
From: Martin Garred <Martin.Garred@dsdip.qld.gov.au>
Sent: Friday, 22 August 2014 8:52 AM
To: City of Gold Coast mail
Cc: Peter Gill (pgill@urbis.com.au)
Subject: DSDIP Amended concurrence agency response - 64 Foxwell Road, Coomera (Lot 16 SP131566 & Lot 102 SP245330)
Attachments: DSDIP Amended concurrence agency response - 64 Foxwell Road, Coomera (Lot 16 SP131566 & Lot 102 SP245330).pdf

Our reference: SDA-0913-004615
Your reference: MCU201300592

Dear Sir/Madam,

Amended concurrence agency response – Preliminary approval only (with conditions)
64 Foxwell Road, Coomera (Lot 16 SP131566 & Lot 102 SP245330)
(Given under section 290(1)(b) of the Sustainable Planning Act 2009)

The Department of State Development Infrastructure and Planning issued a concurrence agency response under section 285 of the Sustainable Planning Act 2009 on 3 June 2014. On 8 July 2014 the department received representations from the applicant under section 320(1) of the Act requesting that the department amend its concurrence agency response under section 290(1)(b)(i) of the Act.

The department has considered the written representations and agrees to issue the following amended concurrence agency response.

Please contact me on 5644 3213 should you have any questions.

Regards,
Martin

Martin Garred
Principal Planner
Regional Services - SEQ South

Department of State Development, Infrastructure and Planning
Queensland Government

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*Council of the City of Gold Coast
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Department of
**State Development,
Infrastructure and Planning**

Our reference: SDA-0913-004615

Your reference: MCU201300592

21 August 2014

Chief Executive Officer
Council of the City of Gold Coast
Via email only: mail@goldcoast.qld.gov.au

Dear Sir/Madam,

**Amended concurrence agency response – Preliminary approval only (with conditions)
64 Foxwell Road, Coomera (Lot 16 SP131566 & Lot 102 SP245330)**

(Given under section 290(1)(b) of the *Sustainable Planning Act 2009*)

The Department of State Development Infrastructure and Planning issued a concurrence agency response under section 285 of the *Sustainable Planning Act 2009* on 3 June 2014. On 8 July 2014 the department received representations from the applicant under section 320(1) of the Act requesting that the department amend its concurrence agency response under section 290(1)(b)(i) of the Act.

The department has considered the written representations and agrees to issue the following amended concurrence agency response.

Applicant details

Applicant name:	QIC Coomera Real Estate Pty Ltd
Applicant contact details:	c/- Urbis Pty Ltd Level 7, 123 Albert Street Brisbane, QLD, 4000

Site details

Real property description:	Lot 16 SP131566 & Lot 102 SP245330
Local government area:	City of Gold Coast

Application details

Proposed development:	Preliminary Approval (under section 242 of the <i>Sustainable Planning Act 2009</i>) overriding the local planning instrument for making a Material Change of Use being development in accordance with the Coomera Activity Centre South Development
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Code.

Aspects of development and type of approval being sought

Nature of Development	Approval Type	Brief Description of Proposal	Level of Assessment
Material Change of Use	Preliminary approval under s242 of SPA	Preliminary Approval for Material Change of Use being development in accordance with the Coomera Activity Centre South Development Code (the Code) for the uses referred to in Table 2 of the Code. The Code varies the effect of the Planning Scheme by authorising development in accordance with that Code to the extent of any inconsistencies between the Code and the Planning Scheme and excludes operation of the Coomera Town Centre Structure Plan Place Code for the land to which the application applies.	Impact Assessment

Referral triggers

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

Referral trigger	Schedule 7, Table 3, Item 2 – Development Impacting on State Transport Infrastructure
	Schedule 7, Table 3, Item 5 – Coastal Management Districts
	Schedule 7, Table 3, Item 10 – Clearing Vegetation
	Schedule 7, Table 3, Item 12 – Regional Plans
	Schedule 7, Table 3, Item 14 – Public Passenger Transport
	Schedule 7, Table 3, Item 14A – Public Passenger Transport
	Schedule 7, Table 3, Item 15A – Railways

Amended Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the department requires that the amended conditions set out in Attachment 1 attach to any development approval:

Amended Reasons for decision to impose conditions

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

Amended Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see Attachment 3.

Written agreement to this Amended Concurrence Agency Response

The applicant has provided written agreement to this amended concurrence agency response, as attached.

If you require any further information, please contact Martin Garred, Principal Planner, Regional Services – SEQ South on 5644 3213, or via email GCSARA@dsdip.qld.gov.au who will be able to assist.

Yours sincerely



Amanda Tzannes
A/Manager - Planning

cc: QIC Coomera Real Estate Pty Ltd
C/ Urbis Pty Ltd
Attention: Peter Gill
Via email only: pgill@urbis.com.au

enc: Attachment 1—Amended conditions to be imposed
Attachment 2—Amended reasons for decision to impose conditions
Attachment 3—Amended further advice
Applicant written agreement to amended concurrence agency response

Council of the City of Gold Coast
This is an authorised version of the original document

Our reference: SDA-0913-004615

Your reference: MCU201300592

Attachment 1—Amended conditions to be imposed

No.	Conditions	Condition timing
Preliminary Approval (under section 242 of the <i>Sustainable Planning Act 2009</i>) overriding the local planning instrument for making a Material Change of Use being development in accordance with the Coomera Activity Centre South Development Code.		
Schedule 7, Table 3, Item 2, Schedule 7, Table 3, Item 14, Schedule 7, Table 3, Item 14A, Schedule 7, Table 3, Item 14—Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
State-controlled Roads		
1.	<u>Plans</u> Development must be carried out generally in accordance with the following document, except as modified or restricted by these concurrence agency conditions: <ul style="list-style-type: none"> Coomera Activity Centre South – Development Code, job no. BA2925, prepared by Urbis Pty Ltd, dated August 2013. 	Prior to the commencement of the use.
2.	<u>Foxwell Road interchange must be upgraded</u> No use is authorised to start until the Foxwell Road interchange with the Pacific Motorway (exit 54) is upgraded to be generally in accordance with the “M1 Pacific Motorway – Exit 54 Coomera Interchange Upgrade Business Case Plans” drawn by the Queensland Government and dated 6/10/2011, Job Number: 160/12A/903, drawing number SP-0001 P2, GA-0020 P2, GA-0021 P2, GA-0022 P2, GA-0023 P2.	Prior to the commencement of the use.
3.	<u>Road Network Contribution</u> The development must contribute financially to Foxwell Road interchange (detailed in condition 2) to mitigate the impacts of the development on the State Controlled Road. <ul style="list-style-type: none"> a) A contribution of \$7,593,420.00 (indexed in accordance with condition 3(c)) must be paid to the State of Queensland, in accordance with condition 3(b). This contribution has been calculated as follows: Cost of upgrade x development proportional impact = \$93.4M x 8.13% = \$7,593,420.00. b) Subject to the contribution provided by condition 3(a), a contribution must be paid to the State of Queensland for each component of development for which a development permit is issued, calculated in accordance with the following formula: Use Contribution = A x B 	A contribution calculated in accordance with condition 3b) must be paid prior to the commencement of each use generating a trip end.

No.	Conditions	Condition timing
	<p>A = \$2,470.00 B = Trip Ends Per Day for each Land Use Category consistent with Table 1 (attached) – Coomera Town Centre Weekday PM Peak Hour Design Traffic Generation Rates.</p> <p>c) The contribution must be indexed based on the Road and Bridge Contribution Index, Queensland – Class 3101, published quarterly by the Australia Bureau of Statistics (ABS Cat No. 6427, Series ID A2333727L).</p> <p>d) The indexation adjustment must be calculated using the formula: $\\$[\text{insert amount}] \times (\text{index B} / \text{index A})$ where “index A” is the published index for [June 2010] and “index B” is the published index for the quarter immediately preceding the date that the payment is provided to the department.</p> <p>e) The applicant must give the Director-General of Transport and Main Roads written notice prior to commencement of each use of GFA and units, and its calculation of the trip ends per hour for that use based on Table 1 (attached).</p> <p>f) Payment of a contribution under this condition 3 satisfies a condition requiring a financial contribution towards the State Controlled Road network under any development permit that is pursuant to this Preliminary Approval.</p>	
Railways		
4.	<p>(a) The applicant must ensure that all accommodation activities and residential care facilities exposed to railway noise meet the following noise criteria:</p> <ul style="list-style-type: none"> • internal noise criterion of ≤ 45 dB(A) single event maximum sound pressure level for habitable rooms at all times; • external noise criteria of ≤ 87 dB(A) (single event maximum sound pressure level) façade corrected and ≤ 65 dB(A) L_{eq} (24hr) façade corrected for all facades; and • external noise criteria of ≤ 84 dB(A) (single event maximum sound pressure level) free field and ≤ 62 dB(A) L_{eq} (24hr) free field for private open space and passive recreation areas. <p>(b) The applicant must ensure that all offices exposed to railway noise meet the internal noise criterion of ≤ 55 dB(A) single event maximum sound pressure level.</p>	(a) & (b) Prior to the commencement of use and to be maintained at all times.
5.	<p>The development must ensure that:</p> <ul style="list-style-type: none"> • no pipe work for services and utilities penetrates any built-to-boundary walls adjacent to rail corridor land; and • access from the rail corridor land is not required to maintain the development. 	Prior to the commencement of use and to be maintained at all times.
6.	(a) Any excavation works, filling and backfilling works, retaining walls and other works involving ground disturbance abutting rail	(a) – (c) Prior to the

No.	Conditions	Condition timing
	<p>corridor land must not de-stabilise rail transport infrastructure or the land supporting this infrastructure.</p> <p>i. In particular, the applicant must provide a RPEQ certified design of any proposed excavation works, filling and backfilling works, retaining works and other works involving ground disturbance abutting rail corridor land, where the level of disturbance exceeds a height or depth of one (1) metre. The RPEQ certification must demonstrate that the works do not de-stabilise rail transport infrastructure and do not undermine the integrity of the land supporting the rail transport infrastructure.</p> <p>(b) Temporary structures and batters must not encroach into rail corridor land.</p> <p>(c) Any retaining structures necessary to stabilise any excavations to the development must be located outside the rail corridor boundary.</p> <p>(d) The development must not store any fill, spoil or any other material on the rail corridor land at any stage of construction.</p>	<p>commencement of use and to be maintained at all times</p> <p>(a)(i) Where a RPEQ certified design is required, prior to obtaining development approval for building work or operational work, whichever occurs first</p> <p>(d) To be maintained at all times during construction</p>
7.	<p>(a) The management of stormwater (quantity and quality) post development must achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% Annual Exceedance Probability (AEP) (equivalent to 1/100 year Average Recurrence Interval (ARI)). Stormwater management for the development must ensure no worsening or actionable nuisance to the rail corridor land and rail transport infrastructure caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects.</p> <p>(b) Any excavation, filling, paving, landscaping, construction or any other works to the land, including noise barriers, must not:</p> <ul style="list-style-type: none"> • create any new discharge points for stormwater runoff onto the rail corridor land; and • interfere with the existing stormwater drainage on the rail corridor land. 	<p>(a) and (b) Prior to the commencement of use and to be maintained at all times.</p>
8.	<p>Fencing must be provided along the site boundary with the rail corridor land in accordance with the Guide for Development in a Railway Environment and:</p> <ul style="list-style-type: none"> • Queensland Rail Standard Drawing 2544 – Standard Security Fence; • Queensland Rail Standard Drawing 2542 – High Security Fence; • Queensland Rail Standard Drawing 2545 – Standard Timber Fence (A or B); or • Queensland Rail Technical Requirement CIVIL-SR-014 – Design of Noise Barriers Adjacent to Railways. 	<p>Prior to the commencement of use and to be maintained at all times.</p>
9.	<p>Solid fences, retaining walls, building walls and/or structures within the development abutting rail corridor land must be protected by an anti-graffiti coating on the side facing the railway.</p>	<p>Prior to the commencement of use and to be maintained at all times.</p>

No.	Conditions	Condition timing
10.	<p>(a) As part of any future development application the applicant must provide a bus stop on each of the northern and southern sides of Foxwell Road between the future Main Street and Railway Road intersections.</p> <p>(b) Each bus stop must be designed and constructed to:</p> <ul style="list-style-type: none"> include the following components in accordance with the TransLink Transit Authority Public Transport Infrastructure Manual May 2012: <ul style="list-style-type: none"> all mandatory bus stop components for an 'Intermediate stop' detailed in section 2.3 of Chapter 2.0; a shelter for each bus stop in accordance with Drawing Bus Shelter Design Type 1A (page 172); a bin in accordance with Appendix B, section B1.3 – Bus Stop Furniture (page 170); a J pole sign in accordance with Drawing No. TL0019 (page 188); provision for the setdown of a 12.5m length single unit rigid bus in an indent bay in accordance with Drawing No. TL-I02 (page 162); and be in accordance with the Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i>. 	(a) & (b) Prior to the commencement of use
11.	<p>(a) The development must provide safe pedestrian crossings of Foxwell Road generally at the locations indicated as 'Major Pedestrian Path', 'On Street cycle land and pedestrian link' and 'Minor Pedestrian Path' on Map 7 Coomera Activity Centre South Indicative Access and Mobility Plan, prepared by URBIS within the Coomera Activity Centre South Development Code (August 2013).</p> <p>The pedestrian crossings shall be provided as a staged delivery, linked directly to relevant stages of development, and only at such time as new development occurs in areas adjacent to the crossings on the southern side of Foxwell Road.</p> <p>(b) The signalised pedestrian crossings must be in accordance with the requirements of Gold Coast City Council.</p>	Timing as indicated in the condition.
Schedule 7, Table 3, Item 10 —Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of Natural Resources and Mines to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
12.	New infrastructure as a result of this material change of use must not be located in Area A (A1 and A2) shown on Referral Agency Response (Vegetation) Plan SDA-0414-009609.	At all times.
13.	<p>Clearing of native vegetation must not occur in Area B1 shown on Referral Agency Response (Vegetation) Plan SDA-0414-009609 unless clearing is –</p> <ul style="list-style-type: none"> In accordance with conditions on a concurrence agency response issued by the chief executive administering the Sustainable Planning Act 2009 for a development approval; or In accordance with conditions on a development approval where the chief executive administering the Sustainable 	At all times.

No.	Conditions	Condition timing
	Planning Act 2009 is assessment manager for operational works that is the clearing of native vegetation	
14.	Development must not negatively impact on the hydrological regime, water quality and aquatic and terrestrial habitat of any natural wetland as defined in the State Development Assessment Provisions v1.1 Module 8, either directly or indirectly.	At all times.
Schedule 7, Table 3, Item 5 —Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General of Environment and Heritage Protection to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
15.	<p>No development is to be located within the high coastal hazard area within the coastal management district unless it is:</p> <ul style="list-style-type: none"> • Coastal dependant development; or • Compatible with inundation due to its nature or function • Temporary, readily relocatable, or able to be abandoned: or • Essential community service infrastructure 	At all times.
16.	Any future development related to this approval and undertaken within the coastal management district must be undertaken in a manner which avoids adverse impacts to matters of State environmental significance, or where not reasonably possible, impacts must be minimised and residual impacts offset.	At all times
<p>Definitions</p> <p>Words and phrases used throughout Attachment 1 – conditions 15 and 16 are defined below. Where a definition for a term used in the relevant conditions is sought and the term is not defined within this advice the definitions provided in the relevant legislation shall be used.</p> <p>“coastal dependant development” means development that requires land adjoining the foreshore and access to tidal water to function.</p> <p>“coastal hazard area” means a storm tide inundation area or erosion prone area.</p> <p>“defined storm tide” means the event, measured in terms of likelihood of reoccurrence, and associated inundation level adopted to manage the development of a particular area.</p> <p>“Erosion prone area” means an area declared to be an erosion prone area under section 70 (01) of the <i>Coastal Protection and Management Act 1995</i>.</p> <p>“High coastal hazard area” means the part of the erosion prone area is within the coastal management district, land that is projected to be permanently inundated due to 0.8 metre sea-level rise by 2100 and the part of the storm tide inundation area that is projected to be temporarily inundated to a depth of one metre or more during a defined storm tide event.</p> <p>“storm tide inundation” means the inundation of land by the temporary elevation of coastal water by a storm surge combined with the normally occurring astronomical tide.</p>		

Table 1
Coomera Town Centre
Weekday PM Peak Hour Design Traffic Generation Rates

(to be used to establish contributions to upgradings of the Pacific Motorway interchanges at indexed rate per trip end: weekday pm peak hour trip end per unit of development as proposed in preliminary approval, to be paid at the time of subsequent development permits).

Land Use Type Rates (vph)	Design Parameter	Design generation Trip End in PM Peak Hour
Retail	100sq.m. GFA	5.0
Showrooms/ display facilities		
Average (unspecified)	100sq.m. GFA	2.5
Low intensity (eg furniture)	100sq.m. GFA	1.0
Intense (incl Bunnings, electrical, etc.)	100sq.m. TUA	3.5
Commercial / Professional Office	100sq.m. GFA	3.0
Short term accommodation / Tavern	100sq.m. GFA	5.0
Other (shop only ie Service Station)	100sq.m. GFA	12.0
High/ Medium Density Residential	Accommodation unit/ dwelling	0.6

Other uses

As specified in Appendix 3A, Chapter 3 of the DTMR Road Planning and Design Manual, or as agreed between Applicant and DTMR (arbitration if not agreed).

Notes:

GFA = Gross Floor Area, as defined above in condition 3

TUA = Total Use Area

These basic trip generation rates are development driveway generation rates. The contribution rates adopted take account of linked and diverted trip, internal trips, directional distributions etc.

Our reference: SDA-0913-004615

Your reference: MCU201300592

Attachment 2—Amended reasons for decision to impose conditions

The reasons for this decision are:

- To mitigate the developments impact on the State Controlled Road network a monetary contribution towards an upgrade of the Foxwell Road Interchange is required;
- Due to the proposed uses and the operation of Foxwell Road, indented bus bays and stops are required to service the proposed development, whilst not unduly impacting on the operation of the local road network;
- The development will be impacted on by environmental emissions generated by public passenger transport, public passenger transport infrastructure and/or railways and is required to address these impacts;
- Stormwater from development can have a significant adverse impact on public passenger transport and / or public passenger transport infrastructure and on the safety and operational integrity of railways and future railways;
- Substantial filling and excavation is to be undertaken immediately adjacent to the rail corridor, which requires monitoring to ensure this will not have an impact on the rail infrastructure or operations;
- A fence will form a suitable barrier to ensure persons and/or animals do not traverse the rail environment, endangering their and others safety;
- The development must provide safe and legible pedestrian access to public transport facilities;
- To maintain the current extent of any natural wetland and protect the hydrological regime, water quality and habitat associated with any natural wetland;
- To ensure development does not directly or indirectly negatively impact on any natural wetland;
- To retain sufficient connectivity of vegetation within the subject lots and in the landscape adjacent to the subject lots;
- To ensure the development achieves the applicable performance outcomes of the State Development Assessment Provisions v1.1 Module 8; and
- To ensure the development achieves the performance outcomes within the SDAP Module 10.

Findings on material questions of fact

- Traffic generated by the proposal will have an impact on the safety and efficiency of the state-controlled road network and will be mitigated by “staging of the approval” and the provision of a contribution to the necessary infrastructure upgrades.
- It is noted that the Foxwell Road interchange (M1 Pacific Motorway – Exit 54 Coomera Interchange) currently does not have any capacity and so any additional impacts to the interchange is unacceptable from safety and efficiency of the State controlled road network.
- It is also noted that the Coomera Activity Centre South is a separate application to the Coomera Activity Centre North and that the department did not provide a threshold for development as there is no capacity for additional development until the M1 Pacific Motorway – Exit 54 Coomera Interchange is upgraded.
- The development will generate the need for a more convenient bus stop to service the development and can be effectively managed through the provision of additional passenger transport infrastructure.
- Any additional stormwater runoff from the property to the state-transport network is likely to be minor only and can be effectively managed through the imposition of appropriate conditions.

- Excavation and filling immediately adjoining a rail corridor is expected be managed by these activities occurring within the subject land. Conditions require additional details will manage any potential impact.
- Persons accessing the railway environment can create a safety concern. This concern can be adequately managed by erecting/maintain a security fence along the common boundary.
- The development must be conditioned to achieve compliance with the relevant noise criteria set out in Module 1.1 – Managing Noise and Vibration Impacts from Transport Corridors State Code of the State Development Assessment Provisions and the Department of Transport and Main Roads Policy Position Statement: Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure; Version 2.0 dated 10 May 2013.
- The development must provide safe and convenient access to public passenger transport and public passenger transport facilities.
- The property is mapped as containing Category B on the Regulated Vegetation Management Map which has been identified as regional ecosystems 12.11.5a/12.11.5j, 12.3.11, 12.3.5a and 12.1.1 on the Vegetation Management Supporting Map.
- Vegetation surveys were performed by Newground to validate the on ground regional ecosystems. This data was used in the assessment.
- Development as a result of this material change of use is only proposed within lot 102 SP245330.
- Lot 16 SP131566 contains a natural wetland mapped on the Vegetation management wetlands map.
- The expanded urban footprint is proposed within 100m of a natural wetland as defined in the State Development Assessment Provisions v1.1 Module 8. Conditions will ensure that clearing does not occur within 50m the adjacent natural wetland and wetland values will be maintained.
- Vegetation is proposed to be retained within the subject lots to ensure that sufficient connectivity and ecosystem functioning can continue through the site and within the adjacent landscape. The retained vegetation will be within the Conservation Precinct 9e under the Gold Coast City Council Planning Scheme.
- The imposition of conditions is required to ensure that suitable coastal and environmental outcomes are achieved by the development.

Evidence or other material on which the findings were based

- Application material submitted to the Department at lodgement;
- Information response and further information submitted to the Department;
- State Development Assessment Provisions published by the Department of State Development, Infrastructure and Planning;
- *Sustainable Planning Act 2009*; and
- Sustainable Planning Regulation 2009.

Our reference: SDA-0913-004615

Your reference: MCU201300592

Attachment 3—Amended further advice

General advice	
Railways	
1.	Pursuant to section 255 of the Transport Infrastructure Act 1994, the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations.
Public Passenger Transport	
2.	The development application seeks a Preliminary Approval under s.242 of the Sustainable Planning Act 2009 for a wide range of uses. Some of these uses are likely to generate taxi demand, namely retail, tourist related uses and short-term accommodation. Therefore in seeking subsequent development permits for a material change of use triggered to the state for concurrence agency assessment under the state transport thresholds, the applicant should demonstrate how the proposal complies with the State Development Assessment Provisions, in particular PO9 (taxi facilities) of Module 17 – Public and Active Transport.



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

Our reference: SDA-0913-004615

4 August 2014

QIC Coomera Real Estate Pty Ltd
C/ Urbis Pty Ltd
Attention: Peter Gill
Via email only: pgill@urbis.com.au

Dear Peter,

**Request for applicant agreement to amended concurrence agency response
64 Foxwell Road, Coomera (Lot 16 SP131566 & Lot 102 SP245330)**

(Related to section 320(1) of the *Sustainable Planning Act 2009*)

The Department of State Development, Infrastructure and Planning received representations under section 320(1) of the *Sustainable Planning Act 2009* on 8 July 2014 requesting that the department amend its concurrence agency response under section 290(1)(b)(i) of the *Sustainable Planning Act 2009*. The concurrence agency response described below:

Site details

Real property description: Lot 16 SP131566 & Lot 102 SP245330
Local government area: City of Gold Coast

Application details

Proposed development: Preliminary Approval (under section 242 of the *Sustainable Planning Act 2009*) overriding the local planning instrument for making a Material Change of Use being development in accordance with the Coomera Activity Centre South Development Code.

Original concurrence agency response

Date of original response: 3 June 2014
Original response details: Preliminary approval only, subject to conditions

The department has considered your representations and agrees to issue an amended concurrence agency response, as attached.

Pursuant to section 290(1)(b)(i) of the *Sustainable Planning Act 2009*, you must provide written agreement for the amended concurrence agency response to take effect. A pro forma is attached to assist you to provide your agreement.

If you require any further information, please contact Martin Garred, Principal Planner, Regional Services – SEQ South on 5644 3213, or via email GCSARA@dsdip.qld.gov.au who will be able to assist.

Yours sincerely



Amanda Tzannes
A/Manager - Planning

cc: Council of the City of Gold Coast (Via email only: mail@goldcoast.qld.gov.au)

enc: Amended concurrence agency response, including

- Attachment 1—Conditions to be imposed,
- Attachment 2—Reasons for decision to impose conditions and
- Attachment 3—Further advice

Pro forma for written agreement

Our reference: SDA-0913-004615

Attn: Martin Garred
Principal Planner, Regional Services – SEQ South
GCSARA@dsdip.qld.gov.au

Written agreement for the Department of State Development, Infrastructure and Planning to amend its concurrence agency response

(Given under section 290(1)(b)(i) of the *Sustainable Planning Act 2009*)

Street address: 64 Foxwell Road, Coomera
Real property description: Lot 16 SP131566 & Lot 102 SP245330
Assessment manager reference: MCU201300592
Local government area: City of Gold Coast

As the applicant of the above development application, I hereby agree to the amended concurrence agency response provided to me in the notice dated 4 August 2014:

Name of applicant: QIC Coomera Real Estate Pty Ltd

Signature of applicant:

Date:

18 / 8 / 2014