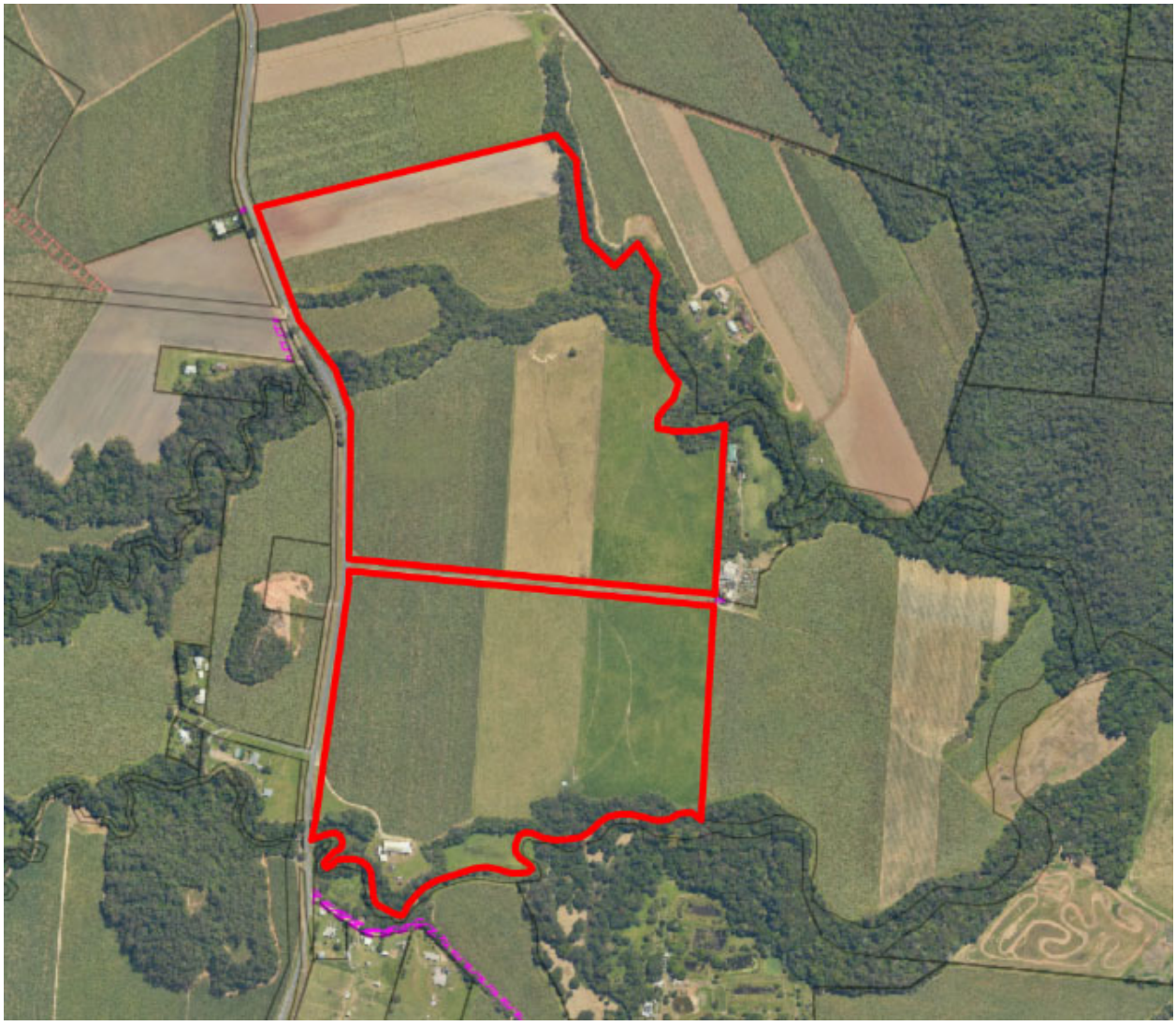
ORDINARY MEETING 22 MAY 2024	18

PRELIMINARY APPROVAL FOR RECONFIGURING A LOT (2 LOTS INTO 706 RESIDENTIAL LOTS) – MT PETER ROAD & 505R MT PETER ROAD, MOUNT PETER – DIVISION 1

PROPOSAL:	PRELIMINARY APPROVAL FOR RECONFIGURING A LOT (2 LOTS INTO 706 LOTS)
LANDOWNER:	MOUNT PETER ROAD NO2 PTY LTD (LOT 2) & MOUNT PETER ROAD PTY LTD (LOT 11)
APPLICANT:	MOUNT PETER ROAD NO2 PTY LTD & MOUNT PETER ROAD PTY LTD C/- RPS AAP PO BOX 1949 CAIRNS QLD 4870
INTERESTED PARTIES:	MOUNT PETER ROAD NO2 PTY LTD MOUNT PETER ROAD PTY LTD FORTRESS GROUP RPS AUSTRALIA EAST PTY LTD 28°S ENVIRONMENTAL ECOREX JACOBS GROUP (AUSTRALIA) PTY LIMITED WMS ENGINEERING WSP ENGINEERING *Note: The identification of interested parties is provided on a best endeavours basis by Council Officers and may not be exhaustive.*
LOCATION OF SITE:	MT PETER ROAD & 505R MT PETER ROAD, MOUNT PETER
PROPERTY:	LOT 2 ON RP735739 AND LOT 11 ON RP704174
ZONE:	LOW-MEDIUM DENSITY RESIDENTIAL
LOCAL PLAN:	MOUNT PETER
PLANNING SCHEME:	CAIRNSPLAN 2016 V3.1

REFERRAL AGENCIES:	STATE ASSESSMENT AND REFERRAL AGENCY
NUMBER OF SUBMITTERS:	NONE
STATUTORY ASSESSMENT DEADLINE:	31 MAY 2024
APPLICATION DATE:	26 JUNE 2023
DIVISION:	1
ATTACHMENTS:	1. PLANS OF DEVELOPMENT 2. REFERRAL AGENCY RESPONSE 3. EDENBROOK STRUCTURE PLAN

LOCALITY PLAN



RECOMMENDATION

That Council refuse the development application for a Preliminary Approval for Reconfiguring a Lot (2 Lots into 706 Lots) over land described as Mt Peter Road & 505R Mt Peter Road, Mount Peter, located at Lot 2 on RP735739 and Lot 11 on RP704174, for the following reasons:

Structure Planning

1. **The proposed development does not provide a well-planned, strategic, and integrated approach to structure planning for a new residential community because:**

    a. **the proposed structure plan and development outcomes fail to demonstrate integration with:**

        i. **development sequencing, as the proposed development is out of sequence and does not provide for sequential development from the north within the initial development area (IDA) which is identified as Precinct 2 – Cooper Road on Mount Peter Local Plan Map LPM-010;**

        ii. **housing diversity, as the subdivision layout only provides for a very limited range of housing forms and types to meet the needs of the community;**

        iii. **transport and mobility outcomes, as the subdivision layout is not efficient or safe and does not include a well-planned network of interconnected roads that provides connectivity with existing and planned development;**

        iv. **infrastructure networks (including their appropriate and sequential provision in a planned manner), as the Land is outside the priority infrastructure area (PIA) and the proposed development requires the delivery of significant trunk infrastructure inconsistent with the Local Government Infrastructure Plan (LGIP), out of sequence and in a premature way;**

        v. **overlay outcomes in the Flood and inundation hazards overlay code, the Natural areas overlay code, and the Transport networks overlay code;**

    b. **the proposed structure plan and development outcomes:**

        i. **provide a land use and mobility structure that:**

            A. **is inadequate in respect of the desired future community form on the Land and in respect of the role the Land will play across an integrated local plan area;**

B. does not make provision for the local convenience needs of the proposed population;

C. does not facilitate a diverse and affordable housing choice;

ii. do not provide a functional and safe transport network beyond the boundaries of the Land;

iii. are not sequential in their implementation and have inadequate regard to the future planning of the Mount Peter local plan area that the Council has undertaken;

iv. may compromise the ability of future precincts to achieve the overall outcomes of the Mount Peter local plan;

v. may compromise development in other local plan areas through the inefficient use of land within the Mount Peter local plan;

vi. result in fragmentation of the southern Cairns cane farming areas and do not ensure areas currently utilised for cane farming continue to be used for this purpose for the longest extent possible;

c. the proposed structure plan does not satisfy the requirements of Planning scheme policy – Structure planning as it:

i. has not been prepared in accordance with the Mount Peter local plan code, including for the matters set out in paragraph 1(b);

ii. does not ensure development is planned and delivered in an orderly and integrated manner;

iii. does not demonstrate how the proposed development will integrate with the surrounding community, infrastructure networks, and movement systems, and overall intended urban form;

iv. conflicts with and compromises the achievement of the Strategic Framework.

2. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – liveable communities (1)(c) and (d), (2)(a), (c), (d), (e), and (4); State interest – development and construction (1)(d), (2), and (4); State interest – infrastructure integration (1), (2)(a) – (d), (3)(b), and (4); State interest – transport infrastructure (2),(3);

b. Strategic Framework: Part 3.3, strategic outcomes 3.3.1(1)(j), 3.3.1(3), 3.3.1(5), 3.3.1(8), 3.3.1(11) and 3.3.1(13); Part 3.4, strategic outcomes 3.4.1(1), 3.4.1(3), and specific outcomes 3.4.2.1 and 3.4.3.1; and Part 3.6 strategic outcome 3.6.1(2) and specific outcome 3.6.4.1(3);

c. Mount Peter local plan code: Purpose 7.2.7.3(1); Overall outcomes 7.2.7.3(2)(a), (c), (d), (g), (h), (i), (m), (n), (p), (q), and (4); and Performance outcomes PO1/AO1.1, PO2/AO2.1, PO3/AO3.1/AO3.2, and PO4;

d. Reconfiguring a lot code: Purpose 9.3.8.2(1)(f); Overall outcomes 9.3.8.2(2)(d), (i); and PO14;

e. Planning scheme policy – Structure planning: 3.1(3), 3.2(2) and (3), 3.3.

Out of sequence development

3. Notwithstanding that the site is located in Precinct 2 – Cooper Road, it is at the southern extremity of that area and the proposed development is premature, out of sequence and inconsistent with the timing for the planned delivery of trunk sewer, water, road, and open space infrastructure under the LGIP.

4. It has not been demonstrated that the proposed trunk sewer and water trunk infrastructure would be compatible with the trunk infrastructure planned to be delivered under the LGIP because:

a. the proposed development is not consistent with underlying assumptions for the type of development proposed on the Land, which includes larger lots capable of accommodating multiple dwellings and yield higher demand outcomes that re not consistent with the trunk infrastructure sizing criteria;

b the proposed relocation of sewer pump SPSF39, planned in the LGIP to be delivered in 2031, is not appropriate;

c. it has not been demonstrated that the proposed trunk water infrastructure will provide an adequate level of service in terms of adequate pressure and network security of supply.

5. The proposed trunk road infrastructure is premature, inconsistent with planning undertaken by the Council and has not been demonstrated to be compatible with trunk infrastructure to be delivered under the LGIP because no final design for that trunk infrastructure has been proposed and approved.

6. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – infrastructure integration (1), (2)(a) – (d), (3)(b), and (4); State interest – transport infrastructure (2) and (3);

b. Mount Peter local plan code: Purpose 7.2.7.3(1); Overall outcome 7.2.7.3(2)(c) and (i);

c. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcomes 9.3.5.2(2)(a) and (d); and Performance outcome PO13;

d. The Local Government Infrastructure Plan.

Inefficient delivery of infrastructure

7. The proposed development requires the delivery of significant trunk infrastructure that is inconsistent with the timing for the delivery of planned infrastructure in the LGIP and it has not been demonstrated that the trunk infrastructure will be delivered in an orderly and efficient manner without unacceptable impacts.

8. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – infrastructure integration (1), (2), (3)(b), and (4); State interest – transport infrastructure (2) and (3);

b. Mount Peter local plan code: Overall outcome 7.2.7.3(2)(i);

c. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcomes 9.3.5.2(2)(a) and (d); and Performance outcomes PO5, PO6 and PO13;

d. The Local Government Infrastructure Plan.

Subdivision layout and lot design

9. The proposed development does not provide for an appropriately structured neighbourhood, inclusive of a well-designed pattern of streets and integration of all aspects of urban development.

10. The proposed development does not suitably respond to natural features and constraints of the Land.

11. The proposed development does not support land use efficiency or diverse housing choice, as it does not include an appropriate mix of density.

12. The proposed development does not address the intended, planned character for the Land.

13. For the reasons set out above, the proposed development is premature and out of sequence, inconsistent with the Council's long term planning strategy and inconsistent with the Council's planned provision of infrastructure.

14. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. Mount Peter Local Plan Code: Overall outcome 2(i), (2)(m) and (4)(f) and PO2;

b. Low-medium Density Residential Zone Code: Overall Outcome (2)(a), (c) and (e) and PO6.

c. Reconfiguring a Lot Code: Purpose (1)(c) and (d); Overall Outcome (2)(a), (b) and (c), PO2, PO3; PO14, PO15, PO16, and PO18;

Terrestrial Ecology

15. The proposed development would cause unacceptable direct and indirect adverse impacts on areas of environmental significance:

a. the Land and surrounding locality contains natural features comprising, and is constrained by, areas of environmental significance and matters of environmental significance, including:

i. Matters of National Environmental Significance (MNES), including but not limited to listed threatened species, and listed threatened ecological communities and listed migratory species;

ii. Matters of State Environmental Significance (MSES), including but not limited to Regulated vegetation (endangered/of concern Category B), Regulated vegetation (endangered/of concern Category C), Regulated vegetation (Category R), Regulated vegetation (essential habitat), Regulated vegetation (intersecting a watercourse), and Wildlife habitat (endangered or vulnerable) and Wildlife habitat (special least concern animals);

iii. Matters of Local Environmental Significance (MLES), including but not limited to parts of Sandy Creek, Grays Creek, Wrights Creek, and an unnamed creek traversing the Land, categorised as Urban waterway A trigger area;

b. the proposed development will cause direct and indirect adverse impacts to areas of environmental significance as:

i. the proposed development will result in the clearing and removal of habitat in areas of environmental significance;

ii. the proposed development has residential lots which directly interface with areas of environmental significance;

c. it has not been demonstrated that the proposed development:

i. provides a stormwater management system that will not have unacceptable adverse impacts on areas of environmental significance;

ii. provides adequate setbacks or buffers to areas of environmental significance;

iii. appropriately avoids the direct and indirect adverse impacts on areas of environmental significance;

iv. sufficiently assessed the potential impacts on areas of environmental significance;

v. provides additional open space areas to support areas of environmental significance;

vi. will protect, expand and enhance habitat condition, connectivity, function and extent.

16. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – liveable communities (3)(a); and State interest – biodiversity (1), (2), (3) and (4);

b. Natural Areas Overlay Code: Purpose 8.2.11.2(1)(a), (b), (c), and (d); Overall outcomes 8.2.11.2(2)(a), (b), (c), (d), (e) and (f); Performance outcomes PO1, PO4, PO5, PO10 and PO11;

c. Mount Peter Local Plan Code: Overall outcome 7.2.7.3(2)(i); and Performance outcome PO1;

d. Low-Medium Density Residential Zone Code: Overall outcome 6.2.10.2(2)(e); and Performance outcomes PO6 and PO7;

e. Infrastructure Works Code: Purpose 9.3.5.2(1); Overall outcomes 9.3.5.2(2)(b), (c) and (e); and Performance outcome PO9, PO10, PO17 and PO18;

f. Reconfiguring a Lot Code: Purpose 9.3.8.2(1)(d); Overall outcomes 9.3.8.2(2)(b) and (f); and Performance outcome PO3.

Aquatic Ecology

17. The proposed development would cause unacceptable direct or indirect adverse impacts on areas of environmental significance:

a. the Land and receiving environment contains natural features comprising, and is constrained by, areas and matters of environmental significance, including:

i. MNES, including but not limited to the Great Barrier Reef World Heritage Area and listed threatened species;

ii. MSES, including but not limited to waterways at risk from waterway barrier works and the Trinity Inlet declared fish habitat area;

iii. MLES, including but not limited to parts of Sandy Creek, Grays Creek, Wrights Creek, and an unnamed creek traversing the Land, categorised as Urban waterway A trigger area;

b. the proposed development will cause direct and indirect impacts to areas of environmental significance as:

i. the proposed development will result in the clearing and removal of habitat in areas of environmental significance;

ii. the proposed development has residential lots which directly interface with areas of environmental significance;

iii. an aquatic ecology survey or assessment was not undertaken for the proposed development;

iv. it has not been demonstrated that the proposed development:

A. appropriately prevents or mitigates impacts from stormwater quantity and quality, and changes in hydrology (groundwater and surface water regimes), on aquatic environmental values of areas of environmental significance or the receiving environment;

B. provides adequate setbacks or buffers to areas of environmental significance.

18. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – liveable communities (3)(a); State interest – biodiversity (1), (2), (3) and (4); and State interest – water quality (3)(a) and (d) and (5);

b. Natural areas overlay code: Purpose 8.2.11.2(1)(a), (b), (c), and (d); Overall outcomes 8.2.11.2(2)(a), (b), (c), (d) and (e); Performance outcomes PO1, PO4, PO5, PO10 and PO11;

c. Mount Peter local plan code: Overall outcome 7.2.7.3(2)(i); and Performance outcome PO1;

d. Low-medium residential code: Overall outcome 6.2.10.2(2)(e); and Performance outcome PO6;

e. Environmental performance code: Purpose 9.3.2.2(1); Overall outcomes 9.3.2.2(2)(a) and (d); Performance outcome PO9;

f. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcomes 9.3.5.2(2)(b), (c) and (e); and Performance outcomes PO9 and PO10; and

g. Reconfiguring a lot code: Purpose 9.3.8.2(1)(d); Overall outcomes 9.3.8.2(2)(b) and (f); and Performance outcome PO3.

Stormwater (quantity and quality) and groundwater

19. The proposed development will (or it has not been adequately demonstrated that it will not) cause adverse hydraulic impacts within the Land and beyond the boundaries of the Land, as the proposed development:

a. would result in urbanisation of the Land;

b. has not appropriately considered the nature and extent of excavation and filling necessary to support adequate stormwater infrastructure for the Land;

c. proposes a stormwater discharge system that concentrates stormwater discharge in nine (9) locations directly into the natural waterways on and adjoining the Land;

d. does not provide for and has not adequately addressed water quantity measures, including:

i. **the provision of onsite detention basins, to mitigate hydraulic impacts associated with stormwater runoff;**

ii. **the provision of bioretention basins or other measures to address dissolved contaminants, to mitigate water quality impacts;**

e. **does not appropriately mitigate and has not adequately addressed potential groundwater impacts, including impacts of reduced flow to the groundwater system attributable to urbanisation of the Land;**

f. **does not appropriately mitigate and has not adequately addressed the impacts to aquatic ecology attributable to urbanisation of the Land, including:**

i. **geomorphological impacts to waterways on the Land and beyond the boundaries of the Land associated with increased frequency and peak flow rate of stormwater events;**

ii. **impacts to groundwater dependent ecosystems which may be present in waterways on the Land and beyond the boundaries of the Land; and**

g. **does not adequately address stormwater and groundwater impacts associated with cumulative urbanisation of the Mount Peter region.**

20. **The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):**

a. **State Planning Policy: State interest – water quality (1) and (3)(a), (b), and (d); Assessment benchmarks – water quality (1)(a), (b), and (d);**

b. **Mount Peter local plan code: 7.2.7.3(1) and Performance outcome PO1(i);**

c. **Infrastructure works code: Purpose 9.3.5.2(1); Overall outcome 9.3.5.2(2)(c); Performance outcomes PO4, PO9;**

d. **Environmental performance code: Purpose 9.3.2.2(1), Overall outcomes 9.3.2.2(2)(a), (c), (d), and (f); Performance outcomes PO8 and PO9;**

e. **Excavation and filling code: Purpose 9.3.3.2(1), Overall outcomes 9.3.3.2(2)(b) and (c); Performance outcomes PO6 and PO7.**

Flooding

21. **The proposed development does not, or it has not been adequately demonstrated to, adequately respond to the flood hazard which affects the Land:**

a. on Flood and inundation hazards overlay Map Nos. OM-07B and OM-07C, the Land is:

i. entirely located within the Mount Peter Flood Precinct;

ii. partly affected by 'Sub-precinct 2b – High extreme hazard area' and 'Designated flood hazard area – Flood inundation trigger area';

b. the proposed development is not supported by a sufficiently detailed Flood and inundation hazards assessment, detailed flood modelling for the Land, and details of proposed excavation and filling to demonstrate whether the proposed development:

i. protects the safety of people and minimises damage to property and the environment;

ii. does not adversely interfere with the function of drainage catchments or require complex engineering solutions to do so;

iii. only involves acceptable earthworks solutions;

iv. considers and responds to the impacts of climate change on the flood hazard affecting the Land;

v. minimises impacts from flood hazard on the community in relation to infrastructure function and environmental values.

22. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – natural hazards (4)(a) and (b), (5)(b) and (d), Assessment benchmarks – natural hazards (3)

b. Flood and inundation hazards overlay code: Purpose 8.2.7.2(1), Overall outcome 8.2.7.2(2)(a) and (c); Performance outcomes PO2, PO7, and PO8;

c. Mount Peter local plan code: 7.2.7.3(1), Overall Outcome 2(c) and Performance outcome PO1;

d. Excavation and filling code: Purpose 9.3.3.2(1), Overall outcomes 9.3.3.2(2)(b) and (c); Performance outcome PO6.

Amenity

23. It has not been demonstrated that the proposed development protects residential amenity in terms of traffic, noise, dust and lighting in the southern precinct adjacent to Mt Peter Road and the cane rail corridor.

24. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. Reconfiguring a lot code: Purpose 9.3.8.2(1)(a);

b. Low medium density residential zone code: Overall Outcome (2)(b) and Performance Outcome PO7.

Traffic

25. The proposed development does not, or it has not been demonstrated that it will, provide transport infrastructure that supports a safe and efficient transport network as:

a. the traffic impact assessment is inadequate in terms of its coverage, assumptions, inputs and outputs, and interpretation of the limited outputs;

b. the external traffic impacts of the proposed development have more broadly not been adequately identified and assessed;

c. adequate traffic and transport provisions and mitigation measures have not been identified and demonstrated as able to be delivered by the applicant;

26. It has not been demonstrated that:

a. adequate road reserves will be preserved to allow the ultimate configuration of Mt Peter Road and Mohammad Access to be provided, including in the event that the cane rail infrastructure remains operational;

b. sufficient width and separation will be provided along Mt Peter Road adjacent to the Land to accommodate public transport stops, active transport infrastructure including cycle lanes and shared pathways and safe pedestrian crossings of the road, including in the event that the cane rail infrastructure remains operational;

c. the proposed development will be able to appropriately mitigate safety (including for pedestrians and cyclists) and efficiency impacts associated with the existing cane rail infrastructure on the Land;

d. the proposed development can provide adequate transport infrastructure in circumstances where such external transport infrastructure is on land that is not in an existing road reserve and is outside land under the control of the applicant;

e. the road infrastructure works proposed by the applicant are appropriate and will not delay or cut across planned works, including works planned in the PIA, the LGIP or works foreshadowed in other development approvals;

27. The proposed development relies upon road and pathway connectivity and a public transport route through adjoining planned development within the IDA, which may be delayed, as the proposed development represents out of sequence development which will compete and delay such development upon which it relies for the provision of such transport infrastructure.

28. The proposed development does not provide an efficient subdivision layout which enhances personal, traffic, and property safety and security as:

a. not all lots are arranged to front all streets and parkland;

b. adequate on-street parking is not provided for all proposed lots.

29. In the premises, the proposed development does not comply, or it has not been demonstrated that it can comply, with:

a. State Planning Policy: State interest – transport infrastructure (2) and (3);

b. Transport network overlay code: Purpose 8.2.15.2(1); Overall outcomes 8.2.15.2(2)(a), (b), (c), and (d); Performance outcomes PO1, PO2, PO4, PO5, and PO6;

c. Mount Peter local plan code: Purpose 7.2.7.3(1); Overall outcomes 7.2.7.3(2)(d), (h), (i), (o), (p) and (q); Performance outcomes PO1 and PO3;

d. Low-medium density residential zone code: Overall outcome 6.2.10.2(2)(b); Performance outcome PO7;

e. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcome 9.3.5.2(2)(a); Performance outcomes PO1, PO8, PO11, PO12, PO13; and

f. Reconfiguring a lot code: Purpose 9.3.8.2(1)(e) and (f); Overall outcomes 9.3.8.2(2)(a), (d), (e), (h), and (i); Performance outcomes PO3, PO4, PO5, PO10, PO15, PO23, PO24, PO26, and PO27.

EXECUTIVE SUMMARY

Council is in receipt of a development application seeking a Preliminary Approval for Reconfiguring a Lot (2 Lots into 706 Lots) at Mt Peter Road and 505R Mt Peter Road, Mount Peter, formally described as Lot 2 on RP735739 and Lot 11 on RP704174.

The Applicant has applied for a Preliminary Approval to provide a degree of certainty to the developer and to aid discussions with Council on the planning, timing and delivery of infrastructure for the development. As per Section 49(2) of the *Planning Act 2016* (the Act), a preliminary approval is the part of a decision notice for a development application that –

(a) approves the development to the extent stated in the decision notice; but
(b) does not authorise the carrying out of assessable development.

The proposed development as originally submitted involves the subdivision of a 65.16 hectare site into 700 residential lots ranging in area from 420m^2 to 1,068m^2 and six open space lots (inclusive of linear open space and a local park). Through the assessment process and in response to Council's Information Request, the total number of residential lots was increased to 706.

The subject site is located within the Low-medium Density Residential Zone of CairnsPlan 2016 v3.1. The site is also contained within the Mount Peter Local Plan area and is affected by the following overlays:

- Airport Environs;
- Bushfire Hazard;
- Flood and Inundation Hazard;
- Natural Areas; and
- Transport Network

The application is Code Assessable as per the Table of Assessment for the Low-Medium Density Residential Zone of the CairnsPlan 2016 v3.1.

The application was referred to the State Assessment and Referral Agency (SARA) for reconfiguring a lot involving clearing native vegetation and reconfiguring a lot exceeding threshold (200 dwellings). The SARA provided its Referral Agency Response for the application on 24 April 2024. The response requires particular conditions to attach to any approval granted by Council for the development, including the need to provide an Environmental Offset to counterbalance a significant residual impact of clearing 2.64ha of Essential Habitat, the preservation of a future busway corridor and works to the State Controlled Road intersection of the Bruce Highway, Mill Road and Thompson Road, Edmonton.

The development is located outside of the Priority Infrastructure Area (PIA) of the Local Government Infrastructure Plan (LGIP) and is currently serviced by Council's road and water networks. The development proposes the delivery, upgrade and augmentation of a significant amount of infrastructure, including the bringing forward of a significant amount of trunk infrastructure.

The application has been assessed in accordance with the legislative framework for Code Assessment, including the *Planning Act 2016*, *Planning Regulation 2017*, Development Assessment Rules, the applicable benchmarks contained in CairnsPlan 2016 v3.1.

Officers assessment of the application has determined that there are a number of critical issues that the application has not sufficiently addressed including the adequacy of structure planning carried out for the development and its integration with the surrounding area, the sequencing of development, when and where it will occur as it relates to the Mount Peter Local Plan, the inefficiency in the delivery of infrastructure, lack of diversity in the conceptual lot configuration and impacts on areas of environmental significance, including Commonwealth (EPBC) listed Threatened Ecological Community.

Officers consider that the development application does not comply with and cannot be conditioned to comply with several critical assessment provisions relevant to the development including the State Planning Policy (July 2017), Mount Peter Local Plan Code, Natural Areas Overlay Code, Infrastructure Works Code and the Local Government Infrastructure Plan (LGIP). Accordingly, the development application is recommended to be refused for the reasons outlined in this report.

TOWN PLANNING CONSIDERATIONS

Background

Mount Peter was declared a Master Planned Area in 2008 under the now historic *Integrated Planning Act 1997* (IPA). The IPA contained specific application processes, ensuring each individual master planned area was well-planned and development was delivered in a sequential and orderly manner to reflect the long-term vision for the growth of Mount Peter through the preparation of structure plans. Upon the decision being made to repeal the Master Planned Area provisions, transitional arrangements were introduced into the repealed *Sustainable Planning Act 2009* (SPA), specifically section 761A(3A), which required local government planning schemes to incorporate appropriate Structure Planning provisions.

The CairnsPlan 2016 incorporates the previous Master Planned Area provisions through the Mount Peter Local Plan. The requirement to prepare a structure plan to support orderly development is required by the Overall Outcomes and Performance Outcomes of the Mount Peter Local Plan Code. The need to prepare Structure Plans for development in the Mount Peter area has been clearly enshrined in relevant planning instruments for a significant period of time, since the area was originally identified as a new growth area in 2008 and more recently upon commencement of CairnsPlan 2016.

Broadly, urban development in Mount Peter has begun with residential development to the east of Mount Peter Road (Mount Peter Residential Estate by Kenfrost (1987) Pty Ltd) and the MacKillop Catholic College. Approximately 1km along Cooper Road, west of Mount Peter Road, is the entrance to the Rocky Creek precinct of the Pinecrest Master Planned Community which comprises, at present some 90 residential lots. The State Government has also purchased land to the south of Cooper Road, west of Mount Peter Road, for a future school.

Site Description and Characteristics

The subject site is located to the west of the Bruce Highway within Mount Peter approximately 17.5 kilometres south-west of the Cairns CBD and 4.5 kilometres south of the Edmonton Local Centre. The site comprises two allotments which are formally described as Lot 2 on RP735739 and Lot 11 on RP704174 with a total area of 65.16 hectares. The site has access from Mt Peter Road and is bisected by Mohammed Access.

The site is located within Precinct 2 – Cooper Road of the Mount Peter Local Plan area which has been designated as the initial development area to support the orderly development of the Mount Peter area for urban purposes.

The site is generally flat with three creeks, Sandy Creek, Gray Creek and Wrights Creek, within the site, as well as an unnamed creek that acts as a tributary for Sandy Creek. It appears that the waterway areas have generally remained unchanged since at least 1949. The site has largely been cleared of vegetation for the purpose of sugar cane cultivation and livestock grazing, however, the creeks are heavily vegetated along the banks being designated Category B, Category R and Category C on State Vegetation Mapping.

The site has access to Council's road and reticulated water networks but not sewer or stormwater infrastructure and has access to electricity and telecommunications networks. The site is located outside of the PIA under Council's LGIP.

As per relevant searches, the site is not on the Contaminated Land Register or Environmental Management Register.

The following oblique aerial image from 2023 shows the site with the approximate boundaries of the site indicated in red. Mount Peter Estate is located on the middle-left of the image and Rocky Creek is located on the middle-right of the image.

Figure 1: Location of Site within Mount Peter

Lot 2 on RP735739 is the larger of the two lots and is surrounded by rural development to the north and east. Sandy Creek and an unnamed tributary cross the site and run along the eastern boundary. Mt Peter Road and Mohammed Access are adjacent to the western and southern boundaries.

Lot 11 on RP704174 is located to the south of Lot 2. Rural development surrounds the site to the east, Gray Creek and Wrights Creek traverse the southern boundary and Mt Peter Road and Mohammed Access are adjacent to the western and northern boundaries.

In respect of relevant development approvals in the vicinity of the site, there is an existing extractive industry operation that has a current development approval (CRC Ref: 8/8/1162) which has been acted upon and which is located immediately west of the subject site, on land described as Lots 1 and 2 on RP704176. The associated Environmentally Relevant Activity (ERA) authorisation allows for the extraction of up to 100,000t of material per annum.

CairnsPlan 2016 v3.1 identifies that the following Overlays are relevant to the subject site:

Overlay	Details
Airport Environs	• Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) Surfaces
Bushfire Hazard	• Potential Impact Buffer
Flood and Inundation Hazard	• Precinct 2 – Mount Peter • Sub-precinct 2b – High Extreme Hazard Area • Designated Flood Hazard Area – Flood Inundation Trigger Area
Natural Areas	• MLES – Urban Waterway A Trigger Area • MSES – Regulated Vegetation (Intersecting a Watercourse) • MSES – Regulated Vegetation (Essential Habitat) (Lot 2 only) • MSES – Regulated Vegetation (Category C) (Lot 11 only) • MSES – Regulated Vegetation (Category R) • MSES – Regulated Vegetation (Category B) (Lot 2 only) • MSES – Wildlife Habitat (Endangered or Vulnerable)
Transport Network	<u>Cycle Network</u> • Local Route • Principal Route <u>Pedestrian Network</u> • Pedestrian Access Street • Pedestrian Spine <u>Road Network</u> • Future Major Collector Road • Future Sub Arterial Road • Rural Road • Sub Arterial Road

Proposal and Structure Plan

The proposal involves the subdivision of 2 parent lots comprising a total area of 65.16 hectare into 706 residential lots, known as 'Edenbrook' estate, ranging in area from 384m^2 to 1,068m^2 with an average lot size of 496m^2.

The number of lots and areas are summarised below:

<499m²	500m²-599m²	600m²-699m²	700m² - 799m²	800m² - 899m²	900m² - 999m²	>1,000m²
494 (70%)	85 (12%)	91 (12.9%)	21 (3%)	11 (1.6%)	3 (0.4%)	1 (0.1%)

The application identifies 89 lots as being suitable for Dual Occupancy development due to being corner lots or at the end of a block.

In addition to the above, there will be six open space lots (inclusive of linear open space and a local park) with a cumulative area of 13.152ha as summarised below:

- Local Park (Lot 991) – 1.002ha;
- Linear Park (Lot 992) – 1.50ha;
- Linear Park (Lot 993) – 0.90ha;
- Linear Park (Lot 994) – 1.55ha;
- Linear Park (Lot 995) – 6.61ha;
- Linear Park (Lot 996) – 1.59ha).

The open space lots will contain the waterways on the site. Additionally, the local park is identified in the LGIP as OSF076.

The development is proposed to be accessed from Mt Peter Road at two points via a new Minor Collector Road and Major Collector Road. Additionally, new roads to an Access Street standard are proposed to be constructed throughout the development.

The development is proposed to be split into three parts, North, Central and South Precincts, and be developed across 41 stages. The developer intends to develop the Central Precinct first with an approximate timing of 2028 for Stage 1, however, the application states that staging may be varied based on housing market conditions and stages may be constructed in any sequence.

North Precinct

The North Precinct is proposed to comprise Stages 34-40 of the development and 131 lots as summarised below:

<499m²	500m²-599m²	600m²-699m²	700m² - 799m²	800m² - 899m²	900m² - 999m²	>1,000m²
95	13	15	2	4	1	1

The North Precinct contains three linear parks, being Lot 992 and parts of Lots 993 and 995, and Sandy Creek.

This part of the site is not connected to the Central or South Precincts by a road due to the linear parks, however, a footbridge is proposed to connect the northern and southern sections of the development. Vehicular access to the North Precinct is proposed via a Minor Collector Road from Mt Peter Road as well as new Access Streets.

Central Precinct

The Central Precinct is proposed to comprise Stages 1-13 and 41 of the development and 253 lots as summarised below:

<499m²	500m²-599m²	600m²-699m²	700m² - 799m²	800m² - 899m²	900m² - 999m²	>1,000m²
186	21	33	6	6	1	0

The Central Precinct contains the Local Park and parts of two linear parks (Lots 993 and 995).

Vehicular access is proposed via the new Major Collector Road from Mt Peter Road as well as new Access Streets. A cane railway currently exists within Mohammed Access and is proposed to be incorporated into the new road / layout of the development until the railway becomes obsolete.

South Precinct

The South Precinct is proposed to comprise Stages 14-33 of the development and 322 lots as summarised below:

<499m²	500m²-599m²	600m²-699m²	700m² - 799m²	800m² - 899m²	900m² - 999m²	>1,000m²
213	51	43	13	1	1	0

The South Precinct contains two linear parks (Lots 994 and 996) and parts of Gray Creek and Wrights Creek.

Vehicular access is proposed via the new Major Collector Road from Mt Peter Road as well as a new Minor Collector Road and Access Streets.

The Applicant is seeking a currency period of 25 years for the Preliminary Approval.

As part of the application and as required by relevant provisions of the Planning Scheme, the Applicant has submitted a Structure Plan for the development. Broadly, the Structure Plan submitted identifies a range of matters relevant to the site, including planning scheme designations, natural features and infrastructure. The plan provides details about the extent of developable land and expected development outcomes including yield, how the development integrates with surrounding land uses and infrastructure networks and expected environmental impacts. The Structure Plan document is supported by a series of plans which visually represent the aforementioned items. A copy of the Structure Plan submitted with the response to Information Request is provided as Attachment 3.

Materials Assessed in the Application

Council has considered all material submitted with the application, including but not limited to the following reports:

- Planning Assessment Report prepared by *RPS Australia East Pty Ltd*;

- Plans of Development prepared by *RPS Australia East Pty Ltd*; and
- Ecological Assessment Report, prepared by *28°S Environmental* and *EcoRex*;
- Engineering Report, prepared by *Jacobs Group (Australia) Pty Limited*;
- Traffic Impact Assessment, prepared by *Jacobs Group (Australia) Pty Limited*;
- Flood Impact Assessment, prepared by *WMS Engineering*;
- Stormwater Quality Management Plan, prepared by *WMS Engineering*;
- Waterway Bank Stability Assessment, prepared by *WSP Engineering*.

These materials have been considered in the assessment of the application.

LEGISLATIVE FRAMEWORK

Statutory Planning Considerations

State Planning Policy	The State Planning Policy (SPP) contains the State Interest Policies and Assessment Benchmarks which are applicable to the development. The subject site is affected by the following State Interests:
	
	• Agriculture
	  ○ Agricultural Land Classification – Class A and B.
	• Biodiversity
	  ○ MSES – Wildlife Habitat (Endangered or Vulnerable);
	  ○ MSES – Regulated Vegetation (Category B);
	  ○ MSES – Regulated Vegetation (Category C);
	  ○ MSES – Regulated Vegetation (Category R);
	  ○ MSES – Regulated Vegetation (Essential Habitat);
	  ○ MSES – Regulated Vegetation (Intersecting a Watercourse).
	• Natural Hazards, Risk and Resilience
	  ○ Flood Hazard Area – Level 1 – Queensland Floodplain Assessment and Local Government Flood Mapping Area;
	  ○ Bushfire Prone Area.
	
	The State Planning Policy (SPP) is identified as a relevant assessment benchmark for a Code Assessable development application. The *Planning Regulation 2017* prescribes, at s26(2)(a)(ii) that the application must be assessed against Part E of the SPP (to the extent that it is relevant) and, at s27(1)(d)(ii), that the assessment must have regard to the whole SPP to the extent it is not appropriately integrated into the planning scheme.
	
	The CairnsPlan 2016 v3.1 formally integrates the July 2014 version of the SPP (refer s2.1), with the exception of provisions relating to Erosion Prone Areas. The July 2017 version of the SPP is the current version and has adopted changes from the July 2014 version which is formally identified as being integrated into CairnsPlan 2016

FNQ Regional Plan 2009-2031	The subject site is within the FNQ Regional Plan 2009-2031 designation - Urban Footprint. Detailed assessment against the Regional Plan has not been undertaken on the basis that the Regional Plan has been appropriately integrated and reflected through the CairnsPlan 2016 (refer CairnsPlan 2016 v3.1, s2.2).

Matters Prescribed by Regulation

Schedule 9 of the *Planning Regulation 2017*	Not Applicable.
Schedule 10 of the *Planning Regulation 2017*	The application was referred to the State Assessment and Referral Agency (SARA) for reconfiguring a lot involving clearing native vegetation and exceeding threshold (200 dwellings). The referral agency provided its response for the Development Application on 24 April 2024. SARA requires conditions be attached to any development approval. A copy of the Referral Agency Response is attached in **Attachment 2**.
Schedule 12A of the *Planning Regulation 2017*	Schedule 12A of the *Planning Regulation 2017* applies to reconfiguring a lot if: (a) The reconfiguration is the subdivision of the lot into 2 or more lots (each a created lot); and (b) The lot being reconfigured is wholly or partly in a prescribed zone under a local instrument applying to the lot; and (c) No part of the lot being reconfigured is in either of the following zones under a local instrument applying to the lot— (i) A rural residential zone stated in schedule 2; (ii) A zone, other than a zone stated in schedule 2, that is of a substantially similar type to a zone mentioned in subparagraph (i); and (d) At least 1 created lot is intended mainly for a residential purpose; and (e) The reconfiguration is associated with the construction or extension of a road. The above assessment benchmarks are applicable to the proposed reconfiguration. Accordingly, the Regulation introduces new benchmarks, which include a minimum of: • Grid-like street patterns connecting to surrounding and future roads and paths; • A maximum block length of 250 metres; • Street trees, with a minimum of 1 tree per 15 metres each side of a new road; • Footpaths, where a new footpath is required to be provided on at least 1 side of the new road where it provides direct lot access; and • Access to existing or new park/s within 400 metres of each part of a block. The purpose of the benchmarks contained in Sch. 12A of the *Planning Regulation 2017* are to ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure, and exercise in the locality of new lots. Council currently manages reconfiguration through the local planning instrument being CairnsPlan 2016 which either reflects these benchmarks or provides alternate provisions that more appropriately consider the local context. Accordingly, it is considered to be unnecessary to complete a detailed assessment against the assessment benchmarks in Schedule 12A of the *Planning Regulation 2017*.

State Planning Policy (July 2017)

The State Planning Policy (SPP) is identified as a relevant assessment benchmark for a Code Assessable development application. The *Planning Regulation 2017* prescribes, at s26(2)(a)(ii) that the application must be assessed against Part E of the SPP (to the extent that it is relevant) and, at s27(1)(d)(ii), that the assessment must have regard to the whole SPP to the extent it is not appropriately integrated into the planning scheme.

The CairnsPlan 2016 v3.1 formally integrates the July 2014 version of the SPP (refer s2.1), with the exception of provisions relating to Erosion Prone Areas. The July 2017 version of the SPP is the current version and has adopted changes from the July 2014 version which is formally identified as being integrated into CairnsPlan 2016.

In respect of the Agriculture State Interest identified above, the planning scheme has designated the land in a Residential Zone that is inconsistent with the protection of Agricultural Land Classification (ALC) Class A or Class B land, with this designation previously being endorsed by the State. Officers therefore consider that it is not necessary to further consider this State Interest on the basis that the land has been identified as suitable for urban development.

The SPP matters contained in the below table are considered to be of relevance to the assessment of the current application.

State Interest	Officer Comment
Liveable Communities	
State Interest Policy (1) High quality urban design and place making outcomes are facilitated and promote: (c) personal safety and security (d) functional, accessible, legible and connected spaces State Interest Policy (2) Vibrant places and spaces, and diverse communities that meet lifestyle needs are facilitated by: (a) good neighbourhood planning and centre design (c) consolidating urban development in and around existing settlements (d) higher density development in accessible and well-serviced locations (e) efficient use of established infrastructure and services State Interest Policy (4) Connected pedestrian, cycling and public transport infrastructure networks are facilitated and provided.	The application is supported by a Structure Plan which identifies a range of matters relevant to the development including natural features and infrastructure. The planning scheme requires a structure plan to consider the broader locality and surrounding area and demonstrate how development proposed by the structure plan will integrate with the surrounding community, parks, infrastructure networks and movement systems (e.g. road network, public transport and pedestrian and cyclist networks). The Structure Plan does not, in Officers view, provide adequate information about the sequencing of the development, housing diversity, transport and mobility, infrastructure networks or overlay outcomes. Further, the structure plan does not adequately demonstrate any principles that would nominally inform high quality urban design and placemaking for a development of this type and scale. The Structure Plan provided represents what Officers consider to be a relatively basic response to obvious site constraints being waterways and existing road corridors without further examination or response to the opportunities presented by the land i.e. vistas and view corridors to proximate natural features. The development requires the provision of significant infrastructure including trunk infrastructure that is not consistent with the timing for the planned delivery of the

	infrastructure as identified in the LGIP. The necessity to bring forward infrastructure indicates a level of prematurity of development and reinforces Officers view that it is out of sequence with the desired development outcomes. The disconnection of the site from the existing urban form in the northern part of Mount Peter does not promote connected active transport infrastructure. For the above reasons, Officers consider that the development does not comply with these State Interest policies.
State Interest Policy (3) Development is designed to: (a) value and nurture local landscape character and the natural environment (b) maintain or enhance important cultural landscapes and areas of high scenic amenity, including important views and vistas that contribute to natural and visual amenity (c) maintain or enhance opportunities for public access and use of the natural environment	For the reasons outlined below in respect of the Biodiversity State Interest policies and reflected in the assessment of the proposed development against relevant provisions of the Natural Areas Overlay Code in the Planning Scheme, the development has not, in Officers view, been designed to value and nurture the local landscape character and natural environment.
Development & Construction	
State Interest Policy (1) A sufficient supply of suitable land for residential, retail, commercial, industrial and mixed use development is identified that considers: (d) the availability of, and proximity to, essential infrastructure required to service and support such development State Interest Policy (2) Appropriate infrastructure required to support all land uses is planned for and provided	The subject site is located outside of the Priority Infrastructure Area (PIA) boundary in the Local Government Infrastructure Plan (LGIP). Further, the development does not directly adjoin any existing urban development that has established within the Mount Peter area. As a consequence of this, the infrastructure currently servicing the site is inadequate to service the proposed development. The development seeks to bring forward a significant amount of trunk infrastructure relating to Water, Sewerage, Transport and Parks. The bring forward of this infrastructure to a location outside of the PIA does not represent an appropriate or efficient delivery of infrastructure as it will service development that is not the next sequential step. Given this, the development is not consistent with these State Interest policies.
State Interest Policy (4) An appropriate mix of lot sizes and configurations for residential, retail, commercial, mixed use and industrial development is provided for in response to the diverse needs of these uses and ancillary activities.	The proposed development seeks a Preliminary Approval for Reconfiguring a Lot to create 706 residential lots. The majority of lot proposed (82%) have an area between 420m^2 and 599m^2. Officers consider that this does not represent an appropriate mix of lot sizes that will meet the needs of the community and therefore, is inconsistent with this State Interest policy.

Biodiversity	
State Interest Policy (1) Development is located in areas to avoid significant impacts on matters of national environmental significance and considers the requirements of the *Environment Protection and Biodiversity Conservation Act 1999.*	Ecological reporting submitted with the application confirms that parts of the subject site contain Matters of National Environmental Significance (MNES). In particular, the site contains a Class A patch, per the EPBC Act Protection Criteria, of Lowland Tropical Rainforest of the Wet Tropics. Development is proposed to occur in this area and the application does not adequately demonstrate that it will not cause a significant impact. Accordingly, the development does not accord with this State interest policy.
State Interest Policy (2) Matters of state environmental significance are identified and development is located in areas that avoid adverse impacts; where adverse impacts cannot be reasonably avoided, they are minimised.	Ecological reporting submitted with the application confirms that parts of the subject site contain Matters of State Environmental Significance (MSES). The development will impact on MSES and the SARA referral agency response notes that an Environmental Offset is required for the Significant Residual Impact the development will have on MSES.
State Interest Policy (3) Matters of local environmental significance are identified and development is located in areas that avoid adverse impacts; where adverse impacts cannot be reasonably avoided, they are minimised.	Ecological reporting submitted with the application confirms that parts of the subject site contain Matters of Local Environmental Significance (MLES), in particular waterways being Gray Creek and Sandy Creek. As noted in response to the Natural Areas Overlay Code of the Planning Scheme, the development proposes to locate infrastructure including roads and paths within the identified waterway corridor buffer areas. The application has not adequately demonstrated that the location of the development will avoid adverse impacts on MLES and hence, has not demonstrated that it is consistent with this State Interest policy.
State Interest Policy (4) Ecological processes and connectivity is maintained or enhanced by avoiding fragmentation of matters of environmental significance.	The development involves partial fragmentation of areas of environmental significance through the introduction of road and associated infrastructure to access a small pocket of land in the northern part of the site. The application has not adequately demonstrated that ecological processes and connectivity will be maintained or enhanced as a result of the location of this infrastructure. The application has not demonstrated that it is consistent with this State Interest policy.
Water Quality	
State Interest Policy (1) Development facilitates the protection or enhancement of environmental values and the achievement of water quality objections for Queensland waters	The Applicant has submitted a Stormwater Quality Management Plan (SQMP) for the development, prepared by WMS Engineering. The report considers there are opportunities to implement gross pollutant traps (GPT's) into the development, where stormwater outlets into the existing creek systems. There is

	however no discussion in the SQMP, or the submitted Ecological Assessment, about what impacts the change in discharge will have on the waterways and their environmental values. The Application does not consider or described in meaningful detail the likely introduction of new potential pollutants into the waterway as a result of the transition of the land to an urban land use. Officers consider that the application does not adequately demonstrate that it is consistent with this State Interest policy.
State Interest Policy (3) Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values of receiving waters arising from: (a) altered stormwater quality and hydrology (b) waste water (other than contaminated stormwater and sewage) (c) the creation or expansion of non-tidal artificial waterways (d) the release and mobilisation or nutrients and sediments	Further to the comments provided above in response to Water Quality State Interest policy 1, the application material, including the SQMP and Ecological Report, does not adequately address how the development has been located and designed or how it will be constructed and operated to avoid or minimise direct or indirect impacts that may occur to the environmental values of receiving waters as a direct result of the transition of the land to an urban use. Officers consider that the application does not adequately demonstrate that it is consistent with this State Interest policy
State Interest Policy (5) At the post-construction phase, development: (a) achieves the applicable stormwater management design objectives on-site, as identified in table B (appendix 2); or (b) achieves an alternative locally appropriate solution off-site that achieves an equivalent or improved water quality outcome to the relevant stormwater management design objectives in table B (appendix 2).	In respect of construction phase stormwater quality, the above mentioned SQMP states that *during construction, the stormwater quality discharging from the site will be managed by an erosion and sediment control plan that will be developed during the detailed design phase. At this stage of the development application, there is insufficient design to suitably develop an erosion and sediment control plan, however the intent would be for it to meet the design objectives set out in the CairnsPlan 2016 Environmental Performance Code Table 9.3.2.3.b.* Whilst Officers acknowledge the Applicant's comments, they do not adequately address the specifics of how the development will achieve the identified post-construction phase design objectives. Officers consider that the application does not adequately demonstrate that it is consistent with this State Interest policy
Assessment Benchmark (1) Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values arising from: (a) altered stormwater quality and hydrology	Further to the comments provided above in response to Water Quality State Interest policy 1, the application material, including the SQMP and Ecological Report, does not adequately address how the development has been located and designed or how it will be constructed and operated to avoid or minimise direct or indirect impacts that may occur to the environmental values of receiving waters as a direct result of the

(b) waste water (d) the release and mobilisation of nutrients and sediments.	transition of the land to an urban use. Officers consider that the application does not adequately demonstrate that it is consistent with this State assessment benchmark.
Assessment Benchmark (2) Development achieves the applicable stormwater management design objectives outlined in tables A and B (appendix 2)	The Stormwater Quality Management Plan outlines potential proprietary solutions which have previously been used in the local government area as an adequate stormwater quality solution. For the reasons outlined in response to the Natural Areas Overlay Code and Environmental Performance Code contained in the Planning Scheme, Officers consider the application has not adequately demonstrated that the development is consistent with this State assessment benchmark.
Natural Hazards, Risk and Resilience	
State Interest Policy (4) Development in bushfire, flood, landslide, storm tide inundation or erosion prone natural hazard areas: (a) avoids the natural hazard; or (b) where it is not possible to avoid the natural hazard, development mitigates the risks to people and property to an acceptable or tolerable level.	The subject site is subject to natural hazard risks from both bushfire and flooding. Mapping for the land indicates flooding hazards occur within the waterways and across the land at various points. The application was accompanied by a Flood Impact Assessment (FIA) prepared by WMS Engineering and Drainage Masterplan internal network plan prepared by Jacobs. The FIA relies upon other flood modelling in the catchment conducted by other parties as the basis for the reporting with no site specific modelling having been conducted. Without the benefit of site specific modelling, given the scale of development that would result from this application, Officers do not accept that the application can adequately demonstrate that the development will mitigate the risk to people and property to either an acceptable or tolerable level. The development has not demonstrated that it is consistent with this State Interest policy.
State Interest Policy (5) Development in natural hazard areas: (b) directly, indirectly and cumulatively avoids an increase in the exposure or severity of the natural hazard and the potential for damage on the site or to other properties (d) maintains or enhances the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard.	Further to the response to State Interest policy 4 above, as a result of the application not including site and lot configuration specific flood modelling, the application has not adequately demonstrated that it will directly, indirectly and cumulatively avoids an increase to the risk of adverse flood impacts occurring on the land or on other external land. Information submitted with the application illustrates that stormwater discharge from the development will be directly into the existing creek systems through 1 of 9 discharge points, 6 in the north and 3 in the south. It is not clear from the information submitted what extent of work is required to provide for this infrastructure or if such work would impact on vegetation that assists in

	mitigating the natural hazard. The development is considered to be not consistent with this State Interest policy.
Assessment Benchmark (3) Development other than that assessed against (1) above [where 1 includes land that is an erosion prone area within a coastal management district], avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.	The subject site is subject to natural hazard risks from both bushfire and flooding. Mapping for the land indicates flooding hazards occur within the waterways and across the land at various points. The application was accompanied by a Flood Impact Assessment (FIA) prepared by WMS Engineering and Drainage Masterplan internal network plan prepared by Jacobs. The FIA relies upon other flood modelling in the catchment conducted by other parties as the basis for the reporting with no site specific modelling having been conducted. Without the benefit of site specific modelling, given the scale of development that would result from this application, Officers do not accept that the application can adequately demonstrate that the development will mitigate the risk to people and property to either an acceptable or tolerable level and consequently, does not comply with this assessment benchmark.
Infrastructure Integration	
State Interest Policy (1) The outcomes of significant infrastructure plans and initiatives by all levels of government are considered and reflected, where relevant.	The Local Government Infrastructure Plan (LGIP) is considered to be a relevant infrastructure plan for this State Interest policy. The LGIP represents Council's long term infrastructure planning for major infrastructure investment across the whole Local Government area. The subject site is outside of the Priority Infrastructure Area (PIA) boundary. The development requires the provision of trunk infrastructure that is not consistent with the timing for the planned delivery of the infrastructure as identified in the LGIP. The application has not adequately considered the requirements of the LGIP and is therefore not consistent with this State Interest policy.
State Interest Policy (2) Development achieves a high level of integration with infrastructure planning to: (a) promote the most efficient, effective and flexible use of existing and planned infrastructure (b) realise multiple economic, social and environmental benefits from infrastructure investment (c) ensure consideration of future infrastructure needed to support infill and greenfield growth areas	As noted above, the subject site is located outside of the PIA boundary and requires a substantial infrastructure investment in order to deliver the development from commencement, including water, sewerage, transport and park infrastructure. The timing of that infrastructure required by the development is inconsistent with Council's forward planning for trunk infrastructure as identified in the LGIP. The location of the development does not provide for an efficient or effective use of the infrastructure which is required to be delivered.

(d) optimise the location of future infrastructure within communities to provide greater access to facilities and services and enable productivity improvements.	The development is not consistent with this State Interest policy.
State Interest Policy (3) Development occurs: (a) in areas currently serviced by state and/or local infrastructure and associated services; or (b) in a logical and orderly location, form and sequence to enable the cost effective delivery of state and local infrastructure to service development. State Interest Policy (4) Existing and planned infrastructure is protected from development that would compromise the ability of infrastructure and associated services to operate safely and efficiently.	The subject site has limited available infrastructure at present, none of which is of a sufficient capacity in order to service the proposed development. The development does not represent a logical or orderly extension as the subject site is located outside of the PIA and requires substantial infrastructure, including Trunk Infrastructure, to be brought forward in order to service the development. The necessity of the development to bring forward such substantial infrastructure reinforces Officers view that the development is out of sequence. As a result of the development being out of sequence and requiring an inefficient delivery of significant infrastructure on a different timing than what has been planned, the planned infrastructure required to be delivered to service the development is unlikely to be operated efficiently. The development is not consistent with these State Interest policies.
Transport Infrastructure	
State Interest Policy (2) Development is located in areas currently served by transport infrastructure, and where this cannot be achieved, development is facilitated in a logical and orderly location, form and sequence to enable cost-effective delivery of new transport infrastructure to service development.	The subject site is currently serviced by transport infrastructure however that infrastructure is not of a suitable standard to service the development. The applications proposes the delivered of significant transport infrastructure upgrades and augmentations and relies upon other trunk transport infrastructure being delivered to adequately service the development. The Trunk transport infrastructure required to be provided is identified in Council's LGIP and the development proposes to bring forward this infrastructure on a different timing to that identified in the LGIP. The necessity of the development to bring forward this infrastructure reinforces Officers view that the development is out of sequence and does not represent a logical or orderly extension of existing transport infrastructure. The development is not consistent with this State Interest policy
State Interest Policy (3) Development achieves a high level of integration with transport infrastructure and supports public passenger transport and active transport as attractive alternatives to	The application identifies on the plans of development various bus stop locations that are intended on being capable of servicing the development. Whilst Officers acknowledge the ultimate responsibility for designating Bus Route's sits with the State, the assessment of the

private transport.	transport network proposed by the application is considered inadequate to demonstrate that it will result in a safe and efficient transport network. The Traffic Impact Assessment (TIA) submitted with the application has considered transport connections to the north of the site, however connections south along Mount Peter Road to Maitland Road and the Bruce Highway have not been considered. It is therefore unknown to what extent the development can or will integrate with the transport network relevant to the site. Given this assessment, Officers consider that the development has not demonstrated that it is consistent with this State Interest policy.

LOCAL CATEGORISING INSTRUMENT

CairnsPlan 2016 v3.1

Strategic Framework Assessment

The development is subject to Code Assessment and therefore assessment against the Strategic Framework of the CairnsPlan 2016 is not generally relevant. However, the Mount Peter Local Plan Code requires the submission of a Structure Plan and notes that guidance on preparing a Structure Plan is provided within Planning Scheme Policy – Structure Planning (PSP-SP). The PSP-SP identifies a wide range of matters that a Structure Plan should or must include, or achieve, including that it should *integrate with and act as part of the planning scheme* and *must not conflict with or compromise the achievement of the Strategic Framework*. The following clauses in the PSP-SP are considered relevant:

- Section 3.1(3) – A structure plan provides the necessary planning framework to ensure that development is planned and delivered in an ordely and integrated manner. Where the site is located within an local plan area, the structure plan must be prepared in accordance with the provisions of the relevant local plan.

- Section 3.2(2) – The structure plan is to be prepared with consideration of the broader context of the locality and surrounding area. It must demonstrate how development in the structure planned area will integrate with the surrounding community and with existing parks and infrastructure networks and movement systems (road network, public transport facilities and pedestrian and cyclist networks).

- Section 3.2(3) - The structure plan should integrate with and act as part of the planning scheme through the use of consistent zoning and terminology within the planning scheme. It must not conflict with or compromise the achievement of the Strategic Framework. The structure plan should reference relevant provisions within the planning scheme to achieve the intent for the structure planned area rather than proposing alternative provisions or levels of assessment.

Section 3.3 of the PSP-SP is also relevant as it provides the framework and requirements for what a structure plan must cover including, but not limited to matters

such as opportunities and constraints, infrastructure availability, proximity to nearby services and facilities, development particulars and how development integrates with other land and surrounding uses.

As a consequence of the above, it is appropriate to consider whether the proposed Structure Plan is consistent with or conflicts with the Strategic Framework.

The site contains Urban and Open Space/Conservation designations on the Settlement Pattern Map in the Strategic Framework which generally align with the Zoning of the land and the identification of waterway corridors associated with Sandy Creek and Gray Creek. Whilst the Urban designation confirms the intent of the planning scheme for the land to be used for urban purposes, this does not confirm that all of the designated land may be suitable for urban development or that such development, where proposed, is consistent with the Strategic Framework.

A number of the Elements and associated Specific Outcomes and Land Use Strategies identified in the Strategic Framework and which are relevant to the Structure Plan resonate through other provisions in the Local Plan, Zone, Overlay and Development Codes found in the planning scheme. Of particular note are provisions in the Strategic Framework which require:

- The timely, cost effective and efficient provision of infrastructure - s3.3.1(1)(j), s3.3.1(5), s3.6.1(2) and 3.6.4.1(3);
- That development in the Southern growth corridor occurs sequentially and in accordance with the Mount Peter local plan – s3.3.1(3);
- Development contributes to a compact urban form – s3.3.1(8);
- Urban development and emerging communities are designed to incorporate pedestrian, cycle and road connections that offer a high degree of permeability and legibility – s3.3.1(11);
- Local plans provide localised planning responses and development outcomes for discrete areas – s3.3.1(13);
- That the region's natural environment, ecological processes and biodiversity values are protected, enhanced and rehabilitated in a manner that ensures their continuation for present and future generations – s3.4.1(1);
- The development avoids areas of environmental significance – s3.4.1(3);
- That development ensures biodiversity values and the environmental values of waterways are protected – s3.4.2.1 & s3.4.3.1;

Together, these provisions speak to a need to ensure urban development occurs in a sequential, orderly and logical manner, consistent with the planned provision of infrastructure and which recognises the importance placed on areas of environmental significance.

The Structure Plan submitted by the Applicant does not, in Officers view, address the relevant provisions of the Strategic Framework. As discussed in detail below in response to specific Code provisions, the development does not align with the timing for the delivery of infrastructure identified in Council's LGIP, has not adequately demonstrated that it is responsive to natural features and constraints and does not represent sequential development in the Mount Peter local plan area. Consequently, Officers consider that the development does not provide an outcome that provides the level of consistency with the Strategic Framework which is sought by the PSP-SP.

Relevant Assessment Benchmarks of CairnsPlan 2016

CairnsPlan 2016 Assessment Benchmarks	
Assessment Benchmark	**Assessment**
Mount Peter Local Plan Code	**Non-compliance.** The purpose of the Code is to achieve a *well-planned, strategic and integrated approach to development of new communities in the Southern growth corridor*. The Code requires, amongst other matters, a Structure Plan to be prepared for new development, with Overall Outcome 2(i) stating that *development contributes to an integrated and coordinated community and provides a structure that considers future development, infrastructure provision, land use allocations and defined places of activity, recreation, living and natural environment*. The Applicant has provided a Structure Plan as part of the application material, however, for a number of reasons outlined below, Officers consider the Structure Plan to be inadequate relative to the development proposed. Whilst Officers acknowledge the site is located within Precinct 2 – Cooper Road of the Local Plan and is within the 'overall' Initial Development Area (IDA), the location and timing of development does not represent a logical or orderly extension to the existing urban form. Officers consider the proposed development can be differentiated from other development that has occurred in the IDA, being the Mount Peter Residential Estate (Kenfrost) and Rocky Creek precinct of Pinecrest (Kroymans Developments) given those developments are at the very north of the IDA. The Code requires development to occur sequentially from the north and the proposed development results in a gapping of land within the IDA. The result of this would, in Officers view, be a development that is not sequential and represents neither an orderly or logical expansion of the existing urban form. Additionally, the proposed development requires a significant extension to and augmentation of infrastructure networks in order to be able to service the premise. Whilst servicing of the land will ultimately occur, as identified within Council's LGIP, the timing of infrastructure required to service the development is inconsistent with Council's planning by a number of years. Further assessment of relevant provisions the development does not comply with is provided below.
Low-medium Density Residential Zone Code	**Non-compliance.** The purpose of the Code is to provide for *a variety of dwelling types, including dwelling houses and low-to medium density multiple dwellings and community uses, and small-scale services, facilities and infrastructure, to support local residents*. Overall Outcome (2)(a) and (c) go on to specify that development will achieve the stated purpose where *a range of accommodation activities are provided on a range of lot sizes* and *a mixed residential density and character is achieved*. The proposed development constitutes a traditional style of residential subdivision of 706 lots, with 579 (82%) of those lots having an area of 599m^2 or less. The proposed plans of development nominate a total of 89 lots as potentially suitable for 'Dual Occupancy style development, however this outcome is not secured in any way. The development does

	not provide the desired mixed residential density and it is expected that the character resulting from the current lot configuration and street network would be uniform. The development presents issues in respect to its response to the natural features and constraints of the land, inconsistent with Overall Outcome (2)(e) and PO6 of the Code. These issues are further examined below in response to the Natural Areas Overlay Code. Further assessment of relevant provisions the development does not comply with is provided below.
Airport Environs Overlay Code	**Complies.** The proposed development would not impact on the safety, efficiency or operational integrity of the Cairns Airport or associated aviation facilities. Further detailed assessment of the Code is not considered necessary in this circumstance.
Bushfire Hazard Overlay Code	**Capable of complying.** The subject site is affected by bushfire hazard shown as *potential impact buffer* as per the Overlay Map. Mapped hazardous vegetation occurs to the west of the site, across Mount Peter Road and east of the site, across all faces of Mount Peter. Officers consider that the development would be capable of complying, subject to the imposition of relevant and reasonable conditions, with the provisions of the Code to ensure that the overarching purpose of minimising potential adverse impacts of bushfire on people, property and the environment is achieved. Further detailed assessment of the Code is not considered necessary in this circumstance.
Flood and Inundation Hazards Overlay Code	**Non-compliance.** The subject site is affected by flooding and inundation hazards as identified on the Overlay Map, with the whole of the site within the Mount Peter Flood Precinct and parts of the site within 'flood inundation trigger areas' and 'sub-precinct 2b - high extreme hazard areas. The purpose of the Code is to ensure that development *protects the safety of people and minimises damage to property and the environment; does not adversely interfere with the function of drainage catchments and coastal processes or require complex engineering solutions to do so; and minimises impacts from flood hazards and storm tide inundation hazards on the community in relation to infrastructure function, environmental values and economic productivity, and improves the resilience of the community to the impacts of climate change*. The application was accompanied by a Flood Impact Assessment (FIA) and Drainage Masterplan internal network. The FIA is not supported by site specific modelling and instead relies upon modelling work undertaken by others to assess how the development will fit within the broader catchment and to conclude that there will be negligible flood impact. The FIA also recommends that Council should conduct catchment wide flood modelling to avoid individual developments needing to conduct their own modelling. Given the scale of development that would result from the Preliminary Approval, Officers consider that it is inappropriate that site specific modelling has not been completed. The consequence of this is that Officers have insufficient detail to assess

	whether the development satisfactorily achieves the Purpose and Overall Outcomes of the Code. Further assessment of relevant provisions the development does not comply with is provided below.
Natural Areas Overlay Code	**Non-compliance.** The Purpose of the Code is to *protect the natural areas of the region* through a number of measures including *avoiding development within areas of environmental significance, wetlands and declared fish habitat areas, minimising direct and indirect adverse impacts of development on areas of environmental significance and minimising adverse impacts on sensitive receiving environments*. This purpose is achieved through several Overall Outcomes and Performance and Acceptable Outcomes, including Overall Outcome 2(a) which specifies that *development is located to avoid adverse impacts on areas of environmental significance*. The subject site contains a number of relevant designations under this overlay which are primarily focused on Sandy Creek and Gray Creek which traverse and border the site. In respect of the Areas of Environmental Significance, the site contains a number of Matters of National Environmental Significance (MNES), State Environmental Significance (MSES) and Local Environmental Significance (MLES) which have been confirmed through ecological reporting submitted with the application. Of note, the site contains Commonwealth (EPBC) listed Threatened Ecological Community (TEC) – Lowland tropical rainforest of the Wet Tropics, Commonwealth (EPBC) listed fauna species being *Rhinolophus robertsi* (Greater Large-eared Horsehoe Bat), and 2 Queensland (NCA) listed fauna species being the Macleays Fig Parrot (vulnerable) and the Diadem leaf-nosed Bat (near threatened). The reporting provided by the Applicant confirms the area of TEC Lowland tropical rainforest of the Wet Tropics is considered a Class A example consistent with the Commonwealth EPBC Act Protection Criteria as the example of the TEC is at least 5ha in size, is contiguous with the same vegetation to the east and other remnant vegetation to the west and the vegetation is in High condition with a high tree species richness and more than 50% cover. Conservation advice for the TEC prepared by the Commonwealth (a copy was included with the application) recommends a minimum buffer zone of 50m from the outer edge of the TEC and a larger buffer of 100m should be applied, where practical, to protect patches that are of very high conservation value. The Application proposes nominal 10m buffers from the top of bank of the creeks traversing the site in order to demonstrate compliance with AO1.4 and AO10.1, however, a review of the plans provided indicates that some infrastructure (roads) appear to encroach into this area. Additionally, in respect of the creek areas which include the above-mentioned TEC, the application proposes to establish a number of stormwater discharge points to the creek containing the TEC and introduce a road crossing to access part of the site. Acknowledging the presence of this MNES and the associated Conservation Advice recommendations, Officers do not have adequate information to assess and determine whether the development will have direct or indirect impacts on Areas of Environmental Significance.

	No information has been supplied in the application in respect of the aquatic environment (i.e. through an aquatic ecology survey) that currently exists in either Sandy Creek or Gray Creek. Given the change in stormwater discharge characteristics as a result of the development, Officers are unable to determine whether the development would result in a direct or indirect impact to aquatic flora or fauna or aquatic environmental values. Further assessment of relevant provisions the development does not comply with is provided below.
Transport Network Overlay Code	**Partial compliance.** The purpose of the Code is to ensure that development *provides transport infrastructure that supports a safe, efficient transport network, including active transport infrastructure*. This purpose is achieved through Overall Outcomes and Performance and Acceptable Outcomes. Relevant to the assessment of this application is whether development provides adequate transport infrastructure, including for active transport, whether the development will result in a safe and efficient transport network, whether the development supports the role and function of existing and future transport infrastructure and whether the development will compromise the safety and efficiency of major transport infrastructure and facilities. To facilitate the development, significant transport infrastructure, including trunk infrastructure is required to be delivered. This includes upgrades to Mount Peter Road, designated as a Sub-Arterial Road and Major Transport Corridor and a new trunk road located at the eastern end of the site, adjacent the existing Mohammed Access reservation and which would travel north through external land and eventually connect to the existing network at Greypeaks Drive. The Applicant submitted a Traffic Impact Assessment (TIA) in response to Council's Information Request. The TIA has focused on development traffic and the impact that it will have on the external road network, specifically to the north of the site. On review of the information submitted, Officers have concerns regarding the timing and delivery of external transport infrastructure, in particular where such infrastructure is located on land which is not in control of the Applicant or Council i.e. the future trunk road, described as TRF420, connecting the eastern boundary of the site to Greypeaks Drive. The timing for delivery of trunk infrastructure in the LGIP is only indicative and based on particular growth assumptions. The TIA has relied upon this road being available at the commencement of the development. At this stage, there is no certainty that this road would be available to service development in 2028. Concerns are also identified in respect of the timing and delivery of other necessary infrastructure for the development and the relationship of transport infrastructure, including active transport infrastructure to the existing cane rail line traversing Mohammed Access and Mount Peter Road. These concerns are founded in safety and efficiency of the road network and Officers consider that the information provided does not satisfactorily demonstrate that the development will result in a safe and efficient transport network. Further assessment of relevant provisions the development does not comply with is provided below.

Environmental Performance Code	**Partial Compliance.** The purpose of the Code is to ensure development is designed and operated to avoid or mitigate impacts on sensitive receiving environments. As noted above, Officers have concerns in respect of both Flooding and Stormwater management (both quality and quantity) associated with the development and as a result, Officers consider there is non-compliance with those parts of the Code which seek to ensure adverse impacts resulting from these issues do not occur. Further assessment of relevant provisions the development does not comply with is provided below.
Excavation and Filling Code	**Partial Compliance.** The purpose of the Code is to ensure excavation and filling *occurs in a manner that does not adversely impact upon character and amenity, environmental values, flooding and drainage and land stability*. This purpose is achieved through Overall Outcomes and Performance and Acceptable Outcomes. Relevant to this assessment are Overall Outcomes 2(b) and (c) which require that works do not detrimentally impact upon the environment and that flooding and drainage problems do not result as a consequence of the works. PO6 and PO7 of the Code flow from these Overall Outcomes in that they require that excavation and filling does not adversely impact on other premises as a result of stormwater drainage flows or flooding and does not result in a reduction of the water quality of receiving waters. Whilst Officers acknowledge the application under assessment is a Preliminary Approval for Reconfiguring a Lot and actual excavation and filling work is not authorised by this application should it be approved (further development permits would be required), such work is required to facilitate the development. It is therefore necessary, to fully assess this application, to understand what the impact of the development would be in order to determine whether the development is capable of complying with the Code. The Applicant submitted, in response to Council's Information Request, a Flood Impact Assessment (FIA), Stormwater Quality Management Plan (SQMP) and Drainage Masterplan internal network. The submitted FIA does not include any site specific modelling and instead relies upon modelling work undertaken by others to assess how the development will fit within the catchment and to conclude that there will be negligible flood impact. The FIA also recommends that Council should conduct catchment wide flood modelling to avoid individual developments needing to conduct their own modelling. Given the scale of development that would result from the Preliminary Approval, Officers consider that it is inappropriate that site specific modelling has not been completed. The consequence of this is that given the insufficient detail, it is not possible to properly assess and determine if the development is capable of achieving compliance with the relevant assessment benchmarks. Additionally, site specific modelling would allow for a flood model that accounts for the likely impacts of climate change, as required by the State Planning Policy, to be incorporated and the results considered in the configuration of the development. Similar to the FIA, the SQMP is not supported by modelling of the impacts the development will have as a result of the conversion of the majority of the subject to an impervious surface and the concentration of flows to 1 of 9 discharge points. The SQMP posits that stormwater

	quality will be managed via various GPT solutions as this has been previously accepted by Council. Whilst GPT are commonly used throughout the local government area, it is relevant here that this represents the first significant urban development discharging into the Wrights Creek catchment via Sandy Creek and Gray Creek. Officers consider that it is essential to ensure this emerging urban area implements best practice urban design practices, including adequate stormwater quality treatment. Further assessment of relevant provisions the development does not comply with is provided below.
Infrastructure Works Code	**Partial Compliance.** The Purpose of the Code is to *ensure that infrastructure is provided in a manner and to a standard that meets the developments needs, the community's needs and is safe, efficient, and maintains and enhances the environmental qualities of the Region*. This purpose is achieved through Overall Outcomes and Performance and Acceptable Outcomes. Each of the overall Outcomes of the Code are relevant to the assessment of this application, with particular reference to development achieving high environmental standards, development being located, designed, constructed and managed to avoid or minimise impacts arising from altered stormwater quality or flow, development is to maintain the integrity of existing infrastructure and development does not detract from environmental values. As previously discussed, the development requires the provision of significant infrastructure, including Trunk Infrastructure, to the site to allow the development to occur. Changes are proposed to the timing of some Trunk Infrastructure identified in Council's LGIP and the application has proceeded on the basis of other trunk infrastructure being completed and available at the time development commences e.g particular road and sewerage networks. This approach is considered problematic and introduces significant uncertainty for Council in that the delivery of infrastructure is unlikely to occur sequentially or in a logical and orderly manner. This approach may also introduce financial risk to Council, the consequence of which is unknown at this stage. The relevance of this is the application does not comply with a number of overall outcomes and performance outcomes relating to infrastructure provision, including trunk infrastructure. As discussed in response to the Flooding & Inundation Hazards Overlay Code, Natural Areas Overlay Code, Environmental Performance Code and Excavation and Filling Code above, the application material has not satisfactorily demonstrated that it can occur without direct or indirect impacts on areas of environmental significance or without creating adverse stormwater and/or flooding issues. This results in a number of non-compliances with provisions of the Code. Provisions of the Code also align with requirements identified in the Transport Network Overlay Code in respect of providing infrastructure that provides for the safe and efficient movement of vehicles, pedestrians and cyclists, with such infrastructure not creating adverse impacts on existing road infrastructure. As discussed above, concerns are raised in respect of the safety and efficiency of the road network in association with existing cane rail infrastructure and also the impacts on the existing network as a result of specific assumptions made in the application regarding the availability and standard of external road infrastructure.

	Further assessment of relevant provisions the development does not comply with is provided below.
Landscaping Code	**Capable of Compliance subject to Conditions.** The Purpose of the Code is to ensure that *landscaping is provided to enhance the tropical amenity and character of the region*. Generally, the application material states that development can or is able to comply with the requirement of the code, however no evidence or information has been provided in the application about how it could comply. Insufficient information has been provided in the application for officers to assess the level of compliance with the provisions of the Code. In the circumstance of the application seeking only a Preliminary Approval, it would notionally be adequate to impose a development condition requiring evidence and information be submitted in subsequent applications which demonstrates compliance with the Code. It is important to observe here that Officers are limiting the consideration of landscaping to those area of the site being streets and formal play areas. Areas of Environmental Significance located on the site would be subject to other requirements in respect of any need for rehabilitation or revegetation treatments. Further detailed assessment against the provisions of this Code has not been carried out given the limited information submitted with the application.
Reconfiguring a Lot Code	**Partial Compliance.** The Purpose of the Code is to ensure development *contributes to a high standard of amenity, results in lots that are suitable for their intended use, results in lots that are orientated to respond to local climatic conditions, is responsive to land constraints, provides lawful and practical access arrangements and provides infrastructure and services to new lots and communities*. The design of the development presents a number of non-compliances with the requirements of the Code and other related provisions. In particular, Officers consider the proposed configuration is non-compliant with provisions relating to residential amenity, adequate delivery of infrastructure, natural features and constraints, neighbourhood design and lot configuration. Further assessment of relevant provisions the development does not comply with is provided below.

Assessment against the Outcomes of the Relevant Benchmarks

Where non-compliant with an Outcome of a relevant benchmark, a performance-based assessment has been undertaken, as detailed below.

Assessment Benchmark	**Performance-based assessment**
Mount Peter Local Plan Code	
Purpose, Overall Outcomes (2)(a), (c), (d), (i), (m), (n) and PO1 – PO4	The Purpose of the Local Plan code is to *facilitate overall outcomes and precinct specific outcomes of the code through a well-planned, strategic and integrated approach to development of new communities in the Southern growth corridor*.

	The identified Overall Outcomes provide certain particulars of how development is to occur, what it is to include and the need to achieve consistency with the overall intended structure. Acceptable Outcome AO1.1 requires that a structure plan supports development proposing reconfiguration of land or material change of use and meets the needs of the planned community for Mount Peter, as described generally in Table 7.2.7.4.b. PO1 requires that a *structure plan is prepared outlining the manner in which the development outcomes have been integrated with respect to the following, including precinct specific outcomes: development sequencing, structure of communities and place making, economic development and employment, housing diversity, transport and mobility, community facilities and recreation land, infrastructure networks, centres design and overlay outcomes.* A structure plan is required to give consideration to the broader locality and surrounding area and demonstrate how the structure planned area will integrate with the surrounding community, parks, infrastructure networks and movement systems (e.g. road network, public transport and pedestrian and cyclist networks). The Structure Plan submitted with the application identifies a range of matters relevant to the site, including planning scheme designations, natural features and infrastructure. The plan provides details about the extent of developable land and expected development outcomes including yield, how the development integrates with surrounding land uses and infrastructure networks and expected environmental impacts. The Structure Plan document is supported by a series of plans which visually represent the aforementioned items. The Structure Plan does not, in Officers view, provide adequate information about the sequencing of the development, housing diversity, transport and mobility, infrastructure networks or overlay outcomes. AO3.1 specifies that *land beyond the Initial development area identified on the Mount Peter local plan maps contained in Schedule 2, are not developed for urban purposes until the area within the Initial development area has been brought to the edge of the Initial development area which is able to service land beyond the Initial development area* or AO3.2 specifies the *provision of infrastructure for future communities, including roads, community facilities, open space, sport and recreation facilities, telecommunications where underground, water, sewerage, and electricity, is not impeded by the Initial development area identified on the Mount Peter local plan maps contained in Schedule 2.* PO3 goes on to state that *development occurs sequentially from the north, within the Initial development area (IDA) identified on the Mount Peter local plan maps contained in Schedule 2*. PO4 also requires that *development within the Initial development area does not compromise the ability for future precincts to achieve the overall outcomes sought for the Local Plan*. The development is considered to represent out of sequence development in the Initial Development Area of Precinct 2 - Cooper Road in the Local Plan. The location of development is disconnected from the existing urban form in the northern part of Precinct 2 and is not in or adjacent to the Priority Infrastructure Area (PIA) boundary in the LGIP. The location of the site outside of the PIA results in a substantial infrastructure investment being required to deliver the development, including water, sewerage and transport infrastructure. The timing of that infrastructure required by the development is inconsistent with Council's forward planning for trunk infrastructure as identified in the LGIP. This reinforces Officers view that the development is premature and out of sequence with the orderly development of the Cooper Road precinct, progressing from the North in the Initial Development Area.

In respect of transport infrastructure, the application material has focused on the traffic impacts to the north of the subject site. The application material itself acknowledges that some 30% of trips are expected to go to or come from the south i.e. Mount Peter Road, to Maitland Road and out to the Bruce Highway. The lack of acknowledgement of transport infrastructure to the south of the site and which is outside of the initial development area is also reflective of inadequate integration from the development into the broader Local Plan area.

The Structure Plan has not adequately identified relevant surrounding uses and how they may impact the proposed development. In particular, the existing extractive industry operation immediately west of the site across Mount Peter Road has not been identified or considered in the design of the development. This is discussed further below in response to OO(2)(g).

In addition to the detachment from the existing urban form in the northern part of the Cooper Road precinct, which in itself demonstrates inadequate integration, the development does not, for the reasons identified below in the relevant Overlay provisions, adequately integrate constraints relating to Flooding, Stormwater Management and Natural Areas.

Acceptable Outcome AO2.1 requires that development achieves the minimum dwelling yields and centre types as outlined within Table 7.2.7.4.b and essential infrastructure requirements. Table 7.2.7.4.b reads as follows:

Precinct	**Target Dwelling Yields**	**Ultimate Dwelling Yields**	**Centre Type**
Precinct 2 – Cooper Road	4360 dwellings	5450 dwellings	Local centre
Precinct 3 – Maitland Road	4780 dwellings	5975 dwellings	District centre
Precinct 4 – Future urban communities	4385 dwellings	5480 dwellings	Neighbourhood centres in accordance with a structure plan

The Application states that the development is considered to exceed the desired density of 15 dwellings/ha and therefore complies with AO2.1 of the Code. PO2 seeks to ensure that development outcomes are not compromised through the inefficient use of land. Officers note that the dwelling yield identified in the application is based on an assumption that particular lots will be further improved with a Dual Occupancy. As a Preliminary Approval for Reconfiguring a Lot, there is no way of securing such. The total area of lots identified on the plans of development is 48.43ha. With a total yield of 706 lots, this equates to a nett density of ~14.5 lots/ha.

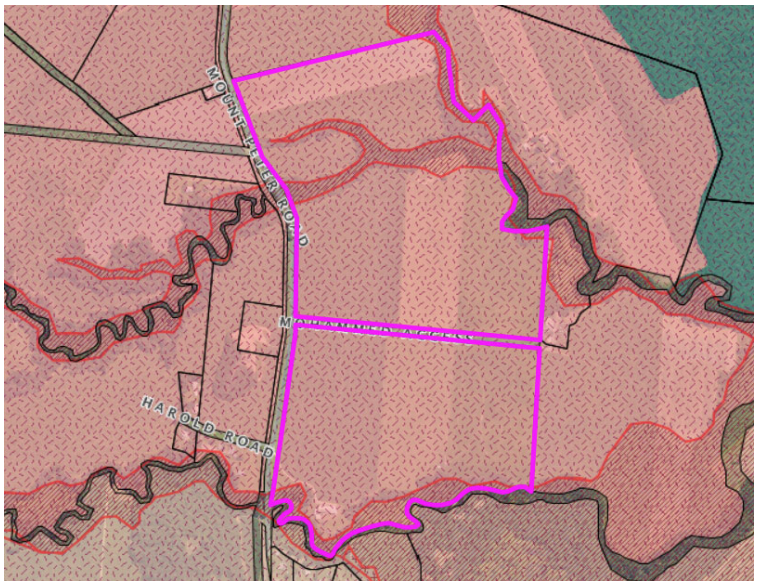
In respect of the lot configuration and proposed yield of 706 residential lots, the vast majority of these lots (82%) are proposed to have an area between 420m^2 and 599m^2. The Local Plan specifically requires at OO(2)(m) that development provides a range of housing forms and styles that can achieve the desired level of self-containment. The need to achieve a range of housing styles is further reinforced through the Low-Medium Density Residential Zone Code (Purpose statement 1a and Overall Outcome 2a) and Reconfiguring a Lot Code (PO16). The configuration proposed does not, in Officers view, promote the level of variation in housing form and style that is anticipated to occur.

The above outlines considerable and significant departures from the development outcomes expected by the identified provisions. Given the nature of the identified non-compliances, the combined impact is that Officers consider that lawful development conditions could not be imposed in order to rectify the non-compliance and achieve a compliant outcome.

Overall Outcome (2)(g)	This provision seeks to ensure that development *does not compromise the operation of existing resource extraction activities*. There is an existing extractive industry operation that has a current development approval (CRC Ref: 8/8/1162) which has been acted upon and which is located immediately west of the subject site, on land described as Lots 1 and 2 on RP704176. The associated Environmentally Relevant Activity (ERA) authorisation allows for the extraction of up to 100,000t of material per annum. Operations from this existing approved use have the real potential to affect the proposed development. The application material has not accounted for the operation of this facility. On this basis, the application has not demonstrated that it will not affect the operation of this extractive industry.
Overall Outcome (2)(h)	This Overall Outcome seeks to ensure *that areas currently used for primary production continue to be used for this purpose for the longest extent possible*. As discussed in this report, the development is considered to be out of sequence in terms of the progression of development in Mount Peter from the north. The subject site does not directly adjoining existing urban development and is located outside of the Priority Infrastructure Area (PIA) boundary. It is not known what impacts development would have, in particular given the necessary infrastructure extensions, augmentations and associated land requirements that are required to facilitate 'Lot 1', on the ability for productive land to continue operation. The application has not adequately demonstrated that it will achieve this Overall Outcome.
Overall Outcomes 2(o), 2(p) & 2(q)	These Overall Outcomes relate to transport and mobility and seek to ensure that development in the Local Plan is provided with safe and efficient transport infrastructure, including with connectivity to the Bruce Highway, a public transport network and that the ultimate intensity and density of development is higher around transit nodes. Officers assessment against the provisions of the Transport Network Overlay Code indicates the application has not demonstrated that the development will result in a safe and efficient transport network. Officers note that consideration has been undertaken of transport connections to the north of the site, however connections south along Mount Peter Road to Maitland Road and the Bruce Highway have not been considered. Given this assessment, Officers consider that where a safe and efficient transport network has not been identified, that a public transport network cannot be adequately assessed, though it is acknowledged the ultimate responsibility for designating Bus Route's sits with the State. The plans of development do not allow for or show any intensification or higher density development around transit nodes. On this basis, the development does not comply with these Overall Outcomes.
Overall Outcome 4	For the reasons outlined above, Officers consider that the Structure Planning undertaken for the proposed development is not adequate for the scale of development that is proposed within Precinct 2 – Cooper Road.
Low-Medium Density Residential Zone Code	
Overall Outcomes (2)(a) and (c)	Overall Outcomes (2)(a) and (c) of the Code require that *a range of accommodation activities are provided on a range of lot sizes,* and *a mixed residential density and character is achieved*. The proposed development constitutes a traditional style land subdivision of 706 residential lots, with 579 (82%) of those lots having an area of 599m^2 or less. For completeness, the plans of development provide for 91 lots (12.9%) ranging in size from 600m^2 – 699m^2 and 36 lots (5.1%) that are 700m^2 or more in size.

	The proposed plans of development nominate a total of 89 lots as potentially suitable for accommodating 'Dual Occupancy style development, however, given the nature of this application as a Preliminary Approval for Reconfiguring a Lot only, this potential outcome is not secured in any way. The lot sizes proposed do not, in Officers view, provide the potential for any meaningful range of accommodation activities to establish. The form of development shown on the plans will primarily result in detached dwelling houses on lots that are under 600m^2. This uniformity of accommodation that is the probable outcome from the current lot configuration does not provide for or promote a mixed residential density or character as expected by the Code. The development does not comply with these provisions of the Code and lawful development conditions could not be imposed to achieve compliance.
Overall Outcome (2)(b) and PO7	*Overall Outcome (2)(b) of the Code requires that a high level of residential amenity is maintained, having regard to traffic, noise, dust, odour, lighting and other locally specific impacts.* PO7 states that *development does not adversely affect the residential character and amenity of the area in terms of traffic, noise, dust, odour, lighting or other physical or environmental impacts*. Mount Peter Road is designated as a Sub-Arterial Road and also a Major Transport Corridor, consistent with the Transport Network Overlay and planning scheme definitions. The site is also adjacent to several sections cane rail, both within Mount Peter Road and Mohammed Access. This existing infrastructure has the potential to adversely impact the desired residential amenity of those parts of the development proximate to this infrastructure from a noise, dust, lighting and traffic perspective. The application does not include sufficient information to demonstrate that the development is capable of complying with these provisions.
Overall Outcome (2)(e) and PO6	Overall Outcome (2)(e) of the Code requires that development *reflects and responds to the natural features and constraints of the land.* PO6 further states that *development is located, designed, operated and managed to respond to the characteristics, features and constraints of the site and its surrounds*. As discussed above and further below in response to the Natural Areas Overlay Code, the site contains a number of relevant natural features and constraints in the form of *Areas of Environmental Significance*. The Ecological Reporting submitted with the application and in response to Council's Information Request confirms these areas contain various elements of Matters of National Environmental Significance (MNES), State Environmental Significance (MSES) and Local Environmental Significance (MLES). The information submitted with the application does not demonstrate that the lot configuration of the development will not result in direct or indirect impacts to the identified areas of environmental significance. On this basis, Officers are not satisfied that the development has been designed to properly reflect and responds to the natural features of the land. The development does not comply with these provisions of the Code and lawful development conditions could not be imposed to achieve compliance.
Flood and Inundation Hazards Overlay Code	
Purpose & Overall Outcomes (2)(a) and (c)	As noted above the subject site is affected by flooding and inundation hazards as identified on the Overlay Map, with the whole of the site within the Mount Peter Flood Precinct and parts of the site within 'flood inundation trigger areas' and 'sub-precinct 2b - high extreme hazard areas. The application was accompanied by a Flood Impact Assessment (FIA) prepared by WMS Engineering and Drainage Masterplan internal network plan prepared by Jacobs.

	On review of the submitted information, the FIA has relied on other flood modelling in the catchment conducted by other parties as the basis for the reporting; no site specific modelling has been conducted to confirm, with reference to the specific development that is proposed on the land, that the other models relied upon are suitable. Whilst Officers accept that it is appropriate to review previous work that has been conducted in the same area, given the scale of development that would result from this application, Officers do not accept that site and lot configuration specific modelling can be bypassed at this stage of the assessment. It is key to observe that the purpose of the Code is to ensure that development *protects the safety of people and minimises damage to property and the environment; does not adversely interfere with the function of drainage catchments and coastal processes or require complex engineering solutions to do so; and minimises impacts from flood hazards and storm tide inundation hazards on the community in relation to infrastructure function, environmental values and economic productivity, and improves the resilience of the community to the impacts of climate change*. Given the lack of site specific flood modelling which demonstrates how the development will interact with and affect existing creek systems and external premises, Officers consider that it is not possible to properly assess whether the development has been designed, located and will operate in a manner which will maintain the safety of people and proper, minimises damage to the environment, creates an adverse impact on drainage catchments and minimises the impacts from flood hazards on the community. It is also noted that with the benefit of site and lot configuration specific modelling, the drainage and overland flow characteristics could be better understood and used to inform the need or otherwise for any on-site detention infrastructure outside of the defined creek systems. Such analysis could also be used to assess and understand the impact of the alteration of the location of runoff on the creek systems affecting the premises. The internal drainage network plan prepared by Jacobs illustrates a consolidated series of 9 discharge points for the development; this represents a significant change to the current overland flow situation and there is no information to assess whether this altered flow regime would affect instream flora or fauna. Given the above, Officers consider the development has not demonstrated that it can comply with either the Purpose or Overall Outcomes (2)(a) or (2)(c) of the Code.

PO2	PO2 and associated AO2.1 & 2.2 provide specific requirements for land located within Precinct 2 – Mount Peter of the Overlay Map. The subject site contains, as demonstrated in the image below, land designated within Sub-Precinct 2b – High Extreme Hazard Area (red hatching).  This designation is generally contained to the existing creek system which interact with the site. AO2.2 identifies that filling of land does not occur within the sub-precinct. The Applicant has stated that no filling will occur, except for a proposed crossing of the land in the northern part of the site, across the tributary of Sandy Creek. PO2 states that the *extent of future filling to support development is limited to areas of medium and low hazard as identified in Precinct 2 on the Flood and Inundation Hazards overlay maps contained in Schedule 2*. The Applicant has acknowledged that filling will be required to facilitate the aforementioned road crossing, however no other details i.e. in the form of a preliminary cut/fill plan, support the statements by the Applicant that no other filling would occur. Given the explicit requirement of PO2 that filling only occurs in low and medium hazard areas, the development does not comply with this provision.
PO7 & PO8	PO7 and PO8 relate to the cumulative impacts of development. PO7 seeks to ensure that development does not directly or cumulatively cause or increase adverse impacts from flood (and storm tide) on property, to ecological functions of waterways or other drainage paths, including water quality or their hydraulic capacity or to natural coastal process. PO8 seeks to ensure that development provides an efficient drainage network which provides capacity for stormwater discharge, minimises flooding from major rainfall events, does not result in the loss of floodplain storage, adverse upstream or downstream impacts or an unacceptable increase in peak flood levels and flows. The response to these provisions by the Applicant in the response to Information Request references both the FIA and the overall Engineering Report prepared by Jacobs as evidence of compliance with the AO's and PO's. As noted above, no site and lot configuration specific flood modelling has been submitted as part of the FIA in support of the development. The development does not comply with a number of the acceptable outcomes associated with PO7 as the Applicant has acknowledged that there will be physical alterations, including vegetation clearing, to watercourses and existing drainage paths. No acceptable outcome is provided for PO8.

	The Engineering Report by Jacobs provides high level information about the catchment, external areas and internal drainage intent and includes a plan illustrating a notional internal drainage network. There is no information provided, in the form of modelling or calculations to demonstrate the drainage regime will achieve the desired outcomes as identified in PO7 and PO8. Given the above, Officers consider that the application does not adequately demonstrate that it can comply with these provisions of the Code.
Natural Areas Overlay Code	
Purpose (1)(a)-(d) and Overall Outcomes (2)(a)-(f)	The Purpose of the Code is to *protect the natural areas of the region* through a number of measures including *avoiding development within areas of environmental significance, wetlands and declared fish habitat areas, minimising direct and indirect adverse impacts of development on areas of environmental significance and minimising adverse impacts on sensitive receiving environments*. Overall Outcomes (2)(a)-(f) identify the ways in which the purpose of the Code will be achieved, with particular note to OO(2)(a) which requires that development is *located to avoid adverse impacts on areas of environmental significance; (2)(d) which requires development to avoid off-site impacts on adjacent areas of environmental significance*. In respect of the Areas of Environmental Significance, the site contains the following: - Matters of National Environmental Significance (MNES) including listed threatened species, threatened ecological communities and listed migratory species; - Matters of State Environmental Significance (MSES) including Regulation Vegetation (Categories B, C & R), Essential Habitat and Wildlife Habitat; and - Matters of Local Environmental Significance (MLES) including parts of Gray Creek and Sandy Creek and un-named tributary of Sandy Creek. Of note, the site contains Commonwealth (EPBC) listed Threatened Ecological Community (TEC) – Lowland tropical rainforest of the Wet Tropics, Commonwealth (EPBC) listed fauna species being *Rhinolophus robertsi* (Greater Large-eared Horsehoe Bat), and 2 Queensland (NCA) listed fauna species being the Macleays Fig Parrot (vulnerable) and the Diadem leaf-nosed Bat (near threatened). As outlined below in response to relevant performance outcomes of the Code, the application has not demonstrated that it will not cause direct or indirect impacts to the identified areas of environmental significance. For the reasons provided below, Officers consider that the development does not comply with the Purpose or Overall Outcomes of the Code.
PO1, PO10 & PO11	PO1, PO10 and PO11 all relate to Waterways and Waterway Corridors and are relevant to the assessment given the location of Gray Creek and Sandy Creek (both identified as Waterways on the Overlay Map) in and adjacent to the subject site. P01 and PO10 replicate each other and require that development *is setback from waterways to protect and maintain water quality, hydrological functions, ecological processes, biodiversity values, riparian and instream habitat values and connectivity and instream migration*. PO11 further states that *waterways and waterway corridors are protected and degraded areas are restored and waterways and waterway corridors transferred to public ownership*. The plans of development illustrate a nominal 10m setback from the top of bank of the waterways to allotment boundaries, however infrastructure, including roads and footpaths located within this area which results in non-compliance with

	AO1.4 and AO10.1. It is also not clear from the information submitted whether any excavation of filling would need to occur within the nominated 10m setback. The application does not comply with AO11.1 as native vegetation within the waterways and waterway corridors will be destroyed. The Applicant has submitted a Stormwater Quality Management Plan (SQMP) for the development, prepared by WMS Engineering and Ecological Report prepared by 28˚S Environmental. The SQMP considers there are opportunities to implement gross pollutant traps (GPT's) into the development, where stormwater outlets into the existing creek systems. There is however no discussion in either the SQMP or the Ecological Assessment, about what impacts the change in discharge will have on the waterways in terms of quality, hydrological function, ecological processes or biodiversity values. The Application asserts that the development will have a positive impact on waterway health as there will be less fertiliser entering the systems as a result of the cessation of cane farming. Whilst this observation may be accurate, the response does not account for the introduction of new potential pollutants into the waterway as a result of the transition of the land to an urban land use. Officers consider that the application does not adequately demonstrate that it will not cause an adverse direct or indirect impacts on the waterways and waterway corridors and the associated water quality, hydrological function, ecological process and biodiversity values and therefore does not comply with PO1, PO10 or PO11 of the Code.
PO4	PO4 requires that development does not cause direct or indirect adverse impacts on areas of environmental significance. The development does not comply with AO4.1 as development will occur, in part, in an area of environmental significance. Further, the development does not comply with AO4.2 as the development is considered to not adequately provide for the protection and maintenance of biodiversity areas, particularly the area of Lowland Tropical Rainforest of the Wet Tropics, which is a Matter of National Environmental Significance (MNES) and is a listed Threatened Ecological Community under the Commonwealth *Environment Protection and Biodiversity Conservation (EPBC) Act 1999*. The site also contains EPBC Act listed fauna species being *Rhinolophus robertsi* (Greater Large-eared Horsehoe Bat), and 2 Queensland Nature Conservation Act 1992 (NCA) listed fauna species being the Macleays Fig Parrot (vulnerable) and the Diadem leaf-nosed Bat (near threatened). The reporting provided by the Applicant (Vegetation, Flora and targeted Fauna Assessment, prepared by EcoRex) confirms the area of TEC Lowland tropical rainforest of the Wet Tropics is considered a Class A example consistent with the Commonwealth EPBC Act Protection Criteria as the example of the TEC is at least 5ha in size, is contiguous with the same vegetation to the east and other remnant vegetation to the west and the vegetation is in High condition with a high tree species richness and more than 50% cover. Conservation advice for the TEC prepared by the Commonwealth (a copy of which was included with the application) recommends a minimum buffer zone of 50m from the outer edge of the TEC and a larger buffer of 100m should be applied, where practical, to protect patches that are of very high conservation value. Additionally, in respect of the creek areas which include the above-mentioned TEC, the application proposes to establish a number of stormwater discharge points to the creek containing the TEC and introduce a road crossing to access part of the site. The EcoRex report highlights that the development will likely affect the TEC and has provided some recommendations about how impacts could be limited. No further information has been provided about how such recommendations could be implemented or shown to be adopted through the development.

	Acknowledging the presence of this MNES and the associated Conservation Advice recommendations, Officers do not have adequate information to assess and determine whether the development will have direct or indirect impacts on Areas of Environmental Significance. No information has been supplied in the application in respect of the aquatic environment (i.e. through an aquatic ecology survey) that currently exists in either Sandy Creek or Gray Creek. The EcoRex report notes (s5.2) that the identified TEC may be impacted by changes to stormwater discharges into creeks, including sub-surface water supplies. Given the change in stormwater discharge characteristics as a result of the development, Officers are unable to determine whether the development would result in a direct or indirect impact to aquatic flora or fauna or aquatic environmental values. Given the above, Officers consider that the application does not comply with PO4 in that it has not been demonstrated that the development will not result in direct or indirect impacts on areas of environmental significance.
PO5	PO5 requires that development *does not cause adverse impacts on the quality and integrity of water in upstream or down-stream catchments, including the Great Barrier Reef Marine Park*. The Applicant has submitted a Stormwater Quality Management Plan (SQMP) for the development, prepared by WMS Engineering. The report considers there are opportunities to implement gross pollutant traps (GPT's) into the development, where stormwater outlets into the existing creek systems. There is however no discussion in the SQMP, or the Ecological Assessment, about what impacts the change in discharge will have on the waterways. The Application considers the development will have a positive impact on waterway health as there will be less fertiliser entering the systems as a result of the cessation of cane farming. Whilst this observation may be accurate, the response does not account for the introduction of new potential pollutants into the waterway as a result of the transition of the land to an urban land use. Officers consider that the application does not adequately demonstrate that it will not cause an adverse impact on the water quality external to the land and accordingly, the development does not comply with PO5.
Transport Network Overlay Code	
Purpose & Overall Outcomes (2)(a) – (2)(d) inclusive	As noted above, the purpose of the Code is to ensure that development *provides transport infrastructure that supports a safe, efficient transport network, including active transport infrastructure*. This purpose is achieved through Overall Outcomes and Performance and Acceptable Outcomes. Each of the Overall Outcomes are relevant to the assessment of the application. Significant transport infrastructure, including trunk infrastructure is required to be delivered to facilitate the delivery of the development, including form the first Stage located near the eastern end of Mohammed Access. This includes upgrades to Mount Peter Road, designated as a Sub-Arterial Road and Major Transport Corridor and a new trunk road located at the eastern end of the site, adjacent the existing Mohammed Access reservation and which would travel north through external land and eventually connect to the existing network at Greypeaks Drive. The Applicant submitted a Traffic Impact Assessment (TIA) in response to Council's Information Request. The TIA has focused on development traffic and the impact that it will have on the external road network, specifically to the north of the site. The TIA was prepared on the basis that a number of external transport networks will be delivered both by Council and other parties by the time the proposed development seeks to commence in 2028. As a result of these assumptions being made, Officers can only assess that

	particular scenario that has been presented and do not have relevant information to assess the impacts of development where, for instance, road upgrades or signalisation of intersections has not occurred at the time the development commences. The TIA notes that, from a distribution perspective, that 30% of the generation will turn south along Mount Peter Road, presumably heading towards the Maitland Road/Bruce Highway transport network. Maitland Road is a designated haul route on the Extractive Industry Overlay Map for active hard rock quarries in the southern Mount Peter area. No analysis has been carried out on the road network or relevant intersections south of the site. Given the assumptions and limitations of the TIA, Officers consider that the Applicant has not demonstrated that the development will provide a safe and efficient transport network; accordingly, the development does not comply with the Purpose or Overall Outcomes of the Code.
PO1 & PO4	PO1 requires that development supports the road hierarchy for the region, with AO1.2 specifying that development does not compromise the safety and efficiency of the transport network. PO4 requires that development does not compromise the intended role and function or safety and efficiency of major transport corridors. As discussed above in response to the Purpose and Overall Outcomes of the Code, the TIA relies on particular assumptions about other transport infrastructure having been delivered by the time the development commences and there is a lack of information and assessment of the road network to the south of the development (noting the TIA states 30% of the generation will travel south). Officers consider that the applicant has not adequately demonstrated that the development will not compromise the safety and efficiency of the road network, including major transport corridors (i.e. Sub-Arterial Roads) or that it appropriately supports the road hierarchy; accordingly, the development does not comply with PO1 or PO4.
PO2	AO2.1 requires development is designed and constructed in accordance with Council's LGIP, the Transport Network Overlay and (where relevant), a Local Plan. PO2 requires transport infrastructure is provide in an integrated and timely manner. In respect of the timing and delivery of, particularly Trunk transport infrastructure, the application proposes to vary the timing of delivery to suit their own development schedule. As noted above, it is also assumed by the Applicant that a range of other external transport infrastructure, which the development would rely on, would have already been delivered by Council and other parties The bringing forward of Trunk infrastructure to service development that is located outside of the Priority Infrastructure Area (PIA) does not, in Officers view, result in the provision of infrastructure in an integrated and timely manner and accordingly, the development does not comply with PO2. Further commentary on the LGIP is provided in the below section of this report.
PO5	PO5 requires that development retains and enhances existing vegetation between the development and a Major Transport Corridor, so as to provide screening to potential noise, dust, odour and visual impacts emanating from the corridor. Mount Peter Road is designated as a Sub-Arterial Road on the Transport Network overlay Map, with such a designation being included within the definition

	of a Major Transport Corridor in the administrative definitions of the Planning Scheme. The Application material states that the subject site does not have frontage to a Major Transport Corridor and accordingly, has not addressed PO5. The application has not demonstrated how it will enhance vegetation between the Major Transport Corridor and the development. Accordingly, the development does not comply with PO5.
PO6	PO6 requires that lot reconfiguration *assists in the implementation of the pedestrian and cycle networks to achieve safe, attractive and efficient pedestrian and cycle networks*. On review of the transport information provided with the TIA and other engineering reports, Officers consider that the application does not demonstrate that it can suitably accommodate active transport connections, in particular where the cane rail line remains active along Mount Peter Road and Mohammed Access or that where such connections are provided adjacent to the cane rail or the major transport corridor, that they can be provided with in a safe and efficient manner. Officers therefore consider the application has not demonstrated compliance with PO6.
Environmental Performance Code	
Purpose & Overall Outcome (2)(a)	The purpose of the Code is to *ensure development is designed and operated to avoid or mitigate impacts on sensitive receiving environments*. OO(2)(a) seeks to ensure that development which has potential to cause adverse impacts or environmental harm is avoided through location, design and operation, For the reasons outlines in response to the Flood and Inundation Hazards Overlay Code, the Natural Areas Overlay Code and PO9 of the Environmental Performance Code, the application has not adequately demonstrated that it will not result in detrimental impacts to the environment. Accordingly, the development does not comply with this provision.
Overall Outcome (2)(c) and PO8	OO(2)(c) requires that development ensures *stormwater is discharged lawfully* and PO8 requires that development is *designed to ensure stormwater is directed to a lawful point of discharge and has a no worsening effect on downstream or upstream properties*. For the reasons outlined in response to the Flood and Inundation Hazard Overlay Code, the development has not adequately demonstrated that it will not result in adverse flooding or stormwater impacts on external properties which results in non-compliance with this provision.
Overall Outcome 2(d), (2)(f) and PO9	OO(2)(d) specifies that development *is located, designed, constructed and operated to avoid or minimise impacts arising from altered stormwater quality flow* and OO(2)(f) specifies the development *is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants.* Further, PO9 requires that development *is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality by achieving particular objectives, protecting water environmental values and maintaining waterway hydrology*. The Applicant has submitted a Stormwater Quality Management Plan for the development, prepared by WMS Engineering. The report considers there are opportunities to implement gross pollutant traps (GPT's) into the development, where stormwater outlets into the existing creek systems. The SQMP does not address the particular land use constraints identified in AO9.1, including relevant soil types and rainfall erosivity. The report states that *to date, no other developments within the Mount Peter catchment or the wider Cairns Region have stormwater quality improvement devices that would achieve the post*

	construction stormwater quality improvement objectives. Whilst Officers acknowledge the commentary provided, it is also noted that the subject site is the first urban development to be located within the as yet non-urbanised central to southern part of Mount Peter. The treatment of other development does not in and of itself justify the same solution being applied in this instance. In respect of Mount Peter, the existing development to the north of the subject site, comprising Mount Peter Residential Estate and the Rocky Creek precinct of Pinecrest, each discharge stormwater into Stony Creek which was affected by urban development prior to those developments commencing. The location of the site in the catchment means that all stormwater from the development will discharge into Wrights Creek. The submitted SQMP does not adequately demonstrate that stormwater discharged from the site will achieve not only the quality objectives, but also that it will protect water environmental values and maintain waterway hydrology which results in non-compliance with these provisions.
Excavation and Filling Code	
Purpose & Overall Outcome (2)(b)	Overall Outcome (2)(b) requires that works do not detrimentally impact upon the environment. For the reasons outlines in response to the Flood and Inundation Hazards Overlay Code, the Natural Areas Overlay Code and PO9 of the Environmental Performance Code, the application has not adequately demonstrated that it will not result in detrimental impacts to the environment. Accordingly, the development does not comply with this provision.
Purpose, Overall Outcome (2)(c) and PO6	These provisions require that flooding and drainage problems do not result as a consequence of the development and that the development does not create adverse impacts on other premises as a result of stormwater drainage flows or flooding. For the reasons outlined in response to the Flood and Inundation Hazard Overlay Code, the development has not adequately demonstrated that it will not result in adverse flooding or stormwater impacts on external properties which results in non-compliance with these provisions.
PO7	PO7 requires that development does not result in a reduction of the water quality of receiving waters. For the reasons outlined above in response to PO9 of the Environmental Performance Code, the application has not adequately demonstrated that it will not result in adverse impacts to water quality which results in non-compliance with this provision.
Infrastructure Works Code	
Purpose & Overall Outcomes (2)(a) & (d)	Overall Outcomes (2)(a) and (2)(d) identify that infrastructure provision meets the needs of development and is safe and efficient and is required to maintain the integrity of existing infrastructure. Owing to the location of the development removed from the existing urban form in Mount Peter and the site being outside of the Priority Infrastructure Area (PIA), there is limited existing infrastructure servicing the site at present. The development requires a significant amount of infrastructure, including Trunk Infrastructure, to be delivered in order to allow 'Lot 1' to establish. The infrastructure required covers all networks including Water, Wastewater, Transport, Parks and Recreation and Stormwater. As discussed further below in response to the Local Government Infrastructure Plan (LGIP), the development proposes to bring forward a number of Trunk Infrastructure items in the LGIP. As the site is outside the PIA, development must provide new infrastructure in an orderly and sequential manner. Given the development is considered to be out of sequence, in that it does not represent the next 'step south' in the initial development area of the Mount Peter Local Plan, Officers do not support the bringing forward of infrastructure located outside of the PIA. Given this, Officers consider that the development does not provide for the efficient provision of infrastructure in contrast with Overall Outcome (2)(a).

	In respect of Overall Outcome (2)(d), the development, if approved and constructed at the timing preferred by the Applicant, would not be able to connect to a wastewater network that has sufficient capacity to service the development as further augmentation works from Mount Peter to the Edmonton Wastewater Treatment Plant are required to be completed, with the LGIP identifying these works for 2031. If development were to proceed, Officers consider that it would likely adversely affect the integrity of existing infrastructure, particularly sewerage infrastructure, in contrast with Overall Outcome (2)(d).
Overall Outcomes (2)(b), (c) & (e)	Overall Outcomes (2)(b), (2)(c) and (2)(e) identify that development is to achieve high environmental standards, to ensure development is located, designed, constructed and managed to avoid or minimise impacts from altered stormwater quality or flow and that development does not detract from environmental values. For the reasons outlined in response to the Natural Areas Overlay Code, the development has not demonstrated that it will achieve the desired environmental outcomes which results in the development not complying with these provisions.
PO4 & PO9	These provisions require development provide a stormwater drainage system that does not result in adverse stormwater impacts on other premises as a result of stormwater drainage flows or flooding, minimises the risk to people and property, protects environmental values of receiving waters and provides for safe access and maintenance. For the reasons outlined in response to the Flood and Inundation Hazard Overlay Code, the development has not adequately demonstrated that it will not result in adverse stormwater impacts which results in non-compliance with both PO4 and PO9 of this Code.
PO5 & PO6	Acceptable Outcome AO5.1 requires that development provides a connection to Council's reticulated water supply system that is an existing connection or a connection provided in accordance with the relevant standards contained in the FNQROC Development Manual. Lot 11 has a connection to Council's reticulated water supply however that connection is not of a sufficient standard to service the development. In a similar vein to AO5.1, AO6.1 specifies that development provides a connection to Council's reticulated wastewater system that is either an existing connection or a connection provided in accordance with the FNQROC Development Manual. The Applicant seeks to bring forward several water and wastewater LGIP items to service the development in 2028. The site is located outside of the Priority Infrastructure Area (PIA) and the relevant trunk infrastructure items which are required to service the development are not planned to be delivered until at least 2031. As the site is outside the PIA, development must provide new infrastructure in an orderly and sequential manner. Given the development is considered to be out of sequence, in that it does not represent the next 'step south' in the initial development area of the Mount Peter Local Plan, Officers do not support the bringing forward of infrastructure located outside of the PIA. As a suitable water supply and wastewater connection is not available, the development does not comply with PO5 and PO6 of the code.
PO1, PO8, PO11 & PO12	PO1, PO8, PO11 and PO12 of the Code relate to the provision of road transport infrastructure, lighting and pathways. For the reasons outlined in response to the Transport Network Overlay Code, the development has not demonstrated that it will provide safe and efficient transport infrastructure. This results in non-compliance with PO1, PO8, PO11 and PO12 of the Code.

PO10	PO10 requires that development is *designed, constructed and operated to avoid or minimise adverse construction related impacts on stormwater quality in natural and developed catchment by achieving stormwater quality objectives, protecting natural ecosystems and environmental values and maintaining waterway hydrology.* The Applicant has submitted a Stormwater Quality Management Plan (SQMP) for the development, prepared by WMS Engineering and Ecological Report prepared by 28˚S Environmental. In respect of construction phase stormwater quality, the SQMP states that *during construction, the stormwater quality discharging from the site will be managed by an erosion and sediment control plan that will be developed during the detailed design phase. At this stage of the development application, there is insufficient design to suitably develop an erosion and sediment control plan, however the intent would be for it to meet the design objectives set out in the CairnsPlan 2016 Environmental Performance Code Table 9.3.2.3.b.* Whilst Officers acknowledge the Applicant's comments, they do not adequately address the potential direct or indirect impacts that may occur to natural ecosystems and waterway hydrology during the construction phase of the development. The application has not adequately addressed how it will achieve compliance with this provision.
PO13	PO13 requires that development is *designed and constructed in accordance with the Local Government Infrastructure Plan (and mapping and supporting material) contained within Part 4 and Schedule 3*. The development seeks to vary the timing and delivery of a range of Trunk Infrastructure identified in the LGIP. For the reasons discussed in the section of this report addressing the LGIP, Officers consider that the development does not comply with PO13.
PO17 & PO18	PO17 and PO18 seek to ensure that development is undertaken in a manner that avoids, mitigates and minimises adverse impacts on public safety, the amenity of the surrounding area or the environment and on vegetation that is to be retained. The Applicant has advised that as the application is for reconfiguring a lot only and does not include operational work, that these provisions are not applicable. As no information has been provided, the application has not demonstrated that it is capable of complying with these provisions.
Reconfiguring a Lot Code	
Purpose (1)(a)	Purpose statement (1)(a) of the Code seeks to ensure that development *contributes to a high standard of amenity*. The application material has not provided a direct response to this purpose statement. Amenity is considered a very broad term and will have different meanings and factors that influence amenity in different contexts. In a town planning sense and for this application which seeks approval for the establishment of new residential lots, amenity is considered to refer to the intended residential environment which is sought to be created and will include a range of matters which affect the enjoyment, appeal or use of the residential area. Such matters may comprise, but are not limited to the ease of accessibility to transport networks, open space, services and facilities, the presence or otherwise of surrounding activities or infrastructure that may create adverse impacts on the enjoyment of the residential area such as sources of traffic, noise or air pollution and the integration of development into its receiving environment i.e. scenic or visual amenity.

	For this application, as an application seeking approval to establish a new greenfield development, it is considered appropriate to assess the neighbourhood configuration and design to determine whether it will support a high standard of amenity. The road network proposed is typically linear and does not take advantage of the subject site's location set amongst two significant riparian corridors with mountainous areas to the west (Lamb Range/Isley Hills) and north east (Mount Peter). Such natural features would ordinarily provide significant visual amenity benefits where considered as part of the street configuration. The lot configuration currently presents as relatively uniform in respect of lot size, with 82% of lots having an area of between 420m^2 and 599m^2. The residential product that will result from this configuration will consequently be relatively uniform. A number of lots immediately adjoin the Major Transport Corridor of Mount Peter Road (designated Sub-Arterial Road) and are also in proximity to the existing cane rail line. There is also an existing extractive industry operation (CRC Ref: 8/8/1162) that has a current development approval which has been acted upon and which is located immediately west of the subject site, on land described as Lots 1 and 2 on RP704176. The associated Environmentally Relevant Activity (ERA) authorisation allows for the extraction of up to 100,000t of material per annum. Operations from this existing use have the real potential to affect the ordinary enjoyment of future residential uses that are located less than 100m away. The current configuration does not, in Officers view, lead the development to providing a high standard of amenity and accordingly, the application does not comply with this Purpose statement.
Purpose 1(f) and Overall Outcome (2)(i)	These provisions seek to ensure development provides appropriate infrastructure and services to new lots and communities and that the appropriate standard of infrastructure is provided. In respect of the provision of infrastructure, for the reasons outlined above in response to the Infrastructure Works Code, Officers consider that the development does not result in an inefficient delivery of infrastructure and are not satisfied that the development provides all infrastructure to the standard required to service the development and, where involving trunk infrastructure, the standard required to service broader development. Given this, the development does not comply with these provisions.
Overall Outcomes (2)(b) & (f)	These Overall Outcomes seek to ensure that lot have sufficient area, dimension and shape to be suitable for their intended use, taking into account environmental features and site constraints and that development does not diminish environmental and scenic values. As discussed in response to the Natural Areas Overlay Code, Officers consider that the application has not adequately demonstrated that it will not cause direct or indirect adverse impacts on areas of environmental significance. Given this assessment, Officers further consider that, in respect of these provisions, the development has not adequately taken account of the environmental features of the site in informing the proposed lot configuration. On this basis, the development is considered to not comply with these provisions.
Purpose 1(c), (d) & (e) Overall Outcome (2)(a), (c) & (d) PO2, PO3, PO14, PO15, PO16	The provisions identified cover a range of matters related to subdivision and lot design including street layout and lot configuration (size, design and orientation), responses to site constraints, neighbourhood structure, active transport and infrastructure. The application material considers that the street and lot configuration provides an appropriate response to the opportunities and constraints provided by the site. Officers acknowledge that some improvements were made in respect of the orientation of lots and streets through the response to information request, with

	an increase in the number of lots with the longest axis running east-west and streets running north-south. Officers consider there remains further opportunities to improve upon this layout, as noted in response to Purpose Statement (1)(a) above in respect of taking greater advantage of the natural features which existing both on and surrounding the site. In respect of lot configuration, the application material takes the view that relevant provisions in the planning scheme do not enable Council to request a greater mix of lot sizes and on that basis, the information request item that requested this was not relevant to the assessment. Officers dispute this view of the Applicant given there are specific provisions in the Mount Peter Local Plan (Overall Outcome 2m), Low-Medium Density Residential Zone Code (Purpose statement 1a, Overall Outcome 2a) and Reconfiguring a Lot Code (PO16) that are aimed at ensuring development provides a range of dwelling types on a range of lot sizes. Where this diversity and variety is achieved, it can be expected that the housing outcomes that follow will reflect the diversity and variety of lot configurations. As noted above, the lot configuration currently presents as relatively uniform in respect of lot size, with 82% of lots having an area of between 420m^2 and 599m^2. This does not, in Officers view, support any meaningful range of housing choice or diversity. Subject site is considerably disconnected from the existing urban form in the northern part of Mount Peter and does not represent a sequential, orderly development. Significant infrastructure investment and delivery is required to occur in order to realise 'Lot 1', with the Trunk Infrastructure nominated being required to be brought forward on different timing to that identified within the LGIP. The necessity to bring forward such a substantial amount of infrastructure that has been discussed in this report indicates a level of prematurity of development and reinforces Officers view that it is out of sequence with the desired development outcomes, as expressed in the Mount Peter Local Plan code. As noted in response to the Natural Areas Overlay Code, Officers consider that the development does not provide an adequate response to, specifically, areas of environmental significance identified on the land. For the above reasons, Officers consider that the development does not comply with the identified provisions.
Overall Outcome (2)(e) and PO4, PO5 & PO10	Overall Outcome (2)(e) seeks to ensure that all *lots are arranged to front all streets and parkland such that development enhances personal safety, traffic safety, property safety and security; and contributes to streetscape and open space quality*. PO4 seeks to ensure that lots have *safe legal and practical access to a public road.* PO5 seeks to ensure the *safety of users of the development and the surrounding community is considered and incorporated into the design*. PO10 seeks to ensure that development *protects the cane rail network to support the on-going operation of the agricultural industry*. In respect of the safety of transport infrastructure proposed to be provided with the development and the relationship of the development to the cane rail network, for the reasons outlined in response to the Transport Network Overlay Code, the development has not adequately demonstrated that it will provide for safe transport infrastructure or is responsive to the on-going use of cane rail infrastructure. This results in non-compliance with PO5 and PO10. As the development has not adequately demonstrated that it will provide for a safe and efficient transport network, as identified in the assessment against the Transport Network Overlay Code, Officers consider that the application does not adequately demonstrate that all lots will have a safe access to a public road and

	therefore, does not comply with PO4.
Overall Outcome (2)(h)	This OO specifies that a *range of functional parkland, including local and district parks, major areas of parkland with a region-wide focus and open space links are available for the use and enjoyment of residents and visitors to the region*. The development proposes to provide a Trunk Local Park, referred to as OSF076 in Council's LGIP as part of the first stage of development. As discussed below, the timing proposed for delivery of this Local Park is inconsistent with that identified in the LGIP. The need to bring forward the delivery of the Local Park to be part of the first stage of development reinforces Officers view that the development is out of sequence and disconnected form the existing urban form in Mount Peter and does not align with this Overall Outcome.
PO15, PO24, PO26 and PO27	These PO's provide specific requirements for neighbourhood planning and relate specifically to the safety of the neighbourhood design for pedestrian accessibility providing a street patten that supports public transport and a safe and efficient transport network. For the reasons outlined in response to the Transport Network Overlay Code, the development has not demonstrated that it will provide safe and efficient transport infrastructure which results in non-compliance with PO15, PO24, PO26 and PO27 of the Code.
PO18	PO18 requires that *lots surrounding neighbourhood focal points and activity centres are of a size that enables high residential densities to support the facilities and/or public transport service.* The application material states that there are no neighbourhood focal points and activity centres on the site that are of a size that enables higher residential densities. Officers note that the development proposes to provide, as part of the first stage of development, a 1ha Local Park, identified as OSF76 in the LGIP. Officers consider that this scale of Local Park would constitute a neighbourhood focal point given its function and location on the main thoroughfare (Mohammed Access). In this circumstance, the development does not comply with this provision.
PO23	AO23.5 specifies that the number of lots that back onto the urban parkland and other open space is minimised. PO23 then requires that *lot size, dimensions, frontage and orientation permits buildings to be established that will facilitate casual surveillance to open space.* The current lot configuration, in particular in the 'northern precinct', results in a number of lots which directly back onto designated open space containing Sandy Creek and its tributaries. This configuration does not support adequate casual surveillance and accordingly, results in non-compliance with PO23.

LOCAL GOVERNMENT INFRASTRUCTURE PLAN (LGIP)

The Local Government Infrastructure Plan (LGIP) forms part of the CairnsPlan 2016. The purpose of the LGIP, per s4.1(2) is to:

(a) integrate infrastructure planning with the land-use planning identified in the planning scheme;
(b) provide transparency regarding a local government's intentions for the provision of trunk infrastructure;
(c) enable a local government to estimate the cost of infrastructure provision to assist its long-term financial planning;
(d) ensure that trunk infrastructure is planned and provided in an efficient and orderly manner;

(e) provide a basis for the imposition of conditions about infrastructure on development approvals.

The LGIP includes a Priority Infrastructure Area (PIA), which identifies the prioritised areas to accommodate urban growth up to 2028, however, the assumptions include projections through to 2036.

The development site is located outside of the PIA (refer **Figure 2** below) boundary and is not directly adjacent to the PIA boundary.

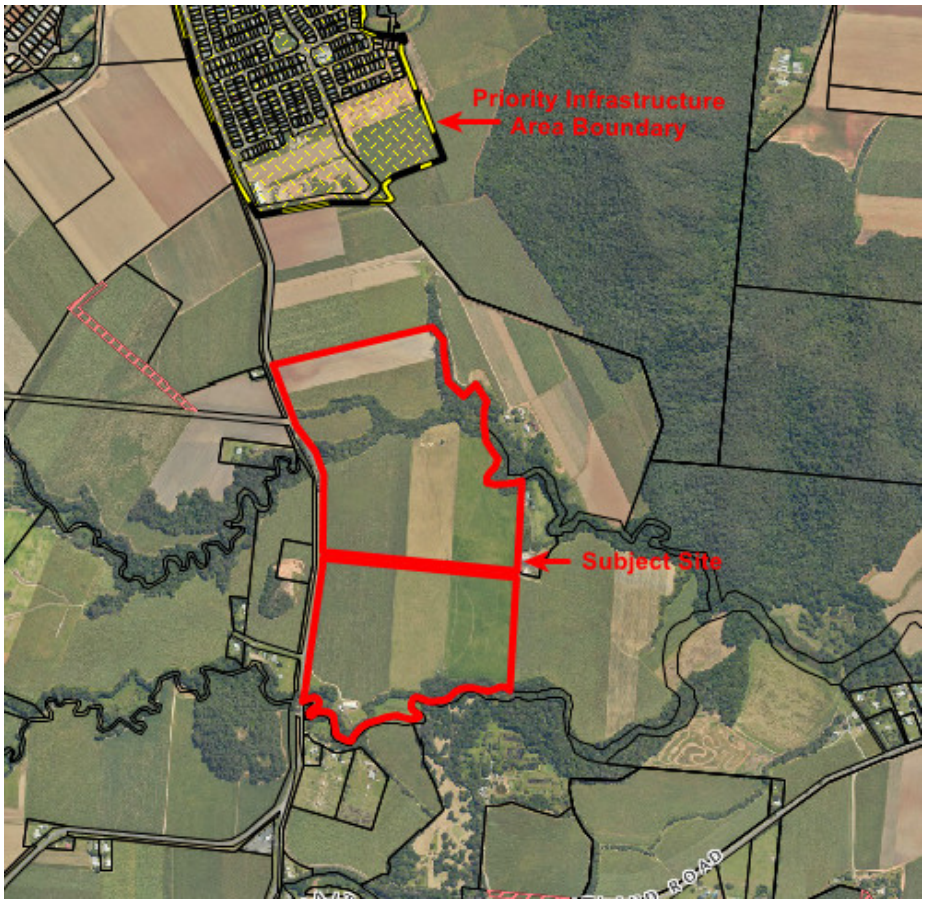


Figure 2: Subject Site and PIA

While the LGIP has identified and planned for infrastructure to be delivered outside of this area, it is noted that infrastructure inside of the PIA is given priority, while development outside must utilise existing infrastructure capacity and provide new capacity in an orderly and sequential manner to service growth ahead of planned delivery.

The proposal requires the delivery and bring forward of significant trunk infrastructure to facilitate the development. The following table summarises trunk infrastructure items relevant to the site and development, with the cost attributable to the Schedule of Works identified in Schedule 3 of CairnsPlan 2016 v3.1:

Trunk Infrastructure	LGIP Item No.	LGIP Cost	Timing
Water Main (300)	WMF114	$425,921	2031
Water Main (300)	WMF125	$390,892	2036

Trunk Infrastructure	LGIP Item No.	LGIP Cost	Timing
Water Main (225)	WMF117	$598,039	2036
Pump Station – Future SPS MP7 Pump Station Construction	SPSF39	$492,971	2031
Pressure Main (250)	PMF009	$892,291	2036
Pressure Main (250)	PMF010	$896,273	2031
Pressure Main (200)	PMF012	Included in budget for PMF010	2031
Gravity Main (225)	GMF004	$1,243,982	2031
Gravity Main (225)	GMF005	Included in budget for GMF004	2031
Gravity Main (300)	GMF008	Included in budget for GMF004	2031
Gravity Main (450)	GMF009	$6,923,030	2036
Gravity Main (450)	GMF010	Included in budget for GMF009	2036
Gravity Main (450)	GMF011	Included in budget for GMF009	2036
Pump Station – Future SPS MP4 Pump Station Construction	SPSF36	$422,151	2041
Local Recreation Park – New Local Park adjacent to creek	OSF076	$427,748	2031
Pathway	PWF154	Cost included in transport (road) network	2026
Pathway	PWF155	Cost included in transport (road) network	2035
Major Collector Road – Mohammed Access (Future)	TRF420	$10,668,195	2028
Sub-arterial Road – 4 Lane Median Divided – Mount Peter Road (Major Upgrade)	TRF426	$11,474,882	2036
Sub-arterial Road – 2 Lane Median Divided – Mount Peter Road (Future)	TRF427	$10,969,365	2036
Sub-arterial Road – 2 Lane Median Divided – Sandy Road (Future)	TRF431	$2,845,452	2036

Trunk Infrastructure	LGIP Item No.	LGIP Cost	Timing
Bridge – Sandy Creek Bridge (Upgrade)	SBF20	$3,900,186	2031
Roundabout – 1 Lane Minor (Future)	IRF20	$365,471	2031
Signalised Intersection (Future)	ISF22	$778,963	2031
Total		**$53,715,812**	

The above list is not exhaustive as the application material makes various assumptions about other infrastructure being delivered by other parties or Council and that such infrastructure is available to use or connect to at the time development commences. Where such infrastructure identified as being available is not, additional trunk infrastructure would be required. Officers do acknowledge and it is relevant to note that the above Trunk infrastructure items are relevant to the site as a whole, however not all of the Trunk infrastructure identified is necessary to deliver Stage 1.

In respect of the cost, it is appropriate to observe that at the current rate of indexation, the total quantum of infrastructure charges that would be levied on the development of 706 residential lots would equate to approximately $24 million. The total cost shown above for Trunk Infrastructure works is based on figures compiled as part of the last LGIP amendment which commenced 15 April 2019. This amount has not been indexed to account for recent escalations and it is unknown at this stage what the ultimate cost of all trunk infrastructure would be that is necessary to service the development.

The development conflicts, in part, with some of the underpinning assumptions of the LGIP in that the development generally does not include larger lots capable of accommodating Multiple Dwelling type development. Whilst some lots identified in the plans of development are indicated as being capable of accommodating a Dual Occupancy, this outcome is not secured in any way. The consequence for infrastructure is that this results in a higher than anticipated load, thus impacting infrastructure sizing as Multiple Dwelling development is considered more economical with regard to demand per dwelling.

Council's Demand Spatial Model (2017 version) indicates an anticipated outcome of 551 EDU whereas the application indicates 773 EDU will be generated. This is a significant discrepancy in planned vs proposed outcomes. Further, Council's Spatial Demand Model assumes significant constraints on Lot 2 on RP735739 associated with waterways and application of the target development yield to the entire site area.

The proposed development requires further detailed assessment of the sizing of key assets. This presents a significant risk to Council if generic infrastructure conditions were to be imposed in order to achieve 'compliance', as is suggested as appropriate by the Applicant in their 'Draft Conditions' provided in the response to Information Request. The impact on infrastructure networks from imposing such conditions is unknown and does not provide any certainty to either Council, the Applicant or the community.

Significant infrastructure, both trunk and non-trunk, is required to support the proposed development. The trunk infrastructure required for the development that is nominated in

the LGIP is proposed in advance of its planned timing; the bring forward of infrastructure to service development outside of the PIA boundary will have implications for infrastructure planning throughout the Cairns Region, the quantum of which is unknown at this stage. The infrastructure required for the development includes infrastructure that is located on land that is not in the Applicants or Council's control, and complex assets such as pump stations, reservoirs, and treatment plant upgrades.

The Mount Peter Local Plan requires land to be developed sequentially from north to south. The proposal is in advance of material development completion further north, resulting in a greater extent of start-up / initial infrastructure for the Cooper Road Precinct (and subsequently, cost to council). The extent of Trunk Infrastructure required is evidenced by the Applicants proposed 'Draft Conditions' which identifies a slow development outcome dispersed across multiple disconnected sites. This is considered to result in a very inefficient use of established infrastructure, an inefficient use of required infrastructure and an increased cost burden to council (both capital and operating).

The application shows an indicative development schedule which estimates the delivery of approximately 35 lots per year from 2028. The development requires significant upfront trunk infrastructure investment for the development to be facilitated with very slow return on that investment or utilisation of the significant infrastructure investment. There does not appear to be a significant benefit in bringing forward the necessary and very significant infrastructure required.

Sewer

There is no existing sewerage infrastructure (trunk or non-trunk) either currently servicing or located in immediate proximity to the land which has the ability to accommodate the development. Additionally, there is no available capacity in the existing trunk sewerage network located to the north of the land that is able to accommodate the proposed development.

The Applicant expects the capacity of the existing trunk sewerage network to be augmented in a manner that appears to be consistent with the size and form in the LGIP but is inconsistent with the timing. For example, the augmentation from Petersen Road to the Edmonton Wastewater Treatment Plant is 2031 but the application seeks a timing of 2028. It appears that the higher cost trunk infrastructure is required earlier than the lower cost trunk infrastructure. The bringing forward of the sewerage infrastructure will likely presents the following issues:

- Higher financial impact and potential for unfavourable financial sustainability outcomes;

- Lower confidence and certainty in the delivery of adequate trunk infrastructure within the significantly shorter timeframe.

The Applicant also proposes to extend sewerage infrastructure to service the development which involves several elements of the LGIP trunk infrastructure in a manner that is not wholly consistent with the LGIP. Generally, an alternative form of trunk sewerage infrastructure is proposed that does not clearly present an obvious advantage over the LGIP trunk infrastructure. Specifically, the development proposes

to relocate a sewer pump station and associated assets further south and defer trunk mains that would achieve a looped service to manage both network pressure and redundancy (i.e. security of supply).

The application is not supported by a similar level of infrastructure planning, analytical rigour or engineering assessment as occurs when preparing a LGIP and the plans that are included with it.

Water

A water main runs along Mount Peter Road that is able to service the subject sites, however, this is not capable of servicing the development. The proposal to extend water infrastructure to service the development involves trunk infrastructure that is consistent with the size and form in the LGIP but not timing.

It is unclear whether the trunk infrastructure in the LGIP will provide an acceptable level of service for the development in terms of adequate pressure and network security of supply, and that additional components will be required. The application was not supported by a hydraulic analysis or engineering assessment to demonstrate that the development meets all aspects of the desired standards of service in the Planning Scheme and associated policies and standards.

Additionally, the timing of trunk infrastructure proposed in the application is 2028 which is some 8 years ahead of the LGIP timing (2036), thus presenting similar issues as identified above in respect of trunk sewer infrastructure.

Roads

The subject site has access to existing road infrastructure in the form of Mount Peter Road (designated as a Sub-Arterial Road and Major Transport Corridor) and Mohammed Access (future Major Collector Road). Neither of these roads are built to their ultimate intended standard identified within the LGIP. The proposal seeks to augment and upgrade both of these roads in order to service the development, with the upgrading involving trunk infrastructure, to an interim standard, that is not consistent with the timing in the LGIP.

The Traffic Impact Assessment (TIA) submitted with the application has considered and assessed various road network elements to the north of the land, however no assessment has been carried out on the road network to the south of the land, incorporating Mount Peter Road and Maitland Road. It is unknown what impact the development may have on transport infrastructure south of the site.

Parks

The subject site is not currently serviced by any park or recreation infrastructure. The application proposes to deliver a 1ha Local Park in conjunction with the first stage of development. Whilst the size and standard of the Local Park aligns with that expected in the LGIP, the timing for delivery is inconsistent.

Summary

Out of sequence infrastructure, infrastructure provided too early or in the incorrect form creates cost inefficiencies which are ultimately borne by the Cairns community. Infrastructure that is provided too late or that is undersized constrains population growth across all housing types. The alternative solutions proposed by the application are not supported as they are not supported by the level of planning, analytical rigour or engineering assessment that would ordinarily be prepared for forward planning of trunk infrastructure i.e. an LGIP. The infrastructure solutions proposed will likely place a greater burden on Council in the form of carrying the operational costs of interim infrastructure solutions until the delivery of planned trunk infrastructure.

On the basis of the above, Officers consider that the development to be premature and out of sequence given it is not located within the PIA boundary nor immediately adjacent to the PIA boundary, it does not represent a sequential and orderly expansion of the urban form and requires the bring forward of substantial and significant trunk infrastructure inconsistent with that expected by the LGIP. Further, the bring forward of infrastructure outside of the PIA boundary is considered to be inconsistent with the long term financial planning that Council has carried out in respect of its provision of trunk infrastructure across the local government area.

RELEVANT MATTERS

The development is subject to Code Assessment and therefore no other relevant matters have been considered in accordance with section 45 of the *Planning Act 2016*.

PUBLIC NOTIFICATION

The development is subject to Code Assessment and therefore Public Notification was not required to be undertaken, in accordance with section 45 of the *Planning Act 2016*.

MATTERS RAISED IN SUBMISSIONS FOR IMPACT ASSESSABLE DEVELOPMENT

The development is subject to Code Assessment only and therefore public notification was not required to be undertaken, in accordance with Part 4: Public Notification of the Development Assessment Rules.

REFERRAL AGENCY REQUIREMENTS

The Development Application triggered referral to the State in relation to Native Vegetation and State Transport Infrastructure matters.

With respect to the State referral, the application was properly referred on 11 July 2023.

On 24 April 2024, the State issued the formal referral agency response for the Development Application. That response included a number of conditions that must attach to any development approval and also included the reasons for the response and associated conditions.

As part of the Conditions provided by the State, the Applicant would be required to enter into an agreed delivery arrangement to deliver an Environmental Offset to

counterbalance a significant residual impact of clearing 2.64ha of Essential Habitat. Conditions also require the preservation of a future busway corridor and works to the State Controlled Road intersection of the Bruce Highway, Mill Road and Thompson Road, Edmonton.

A copy of the response is provided in Appendix 2.

INFRASTRUCTURE CHARGES

Council's Infrastructure Charges Resolution No. 2 of 2021 identifies that an Infrastructure Charge is not required to be levied for the development.

REASONS FOR DECISION

The reasons for this decision are:

Structure Planning

1. The proposed development does not provide a well-planned, strategic, and integrated approach to structure planning for a new residential community because:

    a. the proposed structure plan and development outcomes fail to demonstrate integration with:

        i. development sequencing, as the proposed development is out of sequence and does not provide for sequential development from the north within the initial development area (IDA) which is identified as Precinct 2 – Cooper Road on Mount Peter Local Plan Map LPM-010;

        ii. housing diversity, as the subdivision layout only provides for a very limited range of housing forms and types to meet the needs of the community;

        iii. transport and mobility outcomes, as the subdivision layout is not efficient or safe and does not include a well-planned network of interconnected roads that provides connectivity with existing and planned development;

        iv. infrastructure networks (including their appropriate and sequential provision in a planned manner), as the Land is outside the priority infrastructure area (PIA) and the proposed development requires the delivery of significant trunk infrastructure inconsistent with the Local Government Infrastructure Plan (LGIP), out of sequence and in a premature way;

        v. overlay outcomes in the Flood and inundation hazards overlay code, the Natural areas overlay code, and the Transport networks overlay code;

    b. the proposed structure plan and development outcomes:

i. provide a land use and mobility structure that:

A. is inadequate in respect of the desired future community form on the Land and in respect of the role the Land will play across an integrated local plan area;

B. does not make provision for the local convenience needs of the proposed population;

C. does not facilitate a diverse and affordable housing choice;

ii. do not provide a functional and safe transport network beyond the boundaries of the Land;

iii. are not sequential in their implementation and have inadequate regard to the future planning of the Mount Peter local plan area that the Council has undertaken;

iv. may compromise the ability of future precincts to achieve the overall outcomes of the Mount Peter local plan;

v. may compromise development in other local plan areas through the inefficient use of land within the Mount Peter local plan;

vi. result in fragmentation of the southern Cairns cane farming areas and do not ensure areas currently utilised for cane farming continue to be used for this purpose for the longest extent possible;

c. the proposed structure plan does not satisfy the requirements of Planning scheme policy – Structure planning as it:

i. has not been prepared in accordance with the Mount Peter local plan code, including for the matters set out in paragraph 1(b);

ii. does not ensure development is planned and delivered in an orderly and integrated manner;

iii. does not demonstrate how the proposed development will integrate with the surrounding community, infrastructure networks, and movement systems, and overall intended urban form;

iv. conflicts with and compromises the achievement of the Strategic Framework.

2. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – liveable communities (1)(c) and (d), (2)(a), (c), (d), (e), and (4); State interest – development and construction

(1)(d), (2), and (4); State interest – infrastructure integration (1), (2)(a) – (d), (3)(b), and (4); State interest – transport infrastructure (2),(3);

b. Strategic Framework: Part 3.3, strategic outcomes 3.3.1(1)(j), 3.3.1(3), 3.3.1(5), 3.3.1(8), 3.3.1(11) and 3.3.1(13); Part 3.4, strategic outcomes 3.4.1(1), 3.4.1(3), and specific outcomes 3.4.2.1 and 3.4.3.1; and Part 3.6 strategic outcome 3.6.1(2) and specific outcome 3.6.4.1(3);

c. Mount Peter local plan code: Purpose 7.2.7.3(1); Overall outcomes 7.2.7.3(2)(a), (c), (d), (g), (h), (i), (m), (n), (p), (q), and (4); and Performance outcomes PO1/AO1.1, PO2/AO2.1, PO3/AO3.1/AO3.2, and PO4;

d. Reconfiguring a lot code: Purpose 9.3.8.2(1)(f); Overall outcomes 9.3.8.2(2)(d), (i); and PO14;

e. Planning scheme policy – Structure planning: 3.1(3), 3.2(2) and (3), 3.3.

Out of sequence development

3. Notwithstanding that the site is located in Precinct 2 – Cooper Road, it is at the southern extremity of that area and the proposed development is premature, out of sequence and inconsistent with the timing for the planned delivery of trunk sewer, water, road, and open space infrastructure under the LGIP.

4. It has not been demonstrated that the proposed trunk sewer and water trunk infrastructure would be compatible with the trunk infrastructure planned to be delivered under the LGIP because:

   a. the proposed development is not consistent with underlying assumptions for the type of development proposed on the Land, which includes larger lots capable of accommodating multiple dwellings and yield higher demand outcomes that re not consistent with the trunk infrastructure sizing criteria;

   b. the proposed relocation of sewer pump SPSF39, planned in the LGIP to be delivered in 2031, is not appropriate;

   c. it has not been demonstrated that the proposed trunk water infrastructure will provide an adequate level of service in terms of adequate pressure and network security of supply.

5. The proposed trunk road infrastructure is premature, inconsistent with planning undertaken by the Council and has not been demonstrated to be compatible with trunk infrastructure to be delivered under the LGIP because no final design for that trunk infrastructure has been proposed and approved.

6. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

   a. State Planning Policy: State interest – infrastructure integration (1), (2)(a) – (d), (3)(b), and (4); State interest – transport infrastructure (2) and (3);

b. Mount Peter local plan code: Purpose 7.2.7.3(1); Overall outcome 7.2.7.3(2)(c) and (i);

c. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcomes 9.3.5.2(2)(a) and (d); and Performance outcome PO13;

d. The Local Government Infrastructure Plan.

Inefficient delivery of infrastructure

7. The proposed development requires the delivery of significant trunk infrastructure that is inconsistent with the timing for the delivery of planned infrastructure in the LGIP and it has not been demonstrated that the trunk infrastructure will be delivered in an orderly and efficient manner without unacceptable impacts.

8. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – infrastructure integration (1), (2), (3)(b), and (4); State interest – transport infrastructure (2) and (3);

b. Mount Peter local plan code: Overall outcome 7.2.7.3(2)(i);

c. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcomes 9.3.5.2(2)(a) and (d); and Performance outcomes PO5, PO6 and PO13;

d. The Local Government Infrastructure Plan.

Subdivision layout and lot design

9. The proposed development does not provide for an appropriately structured neighbourhood, inclusive of a well-designed pattern of streets and integration of all aspects of urban development.

10. The proposed development does not suitably respond to natural features and constraints of the Land.

11. The proposed development does not support land use efficiency or diverse housing choice, as it does not include an appropriate mix of density.

12. The proposed development does not address the intended, planned character for the Land.

13. For the reasons set out above, the proposed development is premature and out of sequence, inconsistent with the Council's long term planning strategy and inconsistent with the Council's planned provision of infrastructure.

14. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

    a. Mount Peter Local Plan Code: Overall outcome 2(i), (2)(m) and (4)(f) and PO2;

    b. Low-medium Density Residential Zone Code: Overall Outcome (2)(a), (c) and (e) and PO6.
    c. Reconfiguring a Lot Code: Purpose (1)(c) and (d); Overall Outcome (2)(a), (b) and (c), PO2, PO3; PO14, PO15, PO16, and PO18;

Terrestrial Ecology

15. The proposed development would cause unacceptable direct and indirect adverse impacts on areas of environmental significance:

    a. the Land and surrounding locality contains natural features comprising, and is constrained by, areas of environmental significance and matters of environmental significance, including:

        i. Matters of National Environmental Significance (MNES), including but not limited to listed threatened species, and listed threatened ecological communities and listed migratory species;

        ii. Matters of State Environmental Significance (MSES), including but not limited to Regulated vegetation (endangered/of concern Category B), Regulated vegetation (endangered/of concern Category C), Regulated vegetation (Category R), Regulated vegetation (essential habitat), Regulated vegetation (intersecting a watercourse), and Wildlife habitat (endangered or vulnerable) and Wildlife habitat (special least concern animals);

        iii. Matters of Local Environmental Significance (MLES), including but not limited to parts of Sandy Creek, Grays Creek, Wrights Creek, and an unnamed creek traversing the Land, categorised as Urban waterway A trigger area;

    b. the proposed development will cause direct and indirect adverse impacts to areas of environmental significance as:

        i. the proposed development will result in the clearing and removal of habitat in areas of environmental significance;

        ii. the proposed development has residential lots which directly interface with areas of environmental significance;

    c. it has not been demonstrated that the proposed development:

        i. provides a stormwater management system that will not have unacceptable adverse impacts on areas of environmental significance;

ii. provides adequate setbacks or buffers to areas of environmental significance;

iii. appropriately avoids the direct and indirect adverse impacts on areas of environmental significance;

iv. sufficiently assessed the potential impacts on areas of environmental significance;

v. provides additional open space areas to support areas of environmental significance;

vi. will protect, expand and enhance habitat condition, connectivity, function and extent.

16. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – liveable communities (3)(a); and State interest – biodiversity (1), (2), (3) and (4);

b. Natural Areas Overlay Code: Purpose 8.2.11.2(1)(a), (b), (c), and (d); Overall outcomes 8.2.11.2(2)(a), (b), (c), (d), (e) and (f); Performance outcomes PO1, PO4, PO5, PO10 and PO11;

c. Mount Peter Local Plan Code: Overall outcome 7.2.7.3(2)(i); and Performance outcome PO1;

d. Low-Medium Density Residential Zone Code: Overall outcome 6.2.10.2(2)(e); and Performance outcomes PO6 and PO7;

e. Infrastructure Works Code: Purpose 9.3.5.2(1); Overall outcomes 9.3.5.2(2)(b), (c) and (e); and Performance outcome PO9, PO10, PO17 and PO18;

f. Reconfiguring a Lot Code: Purpose 9.3.8.2(1)(d); Overall outcomes 9.3.8.2(2)(b) and (f); and Performance outcome PO3.

Aquatic Ecology

17. The proposed development would cause unacceptable direct or indirect adverse impacts on areas of environmental significance:

a. the Land and receiving environment contains natural features comprising, and is constrained by, areas and matters of environmental significance, including:

i. MNES, including but not limited to the Great Barrier Reef World Heritage Area and listed threatened species;

ii. MSES, including but not limited to waterways at risk from waterway barrier works and the Trinity Inlet declared fish habitat area;

iii. MLES, including but not limited to parts of Sandy Creek, Grays Creek, Wrights Creek, and an unnamed creek traversing the Land, categorised as Urban waterway A trigger area;

b. the proposed development will cause direct and indirect impacts to areas of environmental significance as:

i. the proposed development will result in the clearing and removal of habitat in areas of environmental significance;

ii. the proposed development has residential lots which directly interface with areas of environmental significance;

iii. an aquatic ecology survey or assessment was not undertaken for the proposed development;

iv. it has not been demonstrated that the proposed development:

A. appropriately prevents or mitigates impacts from stormwater quantity and quality, and changes in hydrology (groundwater and surface water regimes), on aquatic environmental values of areas of environmental significance or the receiving environment;

B. provides adequate setbacks or buffers to areas of environmental significance.

18. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – liveable communities (3)(a); State interest – biodiversity (1), (2), (3) and (4); and State interest – water quality (3)(a) and (d) and (5);

b. Natural areas overlay code: Purpose 8.2.11.2(1)(a), (b), (c), and (d); Overall outcomes 8.2.11.2(2)(a), (b), (c), (d) and (e); Performance outcomes PO1, PO4, PO5, PO10 and PO11;

c. Mount Peter local plan code: Overall outcome 7.2.7.3(2)(i); and Performance outcome PO1;

d. Low-medium residential code: Overall outcome 6.2.10.2(2)(e); and Performance outcome PO6;

e. Environmental performance code: Purpose 9.3.2.2(1); Overall outcomes 9.3.2.2(2)(a) and (d); Performance outcome PO9;

f. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcomes 9.3.5.2(2)(b), (c) and (e); and Performance outcomes PO9 and PO10; and

g. Reconfiguring a lot code: Purpose 9.3.8.2(1)(d); Overall outcomes 9.3.8.2(2)(b) and (f); and Performance outcome PO3.

Stormwater (quantity and quality) and groundwater

19. The proposed development will (or it has not been adequately demonstrated that it will not) cause adverse hydraulic impacts within the Land and beyond the boundaries of the Land, as the proposed development:

    a. would result in urbanisation of the Land;

    b. has not appropriately considered the nature and extent of excavation and filling necessary to support adequate stormwater infrastructure for the Land;

    c. proposes a stormwater discharge system that concentrates stormwater discharge in nine (9) locations directly into the natural waterways on and adjoining the Land;

    d. does not provide for and has not adequately addressed water quantity measures, including:

        i. the provision of onsite detention basins, to mitigate hydraulic impacts associated with stormwater runoff;

        ii. the provision of bioretention basins or other measures to address dissolved contaminants, to mitigate water quality impacts;

    e. does not appropriately mitigate and has not adequately addressed potential groundwater impacts, including impacts of reduced flow to the groundwater system attributable to urbanisation of the Land;

    f. does not appropriately mitigate and has not adequately addressed the impacts to aquatic ecology attributable to urbanisation of the Land, including:

        i. geomorphological impacts to waterways on the Land and beyond the boundaries of the Land associated with increased frequency and peak flow rate of stormwater events;

        ii. impacts to groundwater dependent ecosystems which may be present in waterways on the Land and beyond the boundaries of the Land; and

    g. does not adequately address stormwater and groundwater impacts associated with cumulative urbanisation of the Mount Peter region.

20. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – water quality (1) and (3)(a), (b), and (d); Assessment benchmarks – water quality (1)(a), (b), and (d);

b. Mount Peter local plan code: 7.2.7.3(1) and Performance outcome PO1(i);

c. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcome 9.3.5.2(2)(c); Performance outcomes PO4, PO9;

d. Environmental performance code: Purpose 9.3.2.2(1), Overall outcomes 9.3.2.2(2)(a), (c), (d), and (f); Performance outcomes PO8 and PO9;

e. Excavation and filling code: Purpose 9.3.3.2(1), Overall outcomes 9.3.3.2(2)(b) and (c); Performance outcomes PO6 and PO7.

Flooding

21. The proposed development does not, or it has not been adequately demonstrated to, adequately respond to the flood hazard which affects the Land:

    a. on Flood and inundation hazards overlay Map Nos. OM-07B and OM-07C, the Land is:

        i. entirely located within the Mount Peter Flood Precinct;

        ii. partly affected by 'Sub-precinct 2b – High extreme hazard area' and 'Designated flood hazard area – Flood inundation trigger area';

    b. the proposed development is not supported by a sufficiently detailed Flood and inundation hazards assessment, detailed flood modelling for the Land, and details of proposed excavation and filling to demonstrate whether the proposed development:

        i. protects the safety of people and minimises damage to property and the environment;

        ii. does not adversely interfere with the function of drainage catchments or require complex engineering solutions to do so;

        iii. only involves acceptable earthworks solutions;

        iv. considers and responds to the impacts of climate change on the flood hazard affecting the Land;

        v. minimises impacts from flood hazard on the community in relation to infrastructure function and environmental values.

22. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. State Planning Policy: State interest – natural hazards (4)(a) and (b), (5)(b) and (d), Assessment benchmarks – natural hazards (3)

b. Flood and inundation hazards overlay code: Purpose 8.2.7.2(1), Overall outcome 8.2.7.2(2)(a) and (c); Performance outcomes PO2, PO7, and PO8;

c. Mount Peter local plan code: 7.2.7.3(1), Overall Outcome 2(c) and Performance outcome PO1;

d. Excavation and filling code: Purpose 9.3.3.2(1), Overall outcomes 9.3.3.2(2)(b) and (c); Performance outcome PO6.

Amenity

23. It has not been demonstrated that the proposed development protects residential amenity in terms of traffic, noise, dust and lighting in the southern precinct adjacent to Mt Peter Road and the cane rail corridor.

24. The proposed development does not comply with, or it has not been demonstrated that the proposed development can comply with (even with the imposition of lawful conditions):

a. Reconfiguring a lot code: Purpose 9.3.8.2(1)(a);

b. Low medium density residential zone code: Overall Outcome (2)(b) and Performance Outcome PO7.

Traffic

25. The proposed development does not, or it has not been demonstrated that it will, provide transport infrastructure that supports a safe and efficient transport network as:

a. the traffic impact assessment is inadequate in terms of its coverage, assumptions, inputs and outputs, and interpretation of the limited outputs;

b. the external traffic impacts of the proposed development have more broadly not been adequately identified and assessed;

c. adequate traffic and transport provisions and mitigation measures have not been identified and demonstrated as able to be delivered by the applicant;

26. It has not been demonstrated that:

a. adequate road reserves will be preserved to allow the ultimate configuration of Mt Peter Road and Mohammad Access to be provided, including in the event that the cane rail infrastructure remains operational;

b. sufficient width and separation will be provided along Mt Peter Road adjacent to the Land to accommodate public transport stops, active transport infrastructure including cycle lanes and shared pathways and safe pedestrian

crossings of the road, including in the event that the cane rail infrastructure remains operational;

c. the proposed development will be able to appropriately mitigate safety (including for pedestrians and cyclists) and efficiency impacts associated with the existing cane rail infrastructure on the Land;

d. the proposed development can provide adequate transport infrastructure in circumstances where such external transport infrastructure is on land that is not in an existing road reserve and is outside land under the control of the applicant;

e. the road infrastructure works proposed by the applicant are appropriate and will not delay or cut across planned works, including works planned in the PIA, the LGIP or works foreshadowed in other development approvals;

27. The proposed development relies upon road and pathway connectivity and a public transport route through adjoining planned development within the IDA, which may be delayed, as the proposed development represents out of sequence development which will compete and delay such development upon which it relies for the provision of such transport infrastructure.

28. The proposed development does not provide an efficient subdivision layout which enhances personal, traffic, and property safety and security as:

a. not all lots are arranged to front all streets and parkland;

b. adequate on-street parking is not provided for all proposed lots.

29. In the premises, the proposed development does not comply, or it has not been demonstrated that it can comply, with:

a. State Planning Policy: State interest – transport infrastructure (2) and (3);

b. Transport network overlay code: Purpose 8.2.15.2(1); Overall outcomes 8.2.15.2(2)(a), (b), (c), and (d); Performance outcomes PO1, PO2, PO4, PO5, and PO6;

c. Mount Peter local plan code: Purpose 7.2.7.3(1); Overall outcomes 7.2.7.3(2)(d), (h), (i), (o), (p) and (q); Performance outcomes PO1 and PO3;

d. Low-medium density residential zone code: Overall outcome 6.2.10.2(2)(b); Performance outcome PO7;

e. Infrastructure works code: Purpose 9.3.5.2(1); Overall outcome 9.3.5.2(2)(a); Performance outcomes PO1, PO8, PO11, PO12, PO13; and

f. Reconfiguring a lot code: Purpose 9.3.8.2(1)(e) and (f); Overall outcomes 9.3.8.2(2)(a), (d), (e), (h), and (i); Performance outcomes PO3, PO4, PO5, PO10, PO15, PO23, PO24, PO26, and PO27.

RISK MANAGEMENT

Council Finance and the Local Economy

The development is to occur on privately owned land and development costs are the responsibility of the developer. Due to the location and scale of development, several pieces of trunk infrastructure are required to be provided to 'bring the development online' i.e. to service Lot 1; this infrastructure and the costs associated have been discussed in response to the Local Government Infrastructure Plan (LGIP) section of this report.

Community and Cultural Heritage

CairnsPlan 2016 sets out framework to ensure appropriate development occurs. The framework is reflected within the overlay, local plan, zone and development codes of which this development application has been assessed against.

Natural Environment

CairnsPlan 2016 sets out framework to ensure appropriate development occurs. The framework is reflected within the overlay, local plan, zone and development codes of which this development application has been assessed against. As noted in the assessment, the Applicant has not adequately demonstrated that the proposed development will not result in adverse direct or indirect impacts on areas of environmental significance, including to matters of national environmental significance.

ATTACHMENTS

1. PLANS OF DEVELOPMENT - #7420466

2. REFERRAL AGENCY RESPONSE - #7420469

3. EDENBROOK STRUCTURE PLAN - #7420471

Claire Simmons
Executive Manager Development & Planning

Ed Johnson
Director Planning, Growth & Sustainability

ATTACHMENT 1: PLANS OF DEVELOPMENT

#7420466

Plan AU00653-50D.dwg

APPLICATION

	Lots	Rate	Dwellings	area (ha)	Dwellings / ha
NORTH	**131**				
Standard lots	119	1.0	119		
Potential Duplex lots	12	1.5	18		
Total dwellings			137	9.32	14.7
CENTRAL	**253**				
Standard lots	223	1.0	223		
Potential Duplex lots	30	1.5	45		
Total dwellings			268	17.26	15.5
SOUTH	**322**				
Standard lots	275	1.0	275		
Potential Duplex lots	47	1.5	71		
Total dwellings			346	21.85	15.8
Overall Lots	**706**				
Standard lots	617	1.0	617		
Potential Duplex lots	89	1.5	134		
Total dwellings			**751**	**48.43**	**15.5**

Duplex rate is calculated at 1 duplex for every 2 available duplex lots

Park required		
	Developable Area (ha)	48.43
	LGIP Rate Persons/Ha LMDZone	41
	Total Persons	1986
	Local Park required (ha)	**1.99**
Park provided		**ha**
991	Local Park Central precinct	1.00
992	Park Sandy Road	1.50
993	Linear park Sandy Creek South	0.90
994	Grays Creek Park	1.55
	Local Park provided (ha)	**4.95**
Waterway Provided		
995	Sandy Creek	6.61
996	Grays Creek West	1.28
997	Grays Creek East	1.59
Total Waterway		**9.48**
Total Open Space Provided		**14.43**

LEGEND

- Extent of Site
- Indicative Density
- (D) Potential Duplex Lot
- Trunk road 4 lane Median
- Trunk road 2 lane Median
- Trunk road 2 lane Collector
- Minor Collector 16.5m
- Access Street 15.5m
- Park Above TOB
- Park Above Q5
- Park Below Q5
- Low Medium Density Zone
- Pathway
- Top of bank (TOB)
- 10m offfset to Top of Bank
- 15m offset TOB (Waterway Stability)

nearmap

Nearmap aerial imagery.
Date of capture: 16/09-2022.

IMPORTANT NOTE

This plan was prepared as a Site only and accuracy of all aspects of the plan have not been verified. All lots, areas and dimensions are approximate only, Subject to relevant studies, Survey, Engineering and Government approvals. Actaul locations of imnfrastructure may change and/or be deleted during design stage. No reliance should be placed on the plan and RPS Australia East Pty Ltd accepts no responsibility for any loss or damage suffered howsoever arising to any person who may use or rely on this plan.

0 40 80 120 160 200
metres

SCALE 1:4000 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)

NOTES

Level Datum: LEVEL_DATUM
Meridian: GDA2020Z55GROUND
Contour Interval: 1M_LIDAR

AMENDMENTS

RPS CLIENT MANAGER: I Doust

SURVEYED

COMPILED

CAD REF: AU006653-50H.DWG

SHEET 1 OF SHEETS 1

SHEET SIZE: A3

Edenbrook

ROL PLAN

OVERALL
Lots 1 - 706
cancelling Lot 2 RP735739
and Lot11 RP704174

RPS AAP Consulting Pty Ltd
ACN 117 883 173
135 Abbott St
PO Box 1949
CAIRNS QLD 4870
T +61 7 4031 1336
F +61 7 4031 2942
W rpsgroup.com

A TETRA TECH COMPANY

SCALE	DATE	DRAWING NO.	ISSUE
1:4000	8/12/2023	AU006653-50H	

Mt Peter Road

1
RP735739

1
RP735739

2
SP201240

4
SP201240

Linear park 1.50 ha
992

Sandy Creek

995
6.61ha

BOWL 993
0.90ha
Linear park

Un-named gully 2

EXISTING TRACK

Existing Overhead Electricity

FOOTBRIDGE

AERIAL SEWER

RESUMPTION

34 35 36 37 38 39 40

15.5 (4.5-6.5-4.5)

16.5 (4.5-7.5-4.5)

14.5 (4.5-5.5-4.5)

10m TOB

TOB

Sub

RL35 RL36 RL37 RL38 RL39

LEGEND

- Extent of Site
- Indicative Density
- D — Potential Duplex Lot
- Trunk road 4 lane Median
- Trunk road 2 lane Median
- Trunk road 2 lane Collector
- Minor Collector 16.5m
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0 20 40 60 80 100
metres

SCALE 1:2000 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)

PROJECT MANAGER: Ian Doust	DATUM GDA2020 Z55 Ground
COMPILED: 4-5-2023	CAD REF: AU006653-50H.DWG
SHEET SIZE: A3	SHEET 1 OF SHEETS 1

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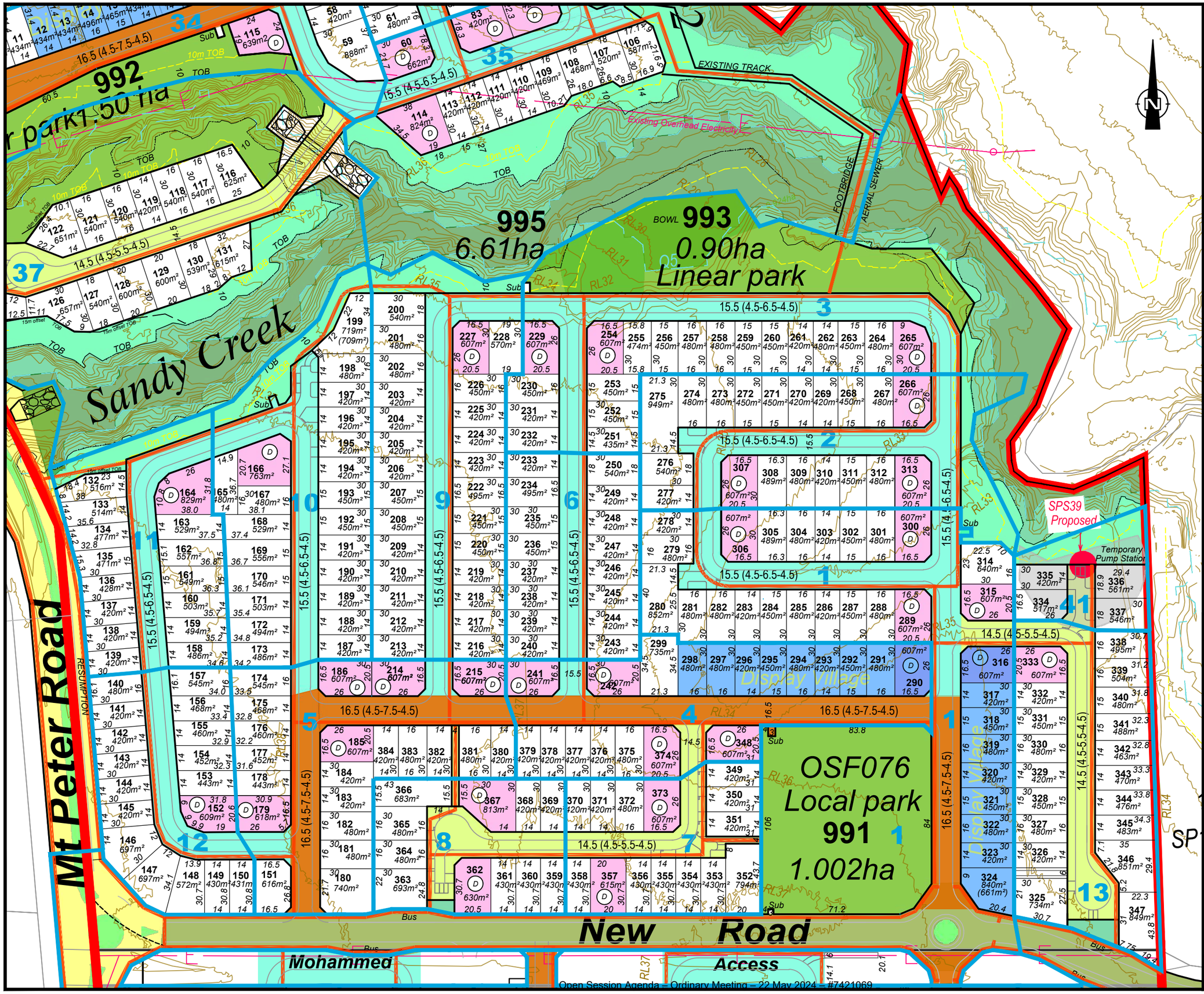
W rpsgroup.com

Edenbrook

ROL PLAN
NORTH
Stages 34-40

SCALE	DATE	DRAWING NO.	ISSUE
1:2000	8/12/2023	AU00653-28H	



289

LEGEND

- Extent of Site
- Indicative Density
- (D) Potential Duplex Lot
- Trunk road 4 lane Median
- Trunk road 2 lane Median
- Trunk road 2 lane Collector
- Minor Collector 16.5m
- Access Street 15.5m
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0 20 40 60 80 100
metres

SCALE 1:2000 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)

PROJECT MANAGER Ian Doust		DATUM GDA2020 Z55 Ground
COMPILED 4-5-2023		CAD REF AU006653-50H.DWG
SHEET SIZE A3	SHEET 1 OF SHEETS 1	

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Edenbrook

ROL PLAN
CENTRAL
Stages 1-13 & 41

SCALE	DATE	DRAWING NO.	ISSUE
1:2000	8/12/2023	AU00653-29H	

New Road

Mohammed Access

Mount Peter Rd

996 Linear park

994 Linear park

Wrights Creek

Stages 14-33

LEGEND

- Extent of Site
- (D) Potential Duplex Lot
- Trunk road 4 lane Median
- Trunk road 2 lane Median
- Trunk road 2 lane Collector
- Minor Collector 16.5m
- Access Street 15.5m
- Park Above TOB
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- Low Medium Density Zone
- Pathway
- Top of bank (TOB)
- 10m offfset to Top of Bank
- 15m offset TOB (Waterway Stability)

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0 20 40 60 80 100

metres

SCALE 1:2000 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)

PROJECT MANAGER Ian Doust	DATUM GDA2020 Z55 Ground
COMPILED 4-5-2023	CAD REF AU006653-50H.DWG
SHEET SIZE A3	SHEET 1 OF SHEETS 1

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Edenbrook

ROL PLAN
SOUTH
Stages 14-33

SCALE	DATE	DRAWING NO.	ISSUE
1:2000	8/12/2023	AU00653-30H	

1 SP168697

ATTACHMENT 2: REFERRAL AGENCY RESPONSE

#7420469

RA6-N

Queensland Government

SARA reference: 2307-35525 SRA
Council reference: 8/13/2549
Applicant reference: AU006653-1

24 April 2024

Chief Executive Officer
Cairns Regional Council
PO Box 359
Cairns QLD 4870
PlanningAdmin@cairns.qld.gov.au

Attention: Ali Davey

Dear Sir/Madam

SARA referral agency response – Mount Peter Road, Mount Peter

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 11 July 2023.

Response

Outcome:	Referral agency response – with conditions
Date of response:	24 April 2024
Conditions:	The conditions in **Attachment 1** must be attached to any development approval
Advice:	Advice to the applicant is in **Attachment 2**
Reasons:	The reasons for the referral agency response are in **Attachment 3**

Development details

Description:	Preliminary approval Reconfiguring a Lot (2 lots into 706 lots)
SARA role:	Referral agency
SARA triggers:	Schedule 10, Part 3, Division 4, Subdivision 2, Table 1 (Planning Regulation 2017) – Reconfiguring a lot involving clearing native

Far North Queensland regional office
Ground Floor, Cnr Grafton and Hartley Street, Cairns
PO Box 2358, Cairns QLD 4870

	vegetation Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Planning Regulation 2017) – Reconfiguring a lot impacting on State transport infrastructure
SARA reference:	2307-35525 SRA
Assessment manager:	Cairns Regional Council
Street address:	Mount Peter Road and 505R Mount Peter Road, Mount Peter
Real property description:	Lot 2 on RP735739 and Lot 11 on RP704174
Applicant name:	Mount Peter Road Pty Ltd & Mount Peter Road No2 Pty Ltd C/- RPS AAP Consulting Pty Ltd
Applicant contact details:	PO Box 1949 CAIRNS QLD 4870 ian.doust@rpsgroup.com.au
Human Rights Act 2019 considerations:	A consideration of the 23 fundamental human rights protected under the Human Right Act 2019 has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

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

For further information please contact Charlton Best, Senior Planning Officer, on 07 4037 3200 or via email CairnsSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Brett Nancarrow
Manager (Planning)

cc Mount Peter Road Pty Ltd & Mount Peter Road No2 Pty Ltd C/- RPS AAP Consulting Pty Ltd, ian.doust@rpsgroup.com.au

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations about a referral agency response provisions
Attachment 5 - Documents referenced in conditions

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

No.	Conditions	Condition timing
Reconfiguring a lot – Preliminary Approval		
Schedule 10, Part 3, Division 4, Table 2 – Clearing native vegetation — The chief executive administering the *Planning Act 2016* nominates the Director-General of the Department of Resources to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	Clearing of vegetation: (a) can occur within Area A (Parts A1 – A5) and Area C (Parts C1 – C5) as shown on the attached: (i) Vegetation Management Plan, prepared by Queensland Government, reference VMP 2307-35525 SRA, Sheet 1 of 1, version 3; and (ii) Attachment to Vegetation Management Plan VMP 2307-35525 SRA Derived Reference Points for GPS; (b) must not exceed 2.64 hectares.	At all times.
2.	Clearing of vegetation must not occur within the areas identified as Area B (Parts B1 – B5) as shown on the attached: (a) Vegetation Management Plan, prepared by Queensland Government, reference VMP 2307-35525 SRA, Sheet 1 of 1, version 3; and (b) Attachment to Vegetation Management Plan VMP 2307-35525 SRA Derived Reference Points for GPS.	At all times.
3.	Built infrastructure, other than fences, roads and underground services, must not be established, constructed or located within Area C (Parts C1 – C5) as shown on the attached: (a) Vegetation Management Plan, prepared by Queensland Government, reference VMP 2307-35525 SRA, Sheet 1 of 1, version 3; and (b) Attachment to Vegetation Management Plan VMP 2307-35525 SRA Derived Reference Points for GPS.	At all times.
4.	Enter into an agreed delivery arrangement to deliver an environmental offset in accordance with the *Environmental Offsets Act 2014* to counterbalance the significant residual impacts on the matter of state environmental significance being: • 2.64 hectares of Essential Habitat for southern cassowary, *Casuarius casuarius johnsonii* within Endangered Regional Ecosystem 7.3.23.	Prior to the clearing of any matter of state environmental significance.
Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – State transport infrastructure — The chief executive administering the *Planning Act 2016* nominates the Director-General of the Department on Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		

Future busway corridor		
5.	(a) The future busway corridor must be kept clear of any permanent development at, above or below ground (including but not limited to pits, chambers, valves, hydrants, manholes and the like) with the exception of the following: (i) the road works detailed in: • External Road Ultimate Layout Sheet 1 of 2, prepared by Jacobs, dated 12.12.23, drawing no. IW288700-0000-CI-DRG-0012 and revision C; • External Road Ultimate Layout Sheet 2 of 2, prepared by Jacobs, dated 12.12.23, drawing no. IW288700-0000-CI-DRG-0013 and revision C; (ii) the underground water crossing of the future busway corridor at the location shown on Water Masterplan Trunk Network, prepared by Jacobs, dated 12.12.23, drawing no. IW288700-0000-CI-DRG-0030, revision C; (iii) the underground sewer mains crossing of the future busway corridor at the location shown on Sewer Masterplan Trunk Network, prepared by Jacobs, dated 12.12.23, drawing no. IW288700-0000-CI-DRG-0040, revision C; and (iv) the stormwater culvert at the intersection of Sandy and Mt Peter Road shown on External Road Ultimate Layout Sheet 1 of 2, prepared by Jacobs, dated 12.12.23, drawing no. IW288700-0000-CI-DRG-0012, revision C. (b) Any openings or above ground features of the development in part (a)(iv) of this condition, including for example headwalls and culvert outlets, must be located outside the future busway corridor. (c) The development in part (a)(ii) – (iv) of this condition must be in accordance with Section 5.2 of the TN163 Third Party Utility Infrastructure Installation in State-Controlled Roads Technical Guidelines, including but not limited to the horizontal alignment of the infrastructure, the minimum depth of installation and provision of enveloping pipes around any services.	At all times.
Potential future bus route		
6.	The potential future bus routes shown on the Structure Plan - Transport & Roads, prepared by RPS, dated 14/11/2023, drawing number AU006653-14E (as amended in red by SARA) must be designed and constructed to be in accordance with the following to accommodate a single unit rigid bus of 14.5m in length: • Department of Transport and Main Roads Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design (March 2016); • Department of Transport and Main Roads Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6); • Austroads Guide to Road Design (Parts 3, 4-4C and 6); • Austroads Design Vehicles and Turning Path Templates; • Department of Transport and Main Roads Queensland Manual of Uniform Traffic Control Devices, Part 13 Local Area Traffic Management (March 2018); and • Chapter 2 - Planning and Design, Section 2.3.2 Bus Route	Prior to submitting the Plan of Survey to the local government for approval.

	Infrastructure (page 6) of the Department of Transport and Main Roads Public Transport Infrastructure Manual 2015.	
Road works on a state-controlled road		
7.	(a) Road works comprising of widening intersection works, for additional lanes must be provided generally in accordance with Figure 7-3: Bruce Highway / Mill Road / Thomson Road – Intersection Mitigation of the Edenbrook Estate Traffic Impact Assessment prepared by Jacobs (Group) Australia Pty Ltd, dated 19 December 2023, Reference IW288700-0000-CT-RPT-0001 and Revision 3. (b) The road works must be designed and constructed in accordance with the version current at the time of design of roadworks, of the Department of Transport and Main Roads, Road Planning and Design Manual, 2nd Edition, Queensland Practice, October 2022, Volume 3 – Guide to Road Design.	Prior to submitting the Plan of Survey to the local government for approval of a lot, that allows for the building of a total 357 dwellings on all approved plan of survey.

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the *Planning Act 2016*, its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning.
Future busway corridor (Cairns Transit Network)	
2.	The development involves works within the Cairns Transit Network (CTN) future busway corridor. It is recommended that the applicant consult with the Department of Transport and Main Roads when progressing to the detailed design stage for these works to ensure compliance with conditions of this approval can be achieved. Contact the Rail and Public Transport Technical Advice team on RAPTTA@tmr.qld.gov.au. Further information concerning the CTN is available on the DTMR website at: www.tmr.qld.gov.au or via the following link: Cairns Transit Network | Department of Transport and Main Roads (tmr.qld.gov.au) The SARA on-line mapping system shows the current alignment of the future CTN busway corridor: https://dams.dsdip.esriaustraliaonline.com.au/damappingsystem/
Further development permits required	
3.	Road works approval Under section 33 of the *Transport Infrastructure Act 1994*, written approval is required from the Department of Transport and Main Roads to carry out road works. Please contact the Department of Transport and Main Roads on 4045 7144 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.
Waterway barrier works	
4.	Aerial imagery of the premises indicates that a waterway/s may be located within the subject site. Whilst the feature is not identified on the 'Queensland waterways for waterway barrier works' spatial data layer, it is the on-ground physical and hydrological attributes which determine whether a feature is a defined waterway under the *Fisheries Act 1994* (see the Department of Agriculture and Fisheries (DAF) 'Waterways in Queensland' factsheet on the QLD government website for further information).
5.	In accordance with Schedule 1 of the *Fisheries Act 1994*, development which creates a barrier limiting fish stock access and movement along a waterway constitutes waterway barrier works. Some waterway barrier works can be undertaken without a development approval where they comply with DAF's 'Accepted development requirements for operational work that is constructing or raising waterway barrier works' (available on the QLD government website). If the proposed works do not meet these requirements, the works are deemed assessable development under Schedule 10, Part 6, Division 4, Subdivision 1 of the Planning Regulation 2017 for which a development approval for operational work is required.
6.	It is the applicant's responsibility to ensure that any necessary approval for waterway barrier

	works is obtained prior to works commencing.

Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for the SARA's decision are:

- The proposed development is unlikely to compromise the safety, function, and efficiency of the state-controlled road network.
- The proposed development will not impact on the ability or cost to plan, construct, maintain or operate state transport corridors.
- To counterbalance the significant residual impact on a matter of state environmental significance (MSES), the proposed development has been conditioned to deliver an environmental offset in accordance with the *Environmental Offsets Act 2014*.
- There are no wetlands within 100m of the proposed clearing area.
- Appropriate fire and safety buffers from existing remnant vegetation have been addressed to maintain the safety of persons and property that will be associated with the proposed development and future buildings and/or infrastructure being constructed upon the proposed lots.
- The proposed development has reasonably avoided clearing were possible and reasonably minimised the adverse impacts of clearing where it cannot be reasonably avoided.
- SARA has carried out an assessment of the development application against State code 6: Protection of state transport networks and State code 16: Native vegetation clearing and has found that with conditions, the proposed development complies with relevant performance outcomes.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The State Development Assessment Provisions (version 3.0)
- The Development Assessment Rules
- SARA DA Mapping system
- State Planning Policy mapping system
- *Human Rights Act 2019.*

Attachment 4—Representations about a referral agency response provisions

(page left intentionally blank)

Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules[1] regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.

28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—

(a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or

(b) the Minister has given the concurrence agency a direction under section 99 of the Act; or

(c) the applicant has given written agreement to the change to the referral agency response.[2]

28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.

28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—

(a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and

(b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

---

1 Pursuant to Section 68 of the *Planning Act 2016*

2 In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.[3]

[3] An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

Attachment 5—Documents referenced in conditions

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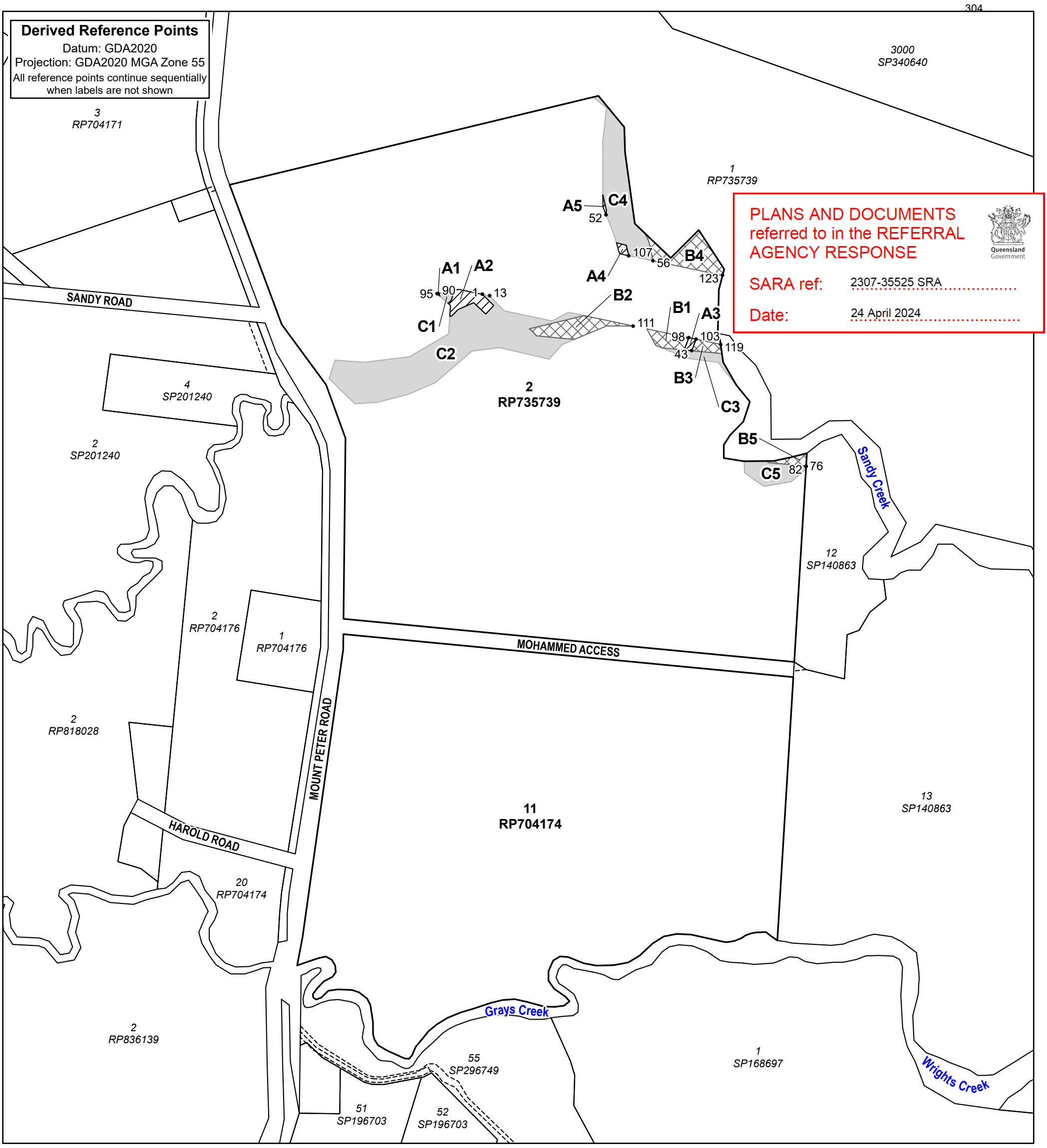


PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

SCALE 1:5,000 @ A3 paper size

0 100 200 300 400 500 metres

Projection: GDA2020 MGA Zone 55 Datum: GDA2020

Notes: Derived Reference Points are provided to assist in the location of area boundaries. Responsibility for locating these boundaries lies solely with the landholder.

Watercourse and drainage feature locations shown on the Vegetation Management Plan are derived from the certified Vegetation Management Watercourse and Drainage Feature Map. These alignments are approximate only and require ground truthing to identify the exact location of the watercourse or drainage feature.

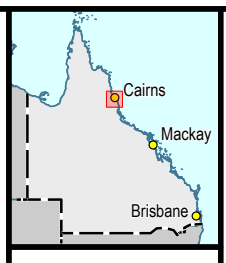
The property boundaries shown on this plan are APPROXIMATE ONLY. They are NOT an accurate representation of the legal boundaries.

This plan must be read in conjunction with conditions attached to 2307-35525 SRA

LEGEND

- •1 Derived Reference Start Points (see attachment)
- Subject Lots
- Area A - Clearing Permitted
- Area B - Clearing must not occur
- Area C - Firebreak/safety buffer (only certain infrastructure permitted)
- (1) Watercourse and/or drainage feature (Stream order label)

Note: This is a colour map and must be reproduced in colour



N

Vegetation Management Plan

Plan of Area A (Parts A1 - A5), Area B (Parts B1 - B5) and Area C (Parts C1 - C5) in Lot 2 on Plan RP735739 and Lot 11 on Plan RP704174

Queensland Government

VMP
2307-35525 SRA
Sheet 1 of 1

Attachment to Plan: 2307-35525 SRA
Derived Reference Points
Datum: GDA2020, Projection: MGA Zone 55

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

Notes: Derived Reference Points are provided to assist in the location of area boundaries.
Responsibility for locating these boundaries lies solely with the landholder and delegated contractor(s).
Coordinates start at a point indicated on the accompanying plan and continue sequentially when labels are not shown.

Part ID	Unique ID	Easting	Northing
A2	1	366297	8114087
A2	2	366312	8114072
A2	3	366301	8114061
A2	4	366285	8114076
A2	5	366264	8114067
A2	6	366257	8114058
A2	7	366254	8114058
A2	8	366255	8114072
A2	9	366251	8114075
A2	10	366256	8114079
A2	11	366260	8114092
A2	12	366266	8114094
C2	13	366307	8114085
C2	14	366326	8114065
C2	15	366389	8114052
C2	16	366411	8114063
C2	17	366432	8114059
C2	18	366359	8114041
C2	19	366363	8114038
C2	20	366366	8114035
C2	21	366369	8114032
C2	22	366419	8114027
C2	23	366403	8114020
C2	24	366385	8114001
C2	25	366320	8114016
C2	26	366283	8114012
C2	27	366235	8113970
C2	28	366199	8113954
C2	29	366157	8113944
C2	30	366128	8113942
C2	31	366094	8113975
C2	32	366102	8114000
C2	33	366140	8113997
C2	34	366200	8114004
C2	35	366252	8114035
C2	36	366254	8114058
C2	37	366257	8114058
C2	38	366264	8114067
C2	39	366285	8114076
C2	40	366301	8114061
C2	41	366312	8114072
C2	42	366297	8114087
C3	43	366574	8114012
C3	44	366614	8114008
C3	45	366616	8113997
C3	46	366633	8113968
C3	47	366630	8113971
C3	48	366609	8113997
C3	49	366570	8114002
C3	50	366534	8114016
C3	51	366564	8114013
A5	52	366461	8114192
A5	53	366457	8114203
A5	54	366457	8114219
A5	55	366461	8114198
C4	56	366523	8114131
C4	57	366491	8114138
C4	58	366487	8114152
C4	59	366474	8114155
C4	60	366471	8114166

Part ID	Unique ID	Easting	Northing
C4	61	366461	8114192
C4	62	366461	8114198
C4	63	366457	8114219
C4	64	366456	8114289
C4	65	366461	8114334
C4	66	366444	8114348
C4	67	366451	8114350
C4	68	366485	8114308
C4	69	366486	8114275
C4	70	366499	8114181
C4	71	366510	8114170
C4	72	366512	8114168
C4	73	366515	8114163
C4	74	366517	8114158
C4	75	366518	8114152
B5	76	366726	8113859
B5	77	366676	8113864
B5	78	366674	8113866
B5	79	366682	8113866
B5	80	366704	8113871
B5	81	366727	8113876
C5	82	366726	8113859
C5	83	366725	8113856
C5	84	366706	8113839
C5	85	366670	8113833
C5	86	366644	8113851
C5	87	366644	8113866
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C5	89	366676	8113864
C1	90	366239	8114088
C1	91	366260	8114092
C1	92	366256	8114079
C1	93	366251	8114075
C1	94	366241	8114085
A1	95	366237	8114088
A1	96	366239	8114088
A1	97	366241	8114085
B1	98	366570	8114030
B1	99	366564	8114013
B1	100	366534	8114016
B1	101	366527	8114019
B1	102	366515	8114041
A3	103	366580	8114027
A3	104	366574	8114012
A3	105	366564	8114013
A3	106	366570	8114030
A4	107	366491	8114138
A4	108	366479	8114141
A4	109	366474	8114155
A4	110	366487	8114152
B2	111	366497	8114045
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B2	113	366419	8114027
B2	114	366369	8114032
B2	115	366366	8114035
B2	116	366363	8114038
B2	117	366359	8114041
B2	118	366432	8114059
B3	119	366613	8114021
B3	120	366614	8114008

Part ID	Unique ID	Easting	Northing
B3	121	366574	8114012
B3	122	366580	8114027
B4	123	366615	8114112
B4	124	366523	8114131
B4	125	366518	8114152
B4	126	366517	8114158
B4	127	366515	8114163
B4	128	366512	8114168
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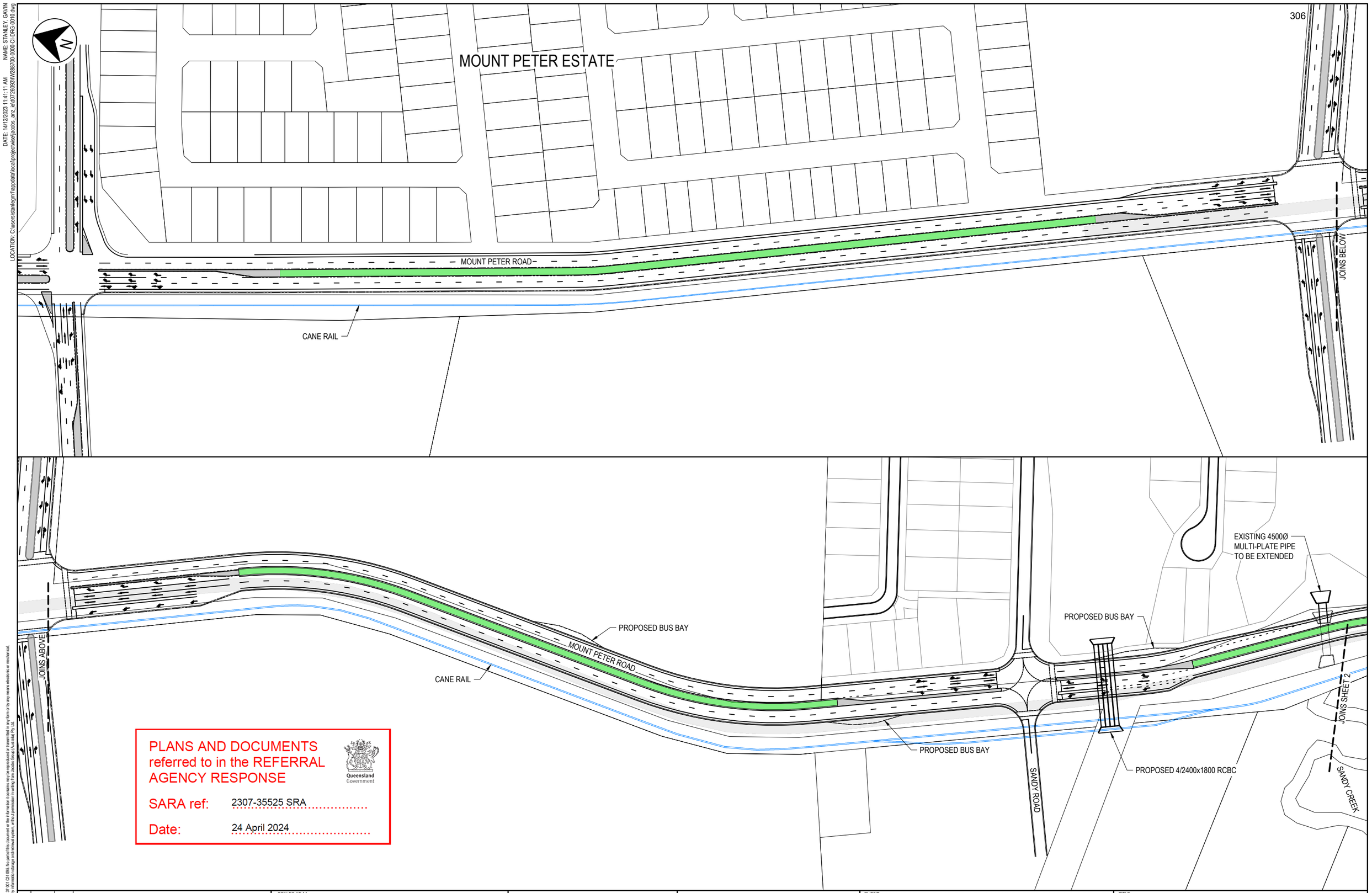


PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

REV	DATE	APP'D	REVISION
C	12.12.23	RJC	RFI ISSUE
B	26.06.23	RJC	APPLICATION ISSUE
A	22.06.23	RJC	INITIAL ISSUE

SCALES AT A1

1:1000 (A1) 1:2000 (A3) 0 20 40 60m

Jacobs
ABN 37 001 024 095 and ACN 001 024 095
Jacobs Group (Australia) Pty Ltd
2 James Street
Fortitude Valley QLD 4006
AUSTRALIA
Tel: +61 7 4924 4599
Fax: +61 7 3907 0667
Web: www.jacobs.com

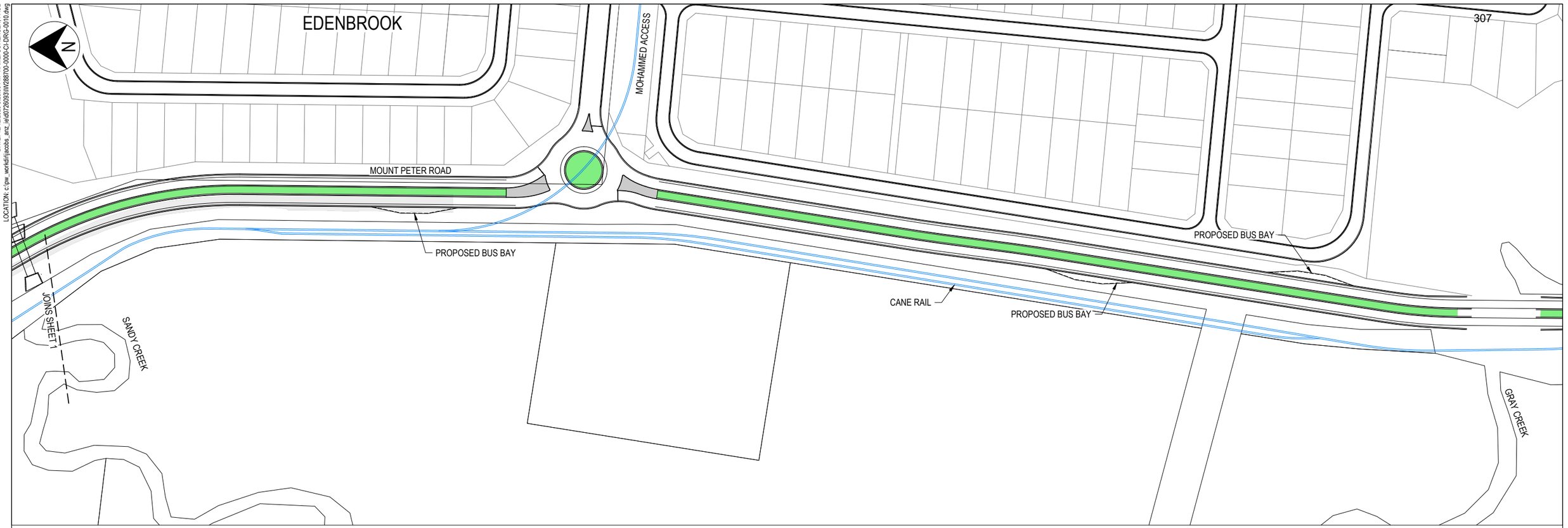
CLIENT: MOUNT PETER ROAD PTY LTD & MOUNT PETER ROAD NO. 2 PTY LTD
PROJECT: EDENBROOK MASTERPLANNING

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
P.SORENSEN	G.STANLEY		
DESIGNED	DESIGN REVIEW	DATE	DATE
P.SORENSEN	R. CARMAN		

TITLE: EXTERNAL ROAD ULTIMATE LAYOUT SHEET 1 OF 2

SCALE: 1:1000 | DRAWING No: IW288700-0000-CI-DRG-0012 | REV: C

A1



PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

REV	DATE	APP'D	REVISION
C	12.12.23	RJC	RFI ISSUE
B	26.06.23	RJC	APPLICATION ISSUE
A	22.06.23	RJC	INITIAL ISSUE

SCALES AT A1

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0 20 40 60m

Jacobs
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Fax: +61 7 3026 0967
Web: www.jacobs.com

CLIENT: MOUNT PETER ROAD PTY LTD & MOUNT PETER ROAD NO. 2 PTY LTD

PROJECT: EDENBROOK MASTERPLANNING

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
P.SORENSEN	G.STANLEY		
DESIGNED	DESIGN REVIEW	DATE	DATE
P.SORENSEN	R. CARMAN		

TITLE: EXTERNAL ROAD ULTIMATE LAYOUT
SHEET 2 OF 2

SCALE: 1:1000
DRAWING No: IW288700-0000-CI-DRG-0013
REV: C

A1

N

LEGEND

- TRUNK WATER MAIN TO SERVICE EDENBROOK
- FUTURE TRUNK WATER MAIN (BY OTHERS)
- EXISTING TRUNK WATER MAIN

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

Mt PETER HIGH LEVEL RESERVOIR
WRF002, 2026

300Ø WMF215
2026

Mt PETER LOW LEVEL RESERVOIR
WRF004, 2036

450Ø WMF040
2026

525Ø WMF109
2036

WRF002, 2026
PUMP STATION

525Ø WMF043
2026

EXIST 375Ø

450Ø WMF045
2026

375Ø WMF041
2026

375Ø WMF044
2026

300Ø WMF115
2031

EXIST 375Ø

300Ø WMF042
2031

MACKILLOP ROAD

EXIST 225Ø

EXIST 225Ø

EXIST 300Ø

EXIST 225Ø

225Ø WMF201
2026

300Ø WMF200
2026

MOUNT PETER ROAD

300Ø WMF114
2031

450Ø WMF199
2031

225Ø WMF182
2026

300Ø WMF183
2031

225Ø WMF157
2031

SANDY ROAD

COOPER ROAD

COOMBAK CLOSE

450Ø WMF110
2031

375Ø WMF116
2036

WRIGHTS CREEK

225Ø WMF117
2036

225Ø WMF117
2036

MOHAMMED ACCESS

300Ø WMF125
2036

375Ø WMF198
2036

300Ø WMF126
2036

225Ø WMF184
2036

HAROLD ROAD

300Ø WMF197
2041

SANDY CREEK

GRAY CREEK

REV	DATE	APP'D	REVISION
C	12.12.23	RJC	RFI ISSUE
B	26.06.23	RJC	APPLICATION ISSUE
A	22.06.23	RJC	INITIAL ISSUE

SCALES AT A1

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1:8000 (A3)
0 80 160 240m

Jacobs

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Fortitude Valley QLD 4006
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Fax: +61 7 3907 6967
Web: www.jacobs.com

CLIENT: MOUNT PETER ROAD PTY LTD & MOUNT PETER ROAD NO. 2 PTY LTD

PROJECT: EDENBROOK MASTERPLANNING

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
P. SORENSEN	G. STANLEY		
DESIGNED	DESIGN REVIEW	DATE	DATE
G. STANLEY	R. CARMAN		

TITLE: WATER MASTERPLAN
TRUNK NETWORK

SCALE: 1:4000

DRAWING No: IW288700-0000-CI-DRG-0030

REV: C

A1

N

LEGEND

- SEWER PRESURE MAIN TO SERVICE EDENBROOK
- SEWER GRAVITY MAIN TO SERVICE EDENBROOK
- SEWER PRESURE MAIN TO SERVICE OTHER DEVELOPMENTS
- SEWER GRAVITY MAIN TO SERVICE OTHER DEVELOPMENTS
- EXISTING SEWER MAIN

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

SPSF43, 2036
SPSF36, 2041
WRIGHTS CREEK
375Ø PMF007
2041
600Ø GMF092
2036
250Ø PMF009
2036
450Ø GMF012
2036
SPSF39, 2031
450Ø GMF009-010-011
2036
300Ø GMF006
2031
225Ø GMF005
2031
200Ø PMF012
2031
300Ø GMF008
2031
450Ø GMF035-036
2036
MOHAMMED ACCESS
450Ø GMF053
2036
EXIST 375Ø
375Ø GMF231, 2031
MACKILLOP ROAD
375Ø GMF232, 2031
EXIST 300Ø
375Ø GMF002, 2031
250Ø PMF010
2031
MOUNT PETER ROAD
250Ø PMF010
2031
225Ø GMF003-004-007
2031
SANDY ROAD
225Ø GMF034
2036
225Ø GMF052
2036
HAROLD ROAD
375Ø GMF121
2041
SANDY CREEK
GRAY CREEK
375Ø GMF130
2031
225Ø GMF001
2026

REV	DATE	APP'D	REVISION
C	12.12.23	RJC	RFI ISSUE
B	26.06.23	RJC	APPLICATION ISSUE
A	22.06.23	RJC	INITIAL ISSUE

SCALES AT A1

1:4000 (A1)
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0 80 160 240m

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SPRING HILL QLD 4000
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Fax: +61 7 3238 6067
Web: www.jacobs.com

CLIENT: MOUNT PETER ROAD PTY LTD & MOUNT PETER ROAD NO. 2 PTY LTD
PROJECT: EDENBROOK MASTERPLANNING

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
P. SORENSEN	G. STANLEY		
DESIGNED	DESIGN REVIEW	DATE	DATE
G. STANLEY	R. CARMAN		

TITLE: SEWER MASTERPLAN TRUNK NETWORK

SCALE	DRAWING No	REV
1:500	IW288700-0000-CI-DRG-0040	C

A1

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

Technical Note 163

Third Party Utility Infrastructure Installation in State-Controlled Roads Technical Guidelines

July 2023

PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

Assessment reports certified by an RPEQ shall be provided to the department to demonstrate compliance with this requirement. Installations within the clear zone will be subject to special conditions which the Asset Owner must comply with to ensure the safety of the travelling public.

5.2 Depth of cover, orientation, and proximity to structures

5.2.1 Depth of cover

The department acknowledges that various Australian Standards and Service Authority's own standards stipulate many different minimum depth requirements and clearances for underground assets.

For this reason, the department will not nominate minimum depths of cover or clearances specific to each individual utility provider. Instead, the department has set absolute minimum cover requirements that each type of utility service must adhere to within SCRCs. However, should a Service Authority's own standard or an Australian Standard require a greater depth of cover, then the higher value of cover must be used.

It must be noted that this minimum cover may be reviewed on a case-by-case basis by the department. Deeper cover may be required depending on the material and class of the pipe proposed and the type of service being installed.

Unless otherwise approved, the minimum depth of cover for utility services installed within an SCRC (either parallel with, or crossing, the road footprint) are as specified in Tables 5.2.1(a) to 5.2.1(d) and Figure 5.2.1.

The design of enveloping pipes shall comply with Section 5.10 of this document.

Table 5.2.1(a) – Minimum depth of cover for electrical and communications utility services

Location	Nominal Cover
Road Surface (from top of enveloper pipe / conduit to surface level at the lowest point of the pavement cross section).	1200 mm[1]
Footpath / verge (below lowest point in footpath allocation).	600 mm2 / 750mm[3]
Table drains (below invert level of table drains).	900 mm
Between pavement subgrade and utility service / service conduits.	800 mm / 400mm[4]
Bored, jacked, or microtunnelled installations (under road footprint).	1500 mm

1. Services under vehicle crossing driveways or private property access, are to be reviewed on a case-by-case basis but not less than 900 mm.
2. 600 mm measured from the underside of an existing or proposed path.
3. 750 mm where no path is present, that is, from natural surface.
4. Cover may be reduced to 400 mm with the incorporation of a protection slab. Top of slab to be no higher than the pavement subgrade level, unless otherwise agreed by the department.

Table 5.2.1(b) – Minimum depth of cover for water utility services

Location	Nominal Cover (<200NB)	Nominal Cover (>200NB)
Road Surface (from top of enveloper pipe / conduit to surface level at the lowest point of the pavement cross section.	1500 mm[1]	1500 mm[1]
Footpath / verge (below lowest point in footpath allocation).	600 mm	1000 mm
Table drains (below invert level of table drains).	900 mm	900 mm
Between pavement subgrade and utility service / service conduits	900 mm	900 mm
Bored, jacked, or micro tunnelled installations (under road footprint)	1500 mm	1500 mm
Road Surface (existing installations / constrained Sites)	750 mm[2]	1000 mm[2]

1. Services under vehicle crossing driveways or private property access are to be reviewed on a case-by-case basis but not less than 900 mm.
2. In situations where existing assets are to remain and do not meet 1500 mm minimum requirement, or Site constraints prevent increased depth, service may have reduced cover, subject to additional protection measures such as concrete encasement and/or protection slab subject to detailed calculations and approval from the department on a case-by case basis.

Table 5.2.1(c) – Minimum depth of cover for sewer utility services

Location	Nominal Cover (<200NB)	Nominal Cover (>200NB)
Road Surface (from top of enveloper pipe / conduit to surface level at the lowest point of the pavement cross section.	2000 mm[1]	2000 mm[1]
Footpath / verge (below lowest point in footpath allocation).	600 mm[3]	1000 mm[2,3]
Table drains (below invert level of table drains).	900 mm	900 mm
Between pavement subgrade and utility service / service conduits.	1200 mm	1200 mm
Bored, jacked, or micro tunnelled installations (under road footprint).	2000 mm	2000 mm
Road Surface (existing installations / constrained Sites).	750 mm[4]	1000 mm[4]

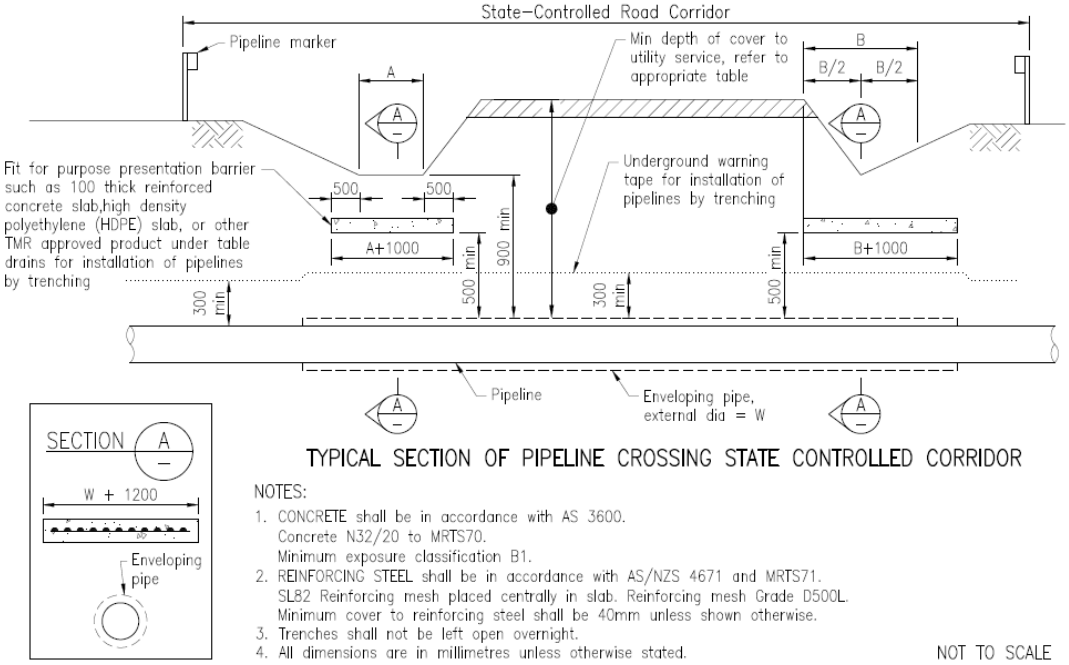
1. Services under vehicle crossing driveways or private property access, are to be reviewed on a case-by-case basis but not less than 900 mm
2. Refer to utility providers design code to confirm minimum depths. The highest of the two standards shall govern.
3. Gravity sewer minimum cover in the verge shall be 900 mm. Refer to relevant sewer authority standards for depths of services when parallel to other services.
4. In situations where existing assets are to remain and do not meet 2000 mm minimum requirements, or Site constraints prevent depth, service may have reduced cover subject to additional protection measures such as concrete encasement and/or protection slab subject to detailed calculations and approval from the department on a case-by-case basis.

Table 5.2.1(d) – Minimum depth of cover for gas utility services

Location	Nominal Cover Transmission	Nominal Cover Distribution
Road Surface (only existing installations / constrained Sites)	1200 mm[1 2]	1200 mm[1 2]
Footpath / verge (below lowest point in footpath allocation)	600 mm / 1200 mm[3]	600 mm / 1200 mm[3]
Table drains (below invert level of table drains)	900 mm	900 mm
Between pavement subgrade and utility service / service conduits	1500 mm	1500 mm
Bored, jacked, or micro tunnelled installations (under road footprint)	1500 mm[1]	1500 mm[1]

1. If an enveloping pipe is impractical or not feasible for use, the minimum cover to a gas or liquid petroleum line shall be increased to:
   a) 2100 mm for pipelines when low speed (< 70 km/hr) roads in high density constrained urban areas or low volume roads (under 4000 AADT) in constrained rural areas, and 3000 mm for pipelines for all other locations including limited access roads. Additionally, the design must comply with other requirements of Section 5.10 of this Technical Note, and
   b) in constrained locations where, trenchless methods are not viable, the pipe shall be 600 mm below pavement subgrade, or 1200 mm below the surface level (whichever is greater) and shall have additional physical controls in the form of casings, concrete slabs and/or concrete encasement, or a combination of these treatments as defined in AS 2885.1 (b)(ii). Depths outside the above table values, shall be reviewed on a case-by-case basis with final solution agreed with the department.
2. Services under vehicle crossing driveways or private property access, are to be reviewed on a case-by-case basis, but not less than 900 mm.
3. Depth of cover in verges, where existing pressurised utilities greater than NB200 mm is adjacent to the gas allocation corridor, depth of new installations shall be increased in accordance with minimum clearances. Where the gas alignment is within the department's service corridor, the depth shall be increased to 1200 mm minimum.

Figure 5.2.1 – Example of typical section



5.2.2 Orientation

Unless otherwise approved, all underground utility services crossing a SCRC must not be within 20 m of the lowest point of the road (road sag) and be located so as to cross as close as 90º as practicable; however a greater oblique angle shall be used to prevent bends being located below the pavement area.

Overhead electrical and telecommunication assets may cross a SCRC at an angle up to 45º to the road subject to departmental requirements for:

1. all horizontal and vertical clearance requirements being addressed for current and proposed transport infrastructure (that is, future street lighting, traffic signals, and so on)
2. consideration of all constraints that would be placed on workers installing and maintaining overhead assets, including departmental assets throughout the life of the service, and
3. consideration of any impact that the crossing may have on the safety of the travelling public and other users of the SCRC.

Overhead electrical / telecommunication assets crossing less than 45º to the road, may be approved on a case-by-case basis, subject to the departmental District Director (or their delegate) discretion.

Overhead electrical / telecommunication diagonal crossing at intersections will NOT be approved, all crossing at intersections MUST be 90º to the road, unless approved by the department's District Director (or their delegate).

5.2.2.1 Alignment

Utility providers adhere to standards, guidelines and codes of practice when designing and operating utility assets. Such standards need to be considered within the context of the department's SCRC and the department's requirements for providing transport services. The Technical Note alignment requirements enable the department to:

- space proof the corridor and limit congestion
- limit non-favourable design solutions
- prevent project cost blow outs, and
- provide Permits for access that may prohibit the department from operating and maintaining its assets effectively.

The SCRC primary use is for transport assets that benefit the community. It is the department's obligation to ensure the land use continues to be fit-for-purpose for this primary transport function. This takes priority over any other third-party asset uses.

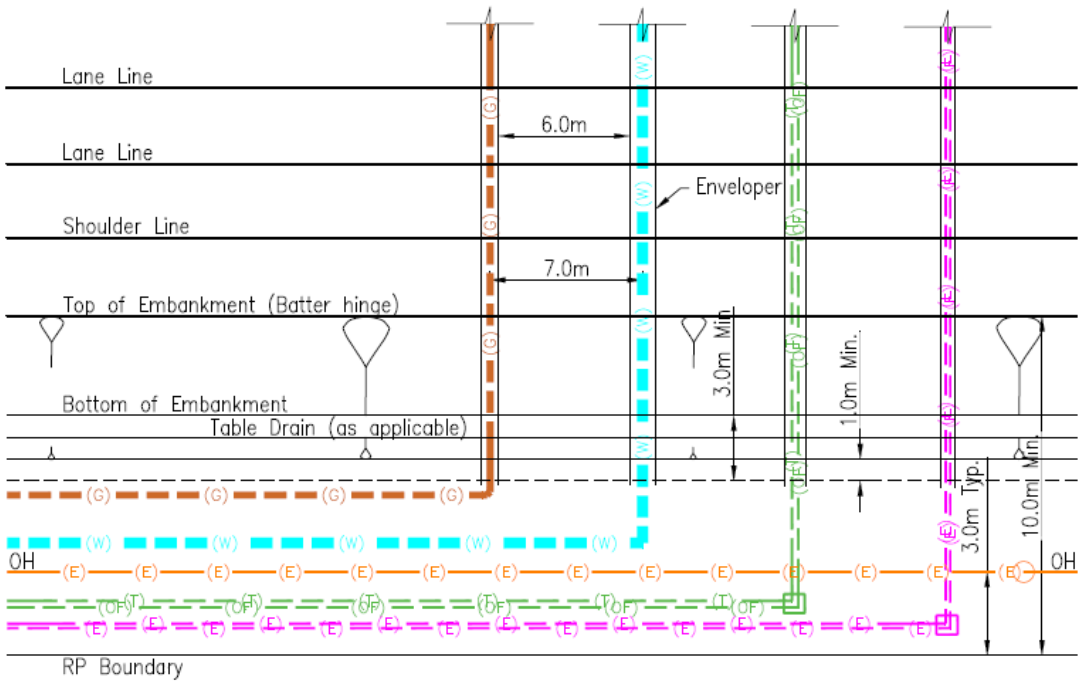
Further, utilisation of the SCRC by third-parties should keep this primary purpose in mind when considering the available space to install and maintain utility assets. If utility asset location is not installed in alignments agreed to by the department, and managed appropriately, this causes significant expense to taxpayers during SCRC upgrades.

To prevent future impacts on utility services, utility providers shall first seek to install utility assets outside the SCRC, as State-controlled roads are more likely to be widened or upgraded than local roads or adjacent land. The alignment of the utility assets in the SCRC is entirely at the discretion of the department.

5.2.2.2 Service crossing offsets – installation exclusion zones

Where multiple services cross a SCRC, offsets between services are required to cater for future installation of the service via trenchless technology. Spacing between different service types shall be no less than 7.0 m from the pipeline centreline to the pipeline centreline or 6.0 m outer wall to outer wall, whichever is greater. Refer to Figure 5.2.2.2.

Figure 5.2.2.2 –Typical service crossing offsets



5.2.2.3 Service meters

No meters, including those servicing adjacent properties, are to be installed within the SCRC, except in exceptional circumstances.

5.2.3 Proximity to structures

Any service and/or pipeline that is proposed to be laid within a 5 m horizontal distance from a departmental structure (that is, bridge abutment, culvert, gantry, and so on) will be assessed on a case-by-case basis to ensure the installation method and/or the type of service does not present an unacceptable risk to the department. Specific requirements for services installed within a 5 m horizontal distance from a departmental structure, will be stipulated in the Permit.

It should be noted that additional time periods and information will be required for the review of applications identifying the installation of a service within a 5 m horizontal distance from a departmental structure.

The installation of services longitudinally within an existing drain must be avoided due to maintenance issues that may result in the future. Where, due to an alternative routing being impractical, a service must be located longitudinally within an existing drain, consideration must be given to how the service will be accessed and maintained throughout its operational life and how the drain is to be maintained. Additional protection or depth of cover may be required to minimise the risk of the service being damaged during drainage maintenance Works.

LEGEND

- PIA Boundary
- Trunk road 4 lane Median - Inside PIA
- Extent of Structure Plan
- Trunk road 4 lane Median
- Trunk road 2 lane Median
- Trunk road 2 lane Collector
- Minor Collector 16.5m
- Access Street 15.5m
- Access Place 14.5m
- Bus Stops
- Signalised Intersection
- Bridge
- Roundabout
- Pathway
- Park Above TOB
- Park Above Q5
- Park Below Q5
- Low Medium Density Zone
- Conservation Zone

Bus stops, including bus stop indent bays, should not be provided

IMPORTANT NOTE

This plan was prepared as a Structure Plan only and accuracy of all aspects of the plan have not been verified. All lots, areas and dimensions are approximate only, Subject to relevant studies, Survey, Engineering and Government approvals. Actaul locations of imnfrastructure may change and/or be deleted during design stage. No reliance should be placed on the plan and RPS Australia East Pty Ltd accepts no responsibility for any loss or damage suffered howsoever arising to any person who may use or rely on this plan.

Potential future bus routes

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35525 SRA

Date: 24 April 2024

Amended in red by SARA on

24 April 2024

0 70 140 210 280 35

metres

SCALE 1:7000 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)

NOTES

Level Datum: LEVEL_DATUM
Meridian: GDA2020Z55GROUND
Contour Interval: 1M_LIDAR

AMENDMENTS	RPS CLIENT MANAGER	
	I Doust	
	SURVEYED	
	COMPILED	
CAD REF: AU006653-14E.DWG	SHEET 1 OF SHEETS 1	SHEET SIZE: A3

Edenbrook

STRUCTURE PLAN

TRANSPORT & ROADS

Lot 2 RP735739 & Lot 11 RP704174

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SCALE	DATE	DRAWING NO.	ISSUE
1:7000	14/11/2023	AU006653-14E	

Edenbrook Estate Traffic Impact Assessment

Document no: IW288700-0000-CT-RPT-0001
Version: 3

Mount Peter Road Pty Ltd and Mount Peter Road No2 Pty Ltd

Edenbrook Estate
19 December 2023

Edenbrook Estate Traffic Impact Assessment

Client name:	Mount Peter Road Pty Ltd and Mount Peter Road No2 Pty Ltd		
Project name:	Edenbrook Estate		
Client reference:		**Project no:**	IW288700
Document no:	IW288700-0000-CT-RPT-0001	**Project manager:**	Nathan Lee Long
Version:	3	**Prepared by:**	Chris Babadimas
Date:	19 December 2023	**File name:**	IW288700-0000-CT-RPT-0001 – Edenbrook Estate TIA

Document history and status

Version	Date	Description	Author	Checked	Reviewed	Approved
1	30/11/23	Draft	CB	AV	AV/RC/NLL	RC / NLL
2	15/12/23	Update for issue	CB	AV	AV/RC/NLL	RC / NLL
3	19/12/23	Response to IR Issue	CB	AV	AV/RJC/NLL	NLL

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Table 7-6: Bruce Highway / Mill Road / Thomson Road - Intersection Delay Assessment

Scenarios	Aggregate Delay (veh-min)	
	AM Peak	PM Peak
2047 Background	41,965	8,762
2047 Background + Development	45,080	9,292
Difference (Development Impact)	3,115	530
Development Delay Impact (%)	7%	6%
Average Delay Impact (%)	7%	

As shown in Table **7-6**, the intersection average delay impact is 7% which exceeds the 5% threshold. Therefore, mitigation works are required.

7.4.1 Intersection Mitigation

In order to reduce the impact to the state-controlled road network, a mitigation option has been assessed for the Bruce Highway / Mill Road / Thomson Road intersection. The mitigation proposes to make the following capacity enhancements to the intersection:

- Add additional stand-up lane capacity for the right turn movement on the Bruce Highway southbound approach to the intersection, via the addition of a third right turn lane, as well as providing an additional departure lane in Mill Road.
- Altering the lane disciplines on the Mill Road approach to comprise two dedicated right lanes, a shared through and right turn lane and the retention of the existing continuous left turn lane.
- Conversion of the left hand lane on the Thomson Road approach to a shared through traffic and right turn lane.
- Conversion of the existing pedestrian crossings to staged crossings to better utilise each phase of the signal timing.

The intersection configuration assessed in illustrated in Figure 7-3.

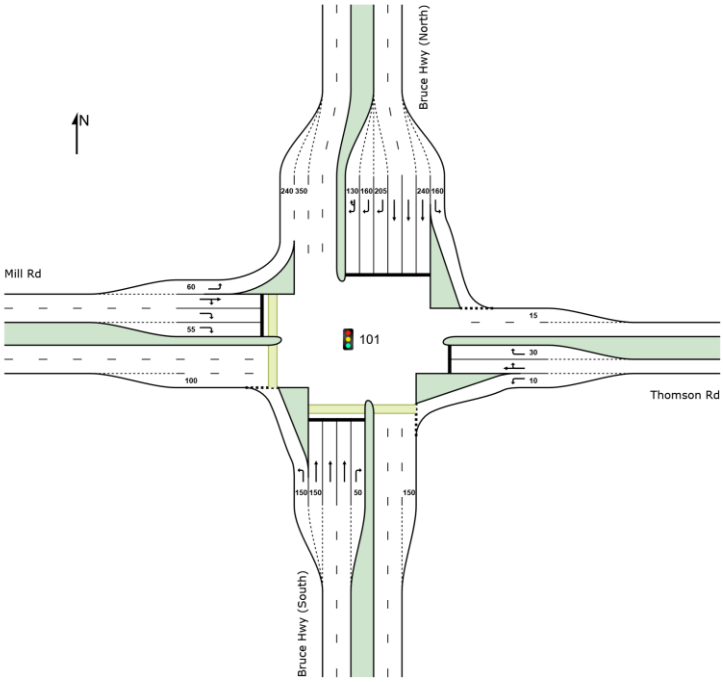


Figure 7-3: Bruce Highway / Mill Road / Thomson Road - Intersection Mitigation

The SIDRA model results for the intersection mitigation are summarised in Table **7-7**.

Table 7-7: Bruce Highway / Mill Road / Thomson Road - SIDRA intersection results

Scenarios		AM Peak					PM Peak				
		Demand Volume	DoS	Average Delay (s)	95% Queue (m)	LoS	Demand Volume	DoS	Average Delay (s)	95% Queue (m)	LoS
Mitigation Case	2047	6434	0.88	479.4	416	F	6456	0.88	42.7	269	D

The SIDRA model results in Table **7-7** show that the intersection mitigation will be operating below the maximum practical operating capacity (DoS < 0.90) in 2047. The intersection LoS is at the target LoS of LoS D in the PM peak, however in the AM peak the intersection LoS remains at LoS F (i.e., as is the case with the base case scenario). This is driven largely by the delay resulting from the high left turn demand from Mill Road merging with the traffic in the left hand through traffic lane on the Bruce Highway northbound.

The detailed SIDRA model outputs are attached in Appendix F.

The results of the intersection delay assessment for the intersection mitigation is summarised in Table **7-8**.

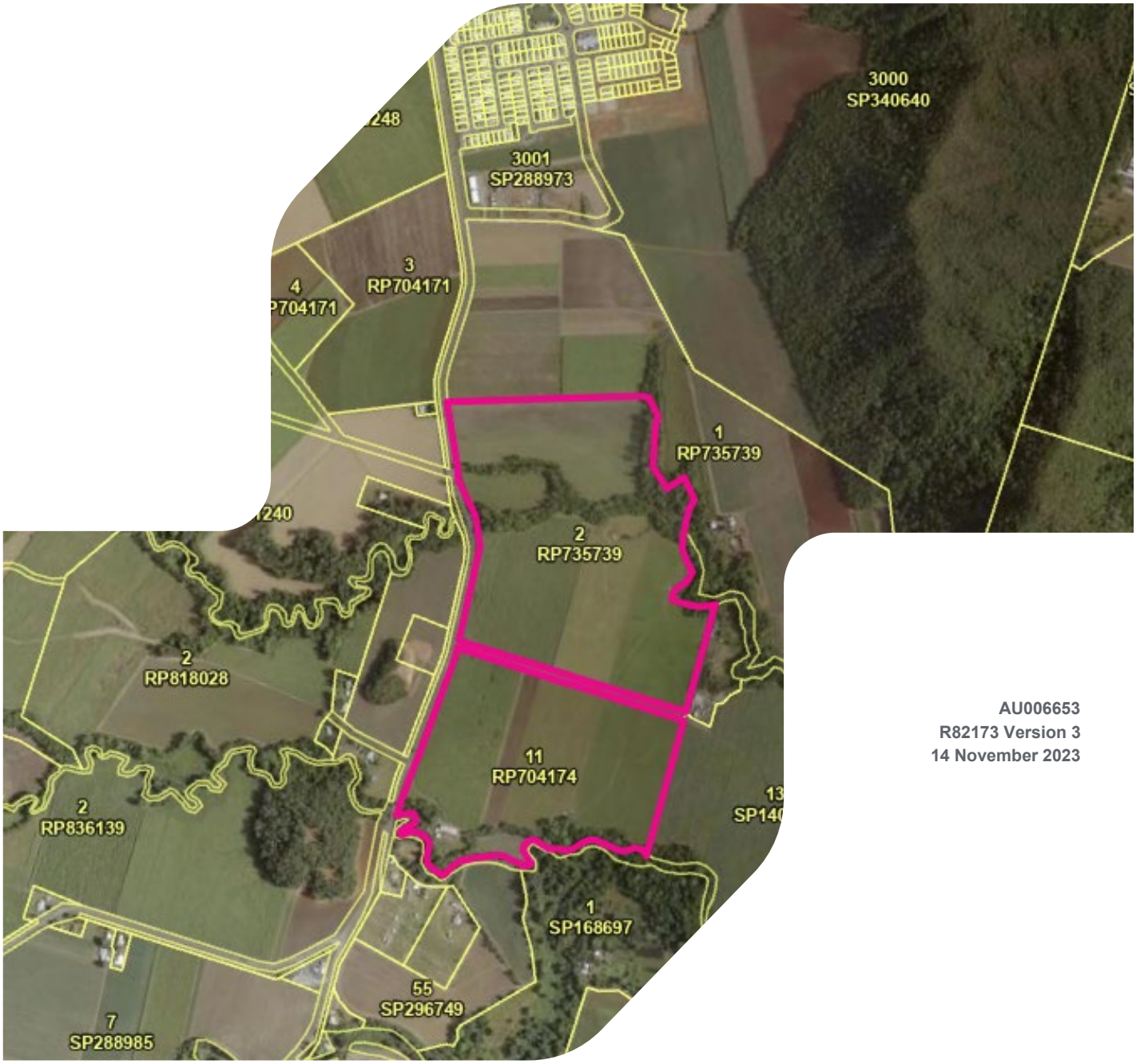
Table 7-8: Bruce Highway / Mill Road / Thomson Road - Intersection Delay Assessment

Scenarios	Aggregate Delay (veh-min)	
	AM Peak	PM Peak
2047 Background	41,965	8,762
2047 Background + Development (Intersection Mitigation)	45,781	4139

ATTACHMENT 3: EDENBROOK STRUCTURE PLAN

#7420471

EDENBROOK STRUCTURE PLAN



AU006653
R82173 Version 3
14 November 2023

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
2	Application	Patrick Clifton	Ian Doust	Ian Doust	22-06-2023
3	Information response	Patrick Clifton	Ian Doust	Ian Doust	14-1-2023

Approval for issue

Ian Doust		14 November 2023

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SUMMARY

Table 1: Summary

Details	
Site Address:	Mohammed Access & 505R Mt Peter Road, Mount Peter, Qld 4869
Real Property Description:	Lot 2 RP735739 Lot 11 RP704174
Site Area:	65.16 ha (Lot 2 - 38.58ha and Lot 11 - 26.58ha)
FNQ Regional Plan Land Use Designation:	Mt Peter Master Planned Area – Urban Footprint
Strategic Framework:	Urban (Southern Growth Corridor)
Local Plan:	Mt Peter Local Plan Area - Cooper Road precinct/initial development area
Zone:	Low-Medium Residential Zone
Owner(s):	Mt Peter Road Pty Ltd Mt Peter Road NO2 Pty Ltd
Division:	Division 1
Proposal	
Brief Description/ Purpose of Proposal	Structure Plan associated with Reconfiguring a Lot (2 Lots into 700 Residential Lots and 6 Open Space Lots)
Development Staging	Approximately 40 stages
Other	
Applicant contact person	Ian Doust Senior Principal Surveyor Registered Cadastral Surveyor D: +61 7 40311336 **E: ian.doust@rpsgroup.com.au**

1 INTRODUCTION

This Structure Plan has been prepared in support of an application or Reconfiguring a Lot(s) located at Mohammed Access and Mt Peter Road, Mt Peter, and described as Lot 2 on RP735739 and Lot 11 on RP704174. The application proposes the subdivision of the land into 706 lots comprising 700 residential lots and 6 open space lots.

The site is located in the Mount Peter Local Plan Area of the CairnsPlan 2016. In accordance with the Mount Peter Local Plan Code, Performance Outcome PO1, a Structure Plan is required to be prepared to support the proposed reconfiguration of land. The Structure Plan is required to be prepared in accordance with the Planning Scheme Policy – Structure Planning.

This Structure Plan has been prepared in accordance with the Planning Scheme Policy, as required by the Performance Outcome, and to support the development of the subject site for the purpose of 700 low-medium density residential lots and 6 open space lots.

In accordance with the Planning Scheme Policy, the Structure plan provides:

- A description of the land;
- The opportunities and constraints associated with the site and locality, including, existing and proposed infrastructure, natural features and the proximity of existing and proposed nearby development;
- Plans showing:
    - The road and block layout;
    - Preferred land uses and development outcomes;
    - Indicative sequencing and staging of the development;
    - Location of public open space and recreation areas;
    - Pedestrian and cycle networks;
    - Public transport routes and stops;
    - Internal road hierarchy; and,
    - Location of trunk infrastructure networks;

The Structure Plan identifies how the opportunities and constraints are addressed and how the development would integrate with existing and proposed/planned development for the area. It identifies the intended development density and how the planned development addresses the Planning Scheme Provisions relevant to the development area, including those contained in Part 3 Strategic Framework.

2 SITE DESCRIPTION OF THE LAND

2.1 Site Particulars

The site is located at Mohammed Access and Mount Peter Road, Mount Peter and is more properly described as Lot 2 on RP735739 and Lot 11 on RP704174. The site has an area of combined area of 65.16ha and has frontage of 600 metres to both sides of Mohammed Access and a total frontage of 1054 metres to Mt Peter Road. The site is currently vacant and is used for a combination of cane farming and grazing uses.

Lot 2, which forms the northern part of the overall site, has an area of 38.58 hectares and is dissected by Sandy Creek and an associated gully and riparian vegetation, which separates Lot 2 into three separate areas. To the east Lot 2 is bordered by Sandy Creek and another gully which connects into Sandy Creek. To the west it has frontage to Mount Peter Road and to the south it fronts Mohammed Access. To the north land is currently under cultivation for Sugar Cane and is identified for future development. Lot 2 is currently under cultivation for sugar cane.

Lot 11, which forms the southern part of the overall site, has an area of 26.58 hectares and is on the southern side of Mohammed Access. It is also currently vacant and under cultivation for sugar cane. To the east it adjoins farming land and to the south it shares a common boundary with Grays Creek and Wrights Creek. To the west the site has frontage to Mount Peter Road.

The site is identified in figure 1 below.

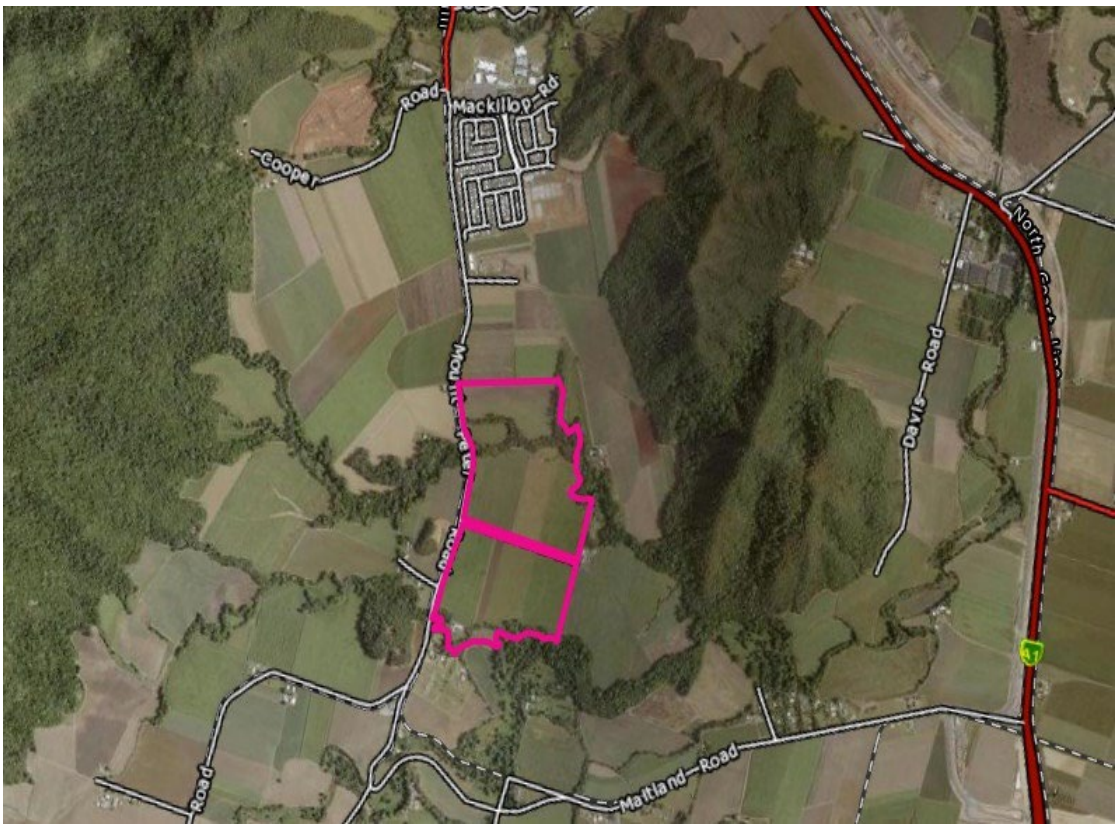

Figure 1 Site Location (Locality)

Source: Queensland Globe

Key details of the subject site are provided in Table 2 below:

Table 2: Site Particulars

Site Particulars/Features	
Site Address	Mohammed Access & 505R Mt Peter Road, Mount Peter, Qld 4869
Real Property Description	Lot 2 RP735739 Lot 11 RP704174
Site Area	65.16 ha (comprising Lot 2 - 38.58ha and Lot 11 - 26.58ha)
Landowner(s)	Mt Peter Road Pty Ltd Mt Peter Road NO2 Pty Ltd
Existing use of site	Cane farming and Grazing
Road Frontages and Length	The site has a frontage of 600 metres to both sides of Mohammed Access and a total frontage of 1,054 meters to Mt Peter Road
Topography	Flat. Land slopes typically 1.5%
Vegetation	Riparian vegetation along watercourses with the balance cleared
Services	Electricity 22kv Water 100mm watermain in Mt Peter road
Waterways	Sandy Creek and Grays Creek
Acid Sulfate Soils	Nil
Heritage Values	Nil

Certificate/s of title confirming site ownership details are included at **Appendix A**.

2.2 Surrounding Land Uses

The locality containing the site has been identified as the growth corridor for Cairns; however, it is currently predominantly farming land. To the northwest of the site on the opposite side of Mount Peter Road, land is proposed for a master planned community comprising 1,500 dwellings, including open space and a potential neighbourhood centre. To the north of the site, off greys Peak Drive, land is identified for a District Sports Park, Local Park and a community and retail centre. To the south, and to support the planned urban development of the area an additional District Sport Park and Recreation Park are proposed.

Immediately surrounding land uses comprise the following.

Table 3: Surrounding Uses

Direction	Commentary
North	• Cane farming with Mt Peter Residential Estate further to the north
East	• Cane farming to the east of Sandy Creek; • Farm residence at the eastern extent of Mohammed Access; • Cane farming to the southeast Mohammed Access;
South	• Grays Creek with horse agistment, aquaculture and farming land further to the south.
West	• North of Sandy Creek – cane farming (Pinecrest Master Plan Area) • South of Sandy Creek – cane farming and rural lifestyle development.

2.3 Search Results

The results of searches of local and state records in respect of the site is provided in Table 4 below.

Table 4: Searches

Search materials	Details
State Planning Policy Mapping	• Economic Growth - Agricultural land classification - class A and B; • Environment and Heritage – MSES (Wildlife Habitat), Regulated Vegetation (Category B & R); Essential Habitat; • Safety and Resilience to Hazards - Flood hazard area - Level 1 - Queensland floodplain assessment overlay; Flood hazard area - Local Government flood mapping; and, Bushfire prone area (Potential Impact Buffer), in part.
State Development Assessment Mapping System	• Fish Habitat Areas - Queensland waterways for waterway barrier works (Moderate and High); • Native Vegetation Clearing: o Category B area containing endangered regional ecosystems on the regulated vegetation management map, in part; o Category C on the regulated vegetation management map, in part; o Category R on the regulated vegetation management map, in part; o Category X on the regulated vegetation management map, in part; and, o Essential Habitat, in part.
Contaminated land register	Not listed on CLR or EMR Register
FNQ Regional Plan Land Use Designation:	Mt Peter Master Planned Area – Urban Footprint
Strategic Framework:	Urban (Southern Growth Corridor)
Local Plan:	Mt Peter Local Plan Area - Cooper Road precinct/initial development area
Zone:	Low-Medium Residential Zone
Overlays:	• Bushfire Hazard – Potential Impact Buffer; • Flood and Inundation Hazard : o Precinct 2 - Mount Peter o Sub-precinct 2b - High extreme hazard area o Designated flood hazard area - Flood Inundation trigger area • Natural Areas: o MSES - Regulated vegetation (essential habitat) o MLES - Urban waterway A trigger area o MSES - Regulated vegetation (intersecting a watercourse) o MSES - Regulated vegetation (category B) o MSES - Regulated vegetation (category R) o MSES - Wildlife habitat (endangered or vulnerable) • Transport Network Overlay o Local Cycle Route o Principal Cycle Route o Pedestrian access street o Pedestrian spine o Future Major Collector Road o Rural Road o Sub Arterial Road

3 OPPORTUNITIES AND CONSTRAINTS

3.1 Applicable Overlays

Relevant to the development of the site are the constraints identified in the following Planning Scheme overlays:

- Bushfire Hazard – Potential Impact Buffer;
- Flood and Inundation Hazard - Precinct 2 - Mount Peter, Sub-precinct 2b - High extreme hazard area and Designated flood hazard area - Flood Inundation trigger area;
- Natural Areas Overlay – MSES Regulated Vegetation, MLES Urban waterway A trigger area, and wildlife habitat (endangered or vulnerable); and,
- Transport Network – cycle and pedestrian routes and road network.

Extracts of the overlay maps as they relate to the subject site are illustrated in the CairnsPlan 2016 Property Reports attached at **Appendix B**.

3.1.1 Bushfire Hazard Overlay

The site is identified as containing a potential impact buffer in the northwestern corner. This is not considered to be a real constraint to the development of the site as the hazardous vegetation is located on the other side of Mount Peter Road and is separated from the site by the Mount Peter Road reserve and the sugar cane train line that shares a common boundary with the road reserve to the west.

Figure 2 Bushfire Hazard Overlay Plan extract

Source: CairnsPlan 2016

3.1.2 Flood and Inundation Hazard Overlay

Areas of the site that are identified as being subject to inundation on the overlay maps are principally constrained to the waterway corridors. These waterway corridors, whilst being a constraint to development, provide opportunities for linear parks and informal natural open space.

The topography of the land and the locality generally slopes from the northwest to the southeast and it is likely that there will be natural surface flows that will need to be accommodated within the design of the development and the provision of infrastructure.

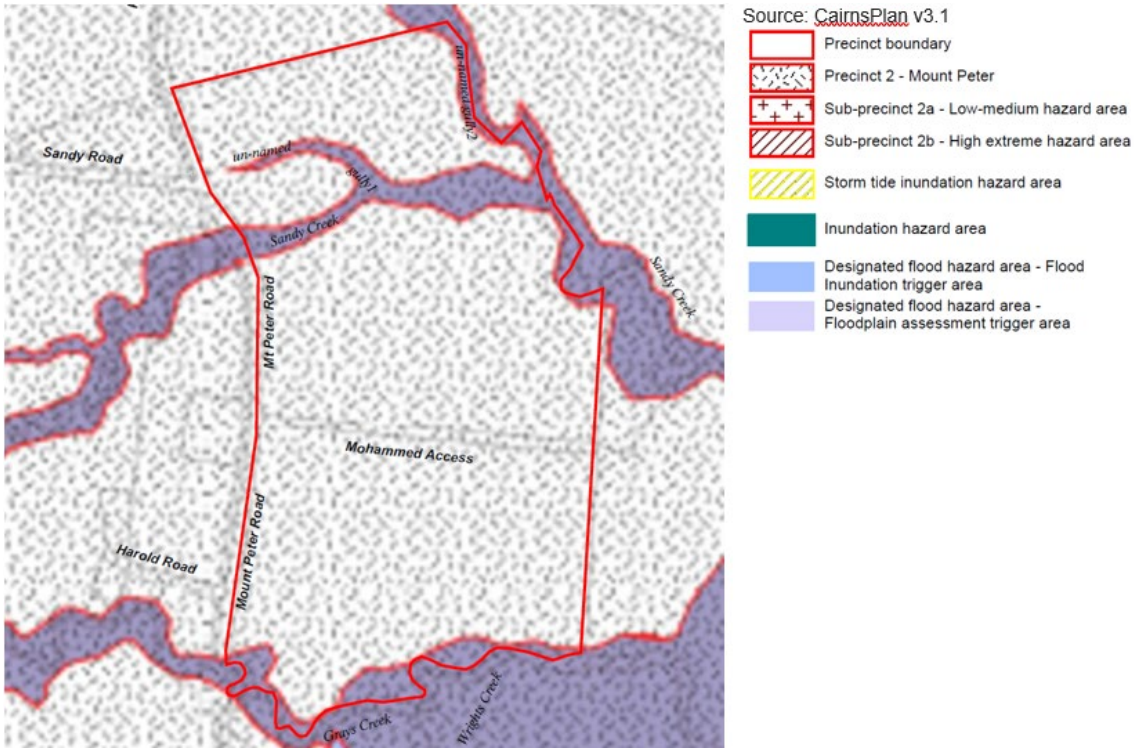

Figure 3 Flood and Inundation Hazard Overlay Plan extract

Source: CairnsPlan 2016

3.1.3 Natural Areas Overlay

Consistent with the Flood and Inundation Hazard Overlay, the environmental areas associated with the site are contained within the waterway corridors. These areas provide opportunity for habitat linkages and, where appropriate following detailed assessment are to be accommodated within the overall plan of development for the site.

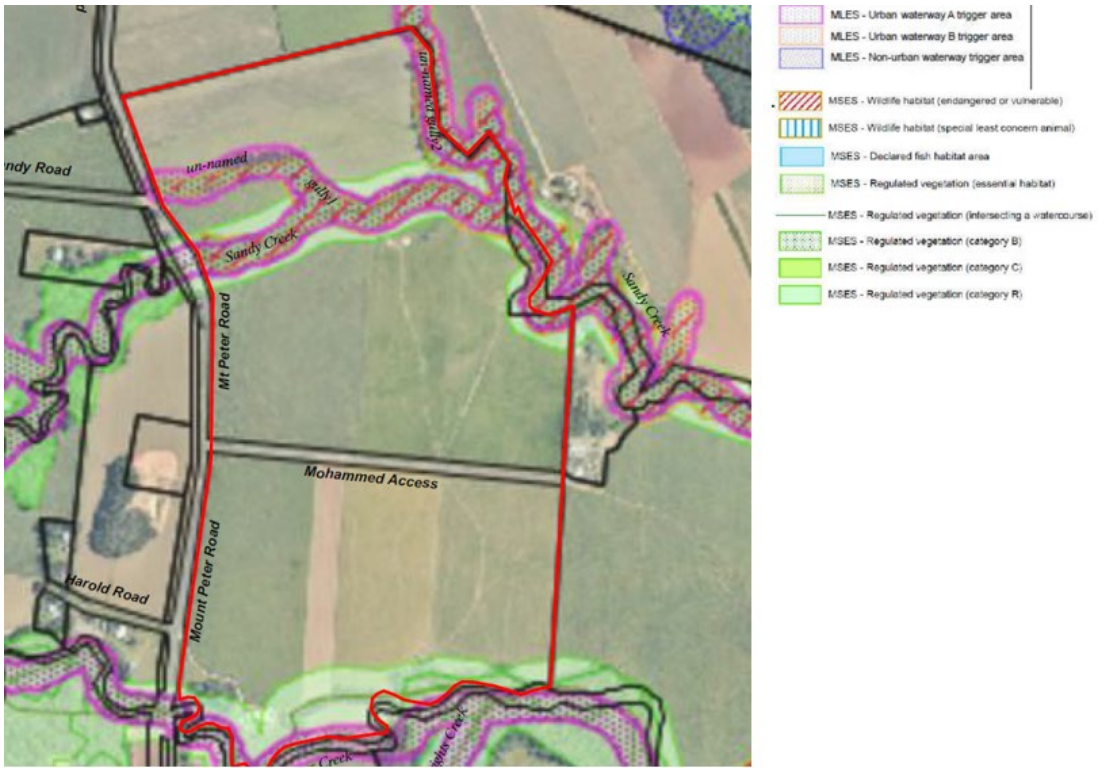

Figure 4 Natural Areas Overlay Plan extract

Source: CairnsPlan 2016

3.1.4 Transport Network Overlay

Mount Peter Road and Mohammed Access have the following identifications within the Overlay Maps:

- Mount Peter Road:
  - Principal Cycle Route;
  - Pedestrian Spine; and,
  - Sub Arterial Road.
- Mohammed Access:
  - Local Cycle Route;
  - Pedestrian Access Street; and,
  - Future Major Collector Road.

These designations offer the opportunity for improved connectivity with the site and to surrounding development. These opportunities will be realised through the planning of the site to provide an increased road reserve to Mount Peter Road and the appropriate design of Mohammed Access through the site to accommodate the anticipated level and type of traffic.

3.2 Proposed Adjoining Land Uses

The wider area containing the site has been identified as an urban growth corridor since the adoption of the CairnsPlan 2005. This area is now included in the Urban Area (Southern Growth Corridor) of the Strategic Framework of the CairnsPlan 2016 and within the Future Urban Communities of the Mount Peter Local Plan.

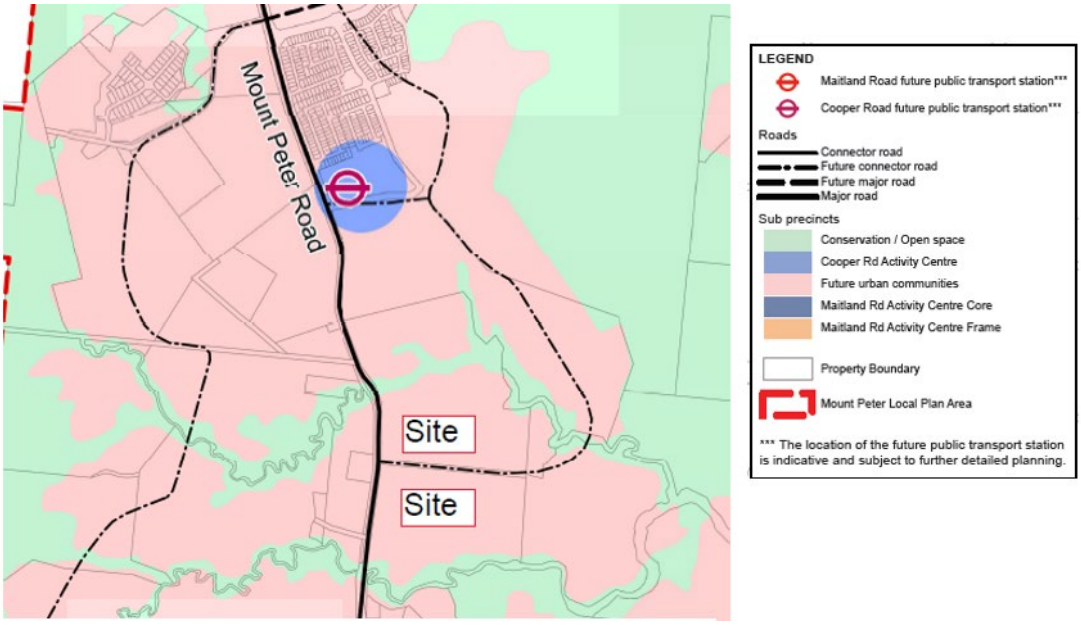

Figure 5 Mount Peter Local Plan extract

Source: CairnsPlan 2016

Within Mt Peter Estate. land to the north of the site and north of Greypeaks Drive has been approved for the development of a Local Park and Community and Retail Area (Cooper Road Activity Centre) and a District Sports Park. The existing residential area of Mount Peter Estate is intended to extend to the east of Sandy Creek.

To the northwest and west, on the western side of Mount Peter Road, the land is within the Pinecrest Masterplan area and is proposed for the development of approximately 1,500 dwellings.

The proposed development would be consistent with this adjoining development and the proposed access to the Pinecrest Development off Sandy Road to the east, and the proposed intersection upgraded associated with the intersection of Sandy Road and Mount Peter Road provide the opportunity for a four way intersection and access to the northern section of the subject site.

3.3 Topographical and Natural Features

The site is relatively flat with a gentle fall from the northwest to the southeast, with the exception of waterway corridors that adjoin and traverse the site. Consistent with its current and historic use, the majority of the site is generally cleared of vegetation to the top of the high bank to allow grazing and cane farming with vegetation within the waterway corridors.

The two main creek systems on and adjoining the site are Sandy Creek and and the southern Creek system known as Grays Creek.

The Sandy Creek system traverses the northern part of the site and adjoins the eastern site boundary. Two smaller drainage lines known as Un-named Gully No.1 and Un-named gully No.2 flow into Sandy Creek.

Un-named gully no.1 (located to the north of Sandy Creek) has been affected by drainage from Mt Peter Road and is considered to be of low environmental value. The edges and banks of Sandy Creek have also been subject to degradation by the rural and grazing uses on the site.

Grays Creek is located to the south of the site and adjoins the southern boundary. The two waterways converge downstream of the site to become Wrights Creek.

3.4 Existing and Proposed Road Network

In accordance with the CairnsPlan 2016, Mount Peter Road is identified as a Major Road (Sub Arterial Road) and a principal pedestrian and cycle route. Mohammed Access is identified in the CairnsPlan 2016 as a future major collector road and a pedestrian spine and local cycle way route.

The site does not have frontage to or contain any other roads or road reserves.

3.5 Surrounding Open Space Network

The area surrounding the site is yet to be developed and is currently predominantly under cultivation for sugarcane. Consequently, there is currently no surrounding open space network. However the CairnsPlan 2016 and the associated Local Government Infrastructure Plan (LGIP), it is propose to develop a District Sports Park to the north and south of the site with areas of 10 hectares. In addition, a District Recreation Park is proposed to the southeast of the site in the banks of Wrights Creek.

The waterway corridors and riparian areas off the opportunity to provide linear parks and links to these district parks from the emerging and proposed residential areas.

3.6 Nearby Centres and Facilities

To the north of the site and accessed from Greypeaks Drive, land is identified for the Cooper Road Activity Centre comprising retail and community uses and a local park. This is consistent with the Local Plan intent for the area and is expected to address the local convenience shopping and community needs.

3.7 Cultural Heritage

The site is not listed on any state or local heritage database and a search of the Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) Cultural Heritage database was undertaken on 12 June 2023 to identify recorded Indigenous cultural sites within proximity of the Project area. The DATSIP search identified that:

- There are no recorded Cultural Heritage Bodies recorded for the project area;
- There are no Registered Cultural Heritage Study Areas recorded for the project area; and,
- There are no National Heritage Areas (Indigenous values) recorded for the project area.

Due to the predominantly undeveloped nature of the Project area, it cannot be assumed that the sites identified within the DATSIP cultural heritage search are a conclusive representation of all archaeological materials and sites within the area. Environmental management for the project would adhere to the measures in the *Aboriginal Cultural Heritage Act 2003* Duty of Care Guidelines.

4 STRUCTURE PLAN

4.1 Development Design

4.1.1 Developable Land

The proposal is to reconfigure the land to create approximately 706 residential lots and several park /open space lots.

The developable areas are defined by the waterway corridors and the development has been designed to accommodate these important environmental areas located within these existing corridors. These will be improved to perform an important habitat and open space linear park links throughout the site to link the residential areas to the active recreation areas and to maintain the environmental importance and provide relief from the emerging urban form.

The environmental importance of these corridors has been assessed and has found that the Unnamed gully No.1 (of Sandy Creek to the north) has been significantly impacted by historic farming practices and by drainage from Mt Peter Road.

Un-named gully 1 is to be retained apart from necessary road and infrastructure crossings, for which compensatory rehabilitation works are provided along the edges and banks of Sandy Creek, which have similarly been degraded by the rural grazing uses on the site.

All development areas are intended to be outside of the areas identified as subject to inundation, with appropriate setbacks from the top of bank of both Sandy and Grays Creek and the associated tributaries. These areas are consistent with the areas of environmental significance which, with the exception of the infrastructure crossings discussed above, would be retained and enhanced as part of the works.

Refer to the Site Plan, Impact on Mapped Vegetation Areas and Revegetation Plan (Potential Areas) and the Drainage and Flooding Plan provided in the Ecology Report.

4.1.2 Access Locations and Transport Network

The retention of Sandy Creek effectively dissects the site into a northern part and southern part, necessitating two access points from Mount Peter Road.

The southern part is provided by Mohammed Access and the northern part gains access via an intersection at Sandy Road. This would require minor alteration from the proposed LGIP three-way signalised intersection to a 4-way signalised intersection and is considered to be preferred to providing an access through Sandy Creek and further impact on the environmental values.

Mohammed Access is an existing road and is intended to be upgraded to a major collector road. Mohammed Access would provide access to the southern part of the site and it would be upgraded as part of the development with an improved access from Mount Peter Road and an improved carriageway to the eastern site boundary. This would provide for the continuation of Mohammed Access, as a major collector road, through the adjacent developable land.

Mohammed Access currently contains a cane railway associated with the existing use of the land for the cultivation of sugar cane. This cane railway infrastructure has been accommodated within the initial stages of the development; however, as it becomes obsolete, the ultimate design provides for this land to be incorporated into the overall residential development.

Internally, the southern part of the site is further identified into a central section, which is separated from the southern section by Mohammed Access. A proposed collector road will provide a circuit within these sections to provide linkage to Access Streets. The use of Access Places has been minimised to maintain the permeability and connectivity of the overall development outcome.

Mount Peter Road and Mohammed Access are suitable as public transport routes and indented bus bays have been located so that all future lots are within 500m walking distance of a bus stop.

The design allows for connectivity from the site to future development areas by others to the north and east.

Refer to the Structure Plan, Transport and Roads, provided at **Appendix A**

4.2 Lot Yield and Density, Mix and Land Uses

The development has been designed to provide a development density consistent with the existing and planned residential density for the area. The existing development in the area comprising the Western and Central portions of Mt Peter Estate have residential densities of 15.5 lots/hectare and 14.8 lots per hectare, respectively and it is anticipated that the eastern portion will have a similar density.

The CairnsPlan 2016 establishes a desirable density of 15 dwellings/hectare for the area.

The proposal comprises 706 residential lots in three precincts comprising a total of 617 standard residential lots, with typical areas of 450m^2 to 600m^2, and 89 lots that are potential Dual Occupancy Lots. The Dual Occupancy Lots are identified as corner lots at the end of blocks which are capable of providing the opportunity for a dwellings to face both street frontages and provide passive surveillance and enclosure of the public streets. In recognition that some of these lots will be used for single dwellings and some will be used for dual occupancies , the dwelling rate is calculated at 1 duplex (2 dwellings) for every 2 available duplex lots.

The proposed overall development would achieve a residential yield of 15.5 Dwellings, which is consistent with the existing development to the north and the planned residential development for the area.

The lot yield for the overall development and for each precinct is identified in Table 5 below and are illustrated on the Density Mt Peter Estate Plan, Overall Density Areas Plan and ROL Density Plan attached at **Appendix A**

Table 5: Development Statistics

Precinct	Lots	Rate	Dwellings	area (ha)	Dwellings / ha
NORTH	**131**				
Standard lots	119	1.0	119		
Potential Duplex lots	12	1.5	18		
Total dwellings			137	9.32	14.7
CENTRAL	**253**				
Standard lots	223	1.0	223		
Potential Duplex lots	30	1.5	45		
Total dwellings			268	17.26	15.5
SOUTH	**322**				
Standard lots	275	1.0	275		
Potential Duplex lots	47	1.5	71		
Total dwellings			346	21.85	15.8
Overall Lots	**706**				
Standard lots	617	1.0	617		
Potential Duplex lots	89	1.5	134		
Total dwellings			**751**	**48.43**	**15.5**
Note: Duplex rate is calculated at 1 duplex (2 dwellings) for every 2 available duplex lots					

4.3 Integration of Surrounding Land Uses, Infrastructure Networks, Open Space and recreation Networks and Natural Features

4.3.1 Surrounding Land Uses

The development has been designed to be consistent with the intended residential development for the area, as set out in the Mount Peter Local Plan. The Local Plan identifies the site as being a future urban community with the activity centre containing the centre to service the residential growth contained in the Mount Peter Estate to the north. The proposed development would not look to incorporate a competing centre and is proposed to be developed to provide the residential catchment to support the planned centre to the north.

Access to the development is intended to be provide from the existing Mount Peter Road, which is a major road and extended Mohammed Access, which is identified and a future major collector road. The access and connectivity of the site has been further discussed in section 4.1.2 above.

4.3.2 Water Network

The CairnsPlan Version 3.1 Local Government Infrastructure Plan identifies the Future Trunk Infrastructure for the area, including trunk water infrastructure. The infrastructure plan identifies that WMF114/WMF125 is a proposed 300mm water main that would be provided along Mount Peter Road and WMF117 is a proposed 225mm main to be provided along Mohammed Access. The proposed development would provide connections to these mains, at the time when there is sufficient capacity to service the development, to provide a reticulated water supply to the proposed residential development. These mains have been accommodated, where required, within the design of the development.

Refer to the Structure Plan, Water Network plan attached at **Appendix A**

4.3.3 Wastewater Network

The CairnsPlan Version 3.1 Local Government Infrastructure Plan identifies the Future Trunk Infrastructure for the area, including wastewater infrastructure. The infrastructure plan identifies that the site is proposed to be serviced by the council's wastewater system in the future.

The LGIP identifies a future temporary sewer pump station SPSF39 located within the eastern part of the site and to the north of Sandy Creek. This application proposes to relocate sewer pump station SPSF39 farther to the south of Sandy Creek, in the central precinct. This new location will allow for connection of all sewerage reticulation required by this application, including the land south of Mohammed Access, as detailed in the engineering report.

Future trunk pressure mains PMF010 & PMF012 convey sewage from SPSF39 northwards via Mohammed Access and Mt Peter Road to the existing sewer network at Mackillop Drive, which then connects to the Edmonton Wastewater Treatment Plant.

The LGIP also identifies future trunk gravity mains (GMF005 to GMF011) connecting Mt Peter Estate and land to the west of Mt Peter Road to Sewer Pump Station SPSF39.

Council's ultimate solution identified in the LGIP is to remove temporary sewer pump station SPSF39 and replace it with permanent sewer pump station SPSF36 located on lot 13 SP140863 to the southeast of the site.

Both the interim and the long term planned wastewater trunk infrastructure has been accommodated within the road layout and design of the proposed development.

Refer to the Structure Plan, Wastewater Network plan attached at **Appendix A.**

4.3.4 Open Space Network

The CairnsPlan Version 3.1 Local Government Infrastructure Plan identifies the Future Trunk Infrastructure for the area, including Future Parks and Land for Community Facilities. The infrastructure plan identifies that the site is proposed to be serviced by a District Sports Park to the north (off Greypeaks Drive), with an area of approximately 10 hectares, a District Sports Park to the south west of Grays Creek, with an area of approximately 10 hectares, and a District Recreation Park (Wrights Creek), with an area of 12 hectares to the southeast. All of these parks are identified outside of the site and it is not proposed to replicate those parks within the development. The site itself is identified as being proposed to accommodate a Local Recreation Park with an area of 1 hectare.

The proposal would provide the 1 hectare local park in the central area of the development with frontage to Mohammed Access. In addition, the drainage and waterways would be enhanced to provide linear park links through the site and to the adjacent district parks.

Refer to the Structure Plan, Open Space and Pathway Network attached at **Appendix A.**

4.4 Consistency with Planning Scheme Strategic Framework

4.4.1 Strategic Framework

The strategic intent of the Strategic Framework specifically identifies the site and the immediate locality for future urban purposes. It specifically states that the *'expected population growth for the region is accommodated through the redevelopment of existing urban areas and the expansion into the future urban area of the Southern Growth Corridor.'* The settlement pattern theme further supports this by identifying that *'future growth within the Southern growth corridor and Cairns South State Development Area occurs sequentially and, where relevant, in accordance with the ….. Mount Peter local plan,…'.* The residential areas and elements identifies the Southern Growth corridor as a major contributor to the future residential development for Cairns.

The planned residential development of the area is consistent with the Strategic Intent for the area with the design of the development to be in accordance with the Mount Peter Local Plan.

4.4.2 Mount Peter Local Plan

The Mount Peter area is intended to accommodate the majority of the population growth expected in the Southern Corridor. The Mount Peter Local Plan identifies the site as being proposed solely for residential development with urban development occurring on the land previously cleared for rural purposes. In addition, the waterway corridors are intended to be preserved to facilitate an interconnected environmental and urban open space system that frames individual urban villages, provides for the protection of significant natural areas and environmental values and accommodates sport and recreation facilities that promote active living and healthy lifestyles.

The proposed development is consistent with the planning intent of the Mount Peter Local Plan. The waterways traversing the site that are of environmental significance have been preserved and are proposed to be enhanced by the revegetation of degraded areas to provide improved linear open space links and to frame discrete residential areas. Urban development is intended to occur in areas previously cleared for rural purposes and at a density that provides for the efficient use of land whilst maintaining a desired residential amenity.

4.5 Environmental Impacts

The site and specifically the waterways have been the subject of an Ecological Assessment.

The Ecological Assessment concludes that:

- The project will impact the EPBC listed Threatened Ecological Community (TEC) – Lowland tropical rainforest of the Wet Tropics.
- The survey encountered no threatened flora within the Area of Interest (AOI) and the current assemblage of flora within the AOI is rather unremarkable compared to other areas within the Wet Tropics and this is not due to logging or other visible exploitation.
- The survey encountered three threatened fauna species within the AOI (Macleay's fig-parrot, Greater Large-eared Horseshoe Bat and Diadem Leaf-nosed Bat).
- It is unlikely that the development proposal will have a significant negative impact on the present or future populations of the species considered and it is more likely that some form of protection will be afforded by the development in the form of:
    - Reduced weed spray drift from crop spraying activities.
    - A reduced weed infestation load from reduction of the reservoir of weeds that could infest habitat.
    - Removal of barbed wire fencing will reduce potential entanglements by animals.
    - Implementing a buffer around the TEC will effectively increase habitat for the species.
- Based on the balance of evidence, following and implementing the recommendations below would have a net positive affect on the TEC and would enhance the value of the AOI ecologically.

The report makes the following recommendations that have been adopted in the structure plan and in the design of the residential development:

- Development impacts, including the partial removal of small sections of TEC for the purposes required for infrastructure and services should be off set by environmental and revegetation improvements within the waterway corridors. The use of a Net Gain principal could mitigate any negative impacts on the TEC by making larger gains around the edges of the TEC and increasing its extent.
- A further net gain would be achieved by ameliorating the current effects of storm water on erosion and by putting all services underground including the current power line that crosses the TEC.
- A weed eradication and management program to remove the Lantana infestation from the retained waterways should be considered to improve the habitat of any TEC;
- The development should comprise low rise buildings only.
- An improved buffer area around the creek lines should be provided to improve areas for migrating wildlife;
- Agricultural activities should be removed from the site to reduce the negative effect that herbicide spray drift currently has on edges and emergent trees within the TEC.

The proposed development has adopted the recommendations of this report and they are reflected in the proposal plans.

4.6 Demographics

The site is identified within the Gordonvale, Goldsborough, Mount Peter area for the purpose of the census data. The census data indicates the following:

- The estimate population at 2022 was 9,473 persons;
- This represents a 3.88% population growth from 2021, which more than twice the 1.75% growth experienced by Cairns as a whole;
- The area contains a total of 3,494 dwellings with 93% of the dwellings being owner occupied;
- The average household size is 2.69 persons per dwelling.

The Mount Peter area, consistent with the Planning Scheme intent is one of the fastest growing areas of Cairns. It is, according to census data, has the sixth highest average household size in Cairns. Higher average household sizes include Bentley Park, Brinsmead, Edmonton, Kanimbla, and Redlynch.

The demography of the area and the emerging population characteristics support the development of the site for family accommodation comprising detached dwellings with private open space and access to larger recreation areas and centres.

The proposed development is designed to provide discrete residential areas separated by linear parks encouraging connectivity to proposed district parks and with well formed transport links to commercial centres. It is intended that this form of development will respond to the existing and emerging demographics of the area.

4.7 Open Space Provision

The proposed development has been designed with an urban form that allows for the preservation of the major waterways of Sandy Creek and Grays Creek. These waterways will provide important linear open space links to the planned District Recreation park off Greypeaks Drive to the north and the planned district parks to the south.

Internally, the urban design proposal allows for a centrally located Local park of 1 hectare in size. This Local Park is located midway between Sandy and Grays Creek, and is connected by pathways and view corridors running north to Sandy Creek and south to Grays Creek.

The open space provision within the site and proposed for the surrounding areas is summarised in the table below.

Table 6: Open Space Provision

Open Space Component	Size	Location	Provision
District Sports park OSF067 (proposed in LGIP by Others)	10ha	Off Greypeaks Drive Approximately 185 metres north of the site (North precinct)	Off-site (LGIP)
District Recreation park OSF066 (proposed in LGIP by Others)	12ha	Wrights Creek Approximately 130 metres east of the site (South precinct)	Off-site (LGIP)
District Sports park OSF069 (proposed in LGIP by Others)	10ha	Grays Creek Approximately 300 metres south of the site (South precinct)	Off-site (LGIP)
Local park OSF076	1ha	Centrally located within Central precinct High Visibility and Surveillance Road and pathway access to Sandy Creek (300m to the north) and Grays Creek (360m to the south)	On-site / Council Trunk Infrastructure
Linear park	0.52ha	North Precinct	On-site
Linear park South	0.52ha	Sandy Creek park Provides connection along bank of Sandy Creek to Local park	On-site
Linear park Grays Creek	0.25ha	Provides focal viewpoint connecting Mohammed Access to Grays Creek. Connects to pathway network along roads along Grays Creek to Mt Peter road (west) and Wrights Creek park (east)	On-site

The proposed layout would result in every proposed residential lot being within 400m of a park or another area of open space that is accessible to the public.

Refer to the Open Space and Pathways Plan provided at **Appendix A.**

4.8 Provision of Physical Infrastructure

Cairnsplan identifies this Mt Peter Area as the major growth corridor for Cairns. The Local Government Infrastructure Plan (LGIP) includes planning for the provision of trunk infrastructure to service the development and the surrounding areas.

Given population growth trends and emerging housing demand and need the LGIP timeframe may need to adjusted. It is intended that the planning for the development of the site in accordance with the structure plan will complement the timeframes adopted or revised for the LGIP. The engineering designs for the trunk infrastructure through the site and the internal reticulation system will progress alongside the solutions for trunk infrastructure.

5 DEVELOPMENT PROPOSAL

5.1 Overview

It is proposed to develop the site for the purpose of approximately 706 residential lots in 40 stages. Typically lot areas are between 420m^2 to 600m^2 except where slightly larger lots are required due to the topographic or engineering constraints on the land. Lots of 600m2 have been located on corner to allow for a large percentage of these lots to be used for dual occupancy development,

The site would be developed into three discreet residential areas separated by linear open space formed by the retained waterway corridors. The lots would generally provide for the development of single detached dwellings to support the emerging family housing need in the area with opportunities for low-rise dual occupancy dwellings in appropriate locations.

The development design would provide appropriate links along the identified pedestrian and vehicular spines to connect the emerging residential areas to the surrounding proposed passive and active recreation areas and commercial centres. The proposed residential development should serve to support the vitality and viability of the planned centre to the north of the site and not establish a competing centre or retail activities.

The design of the development will be undertaken to complement the provision of planned trunk infrastructure within the existing and proposed road network and provide suitable locations for associated pump stations. Access would be provided by Mohammed Access to the central and southern sections, which would be upgraded to a major collector road standard. The cane train infrastructure within and adjacent Mohammed Access will be provided for in the design and retained for as long as it serves a useful purpose to the agricultural community.

The design of the development is illustrated on the following plans provided at:

Appendix A - Structure Plans_v3_AU006653-14E-14-11-2023

- AU006653-14E-20 Structure Plan -Yield
- AU006653-14E-16 Structure Plan -Sewer Regional
- AU006653-14E-17 Structure Plan -Water
- AU006653-14E-14 Structure Plan -Transport & Roads
- AU006653-14E-15 Structure Plan -Sewer Local
- AU006653-14E-18 Structure Plan -Drainage and Flooding
- AU006653-14E-19 Structure Plan -Open Space Master Plan

6 STRUCTURE PLAN LIST

The following plans are included as Appendix A:

6.1 AU006653-14D-20 Structure Plan -Yield

6.2 AU006653-14D-14 Structure Plan -Transport & Roads

6.3 AU006653-14D-15 Structure Plan -Sewer Local

6.4 AU006653-14D-17 Structure Plan -Water

6.5 AU006653-14D-18 Structure Plan -Drainage and Flooding

6.6 AU006653-14D-19 Structure Plan -Open Space Master Plan

Appendix A

STRUCTURE PLANS

LEGEND

- Extent of Structure Plan
- Low Medium Density Zone
- LOCAL PARK
- Park Above TOB
- Park Above Q5
- Park Below Q5

Proposed Yield to be Minimum 15 Dwellings per ha (net developable area)

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0 70 140 210 280 35

metres

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NOTES

Level Datum: LEVEL_DATUM
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Contour Interval: 1M_LIDAR

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RPS CLIENT MANAGER	I Doust
SURVEYED	
COMPILED	
CAD REF	AU006653-14E.DWG
SHEET	1
OF SHEETS	1
SHEET SIZE	A3

Edenbrook

STRUCTURE PLAN

YIELD
Lot 2 RP735739
& Lot 11 RP704174

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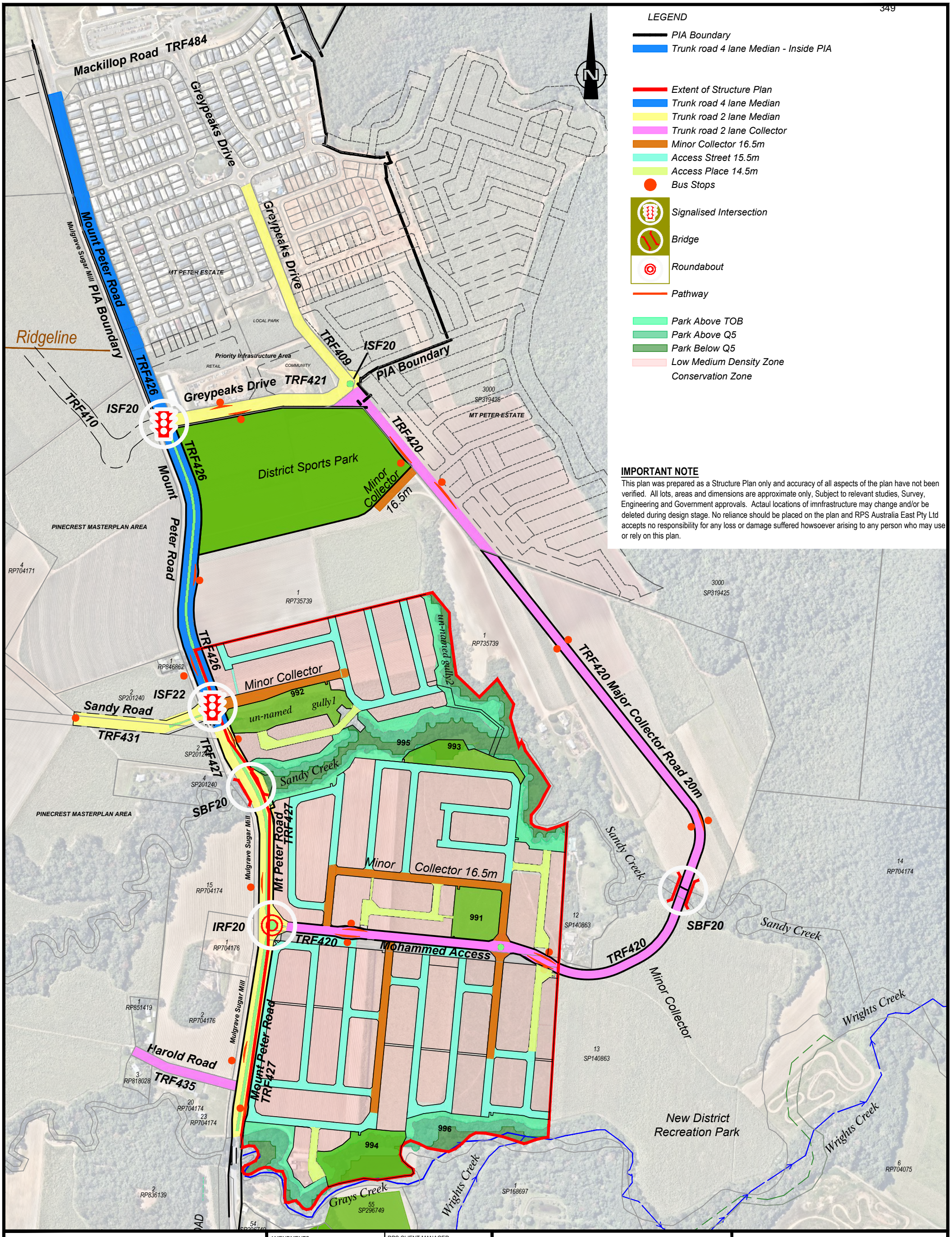

LEGEND

- PIA Boundary
- Trunk road 4 lane Median - Inside PIA
- Extent of Structure Plan
- Trunk road 4 lane Median
- Trunk road 2 lane Median
- Trunk road 2 lane Collector
- Minor Collector 16.5m
- Access Street 15.5m
- Access Place 14.5m
- Bus Stops
- Signalised Intersection
- Bridge
- Roundabout
- Pathway
- Park Above TOB
- Park Above Q5
- Park Below Q5
- Low Medium Density Zone
- Conservation Zone

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Edenbrook

STRUCTURE PLAN
TRANSPORT & ROADS
Lot 2 RP735739 & Lot 11 RP704174

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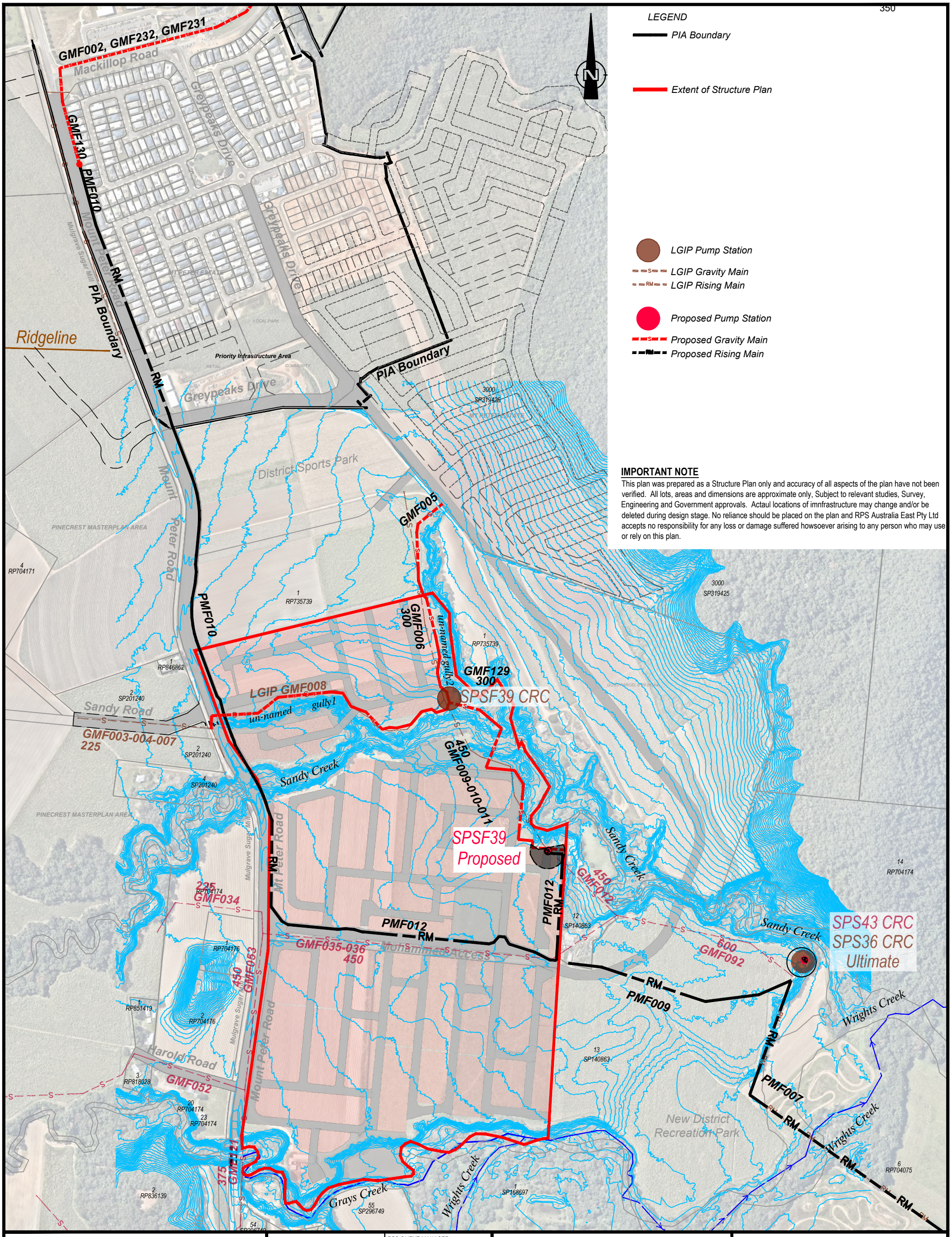

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	COMPILED	WASTEWATER NETWORK
CAD REF	SHEET 1 OF SHEETS 1	SHEET SIZE
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Lot 2 RP735739
& Lot 11 RP704174

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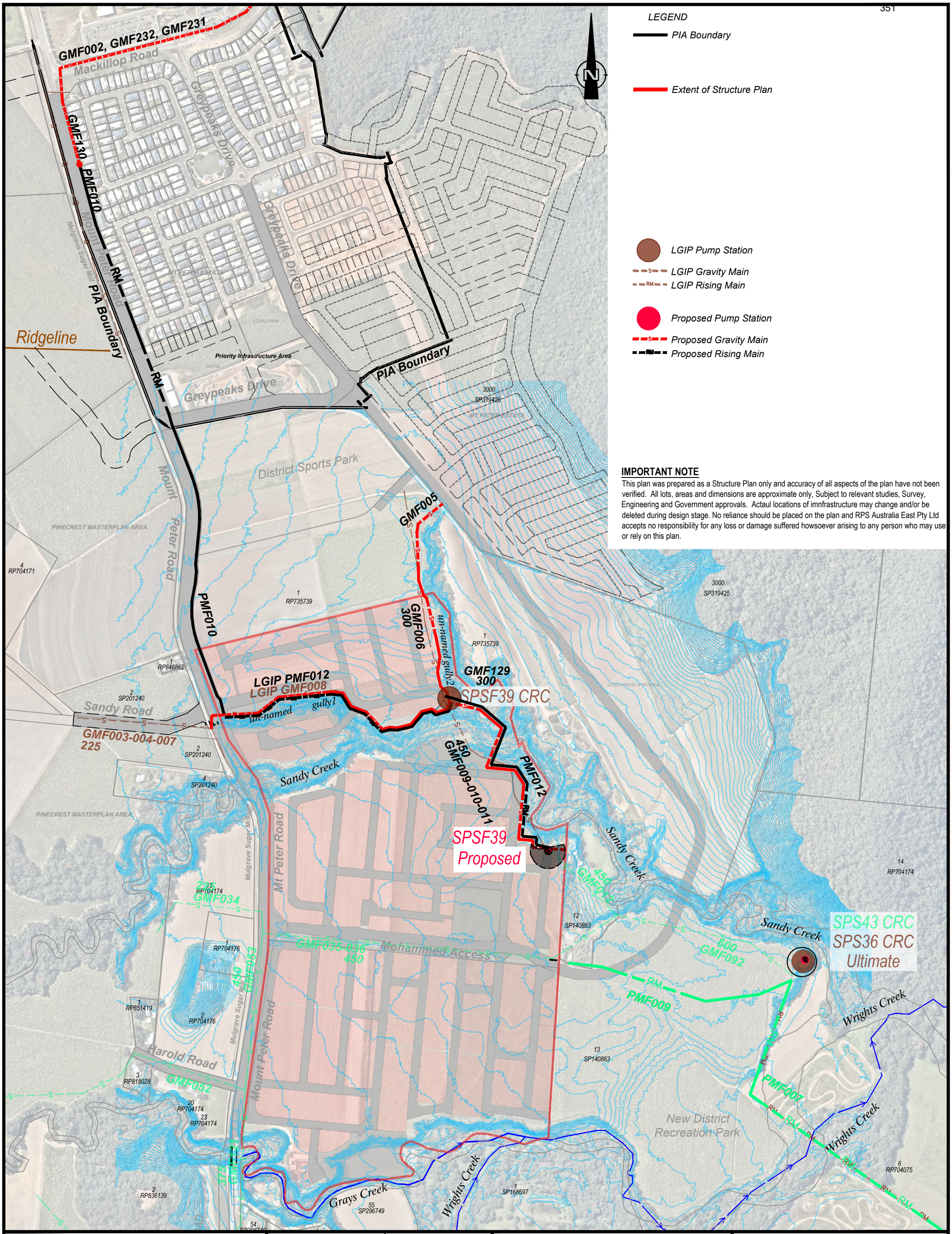

LEGEND

- *PIA Boundary*
- *Extent of Structure Plan*
- *LGIP Pump Station*
- *LGIP Gravity Main*
- *LGIP Rising Main*
- *Proposed Pump Station*
- *Proposed Gravity Main*
- *Proposed Rising Main*

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OF SHEETS	1
SHEET SIZE	A3

Edenbrook

STRUCTURE PLAN
WASTEWATER NETWORK
Lot 2 RP735739
& Lot 11 RP704174
Option 2

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LEGEND

PIA Boundary

Extent of Structure Plan

LGIP Pump Station

LGIP Gravity Main

LGIP Rising Main

Proposed Pump Station

Proposed Gravity Main

Proposed Rising Main

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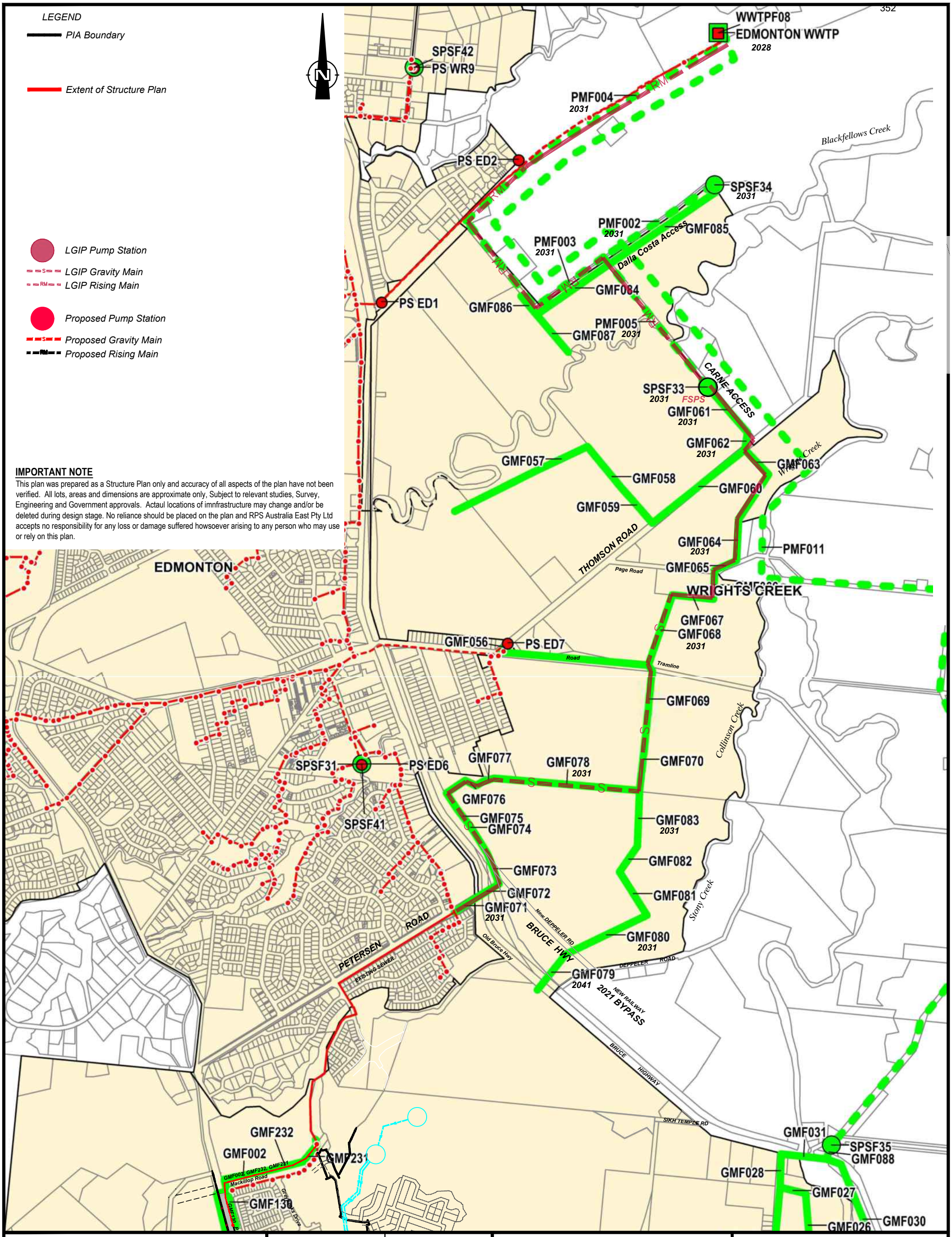

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	SURVEYED	STRUCTURE PLAN
	COMPILED	WASTEWATER NETWORK
CAD REF AU006653-14E.DWG	SHEET 1 OF SHEETS 1 / SHEET SIZE A3	REGIONAL

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LEGEND

PIA Boundary

Extent of Structure Plan

LGIP Water Main - Mt Peter

LGIP Water Main - This Structure Plan

LGIP Water Main - Pinecrest

LGIP Water Main - Future Future

Reservoir

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Mt PETER HIGH LEVEL
WRF002
300
WMF215
2026

WRF002 Mt PETER HIGH LEVEL
WMF004 Mt PETER LOW LEVEL
2036
525
WMF109

WMF040
450
2026

WMF204
150
2026

WMF045

WMF041
375
2026

WMF042
300
2031

WMF115 300
2031

WMF201
2026

2026
WMF182

WMF200
2026

WMF199
450
2031

WMF114
300
2031

WMF110
450
2031

2031
300
WMF183

WMF157
225
2031

WMF125
300
2036

2036
375
WMF198

2036
WMF117

2036
225
WMF117

WMF116
375

WMF118

WMF158
2036

WMF127

WMF126
300
2036

WMF119

Mackillop Road
Greypeaks Drive
Mount Peter Road
PIA Boundary
Ridgeline
Priority Infrastructure Area
RETAIL
COMMUNITY
LOCAL PARK
MT PETER ESTATE
District Sports Park
PINECREST MASTERPLAN AREA
Sandy Road
Harold Road
Mulgrave Sugar Mill
Mohammed Access
un-named gully1
un-named gully2
Sandy Creek
Wright, Creek
Wrights Creek
Grays Creek
New District Recreation Park
SP304832
2
SP318396
3000
SP319425
1
RP735739
4
RP704171
1
RP846862
2
SP201240
4
SP201240
1
RP704176
2
RP704176
1
RP851419
3
RP818028
2
RP836139
20
RP704174
23
RP704174
12
SP140863
13
SP140863
14
RP704174
6
RP704075
1
SP168697
55
SP296749
54

0 80 160 240 320 400
metres

SCALE 1:8000 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)

NOTES

Level Datum: LEVEL_DATUM
Meridian: GDA2020Z55GROUND
Contour Interval: 1M_LIDAR

AMENDMENTS	RPS CLIENT MANAGER	
	I Doust	
	SURVEYED	
	COMPILED	
CAD REF AU006653-14E.DWG	SHEET 1 OF SHEETS 1	SHEET SIZE A3

Edenbrook

STRUCTURE PLAN
WATER NETWORK
Lot 2 RP735739 & Lot 11 RP704174

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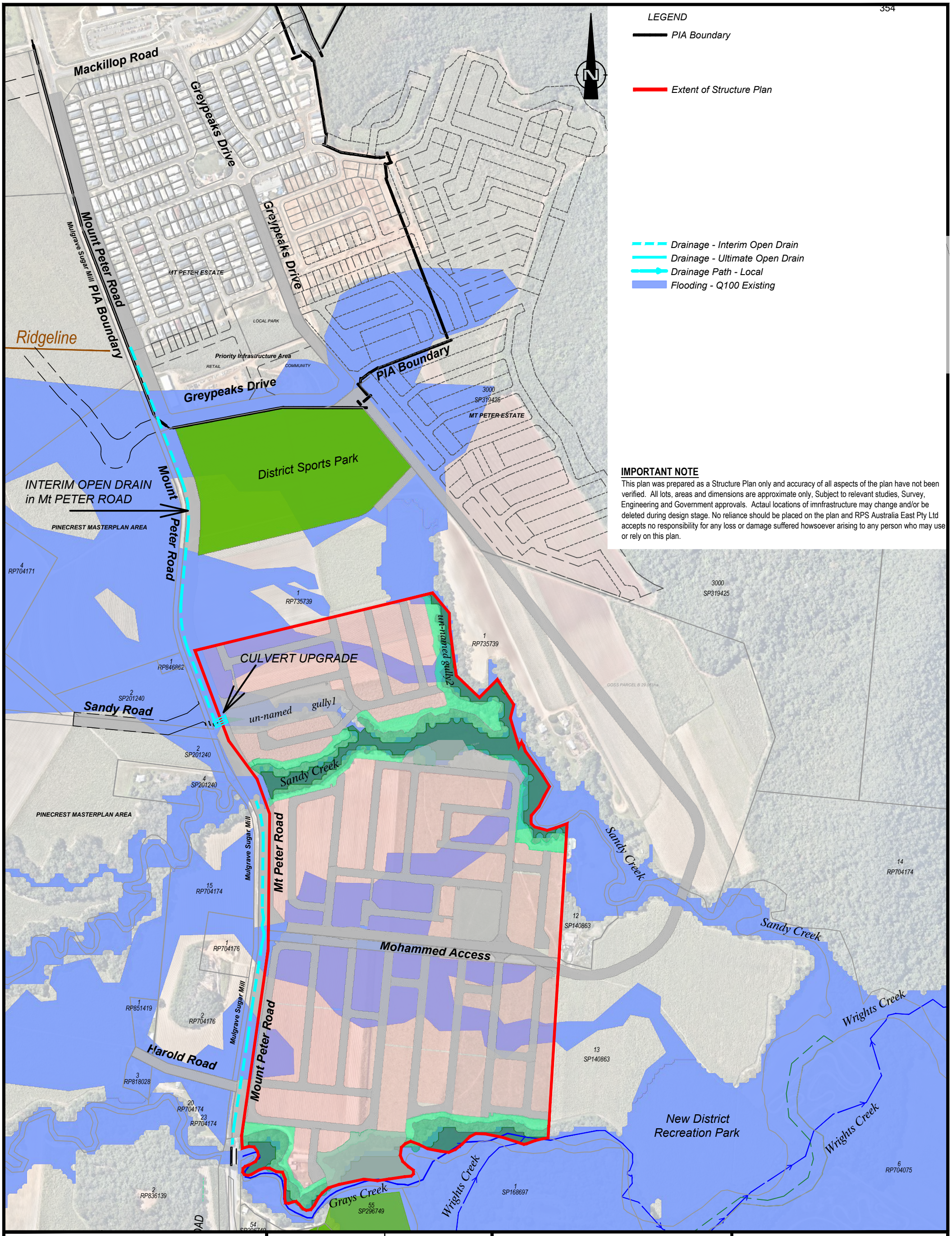
SCALE	DATE	DRAWING NO.	ISSUE
1:8000	14/11/2023	AU006653-17E	


LEGEND
PIA Boundary
Extent of Structure Plan
Drainage - Interim Open Drain
Drainage - Ultimate Open Drain
Drainage Path - Local
Flooding - Q100 Existing
IMPORTANT NOTE
This plan was prepared as a Structure Plan only and accuracy of all aspects of the plan have not been verified. All lots, areas and dimensions are approximate only, Subject to relevant studies, Survey, Engineering and Government approvals. Actaul locations of imnfrastructure may change and/or be deleted during design stage. No reliance should be placed on the plan and RPS Australia East Pty Ltd accepts no responsibility for any loss or damage suffered howsoever arising to any person who may use or rely on this plan.
Mackillop Road
Greypeaks Drive
Mount Peter Road
Mulgrave Sugar Mill
PIA Boundary
MT PETER ESTATE
LOCAL PARK
Priority Infrastructure Area
RETAIL
COMMUNITY
Ridgeline
Greypeaks Drive
PIA Boundary
3000
SP319425
MT PETER ESTATE
District Sports Park
INTERIM OPEN DRAIN
in Mt PETER ROAD
Mount Peter Road
PINECREST MASTERPLAN AREA
4
RP704171
1
RP735739
CULVERT UPGRADE
un-named gully2
1
RP846862
2
SP201240
Sandy Road
un-named gully1
Sandy Creek
2
SP201240
4
SP201240
PINECREST MASTERPLAN AREA
Mulgrave Sugar Mill
Mt Peter Road
15
RP704174
1
RP704176
Mohammed Access
12
SP140863
Sandy Creek
1
RP851419
2
RP704176
Harold Road
3
RP818028
20
RP704174
23
RP704174
13
SP140863
Wrights Creek
New District
Recreation Park
Wrights Creek
6
RP704075
2
RP836139
Grays Creek
55
SP296749
Wrights Creek
1
SP168697
14
RP704174
0
70
140
210
280
35
metres
SCALE 1:7000 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)
NOTES
Level Datum: LEVEL_DATUM
Meridian: GDA2020Z55GROUND
Contour Interval: 1M_LIDAR
AMENDMENTS
RPS CLIENT MANAGER
I Doust
SURVEYED
COMPILED
CAD REF
AU006653-14E.DWG
SHEET 1
OF
SHEETS 1
SHEET SIZE
A3
Edenbrook
STRUCTURE PLAN
DRAINAGE & FLOODING
Lot 2 RP735739
& Lot 11 RP704174
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W rpsgroup.com
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SCALE
1:7000
DATE
14/11/2023
DRAWING NO.
AU006653-18E
ISSUE

LEGEND

PIA Boundary

Extent of Structure Plan

Bus Stops
Pathway
Low Medium Density Zone

DISTRICT SPORTS PARK
DISTRICT RECREATION PARK
LOCAL PARK
Park Above TOB
Park Above Q5
Park Below Q5
Park Node

IMPORTANT NOTE

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Mount Peter Road
Mulgrave Sugar Mill PIA Boundary
Greypeaks Drive
MT PETER ESTATE
LOCAL PARK
Priority Infrastructure Area
RETAIL
COMMUNITY
PIA Boundary
400m Radius
3000
SP319425
OSF067 District Sports Park
LGIP Required Area 10ha
Nominal Area shown
Mount Peter Road
1
RP735739
un-named gully2
992
Local park 1.50 ha
un-named gully1
995
6.61ha
993
0.90ha
Local park
Sandy Creek
Sandy Road
1
RP846862
2
SP201240
4
SP201240
Mulgrave Sugar Mill
15
RP704174
OSF076
Local park
991
1.902ha
Mohammed Access
1
RP704176
1
RP851419
2
RP704176
Harold Road
3
RP818028
20
RP704174
23
RP704174
Mt Peter Road
1.28ha
994
1.55ha
996
1.59ha
Grays Creek
55
SP296749
54
SP296749
MT PETER ROAD
18
RP704174
16
RP704174
10
SP109467
OSF069 Future District Sports Park
LGIP Required Area 10ha
Nominal Area shown
12
SP140863
13
SP140863
14
RP704174
OSF066
New District
Recreation Park
LGIP Required Area 12ha
Nominal Area shown
Wrights Creek
1
SP168697
6
RP704075
12
SP173568
11
SP218661

0 70 140 210 280 35
metres

SCALE 1:7000 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)

NOTES
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Meridian: GDA2020Z55GROUND
Contour Interval: 1M_LIDAR

AMENDMENTS	RPS CLIENT MANAGER	
	I Doust	
	SURVEYED	
	COMPILED	
CAD REF AU006653-14E.DWG	SHEET 1 OF SHEETS 1	SHEET SIZE A3

Edenbrook

STRUCTURE PLAN
OPEN SPACE & PATHWAY NETWORK
Lot 2 RP735739 & Lot 11 RP704174

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1:7000	14/11/2023	AU006653-19E	