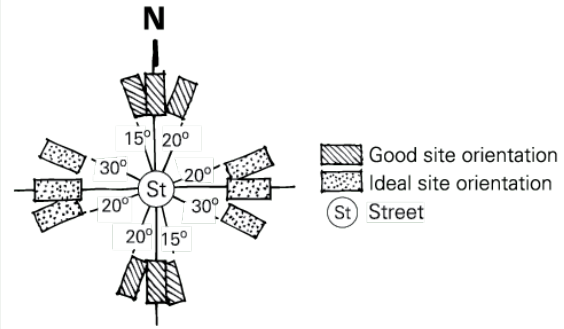
Relevant PDA Development Requirements from the Halls Creek PDA ILUP are addressed in the following table.

Structural Elements	
Criteria	**Compliance**
4.1.1 Urban Living	
Development supports the delivery of well-designed neighbourhoods by:	
1. Delivering a net residential density and a range of lots sizes distributed throughout the neighbourhood that can support a variety of homes, which services the anticipated population of the PDA.	Complies As outlined under section 3.0 of the Town Planning Report, the proposed early release area (ERA) delivers a net residential density of approximately 22.13 d/ha via a wide variety of lot sizes ranging between approximately 54m2 to 598m2, as well as medium density and duplex offerings. These diverse lot typologies are capable of accommodating a diverse product mix of detached and attached housing products. Additional housing choice is accommodated by the proposed medium density sites.
2. Orientating blocks and lots having regard to site topography, prevailing breezes and thermal comfort.	Complies The proposed development appropriately responds to the physical characteristics of the site, including topography, orientation and climatic conditions. The proposed lot layout follows a modified grid pattern, generally aligned to a predominantly east-west axis, maximising opportunities for natural ventilation, solar access and thermal comfort. Please refer to the enclosed Urban Design Statement (**Attachment 6**) which demonstrates the vast majority of proposed residential lots benefitting from either an ideal or good solar orientation which, in a south-east Queensland climate is as follows: 

Structural Elements	
Criteria	**Compliance**
3. Maintaining and enhancing local landscape character, scenic amenity and important cultural landscapes by retaining mature vegetation and integrating natural features such as waterways and slope.	Complies The proposed ERA has been designed to recognise and respond to the local landscape and uniquely Sunshine Coast character, scenic amenity, local plant species and important cultural landscapes. For further details of proposed landscape design elements, please refer to the enclosed: - Landscape Concept Plan (**Attachment 7**).
4. Enable buildings to be adequately setback from lot boundaries to provide privacy to occupants and adjoining residents, maintain high levels of amenity and create suitable transitions and variation in height and form[7]. [7] Section 84 of the ED Act.	Complies The proposed ERA provides lots capable of accommodating buildings with appropriate setbacks, ensuring privacy, access to light and ventilation, and a high level of residential amenity. For further details, please refer to the enclosed Plan of Development (PoD) (**Attachment 5**), which adopts residential design parameters which accord with those previously approved and implemented in the applicant's award-winning Aura masterplanned community.
5. Incorporating materials and finishes, including roofs, that minimise heat retention.	Complies The enclosed PoD (**Attachment 5**) includes a range of design parameters to ensure dwellings are of high-quality and deliver an appropriate level of sustainability.
6. Facilitating housing outcomes that provide for secondary dwellings, dual occupancies, terraces and multiple dwellings, particularly where in proximity to centres, schools and other activity nodes.	Complies Please refer to section 3.0 of the Town Planning Report which provides a breakdown of the housing products proposed as part of the ERA. In summary, the proposed ERA will enable a diverse range of housing outcomes, including: - A variety of attached and detached houses - Secondary dwellings - Duplexes - Rear and front-loaded terraces - Multiple dwelling.
7. Providing a permeable and legible street network that promotes walkability, connects to parks, schools and centres, and supports public and active transport modes.	Complies The proposed ERA provides a permeable and legible street network that promotes active and public transport use. For further commentary around these design outcomes, please refer to the enclosed: - Urban Design Statement (**Attachment 6**) - Traffic Impact Assessment (**Attachment 8**).

Structural Elements	
Criteria	**Compliance**
8. Providing car parking, access, bicycle parking and other servicing[10]. [10] Refer to the Sunshine Coast Planning Scheme 2014	Complies The proposed ERA adopts car parking and bicycle parking rates which accord with the applicant's award-winning Aura masterplanned community within the Caloundra South PDA.
9. Incorporating Crime Prevention Through Environmental Design (CPTED) principles to ensure safety and passive surveillance of streets and open spaces and mid-block links	Complies The proposed ERA has been designed with due regard for CPTED principles. In particular, all proposed parks have been designed to maximise road frontage and opportunities for passive surveillance, lots and dwellings are orientated to streets and open space, and cross-block links have been minimised to only one within Stage 17 which has been designed to be: - straight, short (~50m), direct and wide (~10 metres) - visible from the street at both ends - clear of concealment and entrapment opportunities - overlooked by surrounding dwellings - illuminated.
10. Delivering neighbourhood parks at a rate which services the anticipated population of the PDA, designed and sited to service the needs of the community and complement the residential character of the area	Complies As demonstrated by the assessment provided in section 3.0 of the Town Planning Report, the proposed ERA includes a range of high-quality parks and open space elements which exceed the rates and specifications identified in PDA Guideline 12 – Park Planning and Design.
4.1.2 Enterprise and Employment	
Development delivers Enterprise areas that support a diverse range of activities and contribute to meeting the employment needs and economic growth of the Sunshine Coast region. **Development facilitates Enterprise by:**	
1. Locating a service core along a major road adjacent to the main entry to the area with good access to public transport.	Complies The proposed ERA includes the early delivery of 9 x enterprise lots which are accessed via the higher order road network which has been designed to facilitate future public transport services. Additionally, the proposed enterprise lots will be connected to the Aura South active transport network, providing connections to The Wave rail station.
2. Higher impact uses are generally located centrally within the area to provide maximum separation from sensitive uses outside the enterprise area.	Complies

Structural Elements	
Criteria	**Compliance**
	The 9 x proposed enterprise lots are situated on the southern periphery of the enterprise area and do not constitute higher impact uses. Higher impact uses may be the subject of subsequent development applications.
3. Accommodating low impact and low intensity industry, service and business activities which are compatible, located at the periphery of the industrial area to provide an appropriate transition to Urban living areas within the PDA and Rural residential areas outside of the PDA.	Complies As above.
4. Protecting and retaining significant waterways and other natural features as a feature of the area and incorporating into the broader open space network, including any cycle or pedestrian network.	Complies The proposed ERA responds to the site's natural features. For further details, please refer to the enclosed: - Landscape Concept Plan (**Attachment 7**) - Environmental Assessment Report (**Attachment 13**).
5. Access to the area is available from a connector or higher order road, and does not require heavy vehicles to pass through residential areas.	Complies Access to the enterprise area is available from the ERA's higher order road network. Additionally, access arrangements have been configured to ensure industrial traffic is appropriately directed to avoid unnecessary movement through residential areas.
6. Delivers a connected and legible movement network that supports efficient freight access and integration with surrounding land uses	Complies The proposed ERA provides a connected and legible movement network that supports efficient vehicle circulation, freight access and connectivity with surrounding land uses. For further details of the proposed movement network, please refer to the enclosed: - Traffic Impact Assessment (**Attachment 8**).
7. Creating a highly connected, legible and permeable grid network that promotes safe movements and provides direct pedestrian and cyclist access to the service core.	Complies The ERA features a highly connected, legible and permeable movement network that accommodates pedestrian, cyclist and vehicle movements. For further details of the proposed movement network and the underpinning urban design approach, please refer to the enclosed: - Traffic Impact Assessment (**Attachment 8**) - Urban Design Statement (**Attachment 6**).
8. Those uses involving the use, storage and disposal of hazardous chemicals and other hazardous materials are appropriate located and minimise health and safety risks to surrounding land uses and individuals, and	Not relevant The proposed enterprise lots are not intended to facilitate development which involves the storage or disposal of hazardous chemicals or materials.

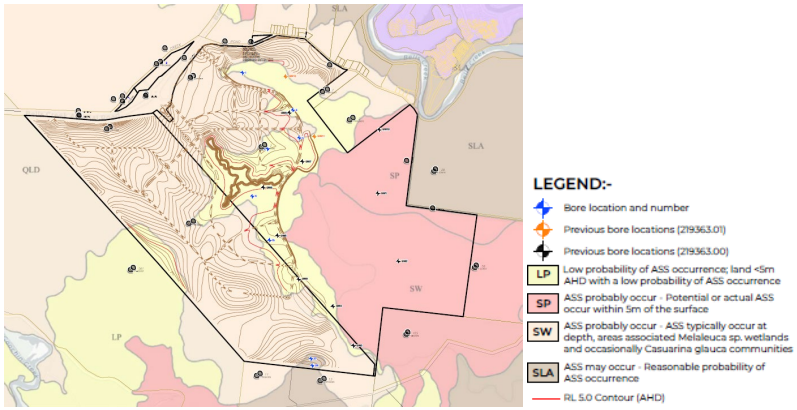
Structural Elements	
Criteria	**Compliance**
9. Promoting passive surveillance and activation of the street frontage with clearly identifiable and accessible entrances to the building and landscaping to promote high-amenity streetscapes	Complies The proposed PoD includes a range of design parameters which promote passive surveillance, street activation and high amenity streetscapes.
4.1.3 Activity Centre	
Development delivers an activity centre (town centre) that:	
1. Will complement the existing network of centres within Sunshine Coast region that support anticipated population growth within the PDA.	Not relevant The proposed ERA does not include an activity centre of the scale of a town centre / district centre. A town centre / district centre will be the subject of a future PDA development application which will consider the broader network of centres across the Sunshine Coast region.
2. Service the retail and commercial needs of the community generally in the locations shown on the Structural Elements Plan.	Not relevant As above.
3. Provide a mix of uses that support economic activity, community interaction, and day-to-day convenience for residents and workers.	Not relevant As above.
4. Create active frontages that provide a high-quality public realm and a safe environment through the application of CPTED principles including passive surveillance of the street and public spaces.	Not relevant As above.
5. Incorporate public and civic spaces that are safe, inclusive, and contribute to a sense of place.	Not relevant As above.
6. Ensure built form and architectural design reinforce the role and identity of the centre, with appropriate scale, massing, and articulation	Not relevant As above.
7. Locate car parking areas that do not dominate the street with rates in accordance with the Planning scheme.	Not relevant As above.
8. Provide access to centres via multiple transport modes such as walking, cycling, public transport and private vehicles, with priority given to active and public transport, and	Not relevant As above.
9. Incorporate landscaping and mature vegetation along boundaries, streets, in hard-stand areas, along major pathways, in the public realm and open space areas to create amenity, reduce heat exposure and to provide buffers to sensitive land uses.	Not relevant As above.

Structural Elements	
Criteria	**Compliance**
4.1.4 Green Network	
The Green Network is designed to protect, connect, and enhance areas with significant natural environmental values. The area maintains biodiversity and wildlife habitats, and includes waterbodies and flood affected land providing passive recreation opportunities. **The Green Network:**	
1. Provides for multifunctional green spaces that support compatible uses such as informal community recreation, active transport, flood mitigation, habitat connectivity and stormwater management: a. Ensures development is located, designed, constructed and operated to avoid where possible, b. Environmental values of receiving waters, c. Significant vegetation, wetlands and waterways, d. Fauna movement corridors, and e. Fish and other marine animal waterway movements	Complies The ERA proposes the staged delivery of a high-amity and multi-functional open space network comprising formalised parks, including 4 x Local Parks, 1 x Neighbourhood Recreational Park, 1 x District Sports Park and linear open space. Collectively, these open space elements ensure that the community will be serviced by a range of recreational spaces, sports facilities and high-amenity landscape features, which also provide for stormwater management and faun habitat and movement. For further details of proposed landscape elements, open space and biodiversity outcomes, please refer the enclosed: - Landscape Concept Plan (**Attachment 7**) - Environmental Assessment Report (**Attachment 13**).
2. Incorporates appropriate buffers to ensure mitigation of adverse impacts on areas containing matters of State or National environmental significance, waterways, significant vegetation and habitat or adjoining conservation areas are managed, including (but not limited to): a. Wallum Sedge Frog (WSF) offset area, b. Mt Emu She-oak habitat and buffer c. Coastal Swamp Threatened Ecological Community (TEC) primary buffer and secondary buffer d. Northern Inter-Urban Break and forestry buffer e. Lifestyle buffer, and f. Bells Creek Arterial Road buffer.	Complies Please refer to the following enclosed specialist report which demonstrates that the ERA can proceed without unacceptable impacts on matters of environmental significance: - Environmental Assessment Report (**Attachment 13**).
3. Supports ecological connectivity and avoids fragmentation of areas of environmental significance to ensure ecological processes and areas of significant habitat is maintained.	Complies The proposed ERA will not result in the fragmentation of areas of environmental significance. Please refer to the following specialist report which assesses the impact of the proposed ERA on matters of environmental significance.: - Environmental Assessment Report (**Attachment 13**).

Structural Elements	
Criteria	**Compliance**
4. Ensures development: a. does not cause unacceptable impact on the habitat of threatened and endangered species, b. has regard to the regional Inter-Urban Break, incorporating a dedicated buffer that protect its landscape value, ecological function and visual amenity benefit, c. protects downstream environmental values, ensuring no increased impact on existing significant vegetation, native fauna and/or other aspects of the wetland during inundation of the wetland, and d. implements contemporary, best practice erosion and sediment control measures during all development phases.	Complies The following enclosed specialist report provides and assessment of the ERA against matters of environmental significance., concluding that the ERA is a low-impact development area located within previously cleared land that avoids significant ecological, waterway and coastal environmental values. Furthermore, the ERA is situated within the PDA's north-western extremities well away from the Northern Inter-Urban Break. Subsequent stages of development will address buffering to the Northern Inter-Urban Break to ensure its landscape value, ecological function and visual amenity benefit are maintained. - Environmental Assessment Report (**Attachment 13**).
5. Manages water quality to: a. achieve the water quality objectives under the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 and management of prescribed water contaminants under section 440ZG of the Environment Protection Act 1994, b. ensure development will not adversely affect the hydrology of wetland and heathland ecosystems in a manner harmful to flora and fauna of those ecosystems, and c. Prevent deterioration within Pumicestone Passage and its tributaries	Complies As detailed in the following enclosed specialist report, the water quality standards imposed by the Halls Creek ILUP will be exceeded, ensuring environmental values are not adversely impacted: - Stormwater Quality Management Plan (**Attachment 10**).

PDA Wide Criteria	
Criteria	**Compliance**
4.2.1 Transport and Connectivity[11] [11] Refer EDQ Guidelines No. 6 (Street and movement network) and State code 1: Development in a state-controlled road environment	
The design and layout of development:	
1. Creates a highly permeable movement network that improves internal connectivity and links effectively to surrounding areas and key regional destinations.	Complies The proposed ERA has been designed to integrate with existing and planned movement networks, providing safe and efficient vehicular, pedestrian and cyclist connectivity to surrounding roads and key regional destinations. The development supports the creation of a permeable movement network that improves internal connectivity and is well integrated with surrounding land uses. For further details, please refer to the following specialist report which provides an assessment against State Code 1: Development in a state-controlled road environment. - Traffic Impact Assessment (**Attachment 8**).
2. Ensures movement networks enable safe and efficient transport operations, addressing impacts on the broader transport and traffic system and maintaining the performance of the state-controlled road network[12], [12] Any development impacting on a state-controlled road network is to be in accordance with the department of transport and main roads (December 2018) guide to traffic impact assessment (GTIA)	Complies As above.
3. Delivers safe, accessible and well-connected active and public transport infrastructure, supporting convenient access to public transport stops, pathways and cycling routes[13], and [13] Refer State code 6: Protection of state transport networks	Complies The proposed development provides safe, accessible and well-connected active and public transport infrastructure that supports convenient access to nearby public transport stops, pedestrian pathways and cycling routes. For further details of proposed movement networks and the overall urban design philosophy, please refer to the following specialist documentation: - Traffic Impact Assessment (**Attachment 8**) - Urban Design Statement (**Attachment 6**).
4. Facilitates integrated, legible and connected pedestrian, cycling and public transport networks to promote safe, convenient and direct movement.	Complies As above.

4.2.2 Community safety	
Development ensures:	
1. Personal safety and security are promoted through the design of well-serviced built environment, and.	Complies The proposed ERA has been designed with due regard to CPTED principles. For example, road frontages to all parks have been maximised, lots and dwellings are orientated to the street, with only one cross block link proposed within Stage 17. This cross-block link has been designed to be: - straight, short (~50m), direct and wide (~10 metres) - visible from the street at both ends - clear of concealment and entrapment opportunities - overlooked by surrounding dwellings - illuminated.
2. Sensitive uses are appropriately located and designed to ensure sufficient separation from, and compatibility with, any existing use in the vicinity that could present hazard or risk,	Complies Proposed sensitive land uses are adequately separated from uses which could present a hazard or risk. In terms of noise emissions, please refer to the following specialist report for details of proposed mitigations to ensure appropriate levels of amenity are achieved and maintained.

4.2.2.1 Acid Sulfate Soils	
Development:	
1. Involving filling, excavation or any other form of development that may disturb potential or actual acid sulfate soils (ASS) is supported by ASS investigation report.	Complies The applicant has undertaken a preliminary ASS investigation. A Factual Report on the Preliminary ASS Investigation is provided in Appendix E of the enclosed Engineering Services Report (**Attachment 9**). Relevant ASS probability mapping is reproduced below:  It is understood that EDQ's typical practice is to condition the provision of an ASS investigation report (where necessary). If deemed necessary, we welcome the imposition of a condition to this effect.
2. Ensures ASS is treated in accordance with current good practice in Queensland[14], and [14] refer Queensland acid sulfate soil management guidelines v.5.1, department of resource and the department of environment, science and innovation	Complies As above.
3. Ensures the disturbance of ASS is: a. Avoided to the greatest extent practical, and b. Is managed to reduce risks posed to the natural and built environments from the release of acid and metal contaminants and protect human health.	Complies As above.

place design group.

4.2.2.2 Contaminated Land[15] [15] Development on contaminated land under the Environment Protection Act 1994 (EP Act) must be in accordance with a site management plan under chapter 7, part 8 of the EP Act. Removal of contaminated soil from contaminated land under the EP Act must be in accordance with a site disposal permit under the Act	
Development:	
1. Avoids, or where this is not reasonably practical, minimises and mitigates adverse impacts on people, property and the environment from contaminated land.	Not relevant Lot 1 on SP332399 and Lot 2 on SP357748 are not identified as being subject to contamination. Please refer to the CLR and EMR reports included at **Attachment 2**.
2. Manages contaminated land to ensure all land is suitable for its proposed future use, and sensitive uses are to be protected from the impacts of previous hazardous activities, and	Not relevant As above.
3. Ensures that good practice management measures are implemented to prevent contamination spreading beyond its existing extent due to development activities.	Not relevant As above.
4.2.2.3 Natural Hazards	
Development:	
1. Is designed and located to avoid natural hazard, or incorporates mitigation measures to achieve an acceptable level of risk that protects personal safety and property.	Complies The ERA is not subject to natural hazards which present an unacceptable risk to people and property. For further details around potential natural hazard risks, please refer to the following specialist reports: - Flood Assessment (**Attachment 11**) - Bushfire Management Plan (**Attachment 14**) - Environmental Assessment Report (**Attachment 13**).
2. Supports disaster management operations in natural hazard areas and does not hinder response capacity or capability	Complies The proposed ERA supports disaster management operations by avoiding areas subject to natural hazards and maintaining safe and functional access for emergency vehicles and personnel during hazard events.
3. Ensures community infrastructure is sited and designed to maintain required level of functionality during and immediately after a natural hazard event, and.	Complies The proposed ERA does not involve the siting of community infrastructure within areas subject to natural hazards.
4. Avoids, both directly and indirectly, any increase in the exposure or severity of natural hazards and prevents potential damage on the site or to surrounding property	Complies The proposed ERA does not increase the exposure or severity of natural hazards and prevents damage to the site and surrounding properties by avoiding areas subject to natural hazards.

4.2.2.4 Bushfire[16] [16] Refer to the SPP.	
Development:	
1. Is designed and located to avoid natural hazard, or incorporates mitigation measures to achieve an acceptable level of risk that protects personal safety and property.	Complies The enclosed Bushfire Hazard Assessment (**Attachment 14**) concludes that, while the site of the ERA is identified within State and local bushfire mapping overlays, detailed field investigations confirm that the land is not exposed to hazardous vegetation and presents a low bushfire risk.
2. Supports disaster management operations in natural hazard areas and does not hinder disaster management responses or capacity and capability	Complies As above.
3. Ensures community infrastructure is sited and designed to maintain required level of functionality during and immediately after a natural hazard event, and.	Complies As above.
4. Avoids any increase in the exposure or severity of the natural hazard within the natural hazard area, and prevents potential damage on the site or to other property	Complies As above.
4.2.2.5 Flood Risk Management[17] [17] Refer to Sunshine Coast Council 2014 mapping, requirements, standards and guidance, including the Flood overlay code and Flood planning scheme policy.	
Development ensures that flood risk to life, property and the environment is mitigated to an acceptable or tolerable level, and that risk is managed by:	
1. Avoiding flood hazard areas or incorporating mitigation measures to protect people from flood events up to and including the probable maximum flood level	Complies The ERA is not identified as being subject to flooding and is supported by the following specialist report which assesses potential flood risk: - Flood Assessment (**Attachment 11**)
2. Protecting floodplain storage, maintaining waterway flood conveyance capacity, retaining or enhancing vegetation that mitigate flood hazard	Complies As above.
3. Avoiding an increase hazard exposure or severity and preventing potential damage on the site or to surrounding properties and infrastructure	Complies As above.
4. Supporting disaster management operations, and not hindering or unduly burdening response or recovery capacity and capability	Complies The proposed ERA supports disaster management operations by avoiding areas subject to natural hazards and maintaining safe and functional access for emergency vehicles and personnel during hazard events.

5. Ensuring essential network and community infrastructure maintains effective function during, and immediately after, future flood and storm-tide events	Complies The proposed ERA does not seek to establish community infrastructure or essential network infrastructure within areas subject to natural hazards.
6. Avoiding risks to public health and safety and the environment by appropriately locating hazardous materials and preventing their release during flood events	Not relevant The ERA does not seek to enable land uses which involve the storage of hazardous materials.
7. Providing durable and flood resilient public realm	Complies All proposed public realm elements achieve an appropriate level of flood immunity and climate resilience. For further details, please refer to the following specialist documents: - Flood Assessment (**Attachment 11**) - Landscape Concept Plan (**Attachment 7**).
8. Ensuring habitable rooms and non–habitable rooms achieve an acceptable level of flood immunity	Complies The ERA is not identified as being subject to flooding and is supported by the following specialist report which assesses potential flood risk: - Flood Assessment (**Attachment 11**).
4.2.3 Infrastructure	
Development:	
1. Supports the efficient, effective and economic delivery, operation and lifecycle performance of infrastructure by: a. ensuring the timely delivery of planned infrastructure, b. providing infrastructure and services in a coordinated, sequential and integrated manner that aligns with land use and development staging, c. prioritising and supporting active transport networks, d. ensuring all connections and access arrangements comply with the standards and requirements of the relevant infrastructure entity, e. incorporating capacity for future technological advancements, including digital and information systems, and f. locating and designing infrastructure and services to maximise operational efficiency, resilience and ease of maintenance.	Complies The proposed ERA supports the efficient, effective and economic delivery, operation and lifecycle performance of infrastructure. The development provides infrastructure and services in a coordinated and integrated manner that aligns with the intended land use and development staging. Appropriate access and connection arrangements will be provided in accordance with the relevant standards and requirements. Further, the development is designed to maximise operational efficiency, resilience and ease of maintenance and supports the integration of active transport networks. For further details of the proposed ERA urban servicing strategy, please refer to the enclosed Engineering Services Report (**Attachment 9**). As detailed in the report, the ERA can be serviced through a coordinated and staged infrastructure delivery framework, which makes efficient use of existing committed infrastructure associated with the adjacent Aura masterplanned community located on the norther side of the Bells Creek Arterial Road.

2. Enables sustainable, integrated and localised systems for water, wastewater, waste, energy or other utilities, provided they: a. do not adversely affect the amenity, character or visual quality of the area, b. do not cause environmental harm, nuisance or unacceptable off-site impacts, c. deliver a level of service, environmental performance and whole-of-life cost equal to or better than conventional servicing solutions, d. do not constrain or undermine the intended development outcomes of the PDA, and e. do not impede or conflict with the delivery of planned infrastructure required to achieve the PDA vision.	Complies The proposed development enables the provision of sustainable and integrated systems for water, wastewater, waste, energy and other utilities as required. The proposed servicing arrangements will not adversely affect the amenity, character or visual quality of the area and are not expected to result in environmental harm, nuisance or unacceptable off-site impacts. The development does not constrain or undermine the intended development outcomes of the PDA and does not conflict with the delivery of planned infrastructure to achieve the PDA vision. For further details of the proposed ERA urban servicing strategy, please refer to the enclosed Engineering Services Report (**Attachment 9**).

The following relevant PDA Guidelines are addressed in Tables A-C as follows:

- PDA Guideline 1 – Residential 30.
- PDA Guideline 5 – Neighbourhood Planning and Design.
- PDA Guideline 12 – Parks Planning and Design.

Table A: PDA Guideline 1 – Residential 30		
Item	**Requirements/Standards**	**Response**
Neighbourhood design		
Integrating new neighbourhoods with existing neighbourhoods	Where possible, all new development will be planned, designed and delivered to facilitate the creation of new neighbourhoods and contribute to the enhancement of existing neighbourhoods.	Complies Please refer to the enclosed Urban Design Statement (**Attachment 6**), Transport Impact Assessment (**Attachment 8**) and Engineering Services Report (**Attachment 9**), which demonstrate the following: - The ERA represents a logical and sequential extension of the existing and approved Aura community within the Caloundra South PDA. - The neighbourhood structure has been designed to integrate with the broader Aura South urban framework, including planned future neighbourhoods, activity centres, employment areas, parks and movement corridors. - Access is provided via the existing BCA, enabling efficient connectivity and integration with the existing Aura community, the regional transport network, and committed public transport services (e.g. The Wave). - The development incorporates an extensive active transport network, including a shared pathway network, pedestrian and cycle bridge connection to Gagalba integrating with the broader Aura walking and cycling network. - Residents of the ERA will have convenient access to existing and approved community infrastructure within Aura, including schools, parks, sporting facilities, employment areas, neighbourhood centres and the future Aura Town Centre.

Table A: PDA Guideline 1 – Residential 30		
Item	**Requirements/Standards**	**Response**
		- The ERA will be serviced through the staged augmentation and extension of existing Aura infrastructure networks, including water, sewer, electricity, telecommunications and transport infrastructure, facilitating efficient utilisation of established and committed infrastructure investment. - Initial servicing will utilise available capacity within the existing Aura water and sewer networks, with ultimate servicing transitioning to planned Aura South trunk infrastructure, including the future water reservoir, sewer pump station and associated trunk networks. - The proposed road network, utility infrastructure and servicing strategy have been designed to support both the ERA and the ultimate development of Aura South, ensuring integration occurs in an orderly, coordinated and infrastructure-efficient manner. - Through its physical, functional and servicing connections, the ERA will form an integrated component of the broader Aura community and contribute to the delivery of the long-term vision for Aura South.
Respecting local conditions in the neighbourhood plan	The neighbourhood layout and design should respect and respond appropriately to local conditions, including: - the local market and need for housing and business - physical features such as topography, natural drainage systems and vegetation - places of cultural heritage significance - opportunities for views and vistas and other elements that will clearly identify, and from a commercial perspective, 'brand' the neighbourhood - providing connections to existing facilities, services and movement networks in the surrounding area.	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**), Urban Design Statement (**Attachment 6**), Environmental Assessment Report (**Attachment 13**) and Landscape Concept Plan (**Attachment 7**), which demonstrate the following: - The neighbourhood structure responds to the site's flat to gently sloping topography and existing drainage patterns. - Development has been concentrated within a low constraint development area comprising predominantly cleared and modified land. - Integration of drainage corridors, water sensitive urban design measures and green infrastructure within the neighbourhood layout.

Table A: PDA Guideline 1 – Residential 30		
Item	**Requirements/Standards**	**Response**
		- Creation of a distinctive Sunshine Coast identity through a landscape-led design approach and interconnected open space network. - Strong connections to proposed parks, active transport facilities, neighbourhood centre and future community infrastructure.
Making the neighbourhood work as a community	To help achieve a healthy community, a neighbourhood will typically be created with: - defined entries and legible neighbourhood boundaries to foster a sense of identity - a highly permeable, legible street pattern - a variety of multi-use parks - a safe, attractive and efficient pedestrian and cycle network - distribution of land uses, layout of streets and building densities that support public transport use - a mix of lot sizes providing wide choice in affordable and accessible housing - lots of a size to allow small-scale, compatible land uses such as child care, aged care, retirement living, local shops and home-based businesses.	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**), Urban Design Statement (**Attachment 6**) and Landscape Concept Plan (**Attachment 7**), which demonstrate the following: - Creation of distinct neighbourhoods centred around parks, open spaces and community focal points. - A highly connected street and active transport network promoting walking and cycling. - Delivery of a neighbourhood centre providing convenience retail, food and beverage, medical and potential childcare services. - Provision of a high-quality and multi-functional open space and parks network comprising a district sports park, linear recreation park and a hierarchy of local and neighbourhood parks. - Delivery of approximately 1,051 dwellings across a broad spectrum of housing products and densities. - Provision of enterprise and employment lands that support local jobs and reduced travel demand.
Lot design		
Creating lots to suit delivery method	The MEDQ's underlying design philosophy is to: - generally use 'standard' lot dimensions to suit proven dwelling designs - deliver street patterns that are rectilinear to maximise the creation of rectangular lots	Complies Please refer to the enclosed Plan of Development (**Attachment 5**), which demonstrates the following: - A range of lot typologies designed to accommodate established housing products and proven dwelling designs.

Table A: PDA Guideline 1 – Residential 30		
Item	**Requirements/Standards**	**Response**
	- disperse different lot sizes to achieve streetscape variety and avoid large concentrations of similar housing types in any one area.	- Predominantly regular lot configurations that maximise development efficiency and dwelling design flexibility. - Distribution of varying lot sizes and product types throughout the neighbourhood to create a diverse streetscape character.
Standardising lot shape and dimensions	There is no definitive 'correct' lot dimension however, for reasons of flexibility in design/redesign and to maximise the use of existing builders designs, the MEDQ's preference is for: - consistent lot depth(s) and widths to be applied in any one precinct - standard depths of 25.0 metres and 32.0 metres and widths, generally in multiples of 2.5 metres and 5.0 metres, to be adopted.	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**), which demonstrate the following: - Consistent lot dimensions across individual precincts. - Lot widths and depths aligned with contemporary residential product requirements. - Rectangular lot configurations that maximise development efficiency and housing flexibility.
Accommodating the slope of the land in the design of the lot	Unless the dwellings are to be constructed in an integrated or attached development, the slope on a lot less than 450 sqm in area should not exceed: - 10 per cent side slope - 5 per cent lengthwise slope - less, if both these figures approach the maximum together.	Complies Please refer to the Earthworks Layout Plans in the enclosed Engineering Services Report (**Attachment 9**), which demonstrate the following: - The relatively flat nature of the site enables efficient subdivision outcomes. - The street and lot layout has been designed to respond to natural site levels and minimise excessive earthworks. - Residential lots designed to respond to the site's natural topography. - Minimisation of excessive cut and fill through an appropriate street and lot layout. - Residential lots capable of accommodating future dwellings with acceptable slope outcomes.

Block design		
Creating blocks to enable diversity in housing and an efficient street layout	Blocks should be of a size and dimension that, when arranged, facilitate: - an efficient neighbourhood pattern, scale and area - high levels of pedestrian connectivity throughout the neighbourhood - safe and direct pedestrian, cycle and vehicle access to destinations such as a local shop, neighbourhood centre, public transport stop or station, neighbourhood park and nearby district and regional sport facilities - choice in the type of housing - rear lanes that maintain standard lot types and dimensions. The shape and dimensions of the block can facilitate additional diversity in housing as well as efficiency in street layout by: - using lots with different depths backing onto each other - adopting a block length that is equal to two block depths plus a street reserve width.	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**), Plan of Development (**Attachment 5**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: - Block dimensions that support efficient subdivision outcomes and a connected neighbourhood structure. - Very-high levels of pedestrian permeability throughout the neighbourhood. - Direct access to parks, neighbourhood facilities and public transport opportunities. - A range of housing typologies including detached and medium density housing opportunities. - Appropriate use of rear lanes to support lot diversity.

Balancing the mix of lots throughout the block	Preferably, lots should be arranged so that:
	- the highest densities should be located around open space, amenity features or other focal points
	- there are between four and six adjoining terrace or row housing lots in a group (to enable group housing construction and an integrated streetscape solution)
	- there are no more than eight narrow frontage lots in a row
	- there are no more that four lots, with a width of 7.5 metres or less, in a row unless serviced by a rear lane
	- there are no minor mismatches (e.g. less than 1.0 metre) in the rear corner lot boundaries of adjoining lots (to minimise the risk of setout error)
	- multi-family housing lots are preferred on highly accessible:
	  - block ends
	  - corner lots
	  - lots with dual road frontage.
		Complies
		Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**), Plan of Development (**Attachment 5**) and Urban Design Statement (**Attachment 6**), which demonstrate the following:
		- Higher density lot configurations and medium density housing located adjacent to parks, open space and other focal points.
		- A balanced distribution of lot sizes and housing typologies throughout neighbourhood blocks.
		- Appropriate use of corner lots and highly accessible sites for higher density residential outcomes, including duplexes.
		- Lot arrangements that minimise irregular lot interfaces and facilitate efficient development outcomes.

	Small lots should be minimised at the: - end of a T-intersection (to minimise number of driveways into an intersection) » entrance to a precinct if not rear lane accessed (to minimise traffic congestion due to turning movements at the entrance at peak times)	
Orientating for climate	Unless otherwise constrained, the following approaches should be considered to maximise the number of lots suitably oriented for design for climate: - Where the design for the prevailing summer breeze is paramount, the long road leg length should be oriented perpendicular to the prevailing breeze. Location of the majority of narrow frontage lots on these streets will maximise the opportunities for cross flow ventilation through the dwelling. - Where the design for access to winter sun is paramount, then the long road leg length should be oriented in an east-west direction. Location of the majority of narrow frontage lots on these streets will maximise the opportunities for solar access to the living areas. However: - different dwelling designs will be required for lots on the south and north sides of the streets to ensure the living areas receive the winter sun - for larger lots on the western end of the block, it will be beneficial to avoid the long western wall of the narrow lot receiving the western summer sun. - To avoid the western summer sun: - wide lots are not preferred on the north-south streets - built-to-boundary walls, unless constrained by topography, should be located on the west-southwest boundary.	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**), Plan of Development (**Attachment 5**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: - A modified grid street pattern that maximises opportunities for favourable solar orientation. - The majority of residential lots achieving ideal or good solar orientation outcomes. - Street and lot layouts that support climate responsive dwelling design and natural ventilation opportunities. - Appropriate consideration of south-east Queensland climatic conditions in the overall neighbourhood structure.
Street design		
Providing a diversity of street functions and experiences that	Streets provide a diversity of functions and experiences including: - provision of routes for vehicles and public transport	Complies

prioritise use by pedestrians and cyclists	- accommodation of utility services and drainage systems - provision of pedestrian and cyclist movement - street tree planting and water sensitive features. In low to medium density residential development the movement network should be designed to encourage walking and cycling by: - ensuring a highly interconnected and permeable street network - establishing good linkages to surrounding development and features - providing a well located, legible and convenient to use pathway network.	Please refer to the enclosed Urban Design Statement (**Attachment 6**) and Traffic Impact Assessment Report (**Attachment 8**), which demonstrate the following: - A highly connected and permeable movement network. - Well integrated pedestrian and cycle connections throughout the ERA. - Street environments that balance movement, utility infrastructure, landscaping and place outcomes. - Strong active transport connections to parks, neighbourhood facilities and the neighbourhood centre.

Creating a highly legible and well-connected street pattern	To achieve legibility and connectivity and encourage walking and cycling:
	- connect new streets with existing street systems where appropriate
	- provide clearly defined cycle and pedestrian connections
	- provide for potential bus routes and ensure that these routes can be comfortably accessed by foot from most dwellings
	- minimise culs-de-sac, and where they are used:
	  - limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end
	  - provide access to a maximum of 10 houses
	  - ensure turning heads are capable of accommodating a three point turn by a medium-rigid vehicle (e.g. garbage and fire trucks)
	  - ensure pedestrian and cyclist connections through to other streets are provided.
	- avoid roundabouts, particularly on local streets » ensure the design indicates the presence of the intersection on all approaches
	- use traffic signals, street markings and signs where required
	- use tight kerb radii at intersections to shorten pedestrian crossing distances and reduce vehicle speeds
	- avoid splitter islands wherever possible
	- ensure driveways are kept to a minimum width
		Complies
		Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**), Transport Impact Assessment (**Attachment 8**) and Urban Design Statement (**Attachment 6**), which demonstrate the following:
		- A modified grid street structure providing strong connectivity and legibility.
		- Interconnected neighbourhood connector roads, local streets and active transport corridors.
		- Infrastructure designed to accommodate future public transport services.
		- Direct and efficient connections between residential neighbourhoods, parks, centres and employment lands.
		- Internal road hierarchy that supports both ERA and ultimate Aura South growth.

	- use rear laneways to minimise driveways on high order streets.	
Creating comfortable, safe, convenient and accessible streets	Streets should be designed to reduce traffic speeds for the safety of pedestrians, cyclists and all vehicle users. Vehicle speeds can be reduced by: - using short block lengths (less than 100 metres) - using narrowed carriageways in select locations - extending verges to narrow the carriageway at the intersection (creating 'pinch-points') - using appropriate street markings and signage - using differently textured materials on the carriageway across the throat of intersections.	Complies Please refer to the enclosed Reconfiguration of a Lot drawing set (**Attachment 4**), Street Typology Plans, Transport Impact Assessment (**Attachment 8**) and Landscape Concept Plan (**Attachment 7**), which demonstrate the following: - Safe and attractive streets designed for all users. - Direct and accessible pedestrian and cycle routes throughout the neighbourhood. - Footpath and shared path infrastructure connecting residents with key destinations. - Street typologies appropriate to their intended movement and place function. - Streets that incorporate shade planting, landscape features and passive surveillance opportunities. - Street alignments and view corridors that terminate on parks, open spaces and community focal points. - Alignment with PDA Guideline 6 – Street and Movement Network
	Pedestrian and bicycle routes should be: - direct, continuous and well lit, and provide appropriate street crossings - if separate, cycle paths should be indicated with street markings or by clearly displayed and well-designed signage.	

	Footpaths should be:
	- provided on at least one side of every street, including in culs-de-sac that provide through routes for pedestrians and cyclists
	- provided on both sides of:
	  - connector or collector streets
	  - every street to and from key focal points and destinations
	  - every street when the neighbourhood density approaches 30 dw/ha.
	- generally 1.2 metres wide
	- 1.5 metres wide where demand requires. Typically to allow pedestrians, including those with prams and ambulant people with disabilities, to walk two abreast or to comfortably pass each other.	

	For neighbourhoods with dwelling densities up to 20 dw/ha, carriageway widths of 5.5 metres are acceptable for the lowest order streets.	

	However, for neighbourhoods with higher densities (e.g. 20-30 dw/ha) a wider carriageway width of 7.5 metres is preferred to account for the greater incidence of on-street parking likely to occur.	
	Where land slopes at a grade of six per cent or more, the predominant street alignment should be perpendicular to contours. Avoid street layouts that result in lots being considerably higher or lower than the street level. Terminate streets with views that make the most of the special features of a site (such as a park, a stand of mature trees, distant hills, water or significant building).	
Use of rear lanes	All rear lanes should: - be wide enough to enable safe and efficient vehicle movement, including service vehicles, but not be overly wide (maximum 6.5 metres wide recommended) - be straight or in a T-configuration (rather than H-lanes, dog-leg lanes or tightly curved lanes) - not be longer than 140 metres without a mid-lane link - be detailed to enable easy and safe access into and out of garages, but without using tilt-panel or other doors that open into the lane - not create a more direct through-route alternative for vehicles, cyclists or pedestrians than the adjoining street network - be designed to ensure rear yards of properties can be fenced for security - ensure that any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards - not be dead ends or culs-de-sac » not provide for visitor parking within the lane, unless in specifically designated areas.	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**), Street Typology Plans in the Engineering Services Report (**Attachment 8**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: Rear lanes are incorporated where necessary to facilitate housing diversity and improved streetscape outcomes. Rear lanes are designed to safely accommodate service and residential vehicle access. Laneways are configured to support surveillance, safety and functionality. Rear lane arrangements do not compromise the hierarchy or operation of the broader street network. Appropriate servicing, lighting and access arrangements are incorporated into laneway design.
	Rear lanes that provide front door access to loft apartments also need to provide: - good passive surveillance into, along and through lanes - reasonable level of amenity and landscaping	

	- easy access from street visitor car parking accommodated on surrounding streets - a minimum of space for metered services and other facilities requiring recesses - pavement treatment and materials to enable ease of access to, and maintenance of, underground services (power, telecom, water, sewer) - public lighting, located so that poles are outside reversing vehicle paths - adequate sightlines for both pedestrians and cars at junctions.	

Table B: PDA Guideline 5 – Neighbourhood planning and design		
Item	**Requirement/Standards**	**Response**
Neighbourhood design standards		
Access	- Maximum 400 metres walk to neighbourhood recreation park or equivalent (see PDA Guideline no. 12 Park planning and design). - Clear, direct walk or cycle access to neighbourhood centre. - Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: - All proposed residential lots are located within 400m of proposed recreational and/or district sports park. - Clear and direct active transport access to the proposed neighbourhood centre. - More than 90% of proposed residential lots are located within 400m of future proposed public transport (bus) stops.
Dwelling density	- Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints). - Urban neighbourhood - average net residential density of at least 30 dwellings per hectare. - Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes. Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.	Complies Please refer to the enclosed Reconfiguration of a Lot drawing set (**Attachment 4**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: - A suburban neighbourhood net residential density of 22.13 d/ha.
Land use	- Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access. - Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.	Complies Please refer to the enclosed Reconfiguration of a Lot drawing set (**Attachment 4**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: - Well located proposed neighbourhood centre with frontage to the ERA's higher order road network.

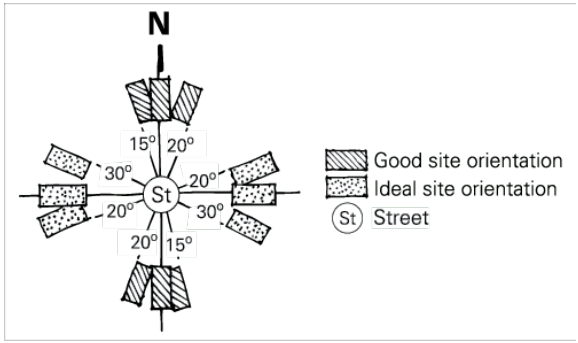
Table B: PDA Guideline 5 – Neighbourhood planning and design		
Item	**Requirement/Standards**	**Response**
		- Proposed district sports park situated on the proposed ERA's north-eastern periphery.
Street network	- Grid pattern or modified grid responsive to site characteristics. - Where slope allows, orientation within 15 degrees of north-south or east-west. - Connector and main streets of centres orientated to landmarks. - To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.	Complies Please refer to the enclosed Reconfiguration of a Lot drawing set (**Attachment 4**), Urban Design Statement (**Attachment 6**) and the Earthworks Layout Plans in the enclosed Engineering Services Report (**Attachment 9**) which demonstrate the following: - Proposed modified grid settlement pattern. - The vast majority of proposed residential lots benefitting from either an ideal or good solar orientation which, in a south-east Queensland climate is as follows:  (Source: Your Home, Australian Government 2026) - Main streets orientated to landmarks, including proposed parks and neighbourhood centre. - Minimisation of earthworks and retaining walls.

Table B: PDA Guideline 5 – Neighbourhood planning and design		
Item	**Requirement/Standards**	**Response**
Streets	Street network includes: - neighbourhood streets within neighbourhoods - neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods - major connector streets linking groups of neighbourhoods - neighbourhood main streets in centres - rear lanes (See PDA Guideline no. 6 - Street and movement network)	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**) and Urban Design Statement (**Attachment 6**), which demonstrate the proposed street network comprises: - neighbourhood streets within proposed neighbourhoods. - neighbourhood connector streets linking neighbourhoods. - major connector streets linking groups of neighbourhoods. - neighbourhood main streets in centres. - Laneways matched with appropriate product mixes.
Block sizes	- Length 100-200 metres - Mid-block break providing a pedestrian link when blocks are over 130 metres - Depth 40-80 metres	Complies Please refer to the enclosed Reconfiguration of a Lot drawing set (**Attachment 4**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: - Block lengths of generally 100-200m. - Incorporation of mid-block link within stage 17. - Block depths of between 40-80m.
Suburban neighbourhood lot layout	- No more than eight narrow (less than 10.0 metres) frontage lots in a row. - No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane. - No more than twelve lots with a width of less than 5.0 metres in a row. - Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage. - Lot corners match or are within 1.0 metre of corners of adjoining lots.	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: - No more than eight narrow (less than 10m) frontage lots in a row. - Generally more than seven lots with a width of 7.5m to 5m in a row except where serviced by a rear lane. - No more than twelve lots with a width of less than 5m in a row. - Multiple residential lots / medium density sites located on highly accessible locations adjacent to parks and with dual road frontages. - Lot corners are within 1m of corners of adjoining lots.

Table B: PDA Guideline 5 – Neighbourhood planning and design		
Item	**Requirement/Standards**	**Response**
Urban neighbourhood lot layout	- Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block ends, corner lots and lots with dual road frontage. - One lot type is not to dominate a street block. - Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.	Complies Please refer to the enclosed Reconfiguration of a Lot Plans (**Attachment 4**) and Urban Design Statement (**Attachment 6**), which demonstrate the following: - Proposed medium density sites which are appropriately located on block corners and with dual access. - No one lot typology dominates streets. - Lots with a frontage of 7.5m or less are serviced by rear lanes.
Natural hazards	- State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide.	Natural Hazards are addressed by the following enclosed specialist reports: - Bushfire Report (**Attachment 13**). - Flood Assessment (**Attachment 11**).
On-street parking		
House and Multiple residential (where development includes up to 6 dwelling units)	One room or one bedroom house/dwelling unit: 0.5 on-street parking space per house/dwelling unit is provided within reasonable proximity of the house/dwelling unit.	Please refer to the enclosed PoD which includes details of proposed on-street parking and demonstrates ample provision.
	Two or more bedroom house/dwelling unit: 0.75 on-street parking space per house/dwelling unit is provided within reasonable proximity of the house/dwelling unit.	Please refer to the enclosed PoD which includes details of proposed on-street parking and demonstrates ample provision.
Parking analysis plan	A parking analysis plan* is required to demonstrate compliance with the above standards if the development proposal includes lots less than 12.5m wide, and/or a Multiple residential development including up to 6 dwelling units.	Please refer to the enclosed PoD which includes details of proposed on-street parking and demonstrates ample provision.
Relaxation	A relaxation to the above standards may be approved where: - The development is in proximity to high frequency public transport (e.g. within 800metres of a railway station) and/or - The development secures a higher proportion of on-site parking	Complies No relaxation required or proposed.

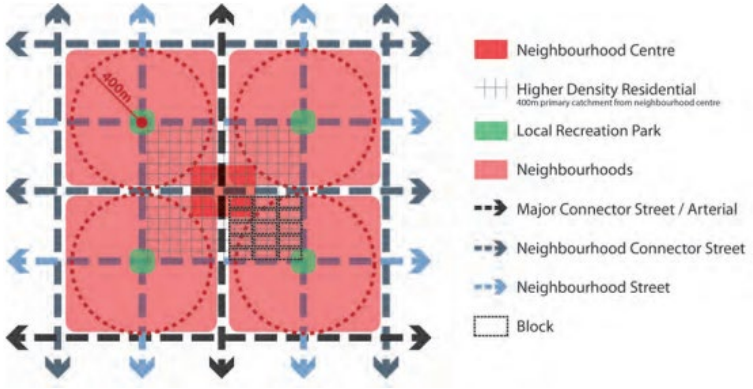
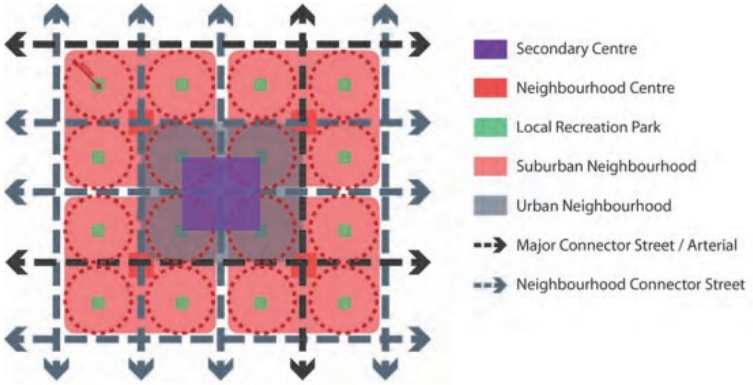
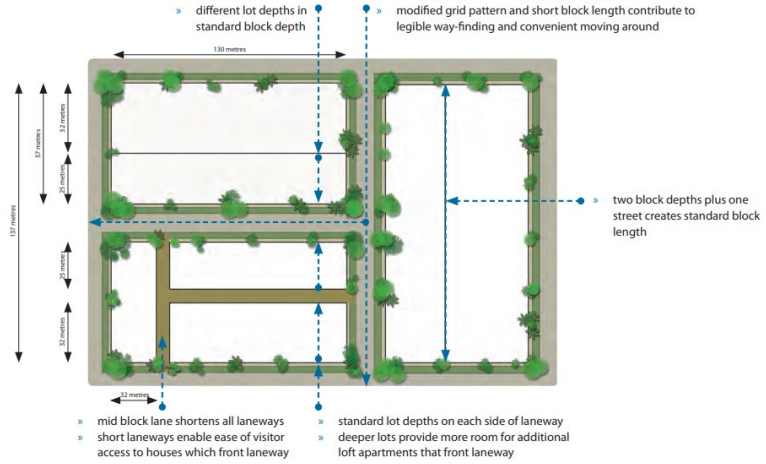
Table B: PDA Guideline 5 – Neighbourhood planning and design		
Item	**Requirement/Standards**	**Response**
Neighbourhood planning and design model		
Suburban	Suburban neighbourhoods generally have a net residential density of 15-30 dwellings per hectare (dw/ha) with a community facility such as a local recreation park providing a focal point. Three or more neighbourhoods are generally required to support a neighbourhood centre. 	The proposed ERA achieves a net residential density of 22.13 d/ha and is supported by several community focal points including a neighbourhood centre and parks, including a district sports park.
Urban	Urban neighbourhoods are higher density neighbourhoods typically located around a major centre or secondary centre or large transit node such as a railway station.	Noted.

Table B: PDA Guideline 5 – Neighbourhood planning and design		
Item	**Requirement/Standards**	**Response**
		
Block Design		
Typical block layout		Complies The proposed ERA reflects a contemporary block layout with 50m blocks and appropriate use of laneways and access streets.

place design group.

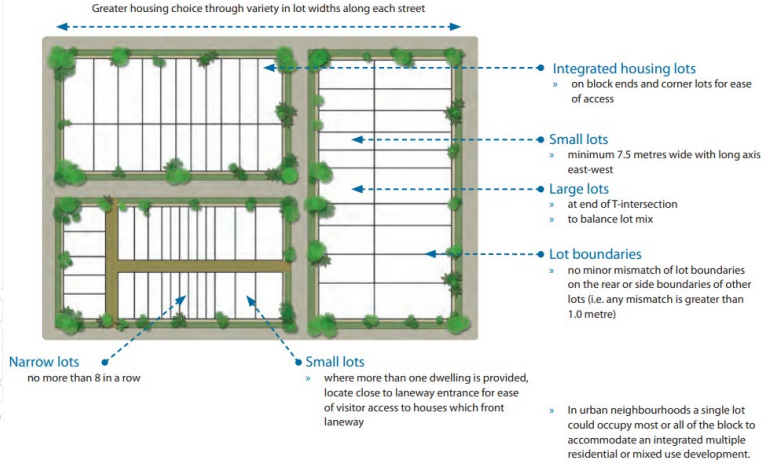
Table B: PDA Guideline 5 – Neighbourhood planning and design		
Item	**Requirement/Standards**	**Response**
Typical lot arrangement within suburban neighbourhood blocks		Complies The proposed ERA reflects a contemporary block layout with 53m blocks and appropriate use of laneways and access streets, together with a rich diversity of product mix.
Lot Design Standards		
Size	No minimum lot size	Noted.
Shape	Typical depth 20.0 - 40.0 metres, but can be less in urban neighbourhoods Width in multiples of 2.5 metres and 5.0 metres consistent with typical lot dimensions	Complies The ERA features a typical block depth of 53m.
Slope	Unless constructed in an integrated or attached development, the slope on a lot less than 450m2 in area does not exceed: - 10 per cent side slope - 5 per cent lengthwise slope - less, if both these figures approach the maximum together Platform construction required when finished slope on lot is 16 per cent or greater	Complies All proposed residential lots achieve a minim 10% slide slope.

Table C: PDA Guideline 12 – Park Planning and Design Compliance Summary						
Rates of Provision (2.58 x 1000 population)* *based on 2.46 people per dwelling	**# Of Required Parks and min area**	**# Of Proposed Parks and min area**	**Difference -/+**	**Required Areas (Ha)**	**Proposed Areas (Ha)**	**Difference -/+ (Ha)**
Local Recreational Parks (1.3 Ha/1000 population)				3.35	2.3	-1.05
Local recreational parks	NA (min area = 500m2)	4 (min areas = 3,052m2, 2,206m2, 2,534m2 and 4,956m2)	+4			
Neighbourhood recreational parks	2 (min area = 5,000m2)	1 (min area = 1.03 ha)	-1			
District And Major Recreational (1.5 Ha/1000 population)				3.87	0	NA (District / Major Recreational Parks not triggered by ERA)
District recreational parks	0	0	NA			
Major recreational parks	0	0	NA			
Sports Parks (1.8 Ha/1000 population)				4.64	10.05	+6.04
District sports parks	0	1	+1			
Major sports parks	0	0	NA			
Total Recreation Parks (2.8 Ha/1000 population)				**7.22**	**2.30**	**-4.92**
Total Sports Parks (1.8 Ha/1000 population)				**4.46**	**10.05**	+6.04
Total Parks (4.6 Ha/1000 population)				**11.68**	**12.35**	**+0.67**

Notes: Rates of provision based on ERA population of 2,580 people and 2.46 people per dwelling
Park embellishments addressed by the enclosed Landscape Concept Plan (**Attachment 7**).

State code 8: Coastal development and tidal works is addressed in the following table.

All development		
Performance Outcome	**Acceptable Outcome**	**Compliance**
Development in the erosion prone area		
PO1 Development is only permitted in the erosion prone area where it: 1. is one of the following types of development: a. coastal-dependent development; or b. temporary, readily relocatable or able to be abandoned; or c. essential community infrastructure; or d. redevelopment of an existing permanent building or structure that cannot be relocated or abandoned; and 2. cannot feasibly be located elsewhere; or 3. is located landward of: a. a fit for purpose revetment; or b. a proposed revetment that is consistent with: i. an agreement with a local government; or ii. the alignment of adjacent lawful revetments; or 4. is on a lot less than 2000m^2 where a coastal building line is present.	No acceptable outcome is prescribed.	Complies with PO1 As shown in the State Interests Mapping at **Attachment 16**, the ERA is not located within the mapped Erosion Prone Area.
PO2 Development (other than coastal protection work) in the erosion prone area: 1. does not adversely impact coastal processes; and 2. ensures that the protective function of landforms and vegetation is maintained.	No acceptable outcome is prescribed.	Complies with PO2 As above.

All development		
Performance Outcome	**Acceptable Outcome**	**Compliance**
PO3 Development is sited, designed and constructed to limit the risk of impacts of coastal erosion to an acceptable level by: 1. locating development outside the erosion prone area; or 2. mitigating or otherwise accommodating the risks posed by coastal erosion.	No acceptable outcome is prescribed.	Complies with PO3 As above.
PO4 Development in the erosion prone area does not significantly increase the risk or impacts to people and property from coastal erosion.	No acceptable outcome is prescribed.	Complies with PO4 As shown in the State Interests Mapping at **Attachment 16**, the ERA is not located within the mapped Erosion Prone Area.
PO5 Development (other than coastal protection work) in the erosion prone area does not directly or indirectly increase the severity of coastal erosion either on or off the site.	No acceptable outcome is prescribed.	Complies with PO5 As above.
PO6 In erosion prone areas where a coastal building line is present, building work is located landward of the coastal building line unless coastal protection work has been constructed to protect the development.	No acceptable outcome is prescribed.	Not Applicable The site is not mapped as containing a coastal building line.
Artificial waterways		
PO7 Development of artificial waterways, canals and dry-land marinas conserves coastal resources by: 1. ensuring changes to water flows, water levels and sediment movement do not adversely impact the natural waterway to which it is connected; 2. 2. demonstrating appropriate storage, treatment and disposal of dredged material for the life of the development.	No acceptable outcome is prescribed.	Not Applicable The development does not involve artificial waterways.
Coastal protection work		

All development		
Performance Outcome	**Acceptable Outcome**	**Compliance**
PO8 Works for beach nourishment minimises adverse impacts on coastal processes.	No acceptable outcome is prescribed.	Not Applicable The development does not involve a beach nourishment works..
PO9 Works for beach nourishment do not increase the severity of erosion on adjacent land.	No acceptable outcome is prescribed.	Not Applicable The development does not involve a beach.
PO10 Erosion control structures (excluding revetments) are only constructed where there is an imminent threat to significant buildings or infrastructure, and there is no feasible option for either: 1. beach nourishment; or 2. relocation or abandonment of structures.	No acceptable outcome is prescribed.	Complies with PO10 This development does not involve an erosion control structure.
PO11 Erosion control structures (revetments only) are only constructed where: 1. there is an imminent threat to significant buildings or infrastructure, and there is no feasible option for either: a) beach nourishment; or b) relocation or abandonment of structures; or 2. the development: a) is in a consistent alignment with adjacent lawful revetments; or b) b. is consistent with an agreement with a local government that a revetment is appropriate in the proposed location.	No acceptable outcome is prescribed.	Not Applicable The development does not involve a revetment.
PO12 Erosion control structures minimise interference with coastal processes and reduce the severity of erosion on adjacent land.	No acceptable outcome is prescribed.	Complies with PO12 This development application does not involve an erosion control structure.

All development		
Performance Outcome	**Acceptable Outcome**	**Compliance**
Water quality		
PO13 Development: 1. maintains or enhances environmental values of receiving waters; 2. achieves the water quality objectives of Queensland waters; 3. avoids the release of prescribed water contaminants to tidal waters.	No acceptable outcome is prescribed.	Complies with PO13 The proposed ERA has been designed to achieve relevant water quality standards. For further details, please refer to the enclosed: - Stormwater Quality Management Plan (**Attachment 10**) - Environmental Assessment Report (**Attachment 13**).
Public use of an access to State coastal land		
PO14 Development maintains or enhances public use of and access to and along State coastal land (except where this is contrary to the protection of coastal resources or public safety).	No acceptable outcome is prescribed.	Not Applicable The development does not impact on State coastal land.
PO15 Private marine development does not reduce public use of and access to State coastal land and ensures that works: 1. are used for marine access purposes only; 2. minimise the use of State coastal land; 3. are designed to accommodate the berthing of one vessel only per waterfront residence; 4. do not interfere with access between navigable waterways and adjacent properties.	No acceptable outcome is prescribed.	Not Applicable The proposed ERA does not involve private marine development.

All development		
Performance Outcome	**Acceptable Outcome**	**Compliance**
PO16 Development does not reduce public use of and access to State coastal land and ensures that erosion control structures, intended to protect a freehold or leasehold (not State land) premises, are wholly located within the lot: 1. except where impeded by significant buildings or infrastructure that cannot be removed or relocated; or 2. for revetments the development is: a) in a consistent alignment with adjacent lawful revetments; or b) b. consistent with an agreement with a local government that a revetment is appropriate in the proposed location.	No acceptable outcome is prescribed.	Complies with PO16 The proposed ERA does not reduce public use of and access to State coastal land.
Matters of state environmental significance		
PO17 Development is designed and sited to: 1. avoid impacts on matters of state environmental significance; or 2. minimise and mitigate impacts on matters of state environmental significance after demonstrating avoidance is not reasonably possible; and 3. provide an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable significant residual impact on a matter of state environmental significance.	No acceptable outcome is prescribed.	Complies with PO17 Development of the ERA will not adversely impact MSES. For further commentary and demonstration of this outcome, please refer to the following enclosed report: - Environmental Assessment Report (**Attachment 13**).

Table 8.2 All operational work		
Performance Outcome	**Acceptable Outcome**	**Compliance**
Private marine development		
PO18 Private marine development is designed and constructed to maintain existing waterway banks in their natural state and not require: 1. coastal protection work; 2. shoreline or riverbank hardening; 3. dredging for marine access purposes.	No acceptable outcome is prescribed.	Not Applicable The proposed ERA does not involve private marine development.
Disposal of solid waste or dredged material from artificial waterways		
PO19 Solid waste from land and dredged material from artificial waterways is not disposed of in tidal water unless it is for beneficial reuse. Disposal of dredged material other than from artificial waterways.	No acceptable outcome is prescribed.	Not Applicable The proposed ERA does not involve dredged material.
PO20 Dredged material is returned to tidal water where the material is needed to maintain coastal processes and sediment volume.	No acceptable outcome is prescribed.	Not Applicable The proposed ERA does not involve dredged material.
PO21 Where the dredged material is not needed to maintain coastal processes and sediment volume, the quantity of dredged material disposed to tidal water is minimised through beneficial reuse or disposal on land. All dredging and any disposal of dredged material in tidal water		Not Applicable The proposed ERA does not involve dredged material.
PO22 Dredging or disposal of dredged material in tidal waters does not adversely impact on coastal processes and coastal resources	No acceptable outcome is prescribed.	Not Applicable The proposed ERA does not involve the disposal of dredged material.

Reclamation		
PO23 Development does not involve reclamation of land below tidal water, other than for the purposes of: 1. coastal-dependent development, public marine development, or essential community infrastructure; or 2. strategic ports, priority ports, boat harbours or strategic airports and aviation facilities, in accordance with a statutory land use plan or master plan; or 3. coastal protection work or work necessary to protect coastal resources or coastal processes.	No acceptable outcome is prescribed.	Not Applicable The proposed ERA does not involve land reclamation.

Operational work for tidal works which is not assessed by local government		
Performance Outcome	**Acceptable Outcome**	**Compliance**
PO24 Tidal works are sited and designed to operate safely during and following a defined storm tide event.	AO24.1 Tidal work is designed and located in accordance with the Guideline: Building and engineering standards for tidal works, Department of Environment and Heritage Protection, 2017.	Not Applicable The proposed ERA does not involve tidal works.