

Caloundra South UDA Development Scheme

Submissions Report

Under section 29 of the *Urban Land Development Authority Act 2007*

June 2011



Contents

1. Introduction.....	2
2. Overview of submissions.....	2
3. Key amendments made in response to submissions.....	3
4. Amendments made in response to operational review	4
5. Summary of Submissions – Caloundra South UDA Proposed Development Scheme	7

1. Introduction

The public notification and submission period for the Caloundra South UDA Proposed Development Scheme was undertaken from 31 March to 20 May 2011. This report provides:

- a summary of the key amendments made to the Caloundra South UDA Proposed Development Scheme in response to submissions received
- a list of the amendments made in response to an operational review of the scheme
- a summary of the submissions considered by the Urban Land Development Authority and
- a response to issues raised in the submissions.

2. Overview of submissions

A total of four hundred and two (402) submissions were received during the formal submission period. Submissions were received from:

- Sunshine Coast Regional Council
- State Agencies and utility providers including:
 - Department of Transport and Main Roads (DTMR)
 - Department of Environment and Resource Management (DERM)
 - Department of Employment Economic Development and Innovation (DEEDI)
 - Department of Communities (DOC)
 - Energex
 - Unity Water
- Developers including:
 - Stockland (land owner)
 - Investa (Palmview)
 - Pumicestone Passage Developments (Pelican Waters)
- Peak interest groups including:
 - Sunshine Coast Environment Council (SCEC)
 - Organisation of the Sunshine Coast Association of Residents (OSCAR)
 - Take Action for Pumicestone Passage (TAPPs)
- Mark McArdle, state Member of Parliament
- Peter Slipper, federal Member of Parliament

Three hundred and seventy (370) submissions were received from the community. 242 community responses were form letters generated by Council (196) and Sunshine Coast Environment Council (46). These form letters were sent to a number of departments and the Premier.

There were four (4) submissions received after the formal close of the submissions period and two (2) of these were addendums to originally lodged submissions. Each submission (regardless of whether it was received during the formal notification period or late) was considered and reviewed. A petition with 254 signatures was also received during the public notification period but was not treated as a submission as it did not outline any specific comments in respect to the notified scheme.

Concerns relating to the declaration of Caloundra South as a UDA and planning controls removed from the elected Sunshine Coast Regional Council have not been included in this Submissions Report.

3. Key amendments made in response to submissions

Land Use Plan	
1.	Amendments to the water quality monitoring and environmental compliance regime for more transparent and stringent provisions during the construction and operational phases of development.
2.	Amendments to describe stormwater management measures and adaptive management approach needed to protect water quality in Pumicestone passage. This includes: <ul style="list-style-type: none"> • a multi barrier water sensitive urban design treatment train and what this may include • an adaptive management approach which may result in changes to the nature and design of treatment measure implanted.
3.	Additions to wording to clarify that delivery of Caloundra South major centre does not prejudice the centres network on the Sunshine Coast from being realised and changes made to the threshold for triggering an Economic Impact Assessment.
4.	Amendments to increase the Gross Floor Area (GFA) for the major centre to include low intensity uses such as showrooms. Specialist advice provided to the ULDA indicated that up to 46,000sqm GFA could be captured in Caloundra South for bulky goods / showrooms with approximately half to be located within the major centre and the other half located elsewhere in Caloundra South. Based on this advice, 90,000sqm GFA in the major centre (an increase from 70,000sqm GFA) is considered appropriate and will include showrooms / bulky goods.
5.	Amendments to the Aerodrome provisions following receipt of the final Transparent Noise Information Package (TNIP) data. This reflects more up to date information about future aircraft movements to the year 2030 and goes beyond traditional planning measures being the Australian Noise Exposure Forecast (ANEF) contours.
6.	Wording included within the scheme to confirm that the Eastern Road link from Caloundra South to the east is desirable and investigations into the preferred route are ongoing.
Infrastructure Plan	
7.	Additional wording to provide clarity about a tiered infrastructure agreement approach that allows for improvements in technology and practices.
Implementation Strategy Plan	
8.	Amendments to the water quality monitoring and environmental compliance regime for more transparent and stringent provisions during the construction and operational phases of development.

4. Amendments made in response to operational review

Issue #	Section details	Nature of / reason for amendment
1.	General drafting	General drafting changes have been made throughout the scheme for consistency and clarity of interpretation.
2.	Vision	The scheme has been amended for consistency with the other greenfield UDA schemes.
3.	Whole scheme, greenspace terminology	Greenspace terminology in the scheme has been amended for consistency with the <i>SEQ Regional Plan 2009-2031</i> .
S3.2 Development assessment		
4.	s3.2.6 Context plans	This section has been amended to clarify the role of context plans.
5.	s3.2.7 Plan of development	This section has been amended for consistency with the Blackwater and Moranbah UDA development schemes.
6.	s3.2.10 Notification requirements (introductory paragraph)	Include a new footnote as follows: <i>'A UDA development application will require public notification¹ if the application:...'</i> <i>¹ The ULDA practice note provides further guidance.</i>
7.	s3.2.10 Notification requirements (dot point 1)	Delete the words – 'one or more of the UDA-wide criteria or' Replace with the words – 'the zone intents'
8.	s3.2.10 Notification requirements (new dot point)	Add a new dot point 2: ➤ <i>'is accompanied by a context plan required under section 3.2.8'</i>
9.	S3.2.9 Interim use (footnote 1)	Include the words 'for centres' so that the footnotes reads – <i>'The ULDA applicable guideline provides examples of how this might be achieved for centres.'</i>
S3.3 UDA-wide criteria		
10.	UDA-wide criteria 3.3.2 Centres (3 rd last paragraph)	At the end of the paragraph, include the words – <i>'and the centres network'</i>
11.	UDA-wide criteria 3.3.5 Movement network (last dot point)	At the end of the 1 st sentence include a new footnote that reads – <i>'Where active transport enters the on-road environment, treatment</i>

Issue #	Section details	Nature of / reason for amendment
		<i>should be consistent with Austroads: "Cycling Aspects of Austroads Guides (March 2011)"</i>
12.	UDA-wide criteria 3.3.7 Community facilities (dot point 2)	At the end of the dot point, include the words – <i>'and reduce physical and social isolation'</i>
13.	UDA-wide criteria 3.3.8 Natural and cultural values (new paragraph 1)	Include a new paragraph that reads : <i>'Development is sited, designed and constructed to avoid or minimise impacts on natural and cultural values.'</i>
14.	UDA-wide criteria 3.3.9 Community safety and development constraints (new paragraph 1)	Include a new paragraph that reads : <i>'Development is sited, designed and constructed to avoid or minimise or withstand the incidences of a development constraint.'</i>
15.	UDA-wide criteria 3.3.9 Community safety and development constraints (new paragraph 2)	Insert a footnote: <i>* Energex's draft Electricity Overlay Code, Community Infrastructure Code and Safe Street Guideline provides guidance on how to achieve this criterion.'</i>
16.	UDA-wide criteria 3.3.9 Community safety and development constraints (dot point 1)	Delete the words – <i>'occurs in areas that are flood free or filled to achieve an acceptable flood event'</i> Replace with – <i>'achieves an appropriate level of flood immunity⁸'</i>
17.	UDA-wide criteria 3.3.11 General requirements, <i>Parking and end of trip facilities</i> (new footnote)	Last paragraph, include a footnote after the words ' End of trip facilities' that reads – <i>'Refer to the Queensland Development Code 4.1 – Sustainable Buildings.'</i>
S3.4 Zone provisions		
18.	Major centre zone, Major centre frame (paragraph 4)	At the end of the dot point, include the words – <i>'and low impact industry'</i>
19.	Major centre zone, Major centre frame (dot point 1, 1 st sentence)	After the words 'are pedestrian' include the words 'and cyclist'.
20.	Industry and business zone (paragraph 1, 2 nd sentence)	After the word 'low' insert the words ' <i>and medium</i> '
21.	Table 2: Levels of assessment, In the Urban living zone, column 2, UDA self-assessable development	Add the following dot point into Column 2: <i>'(d) a house is situated outside a development constraint area depicted on Map 7'.</i>

Issue #	Section details	Nature of / reason for amendment
22.	Table 2: Levels of assessment, In the Major centre zone, column 1 Exempt development, item 2, introductory paragraph	Add ' <i>...operational work or building work in accordance with an approved PoD.</i> '
23.	Table 2: Levels of assessment, In the Major centre zone, column 3B Prohibited development	Add a new item 3 'Medium impact industry' and renumber Noxious and hazardous industry to 4.
S4.2 Infrastructure plan		
24.	S4.2 Infrastructure agreements	Amended to provide greater clarity.
S5.2 Implementation strategy		
25.	S5.2 Housing options (paragraphs 2 and 3)	Amended to re-order the columns in the table and added 'Goals' in relation to diversity of housing product. Amend paragraph 2 by deleting the words "as a range between \$41,000 p.a. and \$94,000 p.a.'" and delete paragraphs 3 and 4.
Schedule 2: Definitions		
26.	Residential use category, Home based business (new dot points)	Amend the definition by including the following new dot points- <ul style="list-style-type: none"> • <i>the maximum height of a new building, structure or object does not exceed the height of a House or Multiple residential and the setback is the same as, or greater than, buildings on adjoining properties</i> • <i>car parking is in accordance with the planning scheme</i> • <i>there is no display of goods</i> • <i>the number of employees does not exceed 4.</i>
27.	Sales office and display home	Amended to provide two separate definitions.
28.	Environmental management register	Amended to delete last sentence.
Schedule 3: Self-assessable provisions		
29.	For the primary house on a lot	Amended to clarify that the criteria is in relation to front fencing only.
30.	For secondary dwelling on a lot (Outdoor living space)	Amended to reduce the minimum area from 16m ² to 9m ² and the minimum dimension from 4m to 3m.

5. Summary of Submissions – Caloundra South UDA Proposed Development Scheme

Issue #	Issue/Comment	Response	Amendment Required
Areas of support			
1.	<p>Several submissions indicated support for development at Caloundra South. Specific points raised in these submissions included:</p> <ul style="list-style-type: none"> • The land is predominantly poor pasture and suitable for development • Good planning and design should enable the site to become a high quality, world class development • Support for housing diversity and higher density • Support for ULDA's role as Council has been delaying development • Concern for Pumicestone Passage is a 'red herring' as Pelican Waters development was approved • Development will bring much needed employment and housing to Sunshine Coast • Appreciation for good social and environmental features which will ensure a better outcome than Pelican Waters • Support the flexibility provided in the development scheme which will allow for refinement of development to match needs and changes • Appreciation for detailed and open community consultation • Qualified support provided detailed specific concerns addressed. 	These areas of support are noted.	N

Issue #	Issue/Comment	Response	Amendment Required
Issues raised			
General			
2.	<p>General objections to the development and the plan. Specific concerns raised in the submissions include:</p> <ul style="list-style-type: none"> • Request the development be put on hold until community's and Council's concerns are properly and transparently addressed • Concerned the area will be ruined by a lack of planning and consultation • The land and environment will be dishonourably treated by the Government • ULDA to revisit the Proposed development scheme for Caloundra South • Request the area is retained without further development and fix the existing problems before creating new problems through a new development • Use more suitable land on the Sunshine coast that has less constraints from flooding etc rather than Caloundra South • Suggest seeding of smaller satellite communities for example west of Bruce Highway and close to the rail line • Inappropriate location for the UDA considering the proximity to Pumicestone Passage. 	<p>Noted. The ULDA is progressing the planning for Caloundra South following its declaration as a UDA by the State Government as required under the ULDA Act.</p> <p>The Caloundra South area was identified as a Regional Development Area in the SEQ Regional Plan 2009-31. This established that the land is generally suitable for urban development but is subject to more detailed planning.</p> <p>This development scheme provides the next level of planning to enable development applications to be lodged.</p> <p>These issues do not raise any specific concerns with the Proposed development scheme. Specific concerns are addressed in the relevant sections below.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
3.	<p>Concerns about planning control for Caloundra South being removed from Council and given to ULDA. This includes:</p> <ul style="list-style-type: none"> • The process of State Government calling in Caloundra South development and the subsequent declaration of the UDA • The ULDA's powers as an unelected body making unaccountable decisions • Objection to the Council having their planning decisions, consultation efforts and powers undemocratically and unlawfully relinquished • Object to the ULDA making the decisions but Council having to administer them • There has been a deviation from due diligence in the process • ULDA overriding the Sustainable Planning Act and Vegetation Management Act. <p>Support for the Council's efforts to deliver outcomes that is right for the people, environment and economy of the Sunshine Coast including:</p> <ul style="list-style-type: none"> • The Scheme should reflect Councils planning conditions and amendments • Several requests to return control back to elected community representatives. 	<p>This issue relates to the State Government's decision to declare Caloundra South as an Urban Development Area in October 2010, and is not directly relevant to the Proposed development scheme.</p> <p>It should be noted that the UDA development schemes are approved by the State Government.</p> <p>It should also be noted that the Proposed development scheme draws on the extensive planning work that has been undertaken in the preparation of the Caloundra South Structure Plan by Sunshine Coast Regional Council.</p> <p>The following sections of this submissions report address specific concerns about the Proposed development scheme raised by Sunshine Coast Regional Council and others.</p>	N
4.	<p>Scheme based on the ULDA Act 2007, which does not allow public access to the Planning & Environment Court to seek enforcement of orders or declarations.</p> <p>ULDA Act 2007 gives sole access to the enforcement process to the ULDA, whereas the Sustainable Planning Act 2009 allows that right to any person.</p>	<p>This concern is related to the State legislation that established the ULDA and set out its powers and responsibilities. It is not relevant to the Proposed development scheme which has been prepared in accordance with the ULDA Act.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
5.	<p>Concerns that development needs to be properly planned so that housing affordability, environmental and population pressure impacts are all considered equally.</p>	<p>Planning for Caloundra South has been undertaken over the last several years with considerable work undertaken by Sunshine Coast Regional Council and state agencies. The ULDA has built on this work ensuring that development is properly planned.</p> <p>One of the reasons the State Government declared the Caloundra South UDA was to provide additional urban land to accommodate predicted population growth.</p> <p>The Proposed development scheme places great emphasis on housing diversity and affordability and ecological sustainability. These themes run through the vision, UDA-wide criteria, zone intents and are key elements of the Implementation Strategy.</p> <p>Specific comments relating to these aspects of the proposed development scheme are addressed in following sections of this submissions report.</p>	N
6.	<p>A range of general concerns about the quality of the Proposed development scheme. Specific comments include:</p> <ul style="list-style-type: none"> • The Scheme appears deeply flawed. The processes show negligible consideration of any concept of triple bottom line or the wishes of local communities • The Scheme does not refer to or consider Council's strategies or give due consideration to the environmental and community concerns expressed in Council's previous work • Request the approval conditions outlined by Council should be implemented in regard to environmental buffers, flood zones and traffic congestion • The Scheme doesn't make any bold improvements on Council's plan. Council Plan addresses community issues through local knowledge • The Scheme was poorly prepared, a piece of stop gap planning which appears to tick all of the boxes. 	<p>Prior to the declaration of Caloundra South as a UDA, Sunshine Coast Regional Council undertook public consultation on a draft Structure Plan for Caloundra South. Submissions on the draft Structure Plan including government agencies submissions have been considered in the preparation of the Proposed development scheme. This has included consideration of environmental, social and economic matters for Caloundra South and the region.</p> <p>It is acknowledged that there are points of difference between the Proposed Development Scheme and the draft Structure Plan prepared by SCRC. Any such differences have been thoroughly considered and based on best practice planning principles and/or further technical analysis on specific issues.</p> <p>Engagement with the community was undertaken with informal information sessions and a formal submissions period extending from 31 March – 30 May, 2011. The ULDA has considered and responded to the concerns and queries submitted during that time.</p> <p>Specific concerns raised during the consultation on the Proposed development scheme will also be considered and amendments to the scheme made where appropriate.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
7.	<p>ULDA should provide decision makers with qualitative and quantitative benchmarking information highlighting the difference between Council and ULDA plans, not motherhood statements but comparative tables, numeric driven. Any difference should be justified in terms what planning criteria they meet and why they are better than the Council's. This would deliver more informed and better decision making.</p> <p>Scheme is light on specific information in comparison to Council document which has more detail and more GIS maps. They are difficult to compare.</p> <p>Council and ULDA overlay mapping is unavailable.</p>	<p>The Council owns their maps and data for their maps in GIS. These along with the mapping prepared by the ULDA are publicly available. The two sets of maps are not dissimilar in terms of land uses.</p> <p>The Proposed development scheme provides planning regulations to guide development of the whole site for the next 30 to 40 years. Therefore it needs to be flexible to adapt to change and not lock in every detail now as technologies and best practice will change. Each individual stage will then be the subject of local Context Plans to provide more detail for each area (much like Council had proposed District Strategy Master Plans).</p>	N
8.	<p>Concerns regarding a lack of experts consulted in the planning of new development and a lack of evidence base.</p>	<p>The ULDA had access to all of the information provided by the Sunshine Coast Regional Council, State agencies, the broader community and other key stakeholders. Additional technical studies were also commissioned including:</p> <ul style="list-style-type: none"> • Conservation Strategy for Caloundra South • Initial Advice Statement for Caloundra South Major Regional Activity Centre (MRAC) • Comments on SCRC Response to Independent Advice on the Caloundra South MRAC • Review of Flood Risk Management Strategy and Stormwater Quality Management • Greenfield Land Market Report • Residential Price Review and Analysis 	N
9.	<p>Concern about a perceived lack of regulation including the following specific comment.</p> <p>How is this plan a step forward in the development of this site unless Stockland are actually doing all of the work for the ULDA and haven't passed it on to them yet?</p>	<p>The issue appears to be a concern about a perceived lack of detail in the Proposed development scheme.</p> <p>The Proposed development scheme has been prepared to set out a broad framework to guide development, and is supplemented by the ULDA Guidelines which provide the detailed design requirements. Applicants will be required to demonstrate that their development proposals are consistent with both sets of requirements. This approach is considered to provide an appropriate balance between flexibility and control.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
10.	The plan is focussed on Caloundra South in isolation.	The ULDA only has responsibility for the Caloundra South UDA so the Proposed development scheme is limited to the UDA. However the planning for the UDA has considered the regional and local context to ensure the proposed development responds appropriately to its context.	N
11.	Caloundra South should present itself as the gateway to a modern, appealing area, blessed with natural attractions and home to a vibrant community enjoying a quality of life superior to the norm.	The Vision and UDA-wide criteria set out in the Proposed development scheme are intended to achieve an attractive, liveable community.	N
12.	Considering the slow housing market, fast tracking a large housing development doesn't make sense.	The Proposed development scheme is the culmination of an extensive period of investigation, planning and consultation for Caloundra South. The housing market moves in cycles and it is beneficial to have the planning and development assessment processes in place to deal with future development proposals quickly in response to market demands.	N
13.	Concerns regarding the personal, environmental and financial wasteland of the future that is possible if the proposed Caloundra South Development is allowed to proceed as currently planned.	The Proposed development scheme is intended to achieve a high quality, ecologically sustainable development that provides for employment and a diversity of housing options including affordable housing.	N
14.	The development is a quick fix; it needs reconsidering from a long-term and global perspective. More innovative economic, environmental and social sustainable growth approaches should be investigated.	The Proposed development scheme is the culmination of an extensive period of investigation, planning and consultation for Caloundra South. The Proposed development scheme is flexible and promotes innovative approaches (see s5.1 of the Implementation Strategy for example) including a cycle of continuous adoption of 'best practice' over time.	N

Issue #	Issue/Comment	Response	Amendment Required
Regulations / best practice			
15.	<p>Government rhetoric about “best practices” without supplying detail about these practices; encourage Queensland to be a leader in planning to be truly sustainable.</p> <p>Take the lead and protect the current unique lifestyle and environment. Failure to do this will ruin the area forever.</p> <p>Opportunity to push for best practice for sustainable development in a high growth region; ULDA plan will revert to an out-dated, discredited and unnecessary approach to planning community space.</p>	<p>Best practice is not a static concept. The development scheme encourages a cycle of continuous adoption of ‘best practice’ over time.</p> <p>Many of the detailed requirements are included in the ULDA Guidelines which can be readily updated to reflect changes to ‘best practice’.</p>	N
ULDA / Obligations and responsibilities			
16.	<p>ULDA powers and compliance regime to be included in the Scheme.</p>	<p>The ULDA's powers and responsibilities are set out in the <i>ULDA Act 2007</i>. This is State legislation and it is not appropriate or necessary to reproduce it in the development scheme.</p> <p>The development assessment process and requirements are set out in s3.2 which requires applicants to demonstrate how they comply with the UDA-wide criteria, zone provisions and other relevant provisions of the development scheme.</p>	N
17.	<p>Different obligations or requirements imposed on developments in Caloundra South and Palmview.</p> <p>Request a level playing field to ensure consistency amongst obligations and planning criteria where development is regulated and delivered in both areas.</p>	<p>Caloundra South is a declared UDA and the ULDA is responsible for planning and development assessment. Palmview is not a UDA and therefore the ULDA has no authority for planning and development assessment.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
Drafting and Editorial			
18.	There is a lack of detail and clear language used in the scheme. There is too much jargon and motherhood statements without supporting information. Given the scale and intensity of the development there needs to be more definitive landowner responsibilities with defined population triggers. The repetitious use of "may" and other "wriggle room" language needs to be replaced with definitive statements of what is expected to be done by whom and when.	<p>The Proposed development scheme establishes the vision, planning intent and development assessment processes for the whole area over a 30-40 year timeframe. The Proposed development scheme is supported by ULDA Guidelines that provide detailed requirements.</p> <p>Detailed planning and design outcomes will be achieved through the use of context plans and plans of development. Context plans will be publicly notified to allow further community input at appropriate stages.</p>	N
19.	The scheme is unclear about "housing affordability", "sensitive design" and "more jobs".	<p>Affordable housing is defined in Schedule 2, and the approach to delivering affordable housing is explained in s5.2 Housing options. Further explanation does not appear warranted.</p> <p>A search of the document did not reveal any uses of the term "sensitive design". However the document does use the term "water sensitive urban design". This is a term in common use, and the draft ULDA Guideline 14: Environment and Natural Resources Sustainability includes references to the WSUD Technical Guidelines and Factsheets prepared by SEQ Healthy Waterways.</p> <p>The Proposed development scheme is intended to accommodate approximately 15,000 jobs in a variety of neighbourhoods, mixed use centres and industrial areas. These jobs will contribute to a high level of self containment within the Sunshine Coast region. This is promoted through the provision of local employment opportunities through a network of centres and the development of industrial areas which contributes to a resilient economy. Furthermore, Caloundra South will provide opportunities for a wide range of employment activities to establish in the community, including work-from-home opportunities and start-up opportunities for local entrepreneurs.</p>	N
20.	Remove 'Other legislation' in Section 3.2.10 as it does not provide clarity and certainty. Not applied in other non Greenfield development schemes.	This is intended to assist users of the development scheme to appreciate that non-ULDA approvals may be required for specific types of development.	N

Issue #	Issue/Comment	Response	Amendment Required
21.	Define the term “commercial development” used in Table 1.	<p>Agreed that greater clarity is required.</p> <p>Amendment:</p> <p>Page 9, Table 1 Height, gross floor area and density provisions</p> <p>Replace the word ‘commercial’ in column 1 with the phrase ‘commercial use category” to align with Schedule 2: Definition.</p>	Y
22.	<p>References in the development scheme to SCRC planning scheme raise some concerns:</p> <ul style="list-style-type: none"> Administrative definitions for ‘planning scheme’ making reference to former Caloundra City Council Reference in footnote 3 Natural and cultural values to checking Council maps for most up-to-date information is inappropriate as it is unlikely that the information for the UDA will be updated. 	<p>Agreed that these references need to be clarified.</p> <p>Amendments:</p> <p>Page 46, Schedule 2 Definitions:</p> <p>Delete reference to former Caloundra City Council and replace with ‘<i>Sunshine Coast Regional Council</i>’.</p> <p>Page 13, Footnote 3:</p> <p>Delete Footnote 3.</p>	Y
23.	Educational establishment is listed as ‘exempt’ however it has the potential to significantly impact the transport network, particularly the public transport network and therefore should be deleted.	Educational establishment is only exempt when not involving building work; the definition refers to a range of education services that can be delivered in commercial premises and therefore student movement would be similar to workers.	N
24.	Reference to other publications and standards would be best located in an accompanying ULDA guidelines rather than the Proposed development scheme due to the lifespan of the scheme and changing standards.	The Proposed development scheme includes such references where they are considered to aid understanding and interpretation of the document. The ULDA Guidelines provide much more extensive referencing.	N
25.	Scheme refers to definition of ‘public benefit’. Should be removed as not discussed within the Scheme.	<p>Agreed, the term is not used elsewhere in the scheme.</p> <p>Amendment:</p> <p>Page 46, Schedule 2 Definitions:</p> <p>Delete the definition of ‘<i>public benefit</i>’</p>	Y

Issue #	Issue/Comment	Response	Amendment Required
Context planning			
26.	<p>Queries relating to Context Plans include:</p> <ul style="list-style-type: none"> • Indicative map provided of "Potential Context Plan Boundaries" should be finalised and included in the Scheme • Each context plan "will ensure that key outcomes eg. Road networks, sustainability initiatives, water quality, open space and key infrastructure elements, are delivered as the area develops." 	<p>It is proposed to include a map of context plan areas in the proposed ULDA Practice Note for Context Plans rather than in the development scheme. This approach will allow easier amendment in response to emerging issues.</p> <p>This requirement is already addressed in the overall requirement "contributes towards the achievement of the vision and UDA development requirements", and will be further amplified in the proposed ULDA Practice Note.</p>	N
27.	Clarify the scope of Context Plans	<p>The scope and requirements for context plans will be set out in a proposed ULDA Practice Note. The Proposed development scheme has also been revised to clarify when a context plan may be required, and their role and status.</p> <p>Amendment: Page 7, Section 3.2.6 Context Plans</p> <p>Remove section and replace with the following text: <i>The development scheme maps provide a broad spatial framework to guide development of the UDA. Context plans provide the intermediate level of spatial planning between the development scheme maps and individual development proposals. Context plans are required to ensure that the development proposal will not prejudice the achievement of the UDA vision, UDA-wide criteria and zone intents in a broader area around the development site.</i></p> <p><i>Context plans are prepared by applicants and are required to accompany a UDA development application for:</i></p> <ul style="list-style-type: none"> (i) <i>the first permissible development in the relevant context plan area, or</i> (ii) <i>a later permissible development that is materially inconsistent with the existing ULDA-endorsed context plan for the context plan area.</i> <p><i>However, a context plan is not required if:</i></p> <ul style="list-style-type: none"> (i) <i>in the ULDA's opinion the proposed development is of a nature of scale, or will operate for such period of time, that the UDA vision, UDA-wide criteria and zone intents will</i> 	Y

Issue #	Issue/Comment	Response	Amendment Required
		<p><i>not be compromised, or</i></p> <p><i>(ii) the ULDA has undertaken more detailed planning for the broader area around the development site, has consulted with the community about the more detailed plan and the development proposal is materially consistent with the more detailed planning intentions for the area.</i></p> <p><i>Applicants should discuss the requirement for a context plan with the ULDA in pre-application meetings.</i></p> <p><i>A context plan is part of the supporting information for a UDA development application and will not form part of a UDA development approval.</i></p> <p><i>The ULDA will assess the submitted context plan as part of the development assessment process for the UDA development application. The ULDA may request the applicant to change a context plan. A context plan may cover two or more contiguous context plan areas.</i></p> <p><i>If the ULDA is satisfied that the context plan is consistent with the achievement of the UDA vision, UDA-wide criteria and zone intents, the ULDA will signify that it has endorsed the context plan by placing the UDA endorsed context plan on the ULDA web site. Once endorsed by the ULDA the context plan supersedes any previous ULDA-endorsed context plans for the same context plan area. This process will allow context plans to evolve in response to changing market conditions or improved information and to progressively reflect the development intentions of various land owners in the context plan area.</i></p> <p><i>A context plan should:</i></p> <p><i>(i) resolve, if required, any development constraints that may determine the extent of developable area or appropriate uses</i></p> <p><i>(ii) identify the location of major network infrastructure, including transport, within the context plan area</i></p> <p><i>(iii) resolve the boundaries of centres, the community greenspace network and sites for major community infrastructure such as parks and schools, and</i></p> <p><i>(iv) demonstrate that the development proposal:</i></p> <p><i>a. does not prejudice the ability for surrounding</i></p>	

Issue #	Issue/Comment	Response	Amendment Required
		<p><i>land to be developed in an orderly and efficient manner consistent with the UDA vision, UDA-wide criteria and zone intents, and</i></p> <p><i>b. is consistent with existing and approved development in the context plan area and adjoining context plan areas.</i></p> <p><i>A ULDA practice note provides details on how to prepare a context plan, and identifies the specific areas for which context plans are required (the context plan areas).</i></p>	
Developable area			
28.	Retain current spatial extent of developable land.	There is no specific intent to reduce the extent of developable land. However, the extent of developable land will be amended if necessary in response to other specific issues identified through the consultation process.	N
Carrying capacity and sprawl			
29.	<p>Object to the proposed population of 50,000 and size of the development. Concerns about the significant social, economic, recreational foreshore and environmental overpopulation consequences. Housing targets are too high to suit the area.</p> <p>Target dwelling numbers should not be determined or mandated until regional and Pumicestone Passage catchment environmental and social impact assessments undertaken.</p> <p>ULDA to make representations to State Government seeking an assessment of regional carrying capacity for SEQ.</p> <p>Specific reference to the state government funded investigation into the maximum suggested population capacity of the Pumicestone Passage by the Department of Environment 1993-94. The concerns raised are even more relevant now.</p>	<p>The South East Queensland (SEQ) Regional Plan 2009-2031 identifies the Sunshine Coast to continue to experience significant growth. Caloundra South along with Palmview has been identified in the Regional Plan to accommodate the majority of this growth on the Sunshine Coast. Large development areas such as Caloundra South are needed to address the growing housing needs on the Sunshine Coast over the long term. This development is expected to be delivered over the next 30-40 years.</p> <p>The SEQ Regional Plan seeks a compact settlement pattern. SEQ has historically developed in a dispersed, low density settlement pattern, which has had adverse effects on the surrounding rural landscape. As a result, the Regional Plan sets a minimum dwelling yield of 15 dwellings per hectares for new residential development. This has been reinforced in the Proposed development scheme.</p> <p>The Proposed development scheme seeks to achieve 'best practice' outcomes including for water quality and other aspects of environmental sustainability.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
30.	Concerns the development will add to the existing suburban sprawl between Brisbane and the Sunshine Coast.	<p>The <i>South East Queensland Regional Plan 2009-2031</i> identifies Caloundra South as part of the urban footprint as an area intended for future growth.</p> <p>Consistent with the strategy for regional development set out in the SEQ Regional Plan, the State government declared Caloundra south as a UDA and made the ULDA responsible for its planning and development.</p> <p>The preparation of a development scheme is a key step in this process. The ULDA proposes to limit urban sprawl through appropriately distributing increased housing densities and building heights throughout the UDA. Through the provision of diverse lot sizes, Caloundra South will develop to allow small-scale, compatible land uses and a range of housing options.</p> <p>In keeping with the SEQ Regional Plan's compact settlement intent, Caloundra South is an efficient use of urban land in proximity to existing infrastructure which will allow for new transport connections to be made in a timely manner.</p>	N
31.	ULDA standard objectives are in conflict with the role - 'to facilitate planning principles that give effect to ecological sustainability and best practice urban design'.	The scheme is intended to achieve an appropriate balance between a number of social, economic and environmental objectives.	N

Issue #	Issue/Comment	Response	Amendment Required
Landowner / Developer			
32.	<p>Object to Government's public support of Stockland, their profits and economic rationalisation. Specific concerns include:</p> <ul style="list-style-type: none"> Relationship between State Government and the developer, decisions and Scheme playing into the hands of the developer The rushed approach of the development of 50,00 people with poor planning, unanswered questions and disregard for the unique environment and Pumicestone Passage Request for roles of all parties, communication, personal correspondence, meeting lists, agendas and minutes to be made public given the financial windfall available to the developer 	<p>The ULDA is an <u>independent</u> statutory authority established to plan, carry out and co-ordinate the development of land in selected urban areas.</p> <p>The ULDA's Development Scheme has appropriately and methodically planned the UDA with due consideration given to the population and density increases.</p> <p>The scheme contains measures to protect:</p> <ul style="list-style-type: none"> natural environmental values water quality both within the site and within Pumicestone Passage. <p>The following sections of this submissions report address specific concerns raised in relation to environmental issues.</p>	N
33.	A proportion of Stockland's windfall needs to be invested in public good as offsets to the inevitable impacts of the development.	The developer will be required to achieve 'best practice' development outcomes, and to either deliver or contribute to the delivery of a range of infrastructure and facilities for the community.	N
Neighbourhoods			
Height, density, yield			
34.	Concerns about building heights and the need for such to be regulated.	The Proposed development scheme includes maximum building heights for the different zones within the UDA in Table 1. The majority of the UDA will comprise residential neighbourhoods at 2 storeys. This is similar to surrounding residential areas. Heights are permitted to increase near neighbourhood and district centres from 3 to 5 storeys. The major centre zone is where greater heights are envisaged up to 10 storeys.	N

Issue #	Issue/Comment	Response	Amendment Required
35.	<p>Reduce maximum building height in residential neighbourhoods to comply with Council maximum heights to reduce sun shading of adjoining properties and facilitate solar passive design.</p> <p>Specify maximum building heights in metres rather than storeys.</p>	<p>The maximum building height for residential neighbourhoods is 2 storeys which is consistent with Council's heights. The exception to this is if part of a neighbourhood or district centre. In these locations greater heights are supported. This is in line with other planning within the region where greater densities and heights are encouraged in locations that have good access to facilities and services.</p> <p>Specifying maximum building height in metres is not required.</p>	Y
36.	Support density provisions identified in Development Scheme.	Noted.	N
37.	Scheme needs to define neighbourhood so that 'average net residential density' can be calculated.	The ULDA guideline No. 5: Neighbourhood Planning and Design and a practice note addressing preparation of a context plan will assist in determining neighbourhoods for the purpose of calculating average net residential density.	N
38.	Opportunity to increase dwelling yield from approximately 20,000 to 22,000.	As the number of dwellings stated in the proposed development Scheme is approximate only it is not considered necessary to change the figure.	N
Lot size			
39.	Minimum lot size prescribed in Column 2- UDA self assessable development be changed from 400sqm to 300sqm.	It is not considered necessary to make lots less than 400sqm self assessable. This however can be achieved through the use of a Plan of Development at the development application stage.	N
40.	Unsupportive of small lots down to 180m ² - not suitable or desirable in Australia to provide affordable housing.	One of the key objectives of the Caloundra South development scheme is to facilitate the delivery of more affordable and diverse housing options. Delivering 'liveability' is more a function of good design than lot size. High quality housing can be successfully delivered on very small allotments. The ULDA supports this outcome and will ensure good quality designs through applying the guidelines and practice notes that support the Development Scheme.	N

Issue #	Issue/Comment	Response	Amendment Required
Character			
41.	Suggest segregate areas by bushland to maintain some of the region's small town characteristics.	At present, the majority of the site has been cleared and is devoid of vegetation. It is the intent of the development scheme for development to contribute to the achievement of a network of greenspace including the extensive rehabilitation of waterway corridors. Revegetated waterway corridors plus an open space network will contribute towards segregating neighbourhoods by green spaces (refer to section 3.3.1 Neighbourhoods).	N
42.	Identify connections between parks, retail and community buildings.	The context planning level will provide for more detailed planning and demonstrate connections between parks, retail and community uses. Context plans will be publically advertised.	N
43.	Need to set a percentage ratio of small (one/two bedroom) and large (three or more bedrooms) dwelling types to ensure housing diversity is achieved.	A number of the ULDA guidelines (numbers 1,2,5,7,16) already provide guidance how to achieve housing diversity and delivering different housing types. No change to the Proposed development scheme is warranted.	N
Centres			
Hierarchy			
44.	<p>The centre entitlements will compromise:</p> <ul style="list-style-type: none"> SE Qld Regional Plan in particular Caloundra and Beerwah centres Maroochydore as the Principal Regional Activity Centre (PRAC) the function of Council's strategy for the activity network. <p>Caloundra Major Regional Activity Centre (MRAC) is to be established as largest centre serving southern Sunshine Coast, Caloundra South MRAC is only to serve the needs of Caloundra South.</p> <p>The scale of the Major Centre zone at Caloundra South is inconsistent with the SEQRP which designates Maroochydore as the PRAC for the Sunshine Coast.</p> <p>"Note ***" should be revised to require that the additional commercial development post 2031 also demonstrates that it does not compromise Caloundra MRAC's role as the dominant centre</p>	<p>The proposed development scheme articulates that the delivery of the major centre must not prejudice the delivery of Maroochydore as the PRAC.</p> <p>It is agreed that the scheme needs to better clarify the intent is also not to prejudice other centres. Additions to the UDA wide criteria for centres and Table 1 provides further clarity that the delivery of Caloundra South does not prejudice the intent of the SE Qld Regional Plan from being realised.</p> <p>Minor changes to the scheme have been made to the threshold for triggering an Economic Impact Assessment.</p> <p>Amendment: Page 9. Table 1, Note *** Remove Note *** dealing with greater commercial gross floor area will only be supported post 2031 if the following can be demonstrated:</p> <p>a. The additional commercial floorspace does not compromise Maroochydore as the Principal Regional Activity Centre for the Sunshine Coast</p>	Y

Issue #	Issue/Comment	Response	Amendment Required
	for the southern part of the Sunshine Coast.	<p>b. Transport infrastructure can service the future development and not jeopardise the road hierarchy and movement network</p> <p>c. The additional commercial floor space contributes to self containment within the Sunshine Coast sub region providing opportunities for economic growth and increased employment opportunities</p> <p>Add following paragraph to: Page 10, Section 3.3.2, above last paragraph: <i>"The delivery of the major centre must not prejudice the network of centres on the Sunshine Coast. Maroochydoore as the Principal Regional Activity Centre is to be the most significant location for economic and employment growth on the Sunshine Coast.</i></p> <p><i>A development application within the major centre zone that seeks to exceed the requirements in Table 1 must be accompanied by an Economic Impact Assessment. This must demonstrate how the proposed centre development will complement and not compromise the network of centres on the Sunshine Coast. Furthermore, any analysis must also demonstrate:</i></p> <ul style="list-style-type: none"> - <i>transport infrastructure can service the future development and not jeopardise the road hierarchy and movement network</i> - <i>growth contributes to self containment within the Sunshine Coast sub-region providing opportunities for economic growth and increased employment opportunities".</i> 	
Scale and height			
45.	Support 10 storey height limits in core of major centre zone.	Noted.	N
46.	<p>Table 1: Reduce maximum height of buildings of District Centres to 4 storeys.</p> <p>Reduce maximum height of buildings in the Major Centre Zone to 6 storeys in the Core, and 4 storeys in the Frame. Maximum building heights of 10 storeys is unacceptable for this UDA.</p>	<p>Reducing the maximum building height in the Urban living zone for district centres from 5 to 4 storeys is not a major departure from the scheme and does not appear to deliver any benefits.</p> <p>Reducing the maximum building height in the centre core from 10 storeys to 6 storeys is less than permitted for other major centres on the Sunshine Coast. As Caloundra South has the same centres status in the SEQ Regional Plan and the scheme is to guide development over 30-40 years, no change is considered warranted.</p>	<p>N</p> <p>N</p>

Issue #	Issue/Comment	Response	Amendment Required
47.	<p>Concern that no Gross Floor Area (GFA) limit is prescribed for bulky goods and is above the 70,000sqm GFA stipulated in the Proposed development scheme. Two suggestions:</p> <ul style="list-style-type: none"> • Increase GFA to 87,000sqm for the major centre which includes retail and showrooms /bulky goods and outdoor sales • Retain the ability within the development scheme to provide up to 60,000sqm GFA for bulky goods / retail showroom. 	<p>A review of the requirements for showrooms/bulky goods indicates that not having a GFA limit may compromise the region's centre network.</p> <p>Specialist advice provided to the ULDA indicated that up to 46,000sqm GFA could be captured in Caloundra South for bulky goods / showrooms with approximately half to be located within the major centre and the other half located elsewhere in Caloundra South. Based on this advice, 90,000sqm GFA in the major centre is considered appropriate and will include showrooms / bulky goods. The GFA within the Industry and Business zone has already been increased from 575,000 sqm to 650,000sqm GFA from Council's structure plan which also allows for appropriate showroom uses.</p> <p>Amendment :</p> <p>Page 9, Table 1</p> <p>Replace the gross floor area for retail use category and indoor entertainment uses in the Major Centre zone of 70,000sqm GFA with <i>90,000sqm</i> GFA.</p>	Y
48.	Entertainment uses be excluded from the retail GFA for the major centre.	<p>The extent of retail and entertainment uses within the Proposed development scheme has considered the overall centres network within the Sunshine Coast and the need to ensure the network of centres within the region is not compromised. The size of the centre should not include additional GFA for entertainment uses and it is considered the GFA stipulated in the Proposed development scheme is sufficient for the needs of Caloundra South MRAC.</p>	N
49.	Small scale individual shops with a GFA of 250sqm or less located in the centre frame should not contribute to total calculated GFA.	<p>Small individual shops make up part of the total GFA limit. It is not considered suitable that incremental increases of 250sqm GFA or less be excluded. The Proposed development scheme however does require an Economic Impact Assessment to be undertaken if greater GFA limits for the Major Centre are sought.</p>	N
50.	Provide greater specification of floor areas for uses in the Centre frame.	<p>The GFA requirements in the Proposed development scheme address both the core and the frame.</p>	N
51.	Amend section 3.4 to identify the proposed mix and size of retail activities versus "low intensity uses such as showrooms and outdoor sales".	<p>The mix and size of uses is specified in table 1. Low intensity uses such as showrooms are included in the definition of retail use category and to be included in a revised GFA figure. (See response to issue 47 above).</p>	N

Issue #	Issue/Comment	Response	Amendment Required
Location			
52.	Retain location of major centre adjacent to Kawana Arterial. The location of the core should be subject to more detailed siting requirements determined through context planning.	Noted and agreed.	N
53.	The major centre does not have an access directly to the south, not even a green link which requires further consideration.	Context planning for the major centre will demonstrate how the UDA-wide criteria will be delivered ensuring a permeable movement network is delivered. Map 3 has been amended to identify an indicative active transport route through the greenspace to access the major centre and public transport interchange. Amendment: Page 16, Map 3: Include indicative active transport routes through the Bells Creek South greenspace to the major centre.	Y
54.	The Caloundra South MRAC should be more centrally located providing for an accessible town centre. The centre location does not deliver a transit oriented development consistent with the SEQ Regional Plan.	For a successful and economically viable MRAC, the centre needs to be located on the regional road network rather than a centralised location within Caloundra South. The centre is proposed to be integrated with the future public transport corridor. This will deliver the transit oriented outcome envisaged in the Regional Plan.	N
55.	Location of Caloundra South MRAC has resulted in the need for three District Centres rather than two as identified in Council's Structure Plan.	The location of the MRAC adjacent to Kawana Arterial has not resulted in an additional district activity centre. Three district activity centres are in line with that proposed in Council's Structure Plan. Whilst it is recognised that the centre category names are different, the intended size of these centres remains the same.	N
56.	Southern District Activity Centre should be relocated to a position which is more central to community and less visually intrusive.	A review of the Southern District Centre shows benefits in it being relocated further north. As a result this has implications for the location of neighbourhood centres (see response 57 below) and state primary schools in the southern district. Amendment: Maps 2, 3 and 5 <i>Relocate the District Centre further north and co-locate the primary school with the District Centre.</i>	Y

Issue #	Issue/Comment	Response	Amendment Required
57.	Increase the number of neighbourhood centres from 5 to 7, and for neighbourhood centres to be provided radial, and well spaced from the major centre.	<p>A review of the distribution of centres and their location shows merit in increasing the number of neighbourhood centres and providing a more suitable radial spacing. Further detailed planning at the context planning level will also demonstrate how neighbourhoods reflect the development scheme provisions and justify the location and number of neighbourhood centres.</p> <p>Amendment: Maps 2, 3 and 5 <i>Additional neighbourhood centres added to southern area and central area and co-locate any primary schools with centres relocated.</i></p>	Y
58.	Map 2 shows difficult access from residential areas to the major centre where it adjoins environmental protection / greenspace. This will put unacceptable pressure on environmentally sensitive greenspace areas.	<p>Local roads and pedestrian / cyclist paths will provide access to the major centre from the residential areas. Access to the major centre will also be achieved by both public transport and private motor vehicle using the primary road network.</p>	N
Uses			
59.	Greater scope of interim uses within centres should be provided.	<p>The Proposed development scheme identifies interim uses that may include bulk landscape supplies and warehouse. This list is not intended to be exhaustive. The ULDA centres guideline also gives direction how interim use can be staged over the development life of the centre with reference given to showrooms. As majority of uses within the Major Centre zone are permissible, the opportunity exists for the proponent to demonstrate to the ULDA how interim uses can be delivered, staged and redeveloped over the life of the project. This will be assessed on its merits by the ULDA.</p>	N
60.	Permit ground storey residential development within the Major Centre zone.	<p>The Proposed development scheme does not prohibit ground storey residential development.</p>	N
Changes to text / maps			
61.	Direction on phasing of development within major centre is required. Reference is made to applicable guideline.	<p>It is not the intent of the Development Scheme to identify phasing of development. This is a decision made by the developer in response to market conditions. Staging of infrastructure will be outlined in the Infrastructure Agreement.</p> <p>The ULDA Centres Guideline addresses staging of development but in term of uses and a staging sequence that delivers showrooms, main street retail, public realm and a connected street network.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
62.	Include a definition for sub-regional as mentioned in Section 2.2.	The term sub-regional has been taken from the SEQ Regional Plan. It does not require a definition within the Development Scheme.	N
63.	<p>Require the Economic Impact Assessment to demonstrate sufficient demand and need to support the intended development at the proposed opening dates.</p> <p>Provide amended wording in relation to the requirement for an Economic Impact Assessment as part of the initial development application.</p>	<p>It is not considered necessary for an Economic Impact Assessment to demonstrate demand on opening dates. However, it is agreed that the wording needs to be amended to provide greater clarity. It is unlikely that the preparation of an Economic Impact Assessment at the initial development application will show implications to the overall centres network. As a result wording has been amended to demonstrate how the proposed centre development will complement and not compromise the centres network on the Sunshine Coast (see response to issue 44 above).</p> <p>Amendment: As per issue 44 above.</p>	Y
64.	Define low intensity "big box".	<p>This term is used on page 23 in describing the types of retail uses that may be acceptable in the Major Centre frame. Agreed that 'big box' is not defined and text should be clarified by referring instead to 'showroom' which is a defined use.</p> <p>Amendment: Page 23, Column 3 – Frame Dot point 1: replace the phrase "low intensity 'big box' retailing' with the phrase "<i>low intensity retailing, such as showrooms, that ...</i>"</p>	Y
65.	All development applications for the Centre core should be accompanied by an energy assessment, solar passive design assessment, and Economic Impact Assessment.	<p>All development is required to achieve good environmental performance in accordance with ULDA Guideline 14: Environment and natural resource sustainability.</p> <p>An Economic Impact Assessment is required only when the Proposed development exceeds the indicative gross floor areas in Table 1 of the Proposed development scheme (as amended see response to issue 44 above).</p>	N

Issue #	Issue/Comment	Response	Amendment Required
66.	Uses identified as exempt in Major Centre zone and Industry and Business zone to be made self-assessable against specific provisions, in particular car parking.	Amendments made to ensure uses comply with car parking requirements. Amendment: Page 26, Column 1 in Major Centre Zone Add the following: <i>"where complying with the parking rates in the planning scheme".</i> Page 27, Column 1 in Industry and Business zone Add the following: <i>"where complying with the parking rates in the planning scheme".</i>	Y
67.	Call centres and parking issues needs to be addressed.	The Proposed development scheme calls up the applicable standards set out in Council's planning scheme.	N
Housing Diversity & Affordability			
68.	General comments supporting housing affordability aspects of the scheme, including: <ul style="list-style-type: none"> • focus on affordability and sustainability • Agree with provision of 5% social housing • Targets for housing affordability. 	Noted and agreed.	N
Definitions			
69.	Modify the definition of low to moderate income households to be consistent with NRAS (National Rental Assistance Scheme).	The draft housing strategy will be amended to utilise the NRAS income limits. Changes to the ULDA Housing Strategy necessitate corresponding changes to the Proposed development scheme for consistency. Amendment: Page 35, Section 5.2, Remove within paragraph 2 <i>"as a range between \$41,000 p.a and \$94,000 p.a"</i> Page 35, paragraph 3, Remove text: <i>"In 2011, these income thresholds will require dwelling prices to be under \$540k for a household with an income of \$94k to afford to purchase and under \$260k for a household on \$45k to afford to rent".</i>	Y

Issue #	Issue/Comment	Response	Amendment Required
70.	Objection to the lack of definition regarding affordable housing size and cost.	<p>The ULDA draft Housing Strategy, Housing Guideline and other documents were out for consultation at the same time. They provide further detail on the prices of affordable housing purchase and rental for low to moderate income households.</p> <p>The Proposed development scheme (Implementation Plan) also specifically refers to the Housing Strategy.</p>	N
71.	The term 'key worker' is undefined. The SCALS defines key workers as low to medium wages who provide essential services including low waged and casual employees. Data suggests that key worker incomes are below the ULDA band, especially for single person households.	<p>While the definition of 'key worker' has not been defined by the ULDA, it is generally consistent with that of the Sunshine Coast Affordable Living Strategy, but also includes key public sector employees (such as nurses, teachers).</p> <p>The ULDA has defined low to moderate incomes based on the CRA income thresholds which reflects where other direct government assistance to the tenant ceases. The ULDA's proposed Housing Strategy and Guideline will apply across all UDAs.</p> <p>It should be noted that the income levels of the ULDA are household incomes (not individual incomes), and a household can comprise of two unrelated lower waged key workers.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
Affordable housing			
72.	Questionable rationale for the development of affordable housing. Addressed through hollow gestures with no guarantee of real affordable housing.	<p>One of the main purposes of <i>Urban Land Development Authority Act 2007</i> is to facilitate the provision of the ongoing availability of affordable housing, achieved in part by:</p> <ul style="list-style-type: none"> • getting land to market faster • streamlining development approvals • simplifying planning requirements. <p>The Proposed development scheme includes a target requiring affordable housing to be delivered at a rate greater than 25% for key workers and first time home buyers in accordance with the income targets in the ULDA Housing Strategy.</p> <p>The ULDA proposes to deliver affordable housing through:</p> <ul style="list-style-type: none"> • working with developers to produce suitable housing designs to meet defined price points • monitoring dwelling prices and amount of accessible housing produced • including in landowner development agreements: <ul style="list-style-type: none"> ○ provisions requiring the land owner deliver housing to achieve nominated price points and accessibility targets where the monitoring process indicates targets are not being achieved ○ where subsidy is required to achieve these price points, additional provisions will be required to ensure the retention of the affordability over time. 	N
73.	Recommend that demonstration affordable housing projects are needed to convince the community of the affordable housing merit to challenge public perceptions of affordable housing.	The ULDA intends that demonstration projects will be included in the development and undertakes this activity in areas where it is undertaking development.	N
74.	The affordable housing location, single developer and alternatives for increasing affordable housing capacity have not been given enough consideration. Houses could be built in existing developments and around existing rail lines.	Residential infill is not an option for this particular UDA; however every effort has been made to utilise the available urban land and increase residential densities.	N

Issue #	Issue/Comment	Response	Amendment Required
75.	The Sunshine Coast Regional Council has adopted an Affordable Living Strategy that considers more than just affordable housing. The ULDA should adopt best practice planning and urban design which provides for resource efficiency, self contained neighbourhoods and a variety of transport options, as well as affordable housing.	Housing affordability has been comprehensively included in the proposed Development Scheme by reducing living costs including optimising water and energy efficiency, supporting transit oriented development, promotion of pedestrian and cycling networks, and public transport. The implementation strategy includes clear targets on water use and energy consumption and active transport. Development will also be guided by the ULDA Residential 30 Guideline that provides a range of lot and dwelling types to allow to for demographic changes in communities, neighbourhood design that provides for connections, local streets, parks, and local shopping.	N
76.	Available debt for service calculation is inconsistent in the draft Housing Guideline (16) of 30% and 35%.	The available debt for service for home purchase benchmark is 35%. This figure has been used consistently by the ULDA since the adoption of the Affordable Housing Strategy in 2009. The figure on page 6 of the draft Housing Guideline is a typographical error which will be corrected in that document.	N
Income ranges			
77.	There is a need to reflect access to housing for households below the Sunshine Coast median household income, including households on incomes lower than \$60,000 per annum.	The targets in the Development Scheme will provide houses that can be rented by household incomes below \$60,000. The Development Agreement and development approvals are expected to include specific details which will be able to be adjusted over the life of the development to reflect market and other changes. The ULDA's Housing Strategy document has been amended to more clearly articulate the possible mechanisms that ULDA may use to ensure that the targets in the implementation strategy will be achieved.	N
78.	Inconsistency of details around income range, percentage targets of affordable housing and methodology for determining affordable housing parameters.	The inconsistency arises because the ULDA has an existing Affordable Housing Strategy (2009) and has developed a new draft Housing Strategy and Housing Guideline. The draft strategy and guideline will supersede the Affordable Housing Strategy which will remove any inconsistencies. The income ranges in the 2009 strategy were based on the initial ranges for the National Rental Affordability Scheme (NRAS). The revised income ranges are based on the maximum eligibility for Commonwealth Rent Assistance (CRA) for a range of household types.	N

Issue #	Issue/Comment	Response	Amendment Required
79.	Amend the Scheme to clarify income thresholds and affordability in relation to rental affordability for incomes of \$94K and rental affordability for incomes of \$45K.	The ULDA's approach to determining affordable purchase price points and affordable rental points is set out in the draft Housing Guideline. As amended – see response to issue 69 above.	Y
80.	No price points have been provided on how the stretch target for affordable housing will be addressed for incomes below \$94K.	The mechanism to achieve affordable housing will be negotiated directly with the developer for inclusion in the Development Agreement or be part of the development approval conditions. The Housing Strategy has been amended to more clearly articulate the possible mechanisms that ULDA may use to ensure that the targets in the implementation strategy will be achieved.	N
81.	The median household income of first home buyers is calculated well below \$40K which is not included in the income range being considered by the ULDA.	The ULDA is not able to confirm the accuracy of this information. However, the revised income ranges of the ULDA of \$41-\$94K are based on Commonwealth Rent Assistance (CRA) from the Australian Government and those households that are eligible for assistance. Generally households that have incomes under \$40K are eligible for social housing assistance through the Queensland Government.	N
82.	Page 35 – suggest that “\$260k” is a typographical error, as \$260 per week represents 30% of a gross income of \$45k p.a. This should be amended to “...and under \$260 per week for a household on \$45k p.a. to afford to rent.”	Noted. As amended – see response to issue 69 above.	Y
Targets			
83.	Clarity around the authority of the stretch targets and the implications to the developer if these targets are not met.	The Housing Strategy has been amended to more clearly articulate the possible mechanisms that ULDA may use to ensure that the targets in the implementation strategy will be achieved.	N
84.	Nationally the housing market is declining, what will this do to the mandated targets in the Scheme?	The ULDA affordability targets are based on low to moderate income and a proportion of income being paid towards housing for both rental and purchase. The mandated targets relate to a household's ability to pay for housing, rather than the state of housing market. Ongoing monitoring will review targets as necessary	N

Issue #	Issue/Comment	Response	Amendment Required
Housing types			
85.	Affordable housing requiring a range of mechanism, not just a focus on smaller lot sizes.	The mechanism to achieve affordable housing will be negotiated directly with the developer for inclusion in the Development Agreement and/or be part of development approval conditions.	N
86.	Concerns relating to the social implications of the housing types proposed in particular the private detached fenced dwellings turning their back on their neighbours.	A range of housing types will be provided in accordance with the ULDA's neighbourhood planning and design, low, medium and high rise buildings and housing guidelines. These guidelines provide for a variety of housing products.	N
87.	There should be more options for larger house sites for lifestyle choices.	A variety of housing types, sizes and lot widths are proposed within the ULDA's Residential 30 Guideline. A percentage of larger housing sites will also be delivered.	N
88.	<p>Loft apartments would create a direct contradiction to planned objectives considering the objective to reduce car dependence and loft apartments are constructed above double garages.</p> <p>Size of apartments with two bedrooms challenges the design objective to provide bedroom space for mobility support, rendering apartments short-term residence choices, not long-term.</p> <p>Closely located construction would prevent effective use of "flow through" ventilation and reduced need for air conditioning.</p> <p>More effective high density would be achieved through multiple dwelling construction eg. 3-4 storey units with car space under the building allowing for households without a car as well as 2 vehicle households. Roof could contain solar panels to feed to the grid.</p>	<p>Loft-style apartments on villa or terrace lots and other small detached and/or attached dwellings can contribute significantly to the diversity and affordability of housing in the neighbourhood. Loft apartments developed at Fitzgibbon UDA have been constructed over a single garage. There is no requirement for loft apartments to be constructed over a double garage.</p> <p>The Caloundra South Development Scheme includes a target that 10% of housing is described as accessible, meaning it is suitable for persons of various ages and lifestyles. This will be developed in accordance with the ULDA's Accessible Housing Guideline.</p> <p>Unless otherwise constrained, lots will be suitably oriented for climate. Design considerations are included in the UDA Residential 30 Guidelines.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
Lot sizes			
89.	<p>Social concerns regarding affordable housing resulting in smaller house lots (300m²) without sufficient space in-between. Smaller lots do not support families and children's play areas. Request the developers provide a long term lifestyle by uncompromising lot sizes.</p> <p>ULDA should be concerned with providing affordable housing and allowing for the highest possible living standards:</p> <ul style="list-style-type: none"> • backyards • parks • cinemas • sports and community complexes • less houses 	<p>A diverse range of housing lots are proposed to be delivered in accordance with the ULDA Residential 30 Guideline. Over 50% of all households contain only 1 or 2 people and no children. In addition to private open space, multi-purpose neighbourhood parks will be provided to accommodate children's play and other recreation uses.</p> <p>Community and entertainment uses will be provided within neighbourhoods and centres.</p>	N
Design and landscaping			
90.	<p>Large landscaped public open spaces should surround buildings and achieve the proposed housing density with possible views to the Passage, Bribie Island and Glasshouse region.</p>	<p>The open space network will be delivered generally in accordance with Map 4 of the Development Scheme. Detailed and individual landscaped open spaces will be dealt with during the development application and assessment phase.</p> <p>Provisions exist within the Proposed development scheme to take account of views and vistas to the Glasshouse Mountains.</p>	N
91.	<p>Many dwellings will not be able to be orientated for sustainable energy use.</p>	<p>Dwellings will be orientated to respond to climate in accordance with the ULDA's Residential 30 Guideline. Block orientation at a broad level will be driven by street alignment, topography, open space allocation and views.</p>	N
Delivery			
92.	<p>Scheme does not specify the mechanisms by which the ULDA will ensure the delivery of affordable housing.</p>	<p>The mechanisms will be set out in the Development Agreement and development approval conditions with the developer.</p> <p>The Housing Strategy has also been amended to more clearly articulate the possible mechanisms that ULDA may use to ensure that the targets in the implementation strategy will be achieved.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
93.	Has the ULDA got any evidence that the development can relieve housing stress and improve affordability when the landowner is the developer not the ULDA?	The ULDA's experience in Northshore Hamilton and Bowen Hills UDAs where the development scheme required a level of affordability to be delivered has demonstrated that this can be achieved and exceeded by private developers.	N
94.	<p>What are the mechanisms to ensure the developer will release sufficient land to hold prices down?</p> <p>The only mechanism to ensure affordability is small lot housing where the developer maximise their return per unit. Will the developers be able to on-sell the affordable housing to make windfall?</p>	<p>Within the Proposed development scheme the ULDA has set a target that greater than 25% of housing to be affordable for key workers and first home buyers and 5% for social housing.</p> <p>Where a subsidised affordable housing outcome arises under the Affordable Housing Strategy, the ULDA will require that a development agreement be entered into between the development proponent and the ULDA which includes mechanisms to ensure an affordable product retains its affordability over the long term. A number of mechanisms to ensure affordability is retained are detailed in the ULDA's Affordable Housing Strategy.</p>	N
95.	Clarity around the use of covenants, legal agreements or other housing affordability measures to achieve ongoing affordability.	Covenants are generally appropriate to protect a subsidy to make housing affordable. The use of covenants outside this to restrict use of the land are likely to lead to reduced valuations making it harder for households to purchase the property and unattractive to investors..	N
96.	Retain percentages and ability to deliver through ULDA housing strategy.	Noted and agreed.	N
97.	Request for monitoring to occur more regularly than the initial period of 5 years.	The Proposed development scheme states that data will be collected at regular intervals. The review in five years time will be to consider whether the targets in the development scheme require amending. The initial five year review period is considered appropriate because of the lag time it takes from approval through to construction, completion and occupation of early stages.	N
98.	Amend section 5.2 of the Scheme to include mandatory sustainable design and construction criteria to ensure affordable and sustainable housing outcomes.	ULDA does require sustainability outcomes in relation to housing that impact on the ongoing affordability of dwelling. Section 5.3 does include targets for energy use. For these to be achieved housing will need to be sustainable and energy efficient.	N
99.	Clarify affordability definition to include both capital and associated living costs.	No disagreement with the principal of the submission. ULDA does require sustainability outcomes in relation to housing that impact on the ongoing affordability of dwelling but are not considered in the affordability definition.	N

Issue #	Issue/Comment	Response	Amendment Required
Economic / Employment / Marketing			
100.	<p>ULDA should develop an Integrated Economic Development Plan (some submissions used different terms such as local employment strategy or employment generation plan) to ensure employment matches residential development. Specific suggestions include:</p> <ul style="list-style-type: none"> • Develop plans, investment and incentive options for regional economy development. More investment must be made into developing regional economic development alongside new urban development planning • Designate land for appropriate activities, integrated with public and active transport infrastructure • Secure State/Commonwealth Government commitments relocate agency offices to UDAs • the strategy should include associated actions for the racecourse and Caloundra industrial sites • the developer should be required to adequately resource and implement an employment strategy. 	<p>The Implementation Strategy includes a specific action requiring the ULDA to work with government agencies, the council and the landowner to “formulate and implement diverse and connected employment generation strategies” and that these actions will be subject to monitoring and feedback processes.</p> <p>It is not considered necessary to have these strategies in place prior to finalisation of the development scheme.</p> <p>The UDA vision and UDA-wide criteria (particularly relating to Centres and Employment opportunities) also emphasise the importance of employment generation. The land use plans and zoning plan identify a centres network and business and industry areas sufficient, in combination with locally distributed employment, to accommodate approximately 15,000 jobs.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
101.	<p>The Scheme lacks information about counteracting current high unemployment, especially youth unemployment, and providing employment opportunities for the future population. Specific issues include:</p> <ul style="list-style-type: none"> • Concern that commuting from the dormitory suburb to Brisbane will increase and unemployment will be exacerbated leading to social problems and crime • Create primary industries which allow for natural growth of secondary and tertiary industries • Concerned about what is being done to attract and establish industry to employ new residents • Decrease in tourism employment concerns from Brisbane residents will decrease due to increased traffic between Brisbane and the Sunshine Coast 	<p>The Implementation Strategy includes a specific action requiring the ULDA to work with government agencies, the council and the landowner to “formulate and implement diverse and connected employment generation strategies” and that these actions will be subject to monitoring and feedback processes.</p> <p>The UDA vision and UDA-wide criteria (particularly relating to Centres and Employment opportunities) also emphasise the importance of employment generation. The land use plans and zoning plan identify a centres network and business and industry areas sufficient, in combination with locally distributed employment, to accommodate approximately 15,000 jobs.</p> <p>The UDA will contribute to employment through:</p> <ul style="list-style-type: none"> • a diverse range of employment and training opportunities that complement and reinforce the Sunshine Coast Industrial Park to the north of the UDA and contributes towards self containment in the Sunshine Coast Region • proposed low and medium impact industry including research and technology facilities, service industry and warehouses and • an appealing industrial and business environment providing a high level of amenity. 	N
102.	<p>ULDA employment strategies relied in part on the development of the Maroochydore, Kawana and Caloundra South Town Centres. Stockland determine the timing of Caloundra South and Kawana.</p>	<p>Provisions in the Development Scheme aim to ensure that delivery of Caloundra South major centre does not prejudice the delivery of Maroochydore as the Principal Regional Activity Centre, and protects the nearby network of centres. It is recognised that currently Stockland is the centre owner of parts of Kawana and Caloundra, however the intent of the Proposed development scheme is for Caloundra South to complement and reinforce the network of centres on the Sunshine Coast.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
103.	The ULDA acknowledged that jobs would be slow to come and expected much commuting between Brisbane and Caloundra South. The cost of this would be born by the developer for the first 5 years – then what? CAMCOS has been put back until at least 2026.	<p>The ULDA is keen to ensure employment opportunities match residential development as much as possible. However past experiences show that job generation generally lags residential development particularly in the early stages of development of a major new community.</p> <p>The northern area south of Bellvista is envisaged to be the first area developed. This will include a district centre and school providing jobs in the short term. Development of the industry and business area adjacent to the Kawana Arterial will also provide jobs for the Sunshine Coast, reducing the need to travel between Brisbane and Caloundra South.</p> <p>The cost to be borne by the developer for the first 5 years is the provision of public transport. After this, it will be with the appropriate service provider.</p>	N
104.	Development Scheme is based on outdated economics – “build it and they’ll come” is no longer acceptable.	The development scheme sets out the planning parameters and requirements for development at Caloundra South. The timing and staging of development is a matter for the developer, and will respond to market conditions.	N
105.	If the development is to provide employment and low income housing then concerns for a false economy.	It is not clear how providing employment and low income (or affordable) housing will contribute to a ‘false’ economy. The development scheme aims to create a balanced sustainable community that will integrate with the broader Sunshine Coast community and economy.	N
106.	The detrimental environmental impacts (such as lyngbya algal blooms in Pumicestone Passage) will have serious economic impacts that are not outweighed by the economic benefits of the development.	<p>The development scheme includes stringent requirements to protect the water quality of Pumicestone Passage. Specific concerns on the water quality issue are addressed in other sections of this submissions report.</p> <p>The proposed development of an integrated community of approximately 50,000 persons over a 30-40 year timeframe will have substantial economic and employment benefits.</p>	N
107.	Submission proposes that “the economic sustainability target of 100% wireless internet connection for all centres should be added to”.	The intent of this issue is unclear. The Implementation Strategy already includes the following stretch target for 2016 - “100% wireless connection for all centres”.	N

Issue #	Issue/Comment	Response	Amendment Required
108.	<p>A range of concerns about the potential impact of the proposed development on other nearby developments, including:</p> <ul style="list-style-type: none"> • Scheme has the potential to affect the Pelican Waters brand and future marketing of the estate at risk given the direct competition for market share • Pelican Waters Town Centre will be impacted by the proposal as Pelican Waters Boulevard is the only direct link to Caloundra Road – the development scheme presents a threat to the ability to sell land • Commercial and performance impacts on Investa due to ULDA's streamlined approval process which enables the developer to deliver housing and community infrastructure in a more efficient manner and greater level of confidence to financial institutions. 	<p>These are not issues that are directly related to the Proposed development scheme, but the following points can be made.</p> <p>The ULDA is delivering on its mission to “ensure private and government land holdings can be brought to the market quickly to improve land supply, housing diversity and employment”.</p> <p>Introduction of additional land supply and competition into the Sunshine Coast market is likely to result in better housing affordability outcomes and benefits to the overall Sunshine Coast economy, particularly by providing a boost to employment.</p>	N
109.	<p>Considering the existing industrial estate in Caloundra is empty, how can more industrial land be justified?</p>	<p>The Sunshine Coast Enterprise Needs Investigation report completed for the Office of Urban Management in 2007 identified a shortfall of 847 ha of enterprise land to meet the future employment needs of the Sunshine Coast by 2021.</p> <p>The Proposed development scheme for Caloundra South includes approximately 150 hectares of developable land in the Industry and business zone. This represents only 18% of the projected shortfall by 2031.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
110.	<p>Scheme needs to clearly explain how it will contribute to a high level of employment self-containment in the region.</p> <p>Demonstrate employment capacity of designated business and industry land-uses.</p> <p>Match the scheme according to the nature of businesses likely to locate in the area.</p>	<p>The Implementation Strategy includes a specific action requiring the ULDA to work with government agencies, the council and the landowner to “formulate and implement diverse and connected employment generation strategies” and that these actions will be subject to monitoring and feedback processes.</p> <p>The UDA vision and UDA-wide criteria (particularly relating to Centres and Employment opportunities) also emphasise the importance of employment generation. The land use plans and zoning plan identify a centres network and business and industry areas sufficient, in combination with locally distributed employment, to accommodate approximately 15,000 jobs.</p> <p>The Proposed development scheme has the capacity to accommodate approximately 6-7,000 jobs in the identified Industry and Business zone. This is highly variable depending on the nature of specific land uses and it is not considered necessary to include this information in the Proposed development scheme.</p> <p>The Proposed development scheme has been prepared to provide a balance between flexibility and control. There does not appear any benefit in unduly limiting the range of uses that can establish in the Industry and business zone. Where appropriate the relevant UDA-wide criteria and zone intents specify the types of development that are preferred in particular locations.</p>	N
111.	<p>Refine provision which limits road access to business and industry areas</p>	<p>This comment appears to relate to the last dot point in s3.3.4 which states that “development delivers ... a road network that does not provide direct access from the primary road network nor encourage industrial traffic through residential areas”. It is agreed that this requirement requires clarification. It should be noted that the requirements are specified more clearly in ULDA Guideline 10 – Industry and business areas.</p> <p>Amendment:</p> <p>Page 11, 3.3.4 Employment opportunities, last dot point Delete and replace with: <i>industry and business areas with access from a connector or higher order road that does not require heavy vehicles to pass through residential areas, and in which lots generally have access from the internal street network only.</i></p>	Y

Issue #	Issue/Comment	Response	Amendment Required
Social impacts			
112.	<p>Provision for a larger population should not be at the detriment of the existing local residents, their quality of life or the local ecosystems.</p> <p>Who is responsible for ensuring the continuing liveability of the area and provision of facilities?</p>	<p>The additional 50,000 Caloundra South residents will arrive over the next 30-40 years. This will be accompanied by the provision of local and sub-regional infrastructure to accommodate the anticipated increase in population in and around the UDA. Local infrastructure will be required as part of the conditions of development approval and sub-regional and other large infrastructure will be delivered in accordance with an infrastructure agreement between the ULDA and the developer.</p>	N
113.	<p>The proposed development should attract developer contributions to be made towards improving the local area.</p>	<p>An infrastructure agreement will be developed that will commit the land owner / developer to provide the necessary infrastructure at specified times, benefitting the local area. This includes but is not limited to transport, open space / parkland and community facilities.</p>	N
114.	<p>Concerns about social isolation, social sustainability and the social fabric as a result of the lack of integration of the development into the existing social and cultural environment.</p> <p>Concerns regarding the low cost housing attracting unskilled and semi-skilled residents with high mortgages seeking cheap housing.</p>	<p>Local and sub-regional infrastructure and public transport will connect to the existing network, surrounding centres and employment opportunities. Social infrastructure has been planned for and will be provided as part of the infrastructure arrangements.</p>	N
115.	<p>Community involvement in place making and cultural development must be enhanced, should lead the way and be included in the scheme.</p>	<p>The ULDA's investment in community consultation is evidenced throughout the length of the project. Opportunities for community input will be ongoing throughout the development of the UDA and the implementation of the Scheme through a Community Development Strategy that must be prepared within 12 months of the gazettal of the development scheme (p 38).</p>	N
116.	<p>Concern that there has been inadequate consultation with the local indigenous community/ land council. Concern that sacred sites have not been identified and/or protected.</p>	<p>The developer is required to comply with the cultural heritage legislation. Stockland as the landowner are required to undertake consultation with the registered land claimant. As a result, Stockland prepared the Cultural Heritage Management Plan between Stockland and the Gubbi Gubbi people.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
117.	<p>Develop a social and community benefit contract that provides the following:</p> <ul style="list-style-type: none"> • Affordable Housing from a capital and cost of living perspective • Best practice sustainable living standards • Economic opportunities for local jobs and small business development • Social and community amenity services and facilities • Protection, enhancement and maintenance of all biodiversity values and ecological functions • A safe, resilient and healthy environment • An established community development process which allows access to information and community input opportunities. 	<p>Social and community infrastructure has been planned for and will be provided as part of the infrastructure arrangements in accordance with a Community Development Strategy.</p>	N
Movement Network			
General			
118.	<p>No consistent regional transport hierarchy in text or mapping. Consistent terminology is required across all UDA Greenfield plans to avoid confusion.</p>	<p>The Development Scheme provides the first level of planning. Subsequent stages ie the context plans and plans of development provide a finer level and are the appropriate time to address transport requirements. Terminology used in the Proposed development scheme relating to Regional and Primary Roads is considered suitable for a Development Scheme that will be delivered over 30-40 years. Consistency between Greenfield plans has occurred.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
119.	<p>Cross sections / standards are not provided for the primary and regional roads in the Development Scheme and Guidelines. Must be sufficient width to accommodate ultimate demands and multiple modes including bus priority measures, active transport links and manoeuvring as necessary.</p> <p>Other related issues related include lack of information on intersections, interchanges. The Development Scheme lacks detail and requires clarification as may create longer term difficulties.</p>	<p>The Proposed development scheme establishes the vision, intent and planning requirements. Detailed road network planning and design will be undertaken at the development assessment stage, including through the use of context plans, and will be required to comply with the requirements set out in ULDA Guidelines No. 13: Engineering standards and No. 6: Street and Movement Network.</p>	N
120.	<p>Scheme should identify the need to ensure good transport links including walking, cycling and public transport between residential areas, business and industry areas and Sunshine Coast Industrial Estate.</p>	<p>The vision for Caloundra South is to be serviced by an integrated transport network which supports transit oriented development and promotes pedestrian, bicycle and public transport modes over private vehicle use. The Proposed development scheme links all major uses within the UDA and includes an amendment to provide public transport through the Sunshine Coast Industrial Estate to travel north connecting to Palmview / Sippy Downs.</p> <p>Recommended amendment: Page 16, Map 3 Centres and transport network <i>Add: Urban Link bus services from the Industry and Business zone to connect to Racecourse Road, connecting to Sunshine Coast Industrial Estate</i></p>	Y

Issue #	Issue/Comment	Response	Amendment Required
121.	General transport planning issues raised: <ul style="list-style-type: none"> • loose standards in regards to traffic planning • significant differences between Council's plans and the ULDA's plans in relation to traffic • traffic safety disregarded 	<p>It is not the intent of the Proposed development scheme to be overly prescriptive but to establish the vision, intent and planning requirements for the UDA over a 30-40 year timeframe. Supporting guidelines for the street and movement network address standards and ensure that traffic safety is addressed.</p> <p>It is acknowledged that there are differences between Council's Structure Plan and the ULDA's Development Scheme. It should be recognised that Council's Structure Plan was prepared when the Aerodrome was previously intending to relocate which is not the current position. As a result there have been changes to the transport network.</p>	N
122.	Encourage reference to DTMRs technical guide for school planning <i>"Planning for Safe Transport Infrastructure at Schools"</i> .	Noted and agreed. Reference to DTMR's "Planning for Safe Transport Infrastructure at Schools" to be made to the applicable ULDA guideline.	N
123.	The scheme does not provide adequate road accessibility for traffic including essential services such as emergency vehicles.	This will be addressed at the development application stage in accordance with the ULDA's Engineering Standards guideline.	N
Road network			
124.	Concerns regarding increased traffic congestion as a result of the development within the surrounding suburbs.	<p>The Infrastructure Plan identifies road improvement projects around the UDA to cope with projected traffic demand. Development within the UDA will be required to make a contribution towards the construction / upgrade of these roads.</p> <p>The Proposed development scheme also has a requirement for the developer to provide a public transport service for the UDA from the outset of development ensuring that an alternative option to the private motor vehicle is provided.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
125.	<p>There is insufficient existing transport infrastructure to service the current population. Major road and rail should be committed to for early implementation to support the proposed development. Road upgrades are required prior to the addition of 50,000 people in the area. Some specific concerns raised include:</p> <ul style="list-style-type: none"> • Bruce Highway from Caboolture to the Sunshine Coast – no certainty from Government upgrade will occur • Caloundra turnoff to Nambour Bypass to three lanes each direction • Pine Rivers to the Gateway Motorway • Pacific Highway from Caboolture to Sunshine Coast • Bellvista Boulevard • Fix flood effected roads • Will Ridgewood Road, Little Mountain be connected to the new development eventually? 	<p>The Caloundra South UDA is being developed in accordance with the SEQ Regional Plan 2009-31 which establishes the framework for infrastructure planning in the region. Transport infrastructure around Caloundra South is the responsibility of Council, the state and federal government. All levels of government will continue to plan for road and rail improvements / upgrades to address growth within the region.</p> <p>Infrastructure will be delivered to achieve the planning outcomes to accommodate an additional 50,000 people. The ULDA includes an Infrastructure Plan to identify transport improvements / upgrades that are necessitated by Caloundra South development. These upgrades / improvements will be staged as development occurs.</p> <p>A number of the areas where traffic congestion / concerns have been raised are outside the jurisdiction of the ULDA ie. Bruce Highway, Gateway Motorway and Pacific Highway. Planning for these major transport routes will continue to be progressed by the relevant authorities. This is also applicable to flood affected roads outside the UDA.</p> <p>The proposed development scheme does not identify Ridgewood Road, Little Mountain to be connected into the Caloundra South UDA.</p>	N
126.	<p>Concerns regarding disrupted amenity for Little Mountain Chase residents and the regional road going past residents' back yards.</p>	<p>Extension of the Kawana Arterial has been part of the long term planning for the area. The Caloundra City Plan 2004 identified a multi-modal transport corridor south of Caloundra Road on the proposed Kawana Arterial alignment. This was further reinforced in the previous structure planning work undertaken by Council.</p> <p>A review of the transport network for Caloundra South and its surrounds identifies that Kawana Arterial is a major north-south arterial road connecting Caloundra Road to the Bruce Highway that is required to address the transport needs of the region.</p> <p>As part of detailed design, noise considerations will be addressed for adjoining development.</p>	N
127.	<p>Amend Map 9 to include Bellvista Blvd extension as a "primary" road.</p>	<p>Map 9 does not include all primary roads internal to the UDA boundary. Part of Bellvista Boulevard outside the UDA has been identified as a sub-regional road necessitating an upgrade.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
128.	<p>The scheme should provide long term flexibility for a full interchange (rather than south ramps only) on the Bruce Highway adjoining the Industry and Business zone. North facing ramps should be considered and protected.</p> <p>An alternative point of view in relation to the provision of north facing ramps is that such would have the potential to attract local trips onto the Bruce Highway. This would compromise the safety and efficiency of the state controlled highway.</p>	<p>DTMR's position is that only south facing ramps are supported. The Bruce Highway is intended to move large volumes of traffic over longer distances between towns and cities. It is not desirable that local trips from Caloundra South use the Bruce Highway to travel north. Trips north from Caloundra South to other parts of the Sunshine Coast are intended to use the arterial road network including Kawana Arterial and Racecourse Road.</p>	N
129.	<p>Kawana Arterial should be planned as a future motorway with required interchange locations identified.</p>	<p>DTMR's position is for Kawana Arterial to be planned as a major arterial road. Kawana Arterial is a major road link to serve Caloundra South and not for through movements. A motorway is intended to move large volumes of traffic over long distances. This role is presently being achieved by the Bruce Highway and does not need to be duplicated.</p>	N
130.	<p>Final Scheme needs to show how the proposed transport infrastructure will impact on Glasshouse townships particularly Landsborough and Beerwah (e.g. CAMCOS and Bruce Highway interchanges).</p>	<p>Planning by Sunshine Coast Regional Council in partnership with the DTMR and Queensland Rail will address the future passenger rail line and how it will be located and designed recognising existing townships. It is outside the ULDA's jurisdiction to plan outside the UDA boundary.</p>	N
131.	<p>Amend section 3.3.9 to read: mitigate noise impacts through DA stage in consultation with DTMR.</p>	<p>Footnote to DTMR code of practice is already included.</p>	N
Eastern Road link			
132.	<p>Supportive of preservation of an Eastern Road link. This will allow for connections between two localities and access to facilities in adjoining areas, subject to appropriate upgrading of the road network in Pelican Waters.</p>	<p>Noted.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
133.	<p>Eastern Road link is unacceptable for the following reasons:</p> <ul style="list-style-type: none"> • Significant vegetation clearing and fauna corridor fragmentation • Link will cause increase in traffic volumes, unacceptable congestion in Pelican Waters • inadequate road reserves, speed limit inconsistent with trunk road design and signalisation of all intersections required • residential amenity (noise and safety) • existing infrastructure disturbance • social impacts to existing residents • road network is taking precedence over public transport needs <p>Alternative alignments for Eastern Road link proposed:</p> <ul style="list-style-type: none"> • Preference for Eastern Road link along alignment specified by Council • follow CAMCOS to a point immediately north of Pelican Waters property boundary, traverse in NE direction before connecting onto existing Pelican Waters Blvd about 500m south of the intersection with Caloundra Road 	<p>The Eastern Road link requires further analysis based on submissions received. In response to concerns the following points are made:</p> <p>The Eastern Road link for investigation is located parallel to the future passenger rail line. Combining both pieces of infrastructure (ie road and rail) was considered advantageous in minimising clearing to vegetation and having only one crossing of the important environmental area.</p> <p>The ULDA and DTMR are undertaking further analysis to identify the most appropriate location, recognising the issues raised in submissions regarding increased traffic volumes in Pelican Waters. This includes attention to amenity and social impacts to existing residents.</p> <p>Public transport connections from Caloundra South major centre to the east servicing Pelican Waters, Golden Beach and connecting to Caloundra require further consideration as part of the overall eastern road link analysis.</p> <p>The Development Scheme will continue to show an Eastern Road link for investigation but will clarify that the connection to Pelican Waters Boulevard is still to be determined.</p> <p>Amendment: Page 11, Section 3.3.5, 3rd last paragraph</p> <p>Include: <i>"An eastern road link from Caloundra South to Pelican Waters / Golden Beach is desirable to deliver a connected and permeable movement network. Investigations into the preferred route are ongoing".</i></p>	Y

Issue #	Issue/Comment	Response	Amendment Required
134.	<p>Questions about location and connections relate to:</p> <ul style="list-style-type: none"> • Where will the Eastern Road link join Pelican Waters Boulevard? • Will this mean Pelican Waters Boulevard will be duplicated or only the portion after the entry to Pelican Waters? • Consideration should be given to a proposed road link that connects to St Joseph Banks Drive or Nelson Street. • Is the Eastern Road link running through existing residential land or conceptual in nature? 	<p>No location has been determined. The Eastern Road link shown on the maps is conceptual. See response to issue 133 above.</p>	N
Public transport			
135.	<p>Retain alignment of current rail corridor to provide certainty.</p>	<p>Noted.</p>	N
136.	<p>Support for an interim public transport servicing arrangement.</p>	<p>Noted.</p>	N
137.	<p>The Scheme should contribute to an efficient and integrated public transport network with a vision for less car dependency. Currently 99% car based development proposed.</p>	<p>A key objective of the UDA is to reduce car dependency through transit oriented development principles. Caloundra South will be a compact, well planned community with higher density development within and adjacent to centres and major transport nodes to enhance accessibility to services and facilities, thus reduce demand for travel by private vehicle. Caloundra South will be serviced by an integrated public transport system that connects neighbourhoods and centres, linking with the future bus rapid transit and rail service to provide access to work, education and other destinations in the region. Caloundra South has also been designed for walking and cycling. It has a network of pathways built around several major off-road spines along the greenspace corridors and along major roads. These spines are supplemented by a comprehensive network of smaller links between centres, parkland and other community facilities.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
138.	<p>Concerns raised about insufficient public transport on the Sunshine Coast which includes:</p> <ul style="list-style-type: none"> • Need to provide improved train services which correspond with business hours • Need for railway line from Landsborough to Caloundra, Mooloolaba and Maroochydore • High speed rail link extending from Sandgate, Redcliffe, mainland side Bribie then north to the Sunshine Coast • Light rail transit system to be established • Continue Gold Coast service to Nambour • Rail duplication from Brisbane to Nambour • RailBus services are unsuitable • Need for 1/2 hourly daily rail services between Nambour and Brisbane • Transport hierarchy facilitating more immediate and accessible public transport to be prioritised 	<p>Improvements to the public transport network are primarily the responsibility of DTMR and TransLink Transit Authority. Many of the suggestions listed are outside Caloundra South UDA and outside the jurisdiction of the ULDA.</p> <p>The ULDA is committed to ensuring public transport services are provided with a commitment that bus services are delivered from the outset. Public transport costs for the first five years will be subsidised by the developer.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
139.	<p>Future passenger rail line (CAMCOS) concerns include:</p> <ul style="list-style-type: none"> • prudent to build the rail line first or simultaneously to allow commuters access to public transport, removing the immediate need to widen Bruce Highway • an appropriate trigger within the framework of the development needs to be identified • timing and lack of firm construction timetable • to be delivered as a priority from Maroochydore centre south to Caloundra South • heavy rail link to be provided at an interchange at preferably Beerwah or Caloundra South. 	<p>Delivery of the passenger rail line is not envisaged in the short term. The passenger rail line is the responsibility of DTMR and funding needs to be balanced against other infrastructure projects across the state.</p> <p>Caloundra South will be provided with high quality bus services from the outset of development. These services will connect to other major destinations on the Sunshine Coast including Palmview, Caloundra and connect into Coast Connect bus network.</p> <p>Delivery of the passenger rail line will be integrated with high frequency bus routes. A bus-rail interchange will be provided at the major centre.</p>	N
140.	<p>Passenger rail line (CAMCOS) alignment issues raised include:</p> <ul style="list-style-type: none"> • a more northerly corridor alignment, running centrally through the development to ensure higher patronage • alignment inappropriately traverses an ecologically significant area – • alignment does not optimise rail travel given the District Centres are located away from rail. There is an opportunity to service the proposed industrial area and adjacent existing communities. 	<p>DTMR has advised the ULDA that the location of the passenger rail line (CAMCOS) must follow the protected corridor. An alternative alignment presented in the previous Structure Plan by Council was based on the aerodrome relocating and the aerodrome redeveloping for more intensive purposes. As the aerodrome is no longer relocating, the protected corridor is the desired location. Detailed design and impact management planning will be undertaken closer to delivery to ensure ecological impacts are addressed.</p>	N
141.	<p>Passenger rail line (CAMCOS) needs to ensure permeability of all primary and local road links that cross it.</p>	<p>Further detailed planning at the context planning and plan of development levels will address how permeability within the UDA is addressed, particularly in the framework of how the passenger rail corridor will be delivered. DTMR will be undertaking a review of the passenger rail line as part of further planning which will be used in the context planning stage.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
142.	<p>The role, function and requirements of the Rapid Bus Transit (RBT) versus indicative public transport route needs to be clarified. It is unclear how RBT connects with:</p> <ul style="list-style-type: none"> • Coast Connect • Palmview • Caloundra • Beerwah. <p>It is envisaged that connections to Caloundra will utilise any east-west link as determined by State.</p>	<p>Rapid Bus Transit refers to Urban link bus services as discussed in the Draft Connecting SEQ 2031. Rapid Bus Transit is intended to provide high frequency bus services with bus priority.</p> <p>Indicative public transport routes refer to local bus services that connect to the neighbourhoods where people live and work. These provide the fine fabric to the public transport network.</p> <p>To provide clarity, terminology within the Development Scheme has been amended to align with Connecting SEQ 2031.</p> <p>Amendment:</p> <p>Page 16, Map 3 Centres and transport network.</p> <p>Replace wording in legend from:</p> <p>Rapid Bus transit to <i>Urban Link bus services</i> and Indicative Public Transport Routes to <i>Indicative local bus services</i></p> <p>The ULDA will continue to work with DTMR with regard to bus services for the Sunshine Coast. Urban Link bus services will connect Caloundra South to Mooloolaba via Palmview, Sippy Downs, Kawana and Caloundra. Redesign of the bus network will also ensure that Caloundra South is connected to Beerwah by local bus services. Urban Link bus services will continue to be shown on the eastern road link for investigation however as stated in response to issue 134, investigations into this route are ongoing.</p> <p>Recommended amendments:</p> <p>Page 16, Map 3 Centres and transport network</p> <p>Add the following:</p> <ul style="list-style-type: none"> • <i>Urban Link bus services on Racecourse Road that connects to Palmview</i> • <i>Urban Link bus services on Kawana Arterial linking to Caloundra and linking to Coast Connect bus services</i> • <i>Removal of Urban Link bus services (RBT) south of the major centre and replaced with public transport route connecting to Beerwah</i> 	<p>Y</p> <p>Y</p>

Issue #	Issue/Comment	Response	Amendment Required
143.	Only one District Centre is served by the Rapid Bus Transit network. Opportunity lost and greater interrelationship between land use and transport should be demonstrated.	All district centres will be serviced by public transport. The ULDA will continue to work with DTMR with regard to the service type and frequency.	N
144.	Amend section 4.1 term public transport to reference 'infrastructure' and 'services'.	Not necessary as term public transport is all encompassing. Inclusion of public transport services is made clear in Table 4.3.1.	N
Active transport			
145.	Prioritise active transport.	Noted.	N
146.	Need for activation of the Environmental Protection Area.	The Proposed development Scheme includes an active transport route parallel to the eastern road link that connects Caloundra South to Pelican Waters and Golden Beach. It is not intended that the Proposed development scheme identify additional routes through the Environmental Protection Zone.	N

Issue #	Issue/Comment	Response	Amendment Required
147.	<p>Active transport routes on Map 3 do not provide adequate connections to:</p> <ul style="list-style-type: none"> • the major centre • parallel to the future passenger rail line • adjacent to the Bruce Highway 	<p>The Scheme provides the overarching planning that establishes the vision, intent and planning requirements for the entire UDA. More detailed planning will be undertaken at the context planning of development stages. It is at these stages that the applicant will demonstrate how the UDA wide criterion for the movement network is delivered.</p> <p>Active transport route to the major centre from the south through Bells Creek South greenspace is considered to have merit.</p> <p>An active transport route parallel to the future passenger rail line from Bells Creek South to the Bruce Highway has merit in part. As the active transport route from Bells Creek South to Kawana Arterial would appear to be duplicated by the route adjacent to the Bells Creek South riparian corridor, only part of the active transport route has been included in the scheme.</p> <p>It is acknowledged that an active transport route parallel to the Bruce Highway will be part of the Bruce Highway upgrade project currently under investigation by DTMR, and not a requirement within the Proposed Development Scheme.</p> <p>Amendment:</p> <p>Page 16, Map 3 Centres and transport network:</p> <p><i>Add indicative active transport routes to centre through Bells Creek South Greenspace, parallel along the future passenger rail line from Bruce Highway to Bells Creek South greenspace</i></p>	Y

Issue #	Issue/Comment	Response	Amendment Required
148.	<p>Amend Table 4.3.1 to add a new row titled 'Active Transport' with accompanying columns 'description of works' and 'when required' as written below:</p> <ul style="list-style-type: none"> • 'Column: Description of works – Active transport infrastructure required to service the development and in accordance with a master plan agreed with the relevant entity.' • 'Column: When required – To be constructed at the time development is being undertaken.' 	<p>Agreed, active transport should be specifically identified in the table.</p> <p>Amendment:</p> <p>Page 30, Table 4.3.1 Transport and network infrastructure:</p> <p>Add a new row titled 'Active Transport' after the Public transport row with the following text:</p> <ul style="list-style-type: none"> • <i>'Column: Description of works – Active transport infrastructure required to service the development and in accordance with a master plan agreed with the relevant entity.'</i> • <i>'Column: When required – To be constructed at the time development is being undertaken and delivered before improvements are demanded by additional loading from developments within the UDA.'</i> 	Y
149.	<p>Amend section 3.3.11 to read: Provide bicycle parking facilities in accordance with Table C2 (p. 90) AUSTRROADS standard Guide to Traffic Management - Part 11: Parking (2008), except where development is subject to the Queensland Development Code, Mandatory Part 4.1 – Sustainable Buildings.</p>	<p>Footnote included in the Proposed development scheme to address matter.</p> <p>Amendment:</p> <p>Page 15, Section 3.3.11, Column 2</p> <p>Add Footnote to 'End of trip facilities' to read: <i>Refer to Queensland Development Code 4.1 – Sustainable Buildings.</i></p>	Y
150.	<p>Key roads should be pedestrian and cyclist friendly. Wording on page 23 and 24 should be amended to reflect this.</p>	<p>Agreed.</p> <p>Amendment:</p> <p>Page 23, Column 3, paragraph 3</p> <p>Add cyclist to – are pedestrian <i>and cyclist</i> friendly</p> <p>Page 24, Column 2, paragraph 1</p> <p>'public transport services, <i>bicycle and pedestrian network and</i> community facilities</p>	Y

Issue #	Issue/Comment	Response	Amendment Required
Parking			
151.	<p>The proposed scheme undermines the Council's Planning Scheme standards for parking.</p> <p>Commuter car parking is required and could possibly be provided in the area surrounding Caloundra Aerodrome.</p> <p>There is insufficient parking for increased population when visiting the patrolled surfing beach at Kings Beach.</p> <p>Concerns about shopping options/ parking.</p>	<p>Parking will be provided in accordance with the rates and standards set out in the Sunshine Coast Regional Council's Planning Scheme. The ULDA may consider proposals for a reduced number of car parking spaces where it can be justified due to factors including:</p> <ul style="list-style-type: none"> • availability of on-street car parking • public transport accessibility • overall accessibility, including, for residential development, location within or adjoining a centre • potential for sharing car parking spaces by different uses and activities • target markets for residential development. <p>Any commuter car parking requirements will be determined in conjunction with DTMR at the development application stage. It is not considered reasonable to expect car parking to be provided at Kings Beach.</p>	N
152.	On-street parking should not be considered as it may be inappropriate as road use increases.	This will be addressed at the development application stage.	N
Fauna sensitive transport infrastructure			
153.	Proposed transport network needs to provide fauna fencing and crossings to allow for fauna movement.	These matters can be addressed at the design stage.	N

Issue #	Issue/Comment	Response	Amendment Required
154.	<p>High Ecological Significance (HES) areas should be free of roads and where this is unavoidable, an environmental offset is provided.</p> <p>Elevate structures across HES wetland and waterway habitats for ecological connectivity.</p>	<p>Mapped areas of High Ecological Significance (HES) within the Queensland Coastal Plan are predominantly located with the Environmental Protection zone or the green space areas. As such, they are predominately protected from urban development and road corridors.</p> <p>The proposed development scheme includes two pieces of infrastructure in the Environmental Protection Zone, which pass through a mapped area of High Ecological Significance on the eastern side of Kawana Arterial Road. The future passenger rail line is located within its protected corridor alignment which passes through an area near Bells Creek North which is mapped as having High Ecological Significance. This corridor does not necessitate an environmental offset.</p> <p>The eastern link road is still undergoing further analysis, hence it is premature to consider environmental offsets at this stage.</p> <p>There is a small, low lying area adjacent to Lamerough Creek mapped as an area of High Ecological Significance and included in the Urban Living zone. Ground truthing indicates this area has been adversely affected by agricultural uses which is generally unconstrained and more than adequately offset by the rehabilitation area in the Environmental Protection zone.</p> <p>Future detailed design and impact management planning for any transport infrastructure that crosses ecological areas will need to ensure connectivity is achieved.</p>	N
155.	<p>Movement network should include reference to koala sensitive design measures. Higher order roads should avoid intersection with fauna corridors, green space or the Environmental Protection Zone.</p> <p>Reference "Fauna Sensitive Road Design Manual, vol. 2: Preferred Practices" for design measures to mitigate biodiversity impacts from transport corridors.</p>	<p>DERM has previously advised that Caloundra South will not be subject to the Koala State Planning Policy.</p> <p>ULDA Guideline No 14: Environment and natural resources sustainability will reference the Fauna Sensitive Road Design Manual and provide direction in regards to koala sensitive urban design.</p> <p>The matter of fauna movement within the broader site is considered later in this report in the Fauna Connectivity section.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
Environmental Values			
Support			
156.	Congratulate the planners on the decision to rehabilitate the area to provide a natural barrier between housing and Pumicestone Passage. Provision of riparian zones along the banks of the three creeks is an environmental benefit.	Support for the rehabilitation plans and waterway or riparian corridors is noted and appreciated. No amendment required.	N
157.	Congratulate ULDA on establishing ongoing relationship with CSIRO to assist in sustainability goals.	Support is noted and appreciated. The ULDA is currently developing a strategic relationship and alliance partnership with CSIRO.	N
158.	ULDA commended on foresight in establishing sound and achievable Sustainability Goals. They set benchmarks for future developments. Commended for reflecting the One Planet framework in the planning.	Support is noted and appreciated.	N
159.	New models and approaches developed for Caloundra South should be communicated to industry, government and other stakeholders to accelerate adoption of ESD outside UDAs.	The feedback is noted and appreciated.	N

Issue #	Issue/Comment	Response	Amendment Required
Protecting the Environment			
160.	Concern about the environment and water control rules being too loose in the Development Scheme.	<p>The ULDA has set requirements in the Proposed development scheme so development complies with:</p> <ul style="list-style-type: none"> • all existing water quality legislation and controls, • all policies for healthy waterways and construction standards, and • all vegetation management requirements (given that all remnant vegetation will be protected in green space or environmental areas). <p>The scheme contains a suite of measures to protect environmental attributes and water quality, including:</p> <ul style="list-style-type: none"> • specifying the water quality objectives to be achieved, during the construction and operation phases of development • taking the mostly cleared site in the former forestry areas and providing vegetated corridors • protecting all remnant vegetation within the site, by its inclusion in a green space or the 480 hectare Environmental Protection zone • rehabilitating the site's waterways of Bells Creek and Lamerough Creek, and • specifying requirements for groundwater management and protection. <p>In response to submissions, the Proposed development scheme has been amended to make the water quality monitoring and environmental compliance regime more transparent and more stringent. The amendments are described in the Protection of Water Quality (issue 167) and the Flood Management (issue 231) sections below.</p>	Y

Issue #	Issue/Comment	Response	Amendment Required
161.	<p>Concern that the proposed development scheme does not adequately protect existing environmental values (native vegetation, fauna, threatened species habitat) on the site.</p> <p>Specific concern that the Development Scheme:</p> <ul style="list-style-type: none"> • compromises the ability to meet SEQ NRM Plan 2031 Regional Priority Targets, namely NC6-Habitat for priority species, and • doesn't comply with the proposed management intent for vulnerable species in <i>Nature Conservation (Wildlife) Regulation 2006</i>. 	<p>The majority of the Caloundra South site has been extensively cleared through its history of forestry, agriculture and cattle grazing during the last 40 years. A relatively small amount of native vegetation can be found along the creeks that traverse the site. These areas are included within the green space corridors. The north-eastern part of the site also contains wetlands and some small areas of remnant vegetation. These will be protected and rehabilitated within the Environmental Protection Zone.</p> <p>In response to the comment opposite:</p> <ul style="list-style-type: none"> • Section 19 of the <i>Nature Conservation Act 1994</i> details the proposed management intent for vulnerable wildlife. It includes actions such as maintaining information and databases about wildlife, putting into effect recovery or conservation plans and ensuring that viable populations are preserved and re-established. • The Proposed development scheme includes the requirement to prepare a Flora and Fauna Management Plan and Rehabilitation Plan. • This will provide the basis for extensive rehabilitation designed to increase habitat availability and buffer existing habitats for important common and threatened flora and fauna species present within the local area. 	N

Issue #	Issue/Comment	Response	Amendment Required
162.	<p>Precautionary principle should be applied and development of the site prohibited until full environmental assessments have been completed.</p> <p>Other related comments suggest that:</p> <ul style="list-style-type: none"> • a full independent ecological survey be undertaken to ascertain water quality in creeks and groundwater, and riparian vegetation in a 110m buffer zone around waterways. • a comprehensive environmental and social impact assessment be required due to the site's location, including consideration of: <ul style="list-style-type: none"> - the <i>Nature Conservation Act 1994</i> - the <i>Vegetation Management Act 1999</i>. 	<p>The ULDA has also sought external and specialist ecology and fauna movement advice, which is contained within the Conservation Strategy available on ULDA's web site. This assessment considered protected species under the <i>Nature Conservation Act 1994</i> and the <i>Vegetation Management Act 1999</i>, the requirements of which have been met. All remnant vegetation will be protected within a green space area or Environmental Protection zone.</p> <p>The land owner is also required to refer the application for environmental assessment under the Federal Government's <i>Environment and Biodiversity Conservation Act 1999</i> (EPBC Act) and obtain approval under this legislation before development can begin.</p>	N
163.	<p>Proposed Development Scheme allows roads and rail to cross Bells Creek North and South 12 times with severe environmental and cost impacts.</p>	<p>The public transport and road connections to deliver a permeable movement network necessitate crossings over Bells Creek North and South. Where possible, corridors have been co-located - such as the CAMCOS corridor and the Eastern Road link - to minimise the environmental impact.</p>	N
164.	<p>The designated environmental protection areas will be impacted by rising sea levels and should be provided with buffers too so existing ecosystems can retreat landwards.</p>	<p>The proposed development scheme has allowed for rising sea level. The Scheme and the flood management solution comply with the measures specified in the Queensland Coastal Plan for sea level rise projections of 0.8m to the year 2100.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
Protection of Water Quality in Pumicestone Passage			
165.	<p>Submissions have raised concerns regarding the impact of Caloundra South on water quality and the health of Pumicestone Passage and the listed RAMSAR wetland at Bells Creek. Particular concerns have been expressed about:</p> <ul style="list-style-type: none"> • the cumulative impacts of 50,000 additional people, particularly when occurring on floodplains • stormwater, chemicals, pesticides and sewerage runoff • risk of acid sulphate soils • land disturbance, erosion and turbidity • ecology being compromised, and Council's environmental buffer zones and flood model being preferred • recreational usage impacts • fauna and habitat impacts • fishing industry and economic impacts • within the Environmental Protection zone, there should be no discharge of harmful contaminants to the waterway impacting on the Marine Park • there is a lack of allocated areas to treat stormwater • water treatment devices may be difficult to incorporate into urban areas and flood conveyance channels • lack of definition of management devices • concern that the principles for preserving waterways are irresponsible and out-dated. 	<p>The ULDA maintains that the water quality objectives specified in the Proposed development scheme imposed on future development are appropriate for Pumicestone Passage, and are more stringent than similar measures required elsewhere in South East Queensland.</p> <p>The submissions do not provide scientific evidence supporting claims that development at Caloundra South will adversely impact on water quality and the health of Pumicestone Passage.</p> <p>The ULDA is committed to enforcing a robust water quality monitoring and compliance regime to ensure that the stated objectives are met both during construction and also over time. The details of the intended regime were not adequately described in the Proposed development scheme.</p> <p>The Proposed development scheme has now been amended to describe a stringent water quality control regime. This amendment is described later in this section.</p> <p>Achieving the specified water quality objectives will require the design and delivery of comprehensive stormwater quality improvement devices integrated within urban areas, street and open space networks and associated with the major waterway corridors through the site.</p> <p>It is not appropriate to specify precisely what these measures are within the Proposed development scheme. To do so would preclude opportunities in the future to draw on advances in technology and best practice measures to assist in achieving the specified objectives.</p> <p>Addressing the impacts of additional recreation usage of the Pumicestone Passage and other Sunshine Coast recreational assets across the entire Sunshine Coast region is not a reasonable impost on a single development being Caloundra South.</p> <p>Given the continuing, other growth in the region and usage of facilities by new residents and visitors, these impacts need to be more holistically assessed and addressed by Sunshine Coast Regional Council and relevant State agencies.</p> <p>Future development within Caloundra South is contingent on the landowner gaining necessary</p>	Y

Issue #	Issue/Comment	Response	Amendment Required
		<p>approvals under the <i>Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i> administered by the Commonwealth Government.</p> <p>There is no reason for the ULDA to cease its role in finalising the Development Scheme given that other development approvals will still be required to enable development to occur within the UDA in the future.</p> <p>The Commonwealth Government's consideration of the environmental implications of the proposed urban development at Caloundra South under the EPBC Act provides an additional safeguard for protecting environmental values and water quality in the surrounding areas.</p> <p>Amendment: As per issue 167 below.</p>	
166.	<p>Future responsibility and accountability for the water quality of Pumicestone Passage should be the obligation of the developer through the following:</p> <ul style="list-style-type: none"> • making compliance with the water quality conditions a condition of approval for the developer. • imposing specific penalties on the land owner for non compliance which are made public. • requiring the land owner to lodge substantial financial bonds which are refundable after 25 years if water quality is improved. 	<p>These ideas have been incorporated into amendments to the Proposed development scheme.</p> <p>The proposed development scheme has been amended to specify a water quality monitoring and compliance regime.</p> <p>The matter of development conditions will be considered by the ULDA at the time of considering development applications.</p> <p>Amendment: As per issue 167 below.</p>	Y
167.	<p>In the submissions, there are specific suggestions for stormwater management including:</p> <ul style="list-style-type: none"> • on-site treatment and reuse of stormwater and grey water • runoff to be taken through reed ponds and new wetlands • runoff should be treated and piped inland to ensure there is no further eutrophication of the Pumicestone Passage • specify water pollution controls, 	<p>The adoption of the formal Water Quality Objectives for Pumicestone Passage necessitates the adoption of water treatment measures that are more stringent than those required elsewhere in South East Queensland.</p> <p>The Caloundra South site, when developed, will embrace a 'multi barrier' water sensitive urban design (WSUD) treatment train approach to stormwater quantity and quality management that achieves a no net long term worsening of down stream water quality.</p> <p>The treatment train is expected to include:</p> <ol style="list-style-type: none"> 1. Rainwater tanks to supply a wide range of potable substitution roles on site which may include toilet flushing, laundry and outdoor 	Y

Issue #	Issue/Comment	Response	Amendment Required
	<p>treatment and harvesting.</p> <ul style="list-style-type: none"> oil, stormwater run-off and street waste traps should be installed at every point that could potentially enter the Pumicestone Passage, feeder creeks and waterways ensure stormwater management does not contribute in any form of algal bloom, fish and other species kill or any further degradation of water quality in the Pumicestone Passage recreational, sporting and stormwater management functions should not compromise the habitat, fauna connectivity and primary functions of the riparian corridors. stormwater infrastructure should not be co-located with High Ecological Significance wetlands. Stormwater infrastructure should be outside or on the periphery of a corridor which is currently cleared and removed from important biodiversity values. <p>Other related issues to stormwater management include:</p> <ul style="list-style-type: none"> Development scheme should include a requirement for a meaningful and independent water quality testing regime to commence prior to development and require development to cease if test results are adverse Amend text in section 3.3.8 about water quality to ensure Caloundra South achieves a no net worsening of 'down stream' water quality and to "maintain current compliance levels" with the water quality objectives. <p>Amend the water quality section in the Vision from:</p> <ul style="list-style-type: none"> <i>"Integrated water cycle management</i> 	<p>supply. This will significantly reduce the quantity of stormwater washing from the site to maintain acceptable environmental flows.</p> <ol style="list-style-type: none"> Allotment and minor road runoff to be directed to roadside bio-retention and swale systems to both treat water quality and reduce the volumes of runoff (through retention and infiltration). Minor roads and other areas to drain to major road corridors where roadside bio-retention systems will further polish water quality and reduce flows. Site catchments will drain via several treatment train waterway corridors through the site. These waterways corridors will include lateral bioretention systems that will be heavily vegetated delivering treated site runoff to regional wetland style waterbodies. <p>An 'adaptive management approach' is to be adopted and may result in changes to the nature and design of treatment measures implemented. The adaptive management approach will be supported by WSUD performance data collection and used to refine and optimise site design elements as the development proceeds.</p> <p>This data collection will comprise baseline (predevelopment) event based data collection at key locations of key water quality data at Bells and Lamerough Creeks within and downstream of the site, and the subsequent assessment of water quality during and after site development.</p> <p>At least two monitoring points will be added to the Ecosystem Health Monitoring Program (or EHMP report card) system operated by DERM for the collection of water quality data.</p> <p>During the construction phase, continuous sampling stations will be installed with telemetry to allow automatic alarms to be triggered in the event of a non-conformity with the water quality objectives for Pumicestone Passage.</p> <p>For the operation phase, monthly and event based sampling will be completed to determine conditions in Bells and Lamerough Creeks, and the quality of run off discharged from developed parts of the site.</p>	

Issue #	Issue/Comment	Response	Amendment Required
	<p><i>contributes to the water quality values of the Pumicestone Passage and the Bells and Lamerough Creek riparian corridors and their tributaries</i>” to remove the word ‘contributes’ and replace it with ‘protects and substantially improves’ or ‘protects and enhances’.</p>	<p>Annual water quality reporting is required to demonstrate compliance with the site’s water quality objectives.</p> <p>Water quality monitoring and reporting is required to be conducted throughout the duration of development of the site, or until such time as water quality monitoring within the localised catchment within the development site is deemed to be consistently meeting the desired water quality objectives over a 12 month post development monitoring period.</p> <p>Comprehensive sediment and erosion control measures will be required during the construction phase of development. An automated turbidity monitoring system will be installed downstream of stage packages under development ensuring that any unacceptable levels of sediment washing from the site can be detected. Immediate corrective actions will be required to be undertaken.</p> <p>The technical water quality modelling undertaken to date indicates that the formal Water Quality Objectives for Pumicestone Passage will be met, and in some cases, exceeded. In response to submissions, the water quality monitoring and compliance regime and the water sensitive urban design treatment train approach have both been described in the Proposed development scheme, to ensure that the formal Water Quality Objectives for Pumicestone Passage will be fulfilled.</p> <p>The Caloundra South UDA site is just one part of the Pumicestone Passage catchment and the balance of the catchment and therefore the water quality of other locally controlled land uses is outside the ULDA’s jurisdiction. The term ‘contributes to’ is considered appropriate in these circumstances, and has been left unchanged.</p> <p>Amendments:</p> <p>Section 3.3 UDA-wide criteria Page 12, 3.3.8 Natural values</p> <p>Add the following sentence after paragraph 2: <i>A ‘multi barrier’ water sensitive urban design (WSUD) treatment train approach to stormwater quantity and quality management is to be used that achieves a no net long term worsening of down stream water quality.</i></p> <p><i>This treatment train is expected to include:</i></p> <ol style="list-style-type: none"> <i>Rainwater tanks</i> 	

Issue #	Issue/Comment	Response	Amendment Required
		<p>2. <i>Roadside bioretention and swale systems</i></p> <p>3. <i>Lateral bioretention systems that will be heavily vegetated delivering treated site runoff to regional wetland style waterbodies.</i></p> <p><i>An 'adaptive management approach' is to be adopted and may result in changes to the nature and design of treatment measures implemented.</i></p> <p>Then, add a new sentence after next paragraph and dot points:</p> <p><i>The process is to comply with the water quality monitoring and compliance regime described in Section 5.4 within the Implementation Strategy.</i></p> <p>Replace existing footnote 2 and insert:</p> <p><i>² Development protects downstream receiving waters by demonstrating water quality discharges from the site comply with:</i></p> <ul style="list-style-type: none"> <i>• the water quality objectives specified in the Pumicestone Passage Environmental Values and Water Quality Objectives set by DERM in the Environmental Protection (Water) Policy 1999, in particular the area within Basin No. 141 designated as area PLE – Pumicestone Passage North (Enclosed Coastal/Lower Estuary), and</i> <i>• the water discharge requirements specified in the State Planning Policy 4/10 Guideline Healthy Waters and its supporting document 'Urban Stormwater Quality Planning Guidelines 2010'.</i> <p><i>Implementation Strategy</i></p> <p>Insert new Section 5.4 Water quality monitoring and compliance regime after Section 5.3 Ecological sustainability:</p> <p>Implementation Strategy</p> <p>5.4 Water quality monitoring and compliance regime</p> <p><i>The ULDA will monitor compliance with the formal water quality standards specified in the Development Scheme, including:</i></p> <p><i>Development protects downstream receiving waters by demonstrating water quality discharges from the site comply with:</i></p> <p><i>(i) the water quality objectives specified in the</i></p>	

Issue #	Issue/Comment	Response	Amendment Required
		<p><i>Pumicestone Passage Environmental Values and Water Quality Objectives set by DERM in the Environmental Protection (Water) Policy 1999, in particular the area within Basin No. 141 designated as area PLE – Pumicestone Passage North (Enclosed Coastal/Lower Estuary), and</i></p> <p><i>(ii) the water discharge limits specified in the State Planning Policy 4/10 Guideline Healthy Waters and its supporting document 'Urban Stormwater Quality Planning Guidelines 2010'.</i></p> <p><i>A water quality monitoring regime is to be established at the outset of development, and submitted to ULDA for endorsement and approval. The regime is to establish the process for water quality monitoring for construction and operational phases of development, including:</i></p> <ul style="list-style-type: none"> <i>(i) water quality data collection (via automated system)</i> <i>(ii) water quality monitoring (frequency and process)</i> <i>(iii) reporting (frequency and process)</i> <i>(iv) corrective action, if required.</i> <p><i>Annual water quality reporting is required to demonstrate compliance with the site's water quality objectives.</i></p> <p><i>Water quality monitoring and reporting is required to be conducted throughout the duration of development of the site, or until such time as water quality monitoring within the localised catchment within the development site is deemed to be consistently meeting the desired water quality objectives. This will be undertaken over a 12 month post development monitoring period.</i></p> <p><i>In response to the particular comment opposite about areas of High Ecological Significance (HES), these areas are predominantly located within the Environmental Protection zone in the eastern part of the site and will therefore not include any stormwater management devices.</i></p>	
168.	Remove term 'tributaries 'of creeks. Based on the highly modified nature of the site, a tributary is not relevant (Page 4 Vision – A sustainable community and p13, section 3.3.8).	<p>Agree.</p> <p>Amendment:</p> <p>Page 4, Section 2.2, Vision, A Sustainable community: 'Integrated water cycle managementand the Bells</p>	Y

Issue #	Issue/Comment	Response	Amendment Required
		<p><i>Creek and Lamerough Creek riparian corridors and their tributaries'</i></p> <p><i>And</i></p> <p><i>Development protects the water qualityBells Creek and Lamerough Creek and their tributaries</i></p> <p><i>, delete 'and their tributaries.</i></p>	
169.	<p>3.3.8 Add to footnote 2 (ii) "SEQ RP implementation Guide No 7: "Contains design objectives for post construction phase for:</p> <ul style="list-style-type: none"> • Stormwater quality management; • Waterway stability Management; and • Frequent flow management 	<p>The State Planning Policy 4/10 and Guideline is now the more contemporary standard and provides design and construction controls, so the reference to the SEQ RP Implementation Guideline No. 7 has been deleted.</p> <p>See also issue 167 which is related.</p>	N
170.	<p>SPP Healthy Waters and the Urban Stormwater Quality Planning Guidelines requires compliance with the design objective for the construction phase water quality management, including requirements for erosion and sediment control.</p>	<p>A reference to the new State Planning Policy 4/10 and its supporting document being the Urban Stormwater Quality Planning Guidelines 2010 has been added to the footnote here as the more contemporary standard.</p> <p>Amendment:</p> <p>Refer to the amendment in issue 167.</p>	Y
171.	<p>Development scheme should include specific requirements for:</p> <ul style="list-style-type: none"> • the proposed Groundwater Management Plan and sediment and erosion control for public comment, together with mandatory requirements to meet stringent sustainability outcomes, and • the extent of development should be reviewed based on the outcomes of a detailed acid sulphate soils, nutrient export area and groundwater survey. 	<p>The Proposed development scheme sets a requirement for a Groundwater Management Plan to be established at the outset, documenting measures to comply with the stated groundwater criteria in the scheme.</p> <p>The matter of acid sulphate soils, nutrient export areas and groundwater surveys is a matter normally considered at operational works and subdivision design across Queensland. The same approach will occur here.</p>	N
172.	<p>Recommended text change from <i>maintains the ecological health and environmental values of surface and groundwater, including wetlands and waterways in and adjacent to the UDA</i> to "maintains and where possible, improves the ecological health and environmental values of surface and groundwater, including wetlands and waterways in and adjacent to the UDA"</p>	<p>The general principle of the Proposed development scheme is to protect and maintain all relevant natural values, including surface and groundwater within the Caloundra South UDA and the Development Scheme.</p> <p>Finding opportunities for improvement of surface and groundwater including wetland and waterways <i>in and adjacent to the UDA</i> as suggested opposite would require controls on land uses outside the UDA which is the responsibility of other agencies including DERM and</p>	N

Issue #	Issue/Comment	Response	Amendment Required
		the Sunshine Coast Regional Council.	
173.	Recommends that the Water Quality Objectives for Basin 141 for Pumicestone Passage should be updated as they have not achieved any improvement in water quality to date.	The Water Quality Objectives for Pumicestone Passage have been set and determined by the Department of Environment and Resource Management (DERM) based on a formal process of community input and feedback. Amending the Water Quality Objectives is not appropriate as they are defined by legislation.	N
Vegetation protection, clearing and regeneration			
174.	The Development Scheme should provide more detail relating to the regeneration of Regional Ecosystems such as the regional ecosystem 12.3.13 which is 'of concern' on a regional basis.	All remnant vegetation shown as 'of concern' or the small area of 'endangered vegetation' have been protected. This is identified in the Conservation Strategy shown on ULDA's web site.	N
175.	Rehabilitation should be required in greenspace, and in all riparian corridors whether it is within the Environmental Protection Zone or not.	Agreed. The greenspace areas along riparian corridors already require rehabilitation in the Proposed Development Scheme. Refer to Section 3.3.6 Greenspace network, and Section 3.4 Zone provisions – Environmental protection zone that detail the requirements for rehabilitation.	N
176.	Retain requirements for staged Rehabilitation Plan	Agree.	N
177.	Rehabilitation Plan requires further guidance.	Details of the Rehabilitation Plan will be addressed at the development application stage. The rehabilitation areas provided in the Proposed development scheme exceed that required under DERM's VMA Offset Policy.	N
178.	Amend the Development Scheme to include an Ecological Trust Fund.	The matter of an Ecological Trust Fund has been considered. A Trust Fund established by Government is outside the jurisdiction of the ULDA and the ULDA Act. The ULDA has sought to secure compliance with the Development Scheme measures and water quality controls through a water quality monitoring regime which is described in the Implementation Strategy.	N
179.	Expand the scope of the vegetation protection measures to be consistent with the more comprehensive approach to protecting vegetation which is required in the principle for 'Ecological processes and natural systems' within ULDA Guideline No. 14.	The Proposed development scheme is intended as a high level document, and more detail on vegetation protection has been more appropriately located in the ULDA Guideline No. 14.	N

Issue #	Issue/Comment	Response	Amendment Required
Environmental offsets			
180.	<p>Local conservation groups are best placed to inform the ULDA of appropriate local ecological offsets, and specific suggestions for local offset opportunities, including:</p> <ul style="list-style-type: none"> • Halls Creek Catchment area south of Bells Creek Road through to the ridgeline in the south (approximately 1000ha-350ha of which is significant wetland) being adjacent to the Pumicestone Passage • Fauna corridor to the Halls Creek section of the Bribie Island National Park . 	These areas are beyond the jurisdiction of the ULDA and the physical bounds of the Proposed development scheme for Caloundra South.	N
181.	Where clearing of essential habitat or 'of concern' vegetation, offsets are required in accordance with VMA Offset Policy. Amend offsets to align with Principle 2 of the QGEOP	The rehabilitation areas provided in the proposed development scheme exceed that which would be required under DERM's VMA Offset Policy.	N
Compliance			
182.	Development scheme does not indicate how ULDA will ensure compliance of development conditions and who will have responsibility of vegetation management compliance.	All vegetation protected under the VM Act has been retained and protected in the Development Scheme. The ULDA will oversee compliance with the development conditions imposed on development. This includes a strong water quality compliance regime in Section 5.4 of the Development scheme.	N
183.	ULDA should enter into a Memorandum of Understanding with DERM regarding the assessment and appropriate conditioning of Environmentally Relevant Activities.	Noted for further discussion with DERM. This is a matter beyond the scope of the Proposed development scheme content.	N
Fauna connectivity			
184.	<p>Require landscape and waterway connectivity for fauna movement, especially around the Lamerough Creek / Bells Creek North bioregional corridor</p> <ul style="list-style-type: none"> • underpasses, overpasses and exclusion fencing are imperative <ul style="list-style-type: none"> ○ overpass / bridge over Bruce Highway linking hills south of Caloundra Rd interchange ○ underpass at Bells Creek 	<p>Fauna movement within the areas surrounding the Caloundra South UDA are impacted by historical land uses and built infrastructure including the Bruce Highway. The main movement corridors remaining on the Caloundra South UDA are along Lamerough Creek, Bells Creek North and Bells Creek South. These creek corridors provide a linkage to the north and south and generally follow vegetation associated with and adjoining wetland areas to the east.</p> <p>Potential for fauna movement across the Bruce Highway was assessed in preparing the Conservation Strategy for</p>	Y

Issue #	Issue/Comment	Response	Amendment Required
	<p>north and south under Bruce Highway</p> <ul style="list-style-type: none"> ○ rope bridges and glider poles over Bruce Highway ○ fauna link to Coochin Creek. 	<p>the Caloundra South UDA through on-site visits and reference to the <i>DTMR Fauna Sensitive Road Design Manual – Volume 2: Preferred Practices</i>.</p> <p>The assessment concluded that the potential to create fauna linkages across the Bruce Highway is limited in this location due to unsuitable topography and width of the highway. Topography is generally flat with only minor drainage lines extending under the highway. Existing culvert and pipe structures provide limited clearance within this location and would provide limited movement potential for most fauna species (Refer Table 6.0.2 Suitability of Different Types of Fauna Structures for a Selection of commonly addressed species or groups of species - <i>DTMR Fauna Sensitive Road Design Manual – Volume 2: Preferred Practice</i>). Retrofitting solutions to these areas is unlikely to provide a significant benefit to fauna, and the construction of costly structures such as overpasses needs to consider a landscape perspective.</p> <p>A landscape assessment of the local area identified greater fauna movement potential currently exists south of the Caloundra South UDA where Bells Creek South crosses the Bruce Highway near Roys Road. This is outside the UDA and would require specific assessment and planning to maximise function from a fauna corridor perspective.</p> <p>The extensive rehabilitation proposed as part of the Caloundra South UDA will significantly improve habitat availability on-site for a range of fauna and improve local connectivity from north to south across the site. An integral component of the Caloundra South UDA planning will involve specific design solutions to retain fauna connectivity across the greenspace and the Environmental Protection Zone.</p> <p>The concept of encouraging fauna movement in the Urban Living Zone through the strategic placement of open space and street tree planting is supported. The Proposed development scheme has been amended to require planting of endemic species in parks and open spaces to respond to this issue.</p> <p>Recommended amendments:</p> <p>Page 12, Section 3.3.6 Greenspace network After 'Development contributes to...' Add new fifth dot point</p>	

Issue #	Issue/Comment	Response	Amendment Required
		<p>➤ <i>all new planting is to comprise predominantly endemic species</i></p> <p>After 'Development delivers parks that...':</p> <p>Add a new sixth dot point:</p> <p>➤ <i>contains landscaping and planting with endemic species</i></p> <p>In the fifth paragraph, add a new second sentence: <i>These areas are to be planted with endemic species.</i></p> <p>Sixth paragraph, second sentence, reword as: <i>This will vary dependent upon the nature of the ecological feature but may include a variety of treatments such as additional planting with endemic species, linear open space, boulevard streets and larger lots.</i></p> <p>Page 13, Section 3.3.8 Natural values Protection of Water Quality in Pumicestone Passage, Bells Creek and Lamerough Creek</p> <p>At the end of the second paragraph, add: <i>Where planting occurs in water sensitive urban design features such as bioretention areas and wetlands, the species used are endemic to the area.</i></p> <p>Section 3.3.6 Community greenspace network</p> <p>In the paragraph beginning, 'The riparian corridors of...' Reword the second sentence to read: <i>'Vegetated buffers planted with endemic species will extend from the creek top of bank.'</i></p> <p>The earlier reference to Flora and Fauna Management Plans will be moved from the Greenspace network section into the Natural values section, where it is more appropriately located.</p> <p>Amendment:</p> <p>Page 12, Section 3.3.6 Greenspace network</p> <p>Delete the last sentence in the third last paragraph, and move to Page 12, Section 3.3.8 Natural Values, third paragraph: <i>For land in the northern part of the UDA in the vicinity of Lamerough Creek, a Flora and Fauna Management Plan is required to address the Acid Frog habitat and management of flora values.</i></p>	

Issue #	Issue/Comment	Response	Amendment Required
185.	Suggest Flora and Fauna Management Plan be based on preliminary ecological study with an opportunity for public comment.	The Flora and Fauna Management Plan is required at the outset of development and will be placed on public display with individual Context Plans.	N
186.	Specific attention will need to be paid to ensure that the Acid Frog habitat is preserved and enhanced.	The Proposed development scheme requires that for land in the northern part of the UDA in the vicinity of Lamerough Creek, a Flora and Fauna Management Plan is required to address the Acid Frog habitat and management of flora values.	N
187.	Concern that the scheme does not adequately protect koalas or provide a suitable off-set arrangement for loss of habitat (or vegetation)	DERM has previously advised in writing under letter dated 22 February 2011 that Caloundra South will not be subject to the Koala State Planning Policy, on the basis that earlier Structure Plans had been reviewed by DERM previously and were significantly progressed.	N
Sustainability and natural values			
188.	Proposed development scheme should mandate sustainability goals and standards that reflect world's best practice rather than motherhood statements. Specific benchmarking studies are required to determine best practice.	The stretch targets and goals outlined in the Implementation Strategy for ecological sustainability provide real and meaningful measures for potable water usage reduction, household energy usage reduction, household waste reduction and public transport usage. It is not the intent of the Proposed development scheme to be overly prescriptive at this stage but to establish the vision, intent and planning requirements for the UDA over a 30-40 year timeframe. The implementation strategy responds to the challenge of delivering a 'model' community over a lengthy period by establishing targets underpinned by a cyclic date monitoring, review and amendment process.	N
189.	The stretch targets and goals for ecological sustainability should be reviewed and extended.	The stretch targets for ecological sustainability are considered adequate.	N
190.	Proposed scheme should mandate the incorporation of native vegetation and natural elements through the built environment.	Agreed. Amendment: Page 12, 3.3.8 Natural values (design, siting and layout of development) Add the following text in a new dot point: <i>Incorporates native vegetation and natural elements through the built environment.</i> Also see related amendment in response to issue 183.	Y

Issue #	Issue/Comment	Response	Amendment Required
191.	Proposed development scheme does not promote opportunities to obtain views to Glasshouse Mountains.	Section 3.4 identifies development within the core of the Major Centre Zone will be delivered to provide views to the Glasshouse Mountains from key streets and public spaces. This is also mentioned in the Vision in relation to the road network (page 3).	N
192.	Proposed development scheme should require development to achieve 6 star energy ratings with provision for future achievement of 10 star ratings.	The ULDA requires construction and operation of the development to be in accordance with Guideline 14 which requires compliance with the Queensland Building Code in relation to energy efficiency (6 star rated dwellings).	N
193.	Homes should be built to a minimum 8 Star standard with solar hot water as a requirement and PV-ready roofing design.	The ULDA requires construction and operation of the development to be in accordance with Guideline 14 and the Queensland Building Code in relation to solar hot water systems as standard with insulated pipes.	N
194.	<p>The development plan should ensure that development is in accordance with the four key principles of Ecologically Sustainability Development:</p> <ul style="list-style-type: none"> • biodiversity protection • inter-generational equity • Precautionary Principle • taking advantage of full environmental costs and services the environment provides 	<p>The achievement of ecological sustainability is required by the land use plan. The land use plan is supported by ULDA Guidelines which provide development standards to ensure the minimisation of adverse impacts on ecological processes and natural systems. The infrastructure plan identifies the key infrastructure required with standards set by the applicable Guideline.</p> <p>The implementation strategy addresses ecological sustainability through setting goals for a range of long term sustainability aspirations. 2016 stretch targets are provided across several sustainability criteria with an initial five year review of the data and every two years thereafter.</p>	N
195.	The plan should require resource recovery facilities for commercial and construction industries.	The Proposed development scheme allows space for recovery facilities within the Industry and Business Zone.	N
196.	The plan should demonstrate how development will contribute to achieving a zero-emission (eventually energy-positive) suburb and be ready for zero emissions electric vehicles.	<p>Focused 2016 stretch energy targets that are largely aimed at house and household level energy efficiency performance as these areas provide the best opportunities in terms of emission reduction. As achieving zero emissions will not follow a linear path targets are not set beyond 2016. Further targets set in and around 2016 will need to be focused on different issues which will become known following outcomes of pilot programs and demonstration projects (ie potentially setting of a % target for the amount of zero emission housing).</p>	N

Issue #	Issue/Comment	Response	Amendment Required
197.	Development should be designed and operated to minimise the production of greenhouse gas emissions with a target to achieve zero net carbon emissions by 2020. Concerns regarding the proposed scheme strategies are less than those proposed by Council's Structure Plan.	<p>Council's planning scheme policy for Caloundra South requires "the achievement of zero net carbon emissions by 2020 for the Master Planned Area". This is an aspirational policy that is neither State nor ULDA policy. No business case is presented in support of this figure and the level of technology to achieve this. It is therefore likely that such an inflexible requirement will not achieve a proper holistic solution which also takes into account elements such as affordability.</p> <p>However, the Implementation Strategy of the Proposed development scheme sets out a wide range of strategies (engagement and education of householders and the community, support for the adoption of new sustainable energy technologies, and support for new localised service models and systems) to reduce and eliminate carbon emissions which goes beyond the SCRC draft Structure Plan. The implementation strategy includes a range of initiatives addressing or providing for:</p> <ul style="list-style-type: none"> • demand optimisation energy efficiency and demand management strategies, including builder education • urban heat island effect to ensure urban amenity and lower energy use in dwellings and buildings • demonstration projects for alternative technology and service models for local renewable energy • demonstration affordable zero emission housing projects • demonstration [projects that facilitate for early introduction of electric vehicles • achievement of 20% of all trips as active transport. 	N

Issue #	Issue/Comment	Response	Amendment Required
198.	Development should deliver 80% reduction in potable reticulated water use compared with 2009 average levels on Sunshine Coast. To ensure this, Total Water Cycle Planning principles and decentralised water supply options should be implemented.	<p>Council's planning scheme policy for Caloundra South aims "to achieve an 80% reduction in planned potable water use for the development compared to current (2009) levels of potable water use for the Sunshine Coast". This is an aspirational target which is neither State nor ULDA policy and no business case is presented in support of this figure.</p> <p>However, the Implementation Strategy of the Proposed development scheme sets out a wide range of strategies (engagement and education of householders and the community, support for the adoption of new sustainable water technologies, and support for new localised service models and systems) to achieve sustainable water outcomes.</p> <p>The ultimate solution for water and waste water management for Caloundra South has not yet been decided.</p> <p>The implementation strategy includes a range of initiatives addressing or providing for:</p> <ul style="list-style-type: none"> • demand optimisation water efficiency and demand management strategies, including builder education • demonstration projects for alternative technology and service models for local water production. 	N
Open space, parks and recreation			
199.	Open space is a primary attraction of Caloundra, and the development scheme should ensure that adequate open space is provided.	In addition to regional and district sport and recreation parks throughout the UDA, the proposed greenspace network includes the establishment of a new environmental protection area with more than 485 hectares of land to be rehabilitated.	N

Issue #	Issue/Comment	Response	Amendment Required
200.	<p>Proposed development scheme does not provide sufficient guidance or strong performance measures and detail about the open space network (e.g. location, area, level of embellishment, infrastructure). In particular the Greenspace Concept Plan lacks detail.</p> <p>Concern that the principles for the provision of parks and open spaces are irresponsible and out-dated.</p>	<p>This will be addressed in the open space strategy that is required to be prepared by the proponent in accordance with the ULDA's Guideline 12: Parks Planning and Design which provides standards including embellishments, areas, dimensions and land provisions. Further clarity is required.</p> <p>Amendment: Page 12, Section 3.3.6 Insert new text after 4th dot point: <i>The initial development application lodged over Caloundra South must be accompanied with an open space strategy for the entire UDA. This will address the recreational and sporting open space requirements for this community as set out in the applicable ULDA guideline.</i></p>	Y
201.	<p>The requirements for open space should be consistent with:</p> <ul style="list-style-type: none"> • relevant Council documents (Open Space Strategy 2010-2020, Sport and Active Recreation Strategy 2010-2020, Aquatic Strategy 2010-2026, Recreation Trails Strategy) • the State Infrastructure Charges Schedule. 	<p>The open space requirements are in accordance with the State Infrastructure Charges Schedule of 4.8 hectares per 1000 persons. Open space will be provided in accordance with the ULDA Park Planning and Design Guideline which documents current best practice requirements.</p>	N
202.	<p>Ensure the objectives for open space are not compromised to achieve other outcomes such as WSUD and ecological functions.</p>	<p>Agree. These objectives will need to be balanced during detailed planning. The ULDA Park Planning and Design Guideline sets out requirements such as maximum areas that can be affected by WSUD devices and areas and required levels of flood immunity.</p>	N
203.	<p>Performance measures for open space should ensure equitable access for all residents.</p>	<p>Open space will be delivered in accordance with the ULDA Park Planning and Design Guideline which sets out accessibility requirements..</p>	N
204.	<p>Provide clarity and detail in the Scheme for:</p> <ul style="list-style-type: none"> • Recreation parks • Sports parks • WSUD • Riparian corridors • Environment reserves. 	<p>The ULDA Guideline No 12 Park Planning and Design and Guideline No 14 Environment and Natural Resources Sustainability set out detailed requirements and list appropriate resources and references. Response to issue 197 also addresses this concern.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
205.	Amenity parks which do not provide sufficient area for recreation space, are not to be provided at expense of local recreation space.	The ULDA considers amenity parks to be a valuable contribution to open space networks. The extent of amenity parks relative to other forms of open space is capped in Guideline 12 at 25% of the area for local recreation parks.	N
206.	Detail needs to be provided on: <ul style="list-style-type: none"> • the location of civic parks and relationship with surrounding areas. • the recreation trail network and how it links with neighbourhoods, open space, activity centres and employment areas 	To be addressed as part of open space strategy prepared by the proponent in accordance with ULDA Guideline 12: Park Planning and Design.	N
207.	Guidance is required on the use of flood prone land. Open space must be provided on flood free land.	Guidance is provided within the ULDA Parks Planning and Design Guideline on open space provision and flood immunity levels.	N
208.	Amend section 2.2 Vision (A sustainable community) to read: "A comprehensive <i>open space network that includes links to the greenspace network that ensures important ecological and scenic values are protected and enhanced, and adequate parks and recreation opportunities are provided</i> ".	The Vision for a sustainable community is adequate.	N
209.	Amend Map 4 to illustrate sports and recreation parks, their hierarchy and relationship with community facilities and town centres.	Map 4 and accompanying Park Planning and Design Guideline 12 adequately addresses this matter.	N
210.	The Development Scheme needs to provide clarification between greenspace and open space, as the scheme implies that the majority of open space is provided in riparian corridors. This will not provide equitable access to open space by all residents of Caloundra South.	The greenspace corridors depicted on the Proposed development scheme maps do not imply that the majority of open space is within these riparian corridors. It is recognised that the riparian corridors may include some land that will contribute towards the open space requirements for Caloundra South, but the extent and location will be determined at the development application stage.	N
211.	Artificial lakes and waterbodies should only be considered where they provide aesthetic and recreational value, and overriding community need. Such devices have implications for asset management, maintenance and financial costs to government.	This is agreed and will be addressed in ULDA Guideline 14 Environment and Natural Resources Sustainability.	N

Issue #	Issue/Comment	Response	Amendment Required
Suggested changes to text / maps			
212.	<p>Suggested mapping alterations:</p> <ol style="list-style-type: none"> 1. Amend Map 2 to include area of Blackbutt forest on proposed site (near the extension of the urban living zone east of the Kawana Arterial Extension at the northern DAC) which is recognised as high value. 2. Amend Map 2 and all other associated maps to incorporate the land surrounding the Blackbutt forest, proposed to be zoned Urban Living, into the Environmental Protection zone. 3. Amend Map 6 to clearly show all significant vegetation. 	<p>Map 2 is the Vision map for the whole site and is not intended to show individual site constraints, so this has not been amended.</p> <p>The Blackbutt Forest is shown on Map 6 – Natural Values as part of the Wetland and Remnant Vegetation area. This area is included in the Environmental Protection zone where it will be protected from development (refer Map 8 – Zones).</p> <p>Amendment: Map 6 – Natural values.</p> <p>The Blackbutt Forest is currently shown on the plan as a 'Wetland and Remnant Vegetation Area'. Include a new Legend item titled 'Blackbutt Forest' and amend the map to show the Blackbutt Forest in a separate colour.</p>	Y
213.	<p>Section 3.3.6</p> <p>Include references to information available to identify locally significant wetlands, i.e. the Sunshine Coast Biodiversity Strategy and the local planning scheme.</p>	<p>The Conservation Strategy and mapping has been informed by DERM's Biodiversity Mapping of wetlands, and areas of High Ecological Significance. All wetlands mapped and physically present on site under these categories are protected.</p>	N
214.	<p>Change the wording of <i>"retaining where possible locally significant wetlands, remnant vegetation and habitat for fauna"</i> to <i>'retaining all significant wetlands, remnant vegetation and habitat for fauna on the site'</i>. (p 11)</p>	<p>In this instance, there are major road corridors and public transport corridors that will dissect the Bells Creek North and Bells Creek South areas containing remnant vegetation, so it is not possible to retain all significant wetland and remnant vegetation and habitat for fauna, hence the term 'where possible' will be retained for practical reasons.</p>	N
215.	<p><i>"Retain existing significant vegetation to the greatest extent practicable"</i> allows the destruction of a large amount of existing significant vegetation. Delete 'to the greatest extent practicable' (page 12)</p>	<p>For the reasons given above, the term 'greatest extent practicable' will be retained.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
216.	<p>3.3.6 Recommended text change from <i>enhancing wetland communities as part of stormwater management</i> to</p> <p>"enhancing wetland communities as part of rehabilitation of ecological corridors. Treat stormwater to meet design objectives for flow and quality prior to discharge to natural wetlands".</p>	<p>This section is used to describe the greenspace network. Treating stormwater is already described in Section 3.3.8 Natural Values with the following description, which deals with the stormwater quality aspects raised opposite:</p> <p>"The design, siting and layout of development:</p> <ul style="list-style-type: none"> • ..incorporates total water cycle management and water sensitive urban design principles to appropriately manage and treat stormwater. <p>Amendment: Page 11, 3.3.6 Greenspace network After, <i>Development contributes to natural green space areas by...:</i></p> <p>Amend to read as:</p> <ul style="list-style-type: none"> ➤ <i>enhancing wetland communities as part of stormwater management the rehabilitation of ecological corridors</i> 	Y
217.	<p>3.3.8 Amend first paragraph to include reference to a declared Fish Habitat Area.</p>	<p>The Fish Habitat Area will be referenced.</p> <p>Amendment: Page 12, Section 3.3.8 Natural values First sentence, reword as: <i>'Caloundra South UDA is located within the catchment that connects to the Pumicestone Passage and the Fish Habitat Area, and the internationally recognised Ramsar wetlands.</i></p>	N
218.	<p>3.3.8 Delete: sediment and erosion control Replace with: Erosion and Sediment control</p>	<p>Sediment and erosion control is commonly used language in this context.</p>	N
219.	<p>3.3.8 remove exemption or provide a footnote explaining that it relates to committed development</p>	<p>The comment is understood to be in regard to this statement in the proposed development scheme: "A water quality monitoring program must be developed at the outset of development, except for the provision of community infrastructure located south of Bellvista". DEEDI would like to provide some educational facilities early on, so the above statement has been written into the Proposed development scheme to allow this to occur.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
220.	<p>Section 3.3.8 add dot point under acid sulphate soils dot point text:</p> <p>"occurs in accordance with best practice management of nutrient hazardous soils and groundwater to avoid the mobilisation and release of nutrients that increase the risk of algal blooms".</p>	<p>The matter of acid sulphate soils is controlled under relevant legislation, and management requirements. Also, the matter of nutrients is controlled through compliance with the formal Water Quality Objectives. ULDA Guideline 14: Environment and natural resources sustainability also calls up relevant standards for ASS. Another reference here would be redundant.</p>	N
221.	<p>Concerns that the supporting information is inadequate in scope and/or quality.</p> <p>Specific comments include:</p> <ul style="list-style-type: none"> • Require scientific studies and empirical evidence • Request an independent Environmental Impact Assessment under the EPBC Act • Question the veracity of biodiversity assessment used in the Land Use Plan. • Water Quality Improvement Plan (WQIP) is needed • aquatic ecology study for all three creek systems • site specific survey for acid frog seasonal dispersal and use of 'non-core' habitat • site analysis of environmental constraints incorporating baseline ecological data and offsite impacts • water quality assessment. 	<p>In the preparation of the Development Scheme, the ULDA sought specialist technical advice where necessary to assist with the following components:</p> <ul style="list-style-type: none"> • Conservation Strategy – involving review of available data, field work and the identification of recommended conservation areas, and rehabilitation areas. • Review of Flood Risk Management Strategy and Stormwater Quality Management – peer review of stormwater management solutions <p>These studies and inputs have been made available on the ULDA web site for public viewing at www.ulda.qld.gov.au.</p>	N
222.	<p>Reference to aspects of Clean Seas Project, Urban Stormwater Initiatives, Cleaning our Waterways Industry Partnership Program and Dept. of Environment and Heritage's urban stormwater management strategies should all be essential guides.</p>	<p>The Proposed development scheme makes reference to the relevant water quality control standards in Queensland. The stormwater quality treatment train and philosophy has drawn upon the advice of industry leaders in stormwater management.</p> <p>ULDA Guideline 14: Environment and natural resources sustainability also calls up relevant standards.</p> <p>No amendment required.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
223.	Development in coastal hazard areas should accord with Annex 2 – State Planning Policy for Coastal Protection development assessment code.	The proposed development complies. All areas mapped as erosion and permanent tidal inundation due to sea level rise have been included in the Environmental protection zone and green space corridors. No development is proposed in these areas.	N
Buffers to Waterways			
224.	<p>Concern that the proposed development scheme does not provide adequate environmental buffer zones.</p> <p>The submissions raise various comments about the nature and width of buffers, including:</p> <ul style="list-style-type: none"> • 100m wide mandatory environmental buffer zones should be required along waterways • 100m wide buffer zones are insufficient • 300m wide corridors should be required • 200m wide buffer to Lamerough Creek is too large • a 50m wide buffer should be required between development and freshwater aquatic features and a 100m wide buffer should be required to tidal aquatic features, marine plants and declared Fish Habitat Areas. <p>Other specific comments are that:</p> <ul style="list-style-type: none"> • corridors should not be multi-use • low intensity outdoor sport and recreation acceptable at outer edges of riparian corridors • the flood prone part of the site should be used as buffer zones • concern that the proposed Development Scheme does not provide adequate detail about the nature and extent of environmental buffer zones, and in particular how they link to adjoining sites. 	<p>The Proposed development scheme provides for the following buffers to waterways (s3.3.6, p12):</p> <ul style="list-style-type: none"> • approximately 100 metres across Bells Creek South • approximately 200 metres across Lamerough Creek • approximately 200 metres across Bells Creek North recognising that part of the corridor is located outside the UDA boundary <p>The Proposed development scheme requires that riparian corridors will be subject to extensive rehabilitation works to enhance flora and fauna habitat values, and vegetated buffers will extend from the creek top of bank. The measures are considered appropriate based on advice received from Saunders Havill in the Conservation Strategy, mapped extent of vegetation and on site ground truthing.</p> <p>The waterway buffers have been determined based on expert specialist advice and field work. The buffers are considered to be of sufficient width to protect and improve the ecological function of these corridors to Lamerough Creek and Bells Creek North and South. There is no additional scientific or ecological evidence provided within the submissions to justify either an extension or reduction to the waterway buffers. However the text could clarify that buffer areas immediately adjacent to waterways are primarily intended for environmental purposes.</p> <p>Amendments:</p> <p>Page 11, Section 3.3.6 Greenspace network</p> <p>After the third paragraph, add a new sentence:</p> <p><i>The immediate waterway corridor adjacent to the creek top of bank is to be retained for environmental protection and rehabilitation purposes.</i></p>	Y

Issue #	Issue/Comment	Response	Amendment Required
		Amend the fifth paragraph to read: <i>The riparian corridors of <u>Lamerough Creek, Bells Creek North and Bells Creek South</u> will be subject to extensive rehabilitation works to enhance flora and fauna habitat values.</i>	
225.	Concern that the environmental buffer zones have been reduced and/or are different to those proposed by Sunshine Coast Regional Council.	The buffers of riparian corridors to waterways are the same as that set previously by the Sunshine Coast Regional Council, with the exception of the Bells Creek South buffer which is 100 metres wide in response to the lesser vegetation and fauna values found there.	N
226.	The waterways shown on Map 10 of the SEQ Coastal Management Plan are not protected from direct and indirect impacts of construction and ongoing impacts.	All relevant water quality controls prescribed in Queensland legislation and the Environmental Protection (Water) Policy 1999 will be applied to this development. Also ULDA Guideline 14: Environment and natural resources sustainability also calls up relevant standards for discharges to wetlands and waterways.	N
227.	Environmental buffers and corridors should provide fauna refuge areas. These should be of significant size and ensure safe access to riparian corridors and linear vegetation.	The precise extent and location of fauna refuge areas will be a matter for detailed design and Context Planning.	N
Environmental Protection Zone			
228.	Tenure arrangements required for environmental protection areas.	Tenure arrangements for land in the Environmental protection zone have yet to be determined. Will be resolved at development application stage in consultation with Council and other key stakeholders.	N
229.	Concern that the Environmental protection zone may be compromised by urban infrastructure including uses such as emergency services, telecommunication facility and utility installation as included as Column 3A Permissible development in the Level of assessment. The Environmental Protection zone should have biodiversity conservation as its key priority. Potential exists for further development within the Environmental protection zone but considers potential locations for such development should be identified.	The majority of uses within the Environmental protection zone are prohibited development with only a small number of uses being identified as permissible. Permissible uses such as emergency services and telecommunication facilities however will be assessed on their merits and may or may not be approved dependent upon their ability to meet strict environmental outcomes set out in relevant ULDA Guidelines and UDA-wide criteria.	N

Issue #	Issue/Comment	Response	Amendment Required
230.	The Environmental protection zone should be expanded to include greenspace corridors.	Further detailed analysis needs to be undertaken to determine the width and appropriate uses if any within the greenspace corridors. It is premature to include the greenspace corridors in the Environmental protection zone until this analysis is undertaken at the development application stage.	N
Flood management and filling in the flood plain			
231.	<p>Submissions raised a wide range of concerns about development in the floodplain, flood safety, filling in the floodplain and similar issues. A consistent theme of many of the submissions was that the ULDA must ensure that the planning and implementation of flood mitigation strategies and works are soundly based, use reliable data and include appropriate allowances for climate change impacts such as predicted sea level rise. Specific issues raised in the submissions included:</p> <ul style="list-style-type: none"> • Safety issues of locating extensive residential development on a floodplain. Some suggestion that such development should be prohibited • Highly engineered solutions (such as man made channels, canals) should be minimised/avoided • Lamerough Creek floodplain must be kept free of development as it contains significant environmental values and is integral for flood storage • Development on flood prone land should be delayed until the State Government's flood enquiry and Government policy updates are complete • Specific concern about the proposed location of the town centre and transit centre on flood prone land • Adequate drainage is required to reduce local flooding in extreme rain events. Reduce water flow velocity to 	<p>The ULDA has been very mindful of the flooding issues affecting the site, and commissioned an independent peer review of previous flood studies undertaken for the area.</p> <p>The Caloundra South Review of Flood Risk Management Strategy and Stormwater Quality Management report prepared by Cardno MBK (March 2011) focused on the following documents relating to the Caloundra South urban development area including the report prepared for the Sunshine Coast Regional Council:</p> <ul style="list-style-type: none"> • BMT WBM (2010), Caloundra Downs Development: Flood Risk Management Strategy, November. • BMT WBM (2010), Caloundra Downs Stormwater Quality Management Master Planning Advice, November. • Sinclair Knight Merz (2010). Caloundra South Flood Study, Version 1, April. <p>The independent review concluded that the proposed development footprint "can be achieved without producing unacceptable flood level impacts". Importantly the review concluded that there was no dispute in relation to the detailed hydraulic modelling of the Caloundra South Area undertaken by Sinclair Knight Merz on behalf of SCRC. The review identified the need for further detailed flood modelling to resolve specific issues.</p> <p>This additional detailed modelling will inform future flood planning for the site and will be undertaken in accordance with ULDA Guideline No 15: Protection from Flood and Storm Tide Inundation.</p> <p>The Queensland Coastal Plan has been complied with which includes requirements to plan for:</p> <ul style="list-style-type: none"> • Planning period of 100 years 	N

Issue #	Issue/Comment	Response	Amendment Required
	<p>allow sediment to settle</p> <ul style="list-style-type: none"> • Scheme makes no/inadequate provision for significant sea level rise and the impact on rehabilitation areas, and should use new and local / regional climate change projections as opposed to broader scale projections (global, national or state-wide eg. the draft SEQRP Climate Change Program) • The flood mitigation approach that enable compensatory earthworks to protect developable land should be retained • Concerns regarding the currency and accuracy of the flood mapping, information and data used in the scheme • Questions regarding insurance, liability and accountability for losses and damages associated with any future flood events • Scheme should include complete flood modelling details and minimum habitable floor heights with a provisional allowance based on IPCC projections • Scheme does not include planning for a tsunami or for the fragility of north Bribie Island and the Pumicestone Passage. 	<ul style="list-style-type: none"> • Projected sea level rise of 0.8 metres by 2100 due to climate change (relative to 1990 value) • Adoption of the 100 year average recurrence interval extreme storm event/ or water level • Increase in cyclone intensity by 10% (relative to maximum potential intensity) due to climate change. <p>The ULDA Guideline also adopts the minimum freeboard of not less than 300mm below the finished floor level of habitable rooms as set out in the Queensland Urban Drainage manual.</p> <p>The ULDA Guideline notes that the ULDA's position and requirements for flood protection will be reviewed and revised to take account of recommended changes to flood policy arising from the Queensland Floods Commission of Enquiry.</p> <p>In relation to particular concerns raised in the submission, it is noted that there is no technical evidence provided in the submissions to support the stated concerns that the flooding solution will not work. As outlined above, the ULDA has obtained technical advice that supports the functionality of this stormwater and flood management solution while protecting the site's waterways.</p> <p>Under the requirements of the Proposed development scheme, any modifications to the flood plain are to be designed so there is no 'net worsening' of flooding impacts for areas adjoining the site. This meets the requirements under <i>State Planning Policy 1/03 Mitigating the Adverse Impacts on Flood, Bushfire and Landslide</i>.</p> <p>As part of the development proposal, some areas intended for urban development which are subject to shallow flooding will need to be filled to provide flood immunity for a 1 in 100 year flood event (Q100).</p> <p>In the urban areas only and outside the waterways, there will be drainage channels to move water from one area to another, like any other development. There were some concerns that these drainage works would occur at the expense of the environmental values of existing natural waterways.</p> <p>Bells Creek North, Bells Creek South and Lamerough Creek will be enhanced as natural, riparian corridors and will not be replaced as man made channels. Disturbance</p>	

Issue #	Issue/Comment	Response	Amendment Required
		<p>to these natural waterways is not proposed. Section 3.3.6 of the Proposed development scheme makes it clear that these waterways will be protected by substantial riparian corridors, and any infrastructure, such as stormwater management devices, would only be located at "the outer edges of these corridors away from the creek top of bank."</p> <p>In relation to concerns about insurance, liability and responsibility, the Caloundra South UDA will achieve the level of flood immunity required under relevant State legislation and policies, specifically State Planning Policy 1/03 provisions for flooding and will be treated the same as any other urban area throughout the State.</p>	
Constraints			
232.	Amend the legend of Map 7 to recognise the Passenger Rail Line corridor as a noise constraint.	<p>Acoustic attenuation (if required) will be subject to the existing industry codes of practice such as:</p> <ul style="list-style-type: none"> ➤ the Queensland Development Code with regard to Buildings in Transport Noise Corridors (for the rail line) ➤ relevant Australian Standards. <p>When the rail line is planned in more detail, then the matter of acoustic attenuation for adjacent areas can be considered as part of the planning of adjacent areas.</p>	N
233.	<p>Vector control is an issue to be addressed. Provisions in the scheme should include:</p> <ul style="list-style-type: none"> • identify and manage existing breeding sites • avoid the creation of new breeding sites • minimise the risk to public health from biting insects and insect-borne arboviruses • improve the amenity and comfort of affected persons. <p>Map 7 should be amended to identify biting insect affected areas.</p>	Vector control is predominantly a management issue.	N
Urban Living Zone			
234.	Urban living zone south of Bells Creek North is inconsistent with Greater Glasshouse Protection Area.	<p>The Proposed development scheme is not inconsistent with the Greater Glasshouse Protection Area.</p> <p>It should be noted that the vision for Caloundra South requires the road network to take account of the</p>	N

Issue #	Issue/Comment	Response	Amendment Required
		topography, natural vegetation and where possible views and vistas to the Glasshouse Mountains.	
235.	Remove urban living section proposed for the south-east corner, east of Bells Creek and revegetate the area to be greenspace.	A review of the sites characteristics reveals that this area is suitable for development. This area has been cleared and contains no significant vegetation, and located outside of a waterway corridor.	N
Industry and Business Zone			
236.	Retain indicative GFA of 650,000m ² .	Noted.	N
237.	Allow building heights up to 15m on land adjacent to the Bruce Highway where it can be demonstrated not visible from the Bruce Highway.	Agree. If buildings are unable to be seen from the Bruce Highway and the natural rural edge along the highway is retained, greater heights may be supported. Amendment: Page 9, Table 1, Industry and Business Zone Area adjacent to Bruce Hwy – 11m to 15m.	Y
238.	Scheme to support establishment of business uses integrated with industry. Specific comments: <ul style="list-style-type: none"> • Allow provision for greater range of uses including showrooms for bulky goods and wholesale or retail trade and office • Ensure educational uses are supported in the zone. 	The Proposed development scheme allows for a range of uses which includes business, showrooms and educational establishment as permissible uses under Column 3A. However any proposal for business or showrooms will need to demonstrate that it meets the requirements set out in the Industry and business zone intent (p24).	N
239.	High impact uses should be considered where buffering between incompatible uses can be provided.	High impact industrial uses that may have significant off site impacts including air, noise and odour emissions which can not be easily maintained or controlled are not considered appropriate. The two Industry and Business areas are located near the Urban living zone which can be developed for residential neighbourhoods. It is not desirable to have residential uses within close proximity to such uses. Areas removed from urban residential development are considered a more suitable location.	N

Issue #	Issue/Comment	Response	Amendment Required
240.	The definition of 'Sensitive Uses' should align with SPP 5/10 Air, Noise and Hazardous Materials.	<p>The scheme unnecessarily defines 'Noise sensitive use' and 'Sensitive uses'. The term (and definition for) Noise sensitive use is unnecessary and has been deleted.</p> <p>Amendments:</p> <p>Page 46, Definitions</p> <p>Delete the definition for "Noise sensitive use".</p> <p>Amend the definition of 'Sensitive uses' for general consistency with SPP 5/10: Air, Noise and Hazardous Materials 2010 to read:-</p> <p><i>'Means any of the following: Child care centre, Educational establishment, Health care services, Hospital, House, Multiple residential, Other residential, Relocatable home park and Short term accommodation'</i></p>	Y
241.	Amend section 3.4 and Level of Assessment Table to list medium impact industry as an exempt development in Column 1.	It is not considered suitable to make medium impact industry, where not involving building work exempt. A medium impact industry use may result in noticeable impacts on surrounding uses, and should be subject to development assessment.	N
242.	Amend Level of Assessment Table to allow for recreational uses in the Industry and Business Zone.	Sport, recreation and entertainment category uses are permissible development in the Industry and Business zone level of assessment.	N
243.	<p>Section 3.4</p> <p>Add the word 'and' to the end of each of the existing dot points and add another dot point after the existing three dot points which reads - <i>supports and complements the intended industrial/ business character of the local area through promoting knowledge creation and entrepreneurial activity in industry, science and technology and research and development.</i></p> <p>Delete the paragraph which reads "<i>Non-industrial uses, such as commercial and trade retail activities, are encouraged to locate in the zone where such uses support and complement the intended industrial/business character of the local area. Uses that promote knowledge creation and entrepreneurial activity in industry, science and technology and research and development are encouraged</i>".</p>	<p>Standard ULDA drafting practice is to avoid the use of 'and' at the end of dot points. There is no compelling reason to change this practice.</p> <p>The proposed amendment to the text is not supported as it would have the effect of imposing undue limits on the range of activities that could locate in the Industry and Business zone (i.e. 'other uses' would have to satisfy a 4th requirement of demonstrating that the use promotes knowledge creation and entrepreneurial activity). This is too onerous and inconsistent with the intent of the zone.</p> <p>The proposal to delete reference to 'non-industrial uses, such as commercial and trade retail,' is not supported as this is considered to enhance understanding of the intent of the zone.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
244.	<p>Adjoining industrial land on Racecourse Road is to provide a sustainable waste management hub for the Sunshine Coast. The development scheme must ensure adjoining land within the UDA does not prejudice this site for industrial uses. This includes:</p> <ul style="list-style-type: none"> • Northern half of this site is identified in Caloundra Business Park management area and the State Planning Policy 5/10 Air, Noise and Hazardous Materials 2010 applies. • Use of B-double and rubbish trucks must be accommodated in design and construction of roads and intersections • Primary road alignment should be amended to allow a more even spacing between the carriageway • Request that zone provisions make reference to land uses within the zone to not prejudice the use of the site as a waste management hub 	<p>Provisions within the Proposed development scheme require an applicant to demonstrate that any proposed development does not prejudice adjoining uses. The intent of Lot 504, RP 884348 as a future waste management hub is acknowledged, supported and reinforces this northern section as a major industrial / employment node within the sub region.</p> <p>Context planning for the industry and business zone to the east of the subject site must ensure that a functional transport network provides access and meets the transport needs of all sites, which includes the movement requirements for vehicles such as B-doubles and rubbish trucks.</p> <p>Determining the spacing requirements for intersections that connect with the future waste management hub will be undertaken at the context planning and development application stage, which is prepared at a finer level of detail. Opportunity has also been allowed within the scheme for both northbound and southbound traffic to access and exit the site.</p> <p>The development scheme does not prejudice the use of the site as a waste management hub as it is bordered by industry, greenspace and district park uses. It is recognised that the waste management hub will also need to address its proximity to Bells Creek North, an important tributary that flows into Pumicestone Passage. Wording has been included in the scheme to ensure industrial uses do not prejudice adjoining uses outside the UDA.</p> <p>Amendment: Page 11, Section 3.3.4 Add the following point: Development delivers:</p> <ul style="list-style-type: none"> - <i>industrial uses that do not prejudice adjoining land uses outside the UDA</i> 	Y
General Zoning			
245.	Protect land uses from incompatible uses and "edge effects".	<p>There are several references within the Proposed development scheme to protect land uses from incompatible uses:</p> <ul style="list-style-type: none"> • Section 3.3.1 discusses interface with existing residential development 	N

Issue #	Issue/Comment	Response	Amendment Required
		<ul style="list-style-type: none"> Section 3.3.4 discusses transitioning of land uses at the interface with residential neighbourhoods Section 3.3.6 requires development adjacent to the greenspace network which contains or is within close proximity to valuable ecological features to address potential edge effects. <p>This issue is also addressed in ULDA Guidelines for neighbourhood, centres and industrial area design.</p>	
246.	Provide land for difficult to locate activities and appropriately buffer the activity or provide links / paths to access areas adjacent to UDA.	It is unclear what is referred to as 'difficult to locate activities'. If it is about 'difficult to locate recreational activities' (eg trail bike riding and noisy recreational activities) it is not intended that these uses be located in the UDA which is a predominantly residential community. Providing links / paths to adjoining areas adjacent to the UDA will be considered at the development application stage.	N
247.	Amend section 3.4 Level of assessment tables to prohibit underground car parking in all zones especially the Centre core which adjoins the Environmental Protection Zone, riparian corridors and green space network.	Any proposal for underground carparking will be assessed on its merits. This will need to meet engineering standards, applicable car parking requirements, protect significant environmental values and comply with the Groundwater Management Plan.	N
Buffers			
248.	Environmental buffer zones are minimalist and undefined where UDA adjoins Bruce Highway. This 4km frontage is important for the inter-urban break between Sunshine Coast and Moreton urban areas and requires a substantial visual buffer. Suggestion that 200m buffer with	The Proposed development scheme describes the outcomes sought for the Bruce Highway buffer in terms of visual and acoustic treatments. A prescribed width such as 200m is not supported as it does not respond to the land uses adjacent to the Bruce Highway and provides for only one type of solution which is a	Y

Issue #	Issue/Comment	Response	Amendment Required
	<p>mounding is required.</p> <p>Recommend that Highway Visual and Acoustic Buffer:</p> <ul style="list-style-type: none"> • Provide specific information on the width of the buffer between housing and the Bruce Highway • Establish the buffer and measures to control noise from major infrastructure are determined prior to the development application stage. 	<p>separation distance. Different uses will have different visual and acoustic buffer requirements ie requirements for industrial differ to residential and greenspace. Individual measures will be chosen at the context planning and development application stage. A new ULDA Guideline addresses buffer requirements.</p> <p>Amendment:</p> <p>Page 14, Section 3.3.9</p> <p>Add the following sentence to the last paragraph: <i>Buffers are designed to achieve the principles and standards set out in the applicable ULDA guideline.</i></p>	
249.	<p>Clarity provided as to how a buffer will be provided between limit of development and the Bruce Highway and what standards will be applied.</p>	<p>The Development Scheme makes reference to applicable standards which include DTMR's Traffic Management: Code of Practice and Queensland Development "Buildings in a Transport Noise Corridor". Detail will be addressed at the development application stage.</p> <p>However the highway buffer must also achieve a visual function to effectively screen views of urban development from the Bruce Highway. A new ULDA Guideline addresses buffer requirements.</p>	N
250.	<p>Scheme does not acknowledge the need for buffer along south west boundary which will also be visible from the highway. Absence of a buffer also results in increased threats from bushfire hazards.</p>	<p>Agreed. A buffer will be extended further south from the Bruce Highway to address these concerns.</p> <p>Amendment:</p> <p>Page 14, Section 3.3.9, first paragraph</p> <p>Replace first sentence with: <i>A buffer is to be provided between the limit of development, the Bruce Highway road corridor and the south west boundary of the site fulfilling the following:</i></p> <p>Page 20, Map 7</p> <p><i>Include 'Highway Visual and Acoustic Buffer' along south west boundary</i></p>	Y

Issue #	Issue/Comment	Response	Amendment Required
251.	<p>The buffer between the regional road and backyards of properties in Koala Court could be made as wide as possible to reduce traffic noise.</p> <p>Provision of a small green space buffer between the end of Little Mountain Chase and the northern urban living area of the UDA.</p>	<p>The Proposed development scheme moved the road previously shown in Council's Structure Plan further south to ensure this did not border properties on Koala Court.</p> <p>Provisions have also been included within the proposed development scheme to address the interface with existing residential development adjoining the UDA boundary to consider densities, access arrangements, height and uses.</p> <p>Provision of a local park between Little Mountain and future residential development is a matter to be considered at the development application stage.</p>	N
Caloundra Aerodrome and Buffer to adjacent land uses			
252.	<p>A large number of submissions raised issues about the potential impacts of the Caloundra South development on Caloundra Aerodrome, and whether the airport operations had been properly considered in the Proposed development scheme. Specific concerns included:</p> <ul style="list-style-type: none"> • Insufficient green space buffer to protect Caloundra Aerodrome from potentially incompatible development in Caloundra South. There should be a 200m/500m/larger buffer between housing and Caloundra Aerodrome. • The buffer zone nearest the end of Aerodrome runways should be at least 250m from the aerodrome boundary to avoid resident complaints • Buffer to aerodrome could include industrial uses • Apply a covenant to individual lots noting potential noise impacts from the aerodrome • The deed between the Commonwealth and Caloundra Aerodrome requires that its operational viability is not compromised • The State Government is obligated to construct a replacement Aerodrome 	<p>In response to submissions and concerns about buffer distances between the Aerodrome and adjacent development, it has to be stressed that a decision has not been made on the Bellvista Stage 2 development application.</p> <p>No decisions have been made about the distance between any land uses, or buffers between development and the Aerodrome. Individual decision on buffers or acoustic attenuation measures will be decided at the individual development application stage.</p> <p>The Proposed development scheme has been amended in response to submissions and following receipt of the final Transparent Noise Information package data, that reflects the best available information about future aircraft movements to the year 2030. This goes beyond the traditional planning measure used in Queensland, being Australian Noise Exposure Forecast (ANEF) contours.</p> <p>Under these revised requirements, any development in proximity to the Aerodrome will be required to demonstrate:</p> <ul style="list-style-type: none"> • its suitability • that appropriate levels of amenity can be achieved • that development can comply with relevant acoustic standards, in this case, the Australian Standard applying to indoor design sound levels for aircraft noise reduction. <p>The revised noise criterion in the Proposed development</p>	Y

Issue #	Issue/Comment	Response	Amendment Required
	<ul style="list-style-type: none"> • Support for the continued operation/expansion of the Aerodrome as an important economic activity and employment generator for the region • Inappropriate to propose residential development between the two runways and within 80m of Caloundra Aerodrome without adequate buffering. Impacts on residential quality of life. Double glazing solution is an unacceptable solution considering shift worker residents and the training flights undertaken • Detrimental noise impacts on residential amenity will impose operational limitations on the Aerodrome that will reduce its economic benefit to the region, and will also reduce the economic viability of the air museum located on the aerodrome site • Aerodrome should have been relocated to allow for better planning. Query whether decision to retain existing aerodrome is temporary or permanent • Remove provisions relating to Transparent Noise Information package (TNIP) to generate N70 contours as they have never been applied to residential development. Revise provisions of development adjacent to Aerodrome • Scheme should not compromise the role of the ILUP by introducing additional development constraints or criteria, in particular about noise generated from the Aerodrome • Amend map 7 to expand the area for Noise investigation – Aerodrome to include the land south of the north-south runway. 	<p>scheme will provide for noise controls and attenuation measures to be carefully considered at the development application stage based on current projections of future aircraft movements. The measure has drawn upon advice received from relevant agencies and the Federal Department of Transport.</p> <p>The measures used go beyond existing planning controls provided in the Caloundra City Plan and other local government planning schemes (which depend on ANEF contours) and instead use the 'TNIP' data advocated by the Commonwealth Government to more accurately reflect the total effect of aircraft noise. This is the first time this approach has been applied in Queensland.</p> <p>This is considered a deliberative and best practice planning approach that honours the operations and functionality of the Aerodrome while also providing for suitable levels of amenity within the Caloundra South UDA, on a site committed for urban development in the SEQ Regional Plan's Urban Footprint.</p> <p>Land south of the north-south runway outside the UDA is not within the ULDA jurisdiction.</p> <p>Amendment:</p> <p>Section 3.3.9 Community safety and development constraints, replace existing section with the following revised section:</p> <p><i>Development located near the Caloundra Aerodrome</i></p> <p><i>Development located near the Caloundra Aerodrome must not prejudice the ongoing operations of the Aerodrome. Nearby noise sensitive development that has the potential to receive intrusive noise is required to address the following:</i></p> <ul style="list-style-type: none"> ➤ <i>Justify that the proposed land use is suitable on amenity grounds based on the extent of aircraft noise at the subject site and information about future noise projections from the aerodrome operator comprising both fixed wing aircraft and helicopter movements. This will include information about:</i> <ul style="list-style-type: none"> • <i>Areas forecast to be exposed to above 20 noise events a day</i> 	

Issue #	Issue/Comment	Response	Amendment Required
		<p>exceeding 70dB(A)</p> <ul style="list-style-type: none"> • <i>The Transparent Noise Information Package (TNIP) N70 contour forecast for the year 2030</i> <ul style="list-style-type: none"> ➤ <i>Inclusion of a variety of appropriate noise attenuation measures</i> ➤ <i>Provision of suitable levels of indoor residential amenity (by appropriate building siting and construction) to comply with the indoor design sound levels from the applicable Australian Standard⁷.</i> <p>⁷ Refer to Section 3.2 Noise Reduction Requirements and Table 3.3 Indoor Design Sound Levels for Determination of Aircraft Noise Reduction of the Australian Standard AS 2021: 2000 "Acoustics – Aircraft Noise Intrusion – Building Siting and Construction".</p>	
Community Facilities			
253.	The Scheme provides an ad hoc approach to parks and community land. Provide a defined and detailed plan for parks and community facilities; adequate greenspace and community land is required to create a sense of community and liveability.	<p>The Proposed development scheme identifies a clear approach to cultural, community, and recreational facilities and services to meet the needs of the community and encourage active, healthy lifestyles and identifies community facilities and parks on Maps 4 and 5.</p> <p>Included as part of the Implementation Strategy, the developer will be required to appropriately contribute to the delivery of services, facilities and infrastructure that meet the social, communication, recreational and entertainment needs of residents, creating opportunities for social interaction and networking from the outset of the development.</p> <p>The ULDA will work with the landowner, government agencies, Council and other organisations as required to outline specific community infrastructure and community development requirements. The developer's obligations will then be incorporated into a Development Agreement, required to be in place prior to the commencement of development.</p> <p>ULDA guidelines outline specific requirements with respect to the provision of community facilities as well as park planning and design.</p> <p>Local infrastructure such as community facility sites will</p>	N

Issue #	Issue/Comment	Response	Amendment Required
		be delivered through the development assessment process and in accordance with the ULDA's guidelines.	
254.	The current community will be disadvantaged by overuse of Council's community facilities.	Map 5 illustrates the additional community facilities proposed within the UDA. These will be delivered in accordance with the ULDA Community Facilities Guideline No. 11 which ensures appropriate provision of facilities through population triggers and site requirements.	N
255.	Suggestion of a recreational swimming pool to save travel to the beach.	Provision of a public swimming pool will be at the discretion of the developer and will need to be supported by Council.	N
256.	Undertake a social demography study.	A social demography study is not considered necessary in order to develop the UDA. Similar to surrounding areas, Caloundra South will be an inclusive community with a range of socio-economic and demographic backgrounds. The Implementation Strategy in the Proposed development scheme requires the delivery of a Community Development Strategy within 12 months of gazettal of the development scheme. This strategy will address community characteristics and needs.	N
Social Infrastructure			
257.	Education network to be retained.	Noted.	N
258.	There is insufficient health and medical facilities to cope with the current population and the proposed Kawana Hospital will struggle to accommodate the additional 50,000 people.	Health and medical services and facilities will be provided in accordance with the ULDA's Community Facilities Guideline No. 11. The population triggers ensure the appropriate resourcing and provision of facilities. Timing of delivery of regional health infrastructure is a matter for State budgetary and planning processes and is outside the scope of the ULDA.	N
259.	Implement recent mental health support innovations to underwrite community well being.	The implementation of mental health and community wellbeing programs will be provided through constructed facilities at the discretion of the developer, Council and State Agencies.	N
260.	The Scheme does not provide for social infrastructure to cater for 50,000 additional residents.	Section 3.3.7 and Map 5 of the Scheme in addition to the ULDA's Community Facilities Guideline 11 identify population triggers and site requirements for community facilities. Social and community infrastructure has been planned for and will be provided as part of the infrastructure arrangements.	N

Issue #	Issue/Comment	Response	Amendment Required
261.	Caloundra South needs to be self-sufficient regarding medical and hospital facilities.	The Caloundra South UDA will not be entirely self sufficient as the residents will rely on tertiary hospital and other higher order services at Kawana, Nambour and elsewhere. However, the ULDA will work with the landowner, government agencies, Sunshine Coast Regional Council and other organisations to facilitate the delivery of community, health and recreational services and facilities as identified in the community development strategy in anticipation of the demands of the growing population.	N
262.	Community infrastructure to be delivered in accordance with approved Community Development Strategy.	Noted and agreed.	N
263.	The scheme makes no provision for the delivery of social infrastructure eg schools, police stations, QAS, emergency services, businesses and community facilities.	An Infrastructure Agreement between the landowner and applicable government agencies identifies the necessary infrastructure, including but not limited to social and transport to support a new community of approximately 50,000 persons over the next 30-40 years. Community infrastructure including parks, plazas, community facility sites and State school sites will be provided. This local infrastructure will be delivered by the developer.	N
264.	Brisbane Catholic Education should be represented in the Education Master Planning process to ensure the optimum provision of education services in the UDAs.	Discussions are ongoing with Brisbane Catholic Education.	N
265.	Amend Map 5 to illustrate the location and range of major community, education, sport and recreation facilities, State provided emergency services, health hubs, community infrastructure and local government facilities. Amend section 3.3.7 of the Scheme to specify the location and range of community facilities needed. Key elements, such as community facilities, should not be deferred to later planning stages.	It is not the intention of the Proposed development scheme to provide defined locations of facilities. In order to allow for changes over time, the Scheme is designed to set the overarching direction with the context plans stage demonstrating the outcomes sought in the Scheme. ULDA Guideline 11: Community facilities sets out population thresholds, site and location requirements for community facilities. Actual provision of community facilities will be set out in the Infrastructure Agreement, with minor local facilities provided as part of development.	N
266.	More specific targets are required for the provision of social, retail and business facilities.	Scheme provides adequate parameters for regulating retail and business uses. Refer to issue 261 for response in relation to social facilities.	N

Issue #	Issue/Comment	Response	Amendment Required
Infrastructure (including Infrastructure Plan and Infrastructure Agreements)			
267.	<p>The plan proposes insufficient infrastructure to accommodate the proposed population. Detail on infrastructure upgrades is also inadequate. This includes reference to:</p> <ul style="list-style-type: none"> • Detail on commitment of funding • Responsibility and timing triggers • Who should bear costs of linking roads and public transport • Delivery expectations • Confirm if infrastructure agreement will cover state components • Role of local and sub regional infrastructure 	<p>The Proposed development scheme includes an Infrastructure Plan which is supported by the Implementation Strategy. At the broad Development scheme level, specific infrastructure timeframes and detailed provision is not included.</p> <p>The detail of required infrastructure and infrastructure upgrades will be identified in the infrastructure agreement and resolved through the development assessment process.</p> <p>Local infrastructure required to service the development will be detailed in development conditions. Major infrastructure will be detailed in the infrastructure agreement.</p> <p>It is intended that the infrastructure agreement be finalised before additional applications for the development under the development scheme are approved.</p>	N
268.	Section 3.3.10 should be amended to state- "Development ensures infrastructure and services are provided in a manner that recognises the hierarchy of infrastructure across the Sunshine Coast and the role Caloundra South has within region".	This is covered by the requirement for the delivery of efficient and effective use of infrastructure and services in an integrated manner (section 3.3.10).	N
269.	Infrastructure investments should ensure essential services are underpinned by sustainability principles provided in a timely manner.	<p>Development, including infrastructure provision, is required to comply with the vision and UDA-wide criteria (unless there are sufficient planning grounds to approve the development and the development does not conflict with the UDA vision). Section 3.3.8 sets out the UDA-wide criteria for natural values and includes requirements for the "protection of significant environmental and ecological values" and "deliver minimal emissions to land, water and atmosphere."</p> <p>In addition the Implementation Strategy sets out actions, targets and goals for ecological sustainability. These provisions of the Proposed development scheme are considered adequate.</p>	N
Sewerage / waste			
270.	The sewer system should not discharge on to beaches or into the Pumicestone Passage or ocean. Sewerage and waste should be treated on-site, with sewerage being treated to a	The final waste water system has not yet been designed and will be required to meet water quality standards under Queensland environmental legislation. These standards and requirements are set out in footnote 2 to	N

Issue #	Issue/Comment	Response	Amendment Required
	tertiary level.	section 3.3.8 Natural values, and in ULDA Guideline No 14 Environment and Natural Resources sustainability.	
271.	The existing Caloundra sewerage system is already struggling.	A new waste water treatment plant will be required to be built as part of the Infrastructure Agreement.	N
272.	Map 5 should indicate the location of the interim and final treatment plant and sewerage outfall	The final location of the sewerage treatment plant has not yet been determined. This will be considered as part of the planning and design for the final waste water system.	N
Water / stormwater			
273.	The implications for Unity Water assets need to be resolved prior to the scheme being implemented	Unity Water will be involved in ongoing discussions in preparing the infrastructure agreements and determining the final water and waste water solutions.	N
274.	Section 3.3.11 should be amended to ensure the dimensions of the site and landscaping areas are sufficient for "water treatment".	Agree that this should be considered when determining site adequacy. Amendment: Page 15, s3.3.11, General requirements – Site area and landscaping Add after "circulation areas": ", water treatment and retention areas if required..."	Y
275.	Trunk stormwater infrastructure does not make allowance for additional external catchment loading.	The stormwater management design will be required to manage any external upstream stormwater loadings.	N
Energy			
276.	The proposed SubSouth Power Project should supply power to the UDA.	Noted, this issue can be reviewed with Energex as part of the overall engineering design.	N
277.	Transmission infrastructure, including substations, should be built to accommodate lower levels of distributed energy as a result of proposed energy demand reduction initiatives.	Noted, this will be considered as part of the overall engineering design.	N
278.	Infrastructure charges for substation and transmission infrastructure should be offset by building renewables instead. Sites for centralised on-site renewables should be identified and built grid-ready.	These sorts of innovative approaches are encouraged in the Implementation Strategy, and will be considered as part of the overall engineering design.	N
279.	Energex wants the following information included in or referenced appropriately in the Scheme: <ul style="list-style-type: none"> • maps for energy supply in the area and sub-regional infrastructure 	This request is supported. Amendments: Page 14, s3.3.10 Service infrastructure <ul style="list-style-type: none"> • Dot point 4 – include the word "safety, " between the words 'maximise' and 'efficiency' 	Y

Issue #	Issue/Comment	Response	Amendment Required
	<p>description of works</p> <ul style="list-style-type: none"> • Draft Energex codes for community infrastructure and electricity infrastructure overlays. 	<ul style="list-style-type: none"> • Add the following footnote at the end of dot point 4: <i>"Energex's draft Electricity Overlay Code, Community Infrastructure Code and Safetree Guideline provide guidance on how to achieve this criterion".</i> 	
Funding and charging			
280.	What will Stockland's financial obligation be to implementing public transport and connecting the UDA to surrounding areas? Obligation needs to be implemented to ensure congestion and pollution is dealt with.	<p>To be addressed in the infrastructure agreement in line with the requirements of the Development Scheme and Infrastructure Plan.</p> <p>Stockland will be subsidising public transport services for the first 5 years of development (see Table 4.3.1).</p>	N
281.	Propose a minimum 2/3 transport infrastructure budget be devoted to active and public transport.	Further investigations and negotiations are required to determine infrastructure costs, allocations and funding responsibilities. These matters will be considered in developing the infrastructure agreement. It is not appropriate to include these requirements in the development scheme.	N
282.	State Government funding should be contributed to Sunshine Coast for essential infrastructure if the development is to continue and population growth occurs.	This is a matter for State Government budgetary processes.	N
283.	Regulation in the scheme should not place unnecessary cost or time burdens on the efficient delivery of essential infrastructure services.	Noted.	N
284.	Section 4.1 should include the principles for determining "appropriateness" (i.e. SPA s632(1)(b)(ii) required that the contribution be based on proportion of establishment cost of the infrastructure).	<p>The ULDA operates under separate legislation and is not bound by provisions in SPA. The appropriate level of developer contribution to sub-regional infrastructure will be determined through negotiations involving infrastructure provider agencies, Queensland Treasury and other key stakeholders.</p> <p>It is not appropriate to fetter these negotiations by provisions included in a development scheme.</p>	N
Infrastructure agreements			
285.	The infrastructure plan should establish standards of service, include a preferred staging plan and show indicative locations of key infrastructure for the UDA, namely the proposed sewage treatment plant and pumping stations.	<p>Standards of service are set by State legislation or widely accepted design standards. The indicative locations for a range of major infrastructure including roads, public transport and parks, open space corridors and key community facilities etc are shown on the relevant land use maps.</p> <p>The final locations of the sewerage treatment plant and</p>	N

Issue #	Issue/Comment	Response	Amendment Required
		certain other infrastructure are subject to detailed site planning and approval requirements, and cannot be shown in the development scheme. However the nature and location of these infrastructure elements will be required to achieve the vision and UDA-wide criteria.	
286.	<p>ULDA to resolve a sound Infrastructure Agreement prior to, or simultaneous with, approval of the plan. The ULDA is to liaise with Council regarding the Agreement. Concerns include:</p> <ul style="list-style-type: none"> Without an Agreement there is a risk the developer will use the entire area for housing without regard for lifestyle, open space, roads and drainage Community / social infrastructure must be addressed in infrastructure agreement before development entitlements are given. 	<p>The ULDA is using a 'layered' planning approach with tiered infrastructure agreements that increase in detail. This has been developed recognising the short comings of other long term residential projects where infrastructure agreements are 'locked in' upfront, often very prescriptively and not allowing for change over time.</p> <p>The ULDA is seeking to complete work on a final infrastructure funding framework to coincide with gazettal of the Development Schemes in October.</p> <p>Given that the development scheme is not an approval and provides limited development rights, it is not a requirement that an infrastructure agreement be approved / finalised before the adoption of the Development Scheme.</p>	N
287.	Allow a degree of public scrutiny and input to occur before finalisation of the Infrastructure Agreement.	Infrastructure will be provided in an efficient manner and to generally accepted standards. Key infrastructure agencies will be involved in the negotiations leading to the final infrastructure strategy which will contain financial information of a confidential nature. It is not intended that these agreements will be made available for public comment.	N
288.	Clarify sections 4.0 and 4.1 and the intention of Infrastructure Agreements to include local infrastructure requirements or to include contributions towards State transport infrastructure.	The infrastructure agreements will set out the contributions to State Transport and these requirements will be discussed with DTMR prior to finalising the agreement.	N
Staging / sequencing			
289.	<p>The scheme should identify development stages, with each stage identifying the infrastructure that needs to be 'in place' before development can occur eg. roads, hospitals, schools, transport, public transport.</p> <p>These triggers should be linked to population levels within the precincts, as well as deal with impacts resulting from adjacent developments.</p>	The timing for delivery of infrastructure will be managed through infrastructure/ development agreements with land developers and the implementation of the infrastructure funding framework through conditions of approval.	N

Issue #	Issue/Comment	Response	Amendment Required
290.	<p>A number of concerns about staging/timing of infrastructure provision, including:</p> <ul style="list-style-type: none"> • The provision of infrastructure should be linked to specific development targets, milestones or triggers • Infrastructure should be provided prior to development • Despite claims of best practice, there are concerns the necessary infrastructure will always play “catch up” with the development • Recommend infrastructure requirements are extrapolated to match the proposed additional 50,000 residents. 	It is intended that the infrastructure agreement for Caloundra South will contain triggers based on developed lots to ensure infrastructure provision matches demand.	N
291.	The wording of section 4.1 should clarify the ‘supply of infrastructure through DA process’	Local infrastructure will be a requirement of the development approval conditions. Major infrastructure will be required by an infrastructure agreement.	N
292.	Amend section 4.2 to read “A UDA development condition will (rather than ‘may’) require the land owner to enter into an infrastructure agreement.”	A development condition is not a pre-requisite for an infrastructure agreement, and if required may become unworkable. The word ‘may’ is considered suitable and provides the flexibility for a scheme developed over 30-40 years.	N
293.	Amend section 4.3 so the Infrastructure Plan includes provision for delivery of physical public transport infrastructure such as bus stops, shelters, indents and bus interchanges.	These are issues that can be addressed either through the Infrastructure Agreement (for major infrastructure) or the development assessment process for local infrastructure.	N
294.	Table 4.4.2 (except sewerage outfall) is more properly described as local infrastructure.	For the purposes of the development scheme, local infrastructure is generally internal infrastructure required to internally service the development as opposed to infrastructure linking to the region.	N
Implementation Strategy			
295.	More frequent public reporting and review of ecological sustainability targets, occurring after 5 years and then every 2 years following.	Targets beyond 5 years are not set as sustainability pathway is not linear. This is addressed in 5.1 Introduction. Following monitoring and review and, if warranted, amendment of standards, guidelines or targets are able to occur under the Proposed development scheme.	N
296.	Conduct a bi-annual review.	The Implementation Strategy (s5.1) sets out a requirement for 2-yearly reviews of performance against housing affordability targets and ecological sustainability	N

Issue #	Issue/Comment	Response	Amendment Required
		targets which includes targets for water demand, energy usage and demand, household waste generation and demolition and construction waste.	
297.	Utilise location specific data to address individual region issues	Location specific data is used in the context appraisal which will assist in setting of targets.	N
298.	Monitor the achievement of housing affordability and ecological sustainability annually and make the results publically available.	Establishment of sustainability monitoring regime are provided for in Section 5.3 ULDA action column to be developed with stakeholders. The principle of real time or annual reporting can be considered as part of establishing of the monitoring process.	N
299.	Specify the method used to calculate affordability of both land and dwellings to include specificity for variables such as changing interest rates.	ULDA Guideline No 16: Housing contains the methodology for calculating affordability and will be modified annually as interest rates change.	N
300.	Affordable housing stretch target should identify \$5,000 income brackets within the income range of the ULDA Housing Strategy and include a percentage of affordable housing for both purchase and rent to be provided within each of these brackets	Specific income range targets will be set within development agreements and will be modified over time to reflect actual delivery as development occurs.	N
301.	Provide reference to housing typology and design for affordability e.g. Next Generation Planning Handbook.	These issues are addressed in the applicable ULDA guidelines (e.g. Guideline 5: Neighbourhood planning and design, and Guideline 7: Low rise buildings.	N
302.	Reflect the targets in the Council's Sunshine Coast Affordable Living Strategy to improve housing mismatch (income and size).	Diversity requirements should better match housing product to demographic needs and this can be part of the ongoing monitoring and review process.	N
303.	Incorporate "conditions of sale" mechanisms.	Conditions of sale are only appropriate where the State is the land owner.	N
304.	Specify who will be responsible for delivering, maintaining, funding, administering any subsidy for affordable housing in the short and long term.	ULDA will partner with government agencies where direct subsidies are provided and it is expected the funding organisations will administer the subsidy.	N
305.	Identify goals, stretch targets, timeframes, monitoring and reporting provisions for: <ul style="list-style-type: none"> • surface water and ground water quality; • protection and enhancement of vegetation and habitat; • rehabilitation; • protection and enhancement of ecological values; and 	These are not/should not be stretch targets in the Implementation Scheme. These are requirements of the Land Use Plan of the Development Scheme (and relevant ULDA Guidelines) that will be used to inform and assess development applications.	N

Issue #	Issue/Comment	Response	Amendment Required
	<ul style="list-style-type: none"> recreation parks and sports grounds. 		
306.	Identify monitoring programs and reporting processes to determine the achievement of the goals for ecological sustainability.	Monitoring arrangements will be set out in the specific strategies required as ULDA actions in the Implementation Strategies, and will be reviewed initially after 5 years and then every two years as set out on page 24 of the Proposed development scheme.	N
307.	Provide stretch targets identified for public transport and private vehicle use with reference to the correct public transport provider for the Sunshine Coast.	The Proposed development scheme includes a combined target of 22% for active and public transport by 2016. However during the early years of development, the requirement for early introduction of public transport is likely to be more effective than a target.	N
308.	Include a mode share target from Connecting SEQ 2031: <ul style="list-style-type: none"> Active Transport: 20% of all trips Public transport 14% of all trips Private Motor Vehicle 66% of all trips 	The DTMR targets are for 2031. See response to issue 307 above.	N
309.	Inconsistencies between infrastructure plan and implementation strategy, in particular the commencement of public transport.	No inconsistency. Infrastructure plan and implementation strategy have different roles within the proposed scheme. The role of the Implementation Strategy is to achieve the main purposes of the Act for this area, to the extent that they are not achieved by the land use plan or infrastructure plan.	N
310.	Amend first paragraph of 5.3 to read: "The ULDA will work with the Department of Transport and Main Roads (<i>including the TransLink Transit Authority</i>) and the Council to facilitate the commencement of a public transport services to connect UDA with education, health and retail centres in the regional area from the time the first residents move into the project".	Agreed. Amendment: Page 37, Section 5.3, ULDA actions Change text to read: <i>"The ULDA will work with the Department of Transport and Main Roads (including the TransLink Transit Authority) and the Council to facilitate the commencement of a public transport services to connect the UDA with education, health and retail centres in the regional area from the time the first residents move into the project".</i>	Y
Community Consultation			
311.	Council's previous consultation, adopted community strategies and recommendations have been shown scant regard. The ULDA must undertake meaningful consultation with the community, Sunshine	Council's draft Structure Plan and submissions received during its preparation have been considered in the preparation of the scheme. The ULDA has undertaken comprehensive public consultation in the preparation of the development scheme.	N

Issue #	Issue/Comment	Response	Amendment Required
	Coast Regional Council and Moreton Bay Regional Council.	In addition to the feedback opportunities provided through community newsletters, a 1300 number and online forms, a community information centre established in Bulcock Street, Caloundra where ULDA team members were available to talk directly and receive feedback from interested community members. Through these processes the values and concerns of Sunshine Coast community members have helped to inform the planning priorities for Caloundra South.	
312.	Amend the scheme to include text that requires the ULDA to consider all submissions made and prepare a summary of public submissions with an analysis of the reasons that the ULDA either accepted or rejected the submissions.	All submissions received relating to the Proposed development scheme are considered and appropriately responded to. This Submissions Report contains a summary of support and concerns raised during the public notification phase and any scheme amendments resulting from the submissions process. This report is publically available.	N
313.	A lack of prior correspondence between the ULDA or Stockland and Pumicestone Passage Developments Pty Ltd regarding the major arterial road corridor proposed through Pelican Waters.	Noted. The intention of the public notification phase from 31 March-20 May 2011 was to receive comments on the proposed Scheme, including the proposed Eastern Road link for investigation.	N
314.	Scheme provides minimal requirement for impact assessment and consequently community consultation.	The list of assessable development uses is considered appropriate. Section 3.2.8 will be amended to ensure that all development applications requiring a context plan will be publicly notified. Amendment: Page 8, s3.2.8 Notification requirements Add a new dot point after the first dot point: <i>"a development application that is accompanied by a context plan required under section 3.3.6"</i>	Y
315.	On-going public access, submission rights to development applications, master plans and relevant material should be made available. Community consultation should occur over the lifetime of the development as the Scheme adapts to changing environmental, social and economic circumstances. A minimum 5 year review of the Scheme with public notification should be undertaken to provide recommendations, adaptive management and statutory amendments. Include a schedule in the Scheme for	See response to issue 314 above.	Y

Issue #	Issue/Comment	Response	Amendment Required
	<p>mandatory Council and community engagement opportunities which are triggered by transparent key development stages.</p> <p>ULDA should establish an advisory Community of Interest Reference Group.</p>		
316.	<p>Maps published in Sunshine Coast Daily did not show flooding on the coastline itself which could lead to false interpretation and consequences.</p>	<p>The flood and constraints mapping included in the Proposed development scheme was available during the public notification phase. The ULDA is not responsible for the release of mapping by other parties.</p>	N
Schedules			
317.	<p>Amend Schedule 1 to add a new row – Exempt Development to include ‘Development consistent with an approved Plan of Development’.</p>	<p>The Proposed development scheme provides for certain uses to be made exempt development where consistent with an approved Plan of Development. This includes a material change of use, operational work or building work in the Urban Living Zone and certain material change of use applications in the Major Centre zone, that are consistent with an approved Plan of Development. It is not proposed to make all development that is consistent with an approved Plan of Development exempt particularly subdivision for which careful consideration is required.</p> <p>No amendment required.</p>	N
318.	<p>Ensure all definitions align with the latest version of the QPP. Ensure this definition aligns with SPP 5/10.</p>	<p>The ULDA has endeavoured to achieve consistency with the QPP definitions to the greatest extent possible.</p>	N
319.	<p>Amend Schedule 2 to:</p> <ul style="list-style-type: none"> • Identify and reference natural values to be protected consistently. • Recognise regrowth vegetation of local value, natural landforms or scenic amenity. 	<p>The descriptions in the UDA-wide criteria and Guideline 14 are considered adequate.</p>	N
320.	<p>Amend Schedule 3:</p> <ul style="list-style-type: none"> • Expand infrastructure services to include broadband technology to the home. 	<p>Schedule 3 identifies essential infrastructure that must be available for a house to be self-assessable, i.e. reticulated water supply, electricity supply and sewerage network.</p> <p>It is not considered essential for a house to have access to broadband technology.</p>	N
Development assessment			
321.	<p>Amend the scheme to allow for an application to be lodged over the entire site providing</p>	<p>The provisions of the development scheme do not prevent a land developer lodging a single development</p>	N

Issue #	Issue/Comment	Response	Amendment Required
	development certainty necessary for infrastructure investment.	application over the entire site. However, a single development approval assigning all future development rights over the entire site is unlikely to be considered favourably.	
322.	Enable development applications to develop own design criteria rather than defaulting to Council planning scheme provisions.	<p>The development schemes does not generally default to Council planning provisions. The scheme incorporates UDA-wide criteria which identify the outcomes being sought through the development, rather than the solutions for achieving the outcome. This performance based planning approach is considered the most effective way of achieving best practice development outcomes.</p> <p>The small number of circumstances when the scheme does default to Sunshine Coast planning provisions (i.e. parking and advertising devices) is considered appropriate. Also it is noted that the Proposed development scheme permits some flexibility in relation to parking requirements (s3.3.11, page 15).</p>	N
323.	<p>Amend s3.2.9 to require an environmental impact statement to support an interim land use application.</p> <p>Deleting the word 'may' from paragraph 3 to state: The ULDA impose a condition of approval that limits the duration of an interim use.</p>	<p>An application for an interim land use will be required to address all UDA-wide criteria including those dealing with managing potential environmental impacts (i.e. natural values and community safety and development constraints).</p> <p>Deleting the word 'may' is not considered necessary. In some instances, interim uses, by their very nature, will end. However, where the ULDA considers it necessary, a condition limiting the life of the interim use will be imposed.</p>	N
324.	Amend section 3.2.10 to allow for other planning instruments or legislation to be applied if they provide greater environmental protection than the Scheme.	ULDA Guidelines No 13 Engineering standards and No 14: Environment and Natural Resources Sustainability call up specific requirements, resources and references that will be used in detailed planning, design and development assessment.	N
325.	<p>Development should not be made code assessable until the community has had the opportunity to agree with standards at the structure plan stage through sub-plans including:</p> <ul style="list-style-type: none"> • energy management plan • affordable living plan • sustainable transport plan • groundwater management plan 	<p>The Implementation Strategy requires the preparation of various specific strategies that address some of these issues. Preparation of these will involve consultation with key stakeholders. Also as noted above development applications requiring context plans will be publicly notified.</p> <p>This is considered to provide an appropriate level of further community involvement.</p>	N

Issue #	Issue/Comment	Response	Amendment Required
	<ul style="list-style-type: none"> integrated water plan. ULDA should be permitted to specify standards that meet or exceed BCA standards.		
326.	Mandate world class sustainable design parameters in the approval process.	The vision, UDA-wide criteria and stretch targets in the Implementation Strategy set out specific requirements that development must achieve. Further mandatory requirements would not be useful.	N
327.	Water and sewerage utility installations should be constructed in accordance with agreed Infrastructure master plans included in Schedule 1.	Table 4.3.1 includes, in relation to water, sewerage and stormwater, the statement “in accordance with a master plan agreed with the relevant entities”. This is considered adequate.	N
328.	Building Works associated with water or sewerage utility installations should be included in Schedule 1.	Building work carried out by public sector entity or the State in this instance is exempt development under Schedule 4 of SPA.	N
329.	Provide criteria in s3.2.8 for development applications that will require public notification.	The scheme will be amended to require development applications, required to be accompanied by a context plan, to be publicly notified. The ULDA will also prepare a practice note to better clarify when the ULDA will require a development application to be publicly notified. Amendment: See response to issue 314 above.	Y
330.	Development assessment of call centres and parking issues need to be addressed.	A call centre would fall within the definition of business in the development scheme and would be assessed on its merits. If an application for a call centre is lodged, consideration will be given to parking issues.	N
331.	Amend s3.2.5 by deleting the words <i>‘infrastructure plan and implementation strategy may include further information’</i> and including the new words <i>‘infrastructure plan and implementation strategy includes further information which should be taken into account’.</i>	In some instances, the Infrastructure Plan and Implementation Strategy may not include additional information that needs to be taken into account.	N

Issue #	Issue/Comment	Response	Amendment Required
332.	Inappropriate for all development to be exempt once the building is constructed.	<p>Only certain uses consistent with the intent of the zone are made exempt. However there are some amendments required to this provision.</p> <p>Amendment: Page 25, Level of Assessment table</p> <p>Insert:</p> <p><i>If the land is not on the Environmental Management Register or Contaminated Land Register:</i></p> <ul style="list-style-type: none"> <i>(i) development specified in schedule 1</i> <i>(ii) development for Home based business</i> <i>(iii) material change of use, where not involving building work (other than minor building work) or operational work, for a use other than Car park, where:</i> <ul style="list-style-type: none"> <i>(a) any existing use and the proposed use are both included in either the Commercial use or Retail use categories in Schedule 2 where complying with the parking rates in the planning scheme.</i> 	Y
333.	<p>Levels of assessment</p> <ul style="list-style-type: none"> • Indicate which ERAs are appropriate for each zone. • Clarify whether the definition for ERAs within the 'Service and community use category' includes or excludes those ERAs which have been defined as industrial, retail or rural uses. • Remove "showroom" from the list of exempt development within the Industry and Business Zone. 	<p>ERAs that are assessable under SPA are self-assessable in the development scheme. All other ERAs require assessment.</p> <p>The definition of ERA is as per the Environmental Protection Act 1994.</p> <p>Showrooms in the Industry and Business Zone, where building work is proposed, is considered appropriate as exempt development.</p>	N

[Last page of report]