepared by Council's Water Service section once the detailed design proposal is approved e. follow instructions provided with the quotation and pay the quoted fee <p>Note: <i>The 'Application for Water & Sewer' forms can cater for both water and sewer connection requirements in the one application. The applicable lodgment fee will be adjusted at the time of lodgment according to the features requested.</i></p>	At all times
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NO.	ADVICE	TIMING
3.	<p>Connection to water or sewer infrastructure is subject to further approvals. For further information about these requirements, please contact Council's Water Services section on 1300 883 699.</p> <p>No plumbing and drainage works are to commence prior to the issuing of the Plumbing and Drainage Approval by the Council.</p>	<p>Prior to commencement of the use</p>

Category B

4. ENDORSEMENT

Report prepared by:

Name: Amanda Matanovic (Senior Development Engineer)

Date: 29 March 2022

Signature:

**Amanda
Matanovic** Digitally signed by
Amanda Matanovic
Date: 2022.03.29
10:20:06 +10'00'

Released under Right to Information Act 2009



DA ENGINEERING INTERNAL REFERRAL Information Request

APPLICATION NO.	522.2021.266.1
PROPOSAL	Material Change of Use for Relocatable Home Park
PROPERTY DESCRIPTION	Lot: 2 RP: 159671, Lot: 1 RP: 159671
ADDRESS	373 Back Windermere Road INNES PARK, Coral Cove Drive INNES PARK
PLANNING SCHEME	Bundaberg Regional Council Planning Scheme 2015
ZONING	Emerging Community Zone
SITE INSPECTION CONDUCTED	Nil

1. ISSUES RELEVANT TO THE APPLICATION

Category B

Sewer

The applicant was advised in the pre-lodgement meetings that there has currently been no forward network planning undertaken for this area as the site sits outside the Council's Priority Infrastructure Area (PIA). The developer was requested to undertake relevant network studies to develop a masterplan for the area. The masterplan was not included in the submitted development proposal.

Category B

Category B

Category B

Sewer

The applicant was advised in the pre-lodgement meetings that there has currently been no forward network planning undertaken for this area as the site sits outside the Council's Priority Infrastructure Area (PIA). It was requested that relevant network studies be undertaken to develop a masterplan for the area.

11. Council requests the submission of a sewer masterplan strategy for the area. As previously advised, Council's Water Services team are positioned to work with the developers consultancy team to provide models to support the study and also provide feedback to any of the concepts proposed.

Category B

Category B

3. ENDORSEMENT

Information Request prepared by:

Name: Amanda Matanovic (Senior Development Engineer)

Date: 19 August 2021

Signature:

Amanda
Matanovic

Digitally signed by
Amanda Matanovic
Date: 2021.08.19
16:37:41 +10'00'

Amanda Matanovic

From: Elham Azizpourniari
Sent: Wednesday, 23 February 2022 5:34 PM
To: Amanda Matanovic; Richard Jenner
Cc: Narelle D'Amico; Sayed Khan
Subject: RE: 522.2021.266.1 - Information Request Response - 373 Back Windermere Rd Innes Park - GC21-019-T02

Hi Amanda,

Refer to the above proposal for water and sewer Coral Cove development, Please review below comments from Water Services:

Category B

Sewer network proposal:

RMA's Proposal for connecting to the existing sewer network is reviewed. The proposed development will connect into Bargara WWTP facility network and Council's future wastewater strategy won't hold future developments from proceeding. Two options have been mentioned in the proposal as current connection locations:

Option 1: Interim connection to Raewood SPS : It appears that there is not enough capacity available at this local pump station even for the interim connection. There is only limited capacity for 25 Lots and this capacity is reserved for the future developments inside PIA. Hence this is not a feasible option.

Option2: Given the site can gravitate to the Deering Place regional pump station, Council doesn't support constructing and operating additional local pump stations for the site. In addition, if the other internal pump stations are necessary, then they all will be considered as private pump stations and must be owned and operated by the development.

Option 3 (to be investigated): The option to gravitate the sewerage loading to Deering place pump station shall be investigated as the site seems to be elevated enough (RL 11 at northeast of the site) to gravitate to the Deering Place pump station (RL 3). The development will need to secure necessary easements for this purpose. As mentioned in the comments for Option 2, if the other internal pump stations are necessary, then they all will be considered as private pump stations and must be owned and operated by the development.

The sewer planning report is expected to be completed for Option 3 and shall include layout(s) demonstrating the sewer internal network and external connection points to council's sewer network and sewerage pump station. At water services we are happy to provide necessary asset information if needed.

Kind regards,

Kind regards,
Ellie,

ELHAM NIARI
Water Services Engineer
T 1300 883 699
Category A



ation Act 2009

Category B

Amanda Matanovic

From: Sayed Khan
Sent: Wednesday, 23 February 2022 2:31 PM
To: Amanda Matanovic; Elham Azizpourniari
Cc: Richard Jenner; Narelle D'Amico
Subject: RE: 522.2021.266.1 - Information Request Response - 373 Back Windermere Rd Innes Park - GC21-019-T02

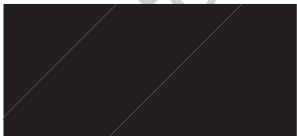
Hi Amanda,
Ellie is reviewing RMA's report. There is not enough spare capacity in Raewood Close pump station. They are proposing 4 additional pump stations and a significant rising main for their development along the Back Windermere Rd to inject into the existing rising main. This won't be acceptable to Council. We have rejected similar pump station and injection proposal from the neighbouring land owner.

It appears that their site is elevated enough (RL 13) to gravitate to the Deering Place pump station (RL 5). They will need to secure necessary easements. This was highlighted in the pre-lodgement meeting and subsequently communicated. we would be asking them to investigate this option. Any internal pump stations within their site (if needed) must be owned and operated by them.

Ellie will email our formal comments this afternoon.

Kind Regards,

SAYED KHAN
Planning & Delivery Manager - Water Services
Category A



Category B