

**Greater Flagstone UDA Development Scheme**

# **Submissions Report**

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

**June 2011**



**urban land  
development  
authority**

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## 1. Introduction

The public notification and submission period for the Greater Flagstone UDA Proposed Development Scheme was undertaken from 1 April to 20 May 2011.

This report provides:

- an overview of the submissions received
- a summary of the key amendments made to the Greater Flagstone 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 126 submissions were received, including submissions from Logan City Council and local community members and interest groups.

Submissions were also received from the following key stakeholders:-

- State agencies being: DERM, DCS, DEEDI, DoC, DLGP, Energex and AllConnex Water
- Greenbank and North Maclean residents
- The environmental groups of Wildlife Qld – State Council, Wildlife Qld – Logan, Wildlife Qld – Bayside, Gold Coast and Hinterland Environmental Council (GECKO) and Bird Observation and Conservation Aust – Brisbane and Gold Coast
- Land developers within the UDA

The below comments, not directly related to the development scheme were also made in submissions received.

1.	Bromelton should be investigated as to whether it is a suitable site for development.	The ULDA only has responsibility for declared Urban Development Areas (UDAs). Bromelton is not a UDA and is therefore beyond the scope of the ULDA.
2.	Wyaralong Dam should be used to service farmland for greater food security for SEQ instead of being polluted by an industrial estate and coal seam gas extraction.	The ULDA only has responsibility for declared Urban Development Areas (UDAs). Issues regarding Wyaralong Dam are outside the scope of the ULDA.
3.	The ULDA should be either abolished and all planning powers and functions returned to local government or the Act be heavily amended to curtail the power of the ULDA.	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 legislative requirements.
4.	Requests removal of North Maclean and Greenbank.	The State government included these areas within the declared UDA for which the ULDA has planning control.

### 3. Key amendments made in response to submissions

1.	Amendments to regulate the clearing of koala habitat and clearly identify that the clearing of high value habitat should be avoided to the greatest extent possible with any clearing needing to be off-set.
2.	Amendments to regulate the clearing of remnant vegetation and clearly identify that the clearing of viable areas of remnant vegetation will not be supported and that the clearing of non-viable areas of remnant vegetation will needing to be off-set.

### 4. Amendments made in response to operational review

Issue #	Section details	Nature of / reason for amendment
1.	Whole scheme, greenspace terminology	Greenspace terminology in the scheme has been amended for consistency with the <i>SEQ Regional Plan 2009-2031</i> .
<b>S3.2 Development assessment</b>		
2.	s3.2.6 Context plans	This section has been amended to clarify the role of context plans.
3.	s3.2.7 Plan of development	This section has been amended for consistency with the Blackwater and Moranbah UDA development schemes.
4.	s3.2.8 Notification requirements (introductory paragraph)	Include a new footnote as follows: <i>'A UDA development application will require public notification<sup>1</sup> if the application includes...'</i>  <i><sup>1</sup> The ULDA practice note provides further guidance</i>
5.	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’
6.	s3.2.10 Notification requirements (new dot point)	Include the words: <i>'is accompanied by a context plan required under section 3.2.8</i>
7.	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>
<b>S3.3 UDA-wide criteria</b>		
8.	UDA-wide criteria 3.3.2 Centres (3 <sup>rd</sup> last paragraph)	At the end of the paragraph, include the words – <i>'and the centres hierarchy'</i>

Issue #	Section details	Nature of / reason for amendment
9.	UDA-wide criteria 3.3.5 Movement network (last dot point)	At the end of the 1 <sup>st</sup> sentence include a new footnote that reads – <i>‘Where active transport enters the on-road environment, treatment should be consistent with Austroads: “cycling Aspects of Austroads Guides (March 2011)’</i>
10.	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>
11.	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 incidence of a development constraint.’</i>
12.	UDA-wide criteria 3.3.9 Community safety and development constraints (new paragraph 2)	Include a new paragraph that reads: <i>‘Development does not compromise the integrity or operation of high voltage transmission lines/corridors*.’</i>  <i>* Energex’s draft Electricity Overlay Code, Community Infrastructure Code and Safe Street Guideline provides guidance on how to achieve this criterion.’</i>
13.	UDA-wide criteria 3.3.9 Community safety and development constraints (new paragraph)	Include a new second last paragraph that reads – <i>‘To ensure protection from bushfire hazard, development is designed to mitigate bushfire risk. In transitional bushfire areas the risk may diminish as development occurs.’</i>
14.	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 immunity’</i>
15.	UDA-wide criteria 3.3.10 Service infrastructure (new 2 <sup>nd</sup> last paragraph)	Include a new paragraph that reads: <i>‘Electricity distribution network infrastructure is provided and located within the UDA to protect electricity infrastructure from incompatible development, to ensure the safety and reliability of the electricity network and not adversely affect the health and safety of the community*’</i>  <i>* Energex’s draft Electricity Overlay Code, Community Infrastructure Code and Safe Street Guideline provides guidance on how to achieve this criterion.’</i>

Issue #	Section details	Nature of / reason for amendment
16.	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>
<b>S3.4 Zone provisions</b>		
17.	Introductory paragraph (dot point 4)	Paragraph 1, dot point 4, Industry and business (2) has been deleted.
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 <sup>st</sup> sentence)	After the words 'are pedestrian' include the words 'and cyclist'.
20.	Industry and business zone (paragraph 1, 2 <sup>nd</sup> sentence)	After the word ' <i>low</i> ' insert the words ' <i>and medium</i> '
21.	Table 2: Levels of assessment, In the Urban living zone, column 2, UDA self-assessable development	To enable the self-assessable provisions to apply to display homes.
22.	Table 2: Levels of assessment, In the Major centre zone, column 1 Exempt development, item 2, introductory paragraph	Before the word 'for', insert the words 'or operational work'
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.
<b>S4.2 Infrastructure plan</b>		
24.	S4.2 Infrastructure agreements	Amended to provide greater clarity.
<b>S5.2 Implementation strategy</b>		
25.	S5.2 Housing options (paragraphs 2 and 3)	Amend paragraph 2 by deleting the words "as a range between \$41,000 p.a. and \$94,000 p.a.' and delete paragraph 3.

Issue #	Section details	Nature of / reason for amendment
26.	S5.2 Housing options (table)	Amended to re-order the columns in the table and added 'Goals' in relation to diversity of housing product.
<b>Schedule 2: Definitions</b>		
27.	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"> <li>• <i>the maximum height of a new building, structure or object does not exceed the heights of a House or Multiple residential and the setback is the same as, or greater than, buildings on adjoining properties</i></li> <li>• <i>car parking is in accordance with the planning scheme</i></li> <li>• <i>there is no display of goods</i></li> <li>• <i>the number of employees does not exceed 4.</i></li> </ul>
28.	Sport, recreation and entertainment use category, Park (new paragraph)	Amend the definition to include a new last paragraph that reads – <i>'A park does not include pest vegetation as listed by state and local government. A park may include small scale community gardens.'</i>
29.	Sales office and display home	Amended to provide two separate definitions.
30.	Environmental management register	Amended to delete last sentence.
31.	Significant vegetation	Amended to include koala bushland and remnant vegetation.
<b>Schedule 3: Self-assessable provisions</b>		
32.	For the primary house on a lot	Amended to clarify that the criteria is in relation to front fencing only.
33.	For secondary dwelling on a lot (Outdoor living space)	Amended to reduce the minimum area from 16m <sup>2</sup> to 9m <sup>2</sup> and the minimum dimension from 4m to 3m

## 5. Summary of submissions and ULDA responses

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>Areas of support</b>			
1.	<p>A number of submissions expressed support for the proposed development scheme and the planning process. Specific comments included:</p> <ul style="list-style-type: none"> <li>• appreciation for the development plans and the quantity of information available from the website</li> <li>• support the plan for North Maclean to be developed for employment opportunity</li> <li>• support for ULDA development and the Greater Flagstone UDA vision</li> <li>• opportunity to enhance the area and increase awareness, jobs and infrastructure</li> <li>• many positive aspects such as proposed affordable housing, public transport and schools</li> <li>• supports the ULDA's affordable housing initiative</li> <li>• general support for the overall concepts including: <ul style="list-style-type: none"> <li>• encouragement of walking and cycling</li> <li>• good access to public transport</li> <li>• protection of natural &amp; cultural values and significant environmental features within region</li> <li>• residences &amp; sensitive uses protected from impacts of noise &amp; dust from transport corridors</li> </ul> </li> <li>• wildlife Corridors and the protection of creek systems</li> <li>• balance between the built form and the needs of the future residents with the protection of the natural features and values</li> <li>• support the scale of the City as presented as an appropriate response to the challenges of the SEQ Regional Plan</li> <li>• sound and achievable sustainability goals.</li> </ul>	These areas of support are noted.	N
<b>Issues raised</b>			



Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>General</b>			
2.	The scheme needs to take into account current and medium term economic circumstances.	<p>The Greater Flagstone area was identified for development in the SEQ Regional Plan. The scheme was informed by a number of background studies (available on the ULDA website) including:-</p> <ul style="list-style-type: none"> <li>• Employment Analysis and Planning Study - Greenfield Urban Development Areas</li> <li>• Urban Development Area - Take Up Rate Analysis</li> <li>• Greenfield Land Market Report - SEQ Focus Research Paper.</li> </ul>	N
3.	<p>This development outcomes advocated by the scheme is not in the best interests of the current community, nor is it consistent with community expectations about the development of this area.</p> <p>The development advocated by the proposed development scheme has not been considered in the context of planning for a sustainable population.</p> <p>There is not sufficient evidence to demonstrate the need for the UDA</p>	<p>The Greater Flagstone UDA includes 3 discrete areas which were identified as suitable for urban development in the South East Queensland Regional Plan 2009-2031. The Regional Plan establishes the framework to guide the sustained growth and development of the region.</p>	N
4.	The scheme does not demonstrate long term sustainable planning and will concentrate ghetto like development with little respect for biodiversity values.	<p>The Vision and UDA-wide criteria set out in the scheme seek to achieve an attractive, liveable community that balances development with the protection of natural values (see UDA-wide criteria 3.3.8 and the associated ULDA Guideline No 14: Environment and natural resources sustainability.</p>	N
5.	There has been insufficient planning to cope with the extra people, vehicles and noise that will come with urban development.	<p>The Vision, UDA-wide criteria, Zone provisions, Infrastructure Plan and Implementation Strategy provide clear directions and parameters for the development of the Greater Flagstone UDA including an orderly movement network and consideration for sensitive uses that adjoin industry uses. A new guideline that addresses the transition between existing and proposed uses is also being prepared.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
6.	<p>The scheme gives no regard to existing residents' properties.</p> <p>Map 4 should identify those areas that are likely to experience potential land use conflicts, based on issues outlined in SPP 1/92.</p>	<p>In response to this issue being raised during the informal consultation, the following text was included in the ULDA vision (p4) for the scheme:</p> <p><i>“Development respects adjoining land uses that predated the UDA through planning and design that preserves existing amenity. Existing rural residential areas are buffered from higher density development by transitional uses of intermediate density and scale. Non-residential uses preserve residential amenity through a variety of mechanisms such as open space or landscaped buffers, low impact transitional uses and reduced scale of buildings and other structures in transition areas.”</i></p> <p>It would not be appropriate to identify areas of potential conflict as this is entirely dependent on the nature of future development proposed.</p>	N
7.	<p>The UDA should enable people to live and work in the area.</p>	<p>The scheme provides a variety of employment opportunities in the centres network, designated industry and business areas and local employment distributed throughout the community.</p>	N
8.	<p>Who will be responsible for checking compliance with the scheme and conditions of approval and how will this occur?</p>	<p>The ULDA will be responsible for checking compliance with the scheme and conditions of approval. Other compliance issues will remain the responsibility of the relevant agencies. For example, environmental matters will continue to be the responsibility of DERM, Engineering and building compliance will be checked by private certifiers.</p>	N
9.	<p>The ULDA should prepare a master plan for the area in conjunction with LCC and subject to community and stakeholder engagement and consultation.</p> <p>Detailed master planning is required.</p> <p>The scheme lacks detail.</p>	<p>The scheme provides the broad planning requirements for the UDA. Associated ULDA guidelines provide more detailed requirements.</p> <p>Section 3.2.6 of the scheme also requires the use of context plans to provide the intermediate level of planning between the development scheme and individual development proposals. Context plans will be required to demonstrate achievement of the UDA vision and UDA-wide criteria.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
10.	The ULDA should be required to provide evidence that the approach taken is best practice and the scheme is supported by case and empirical evidence to provide the underpinning rationale for the scheme.	The scheme was prepared based on previous planning undertaken by both state and local governments as well as additional investigations undertaken by the ULDA. The reports commissioned by the ULDA are available on the ULDA website.	N
11.	The scheme should require developers to enter into social and community benefit contract that commits to affordable housing, sustainable living standards, economic opportunities, social and community amenity services, protects and enhances and maintains all promised biodiversity values and ecological functions, provides open, recreational and amenity space, provides a safe, resilient and healthy environment, establishes community development processes	All permissible development will be assessed by the ULDA for compliance with the vision and UDA-wide criteria. In addition the Implementation Strategy describes how the ULDA will work with others to undertake the development of sustainability, economic and social strategies and projects. A process of review and amendment will ensure that development continues to achieve 'best practice' outcomes.	N
12.	The scheme should include provisions that enable the building approval of display villages prior to registration of individual titles where they accord with the provisions of a Plan of Development.	It is not appropriate for the scheme to address this matter. This matter can be addressed during the consideration of future development approvals within the UDA.	N
13.	District sport parks are stand alone facilities and cannot be co-located as part of school grounds.	These issues will be addressed as part of any future negotiated between Logan City Council and the Old Department of Education.	N
14.	The scheme should recognise the scenic amenity of Round Mountain and the elevated land at Riverbend.	Agree. The scheme has been amended to recognise the scenic amenity of Round Mountain and the elevated land at Riverbend.	Y

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>Consistency with previous planning for the area</b>			
15.	<p>Access to previous planning documents should be made available in local libraries to the public.</p>	<p>Planning documents are available from the agency that commissioned them.</p> <p>Logan City Council has the Greater Flagstone Strategic Plan available at <a href="http://www.logan.qld.gov.au/">www.logan.qld.gov.au/</a>.</p> <p>The ULDA has the following background reports and documents are available at local libraries and at <a href="http://www.ulda.qld.gov.au/">www.ulda.qld.gov.au/</a></p> <ul style="list-style-type: none"> <li>• Development Scheme</li> <li>• Interim Land Use Plan</li> <li>• Biodiversity and Natural Resource Strategy Framework Report</li> <li>• North Maclean Constraints</li> <li>• Employment Analysis and Planning Study – Greenfield Urban Development Areas</li> <li>• Greater Flagstone Planning Assessment</li> <li>• Urban Development Area – Take Up Rate Analysis</li> <li>• Greenfield Land Market Report – SEQ Focus Research Paper</li> <li>• South Logan Journey to Work Patterns</li> <li>• North Maclean UDA Ecological Advice.</li> </ul>	N
16.	<p>The scheme is inconsistent with other planning for the area including:</p> <ul style="list-style-type: none"> <li>• the SEQ RP urban footprint</li> <li>• planning undertaken by Logan City Council.</li> </ul> <p>The scheme does not sufficiently acknowledge and incorporate Logan City Council's prior planning work (including associated studies).</p>	<p>The UDA area responds to the regional vision and strategic direction of the SEQ Regional Plan, addressing growth management issues, such as the need to coordinate, deliver and fund State and local government infrastructure and undertake the necessary planning to encourage an increased proportion of the region's future population growth to the Western and South Western corridor.</p> <p>The scheme was informed by planning completed for:</p> <ul style="list-style-type: none"> <li>• South East Queensland Regional Plan 2009-2031</li> <li>• Logan City Council's Flagstone Strategic Plan, August 2010</li> <li>• Mt Lindesay-Beaudesert Strategic Transport Network investigation.</li> </ul> <p>Preparation of the scheme has been a collaborative effort involving Logan City Council and State agencies.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
17.	Logan City Council's preferred Option 1 used as the basis for the scheme is not representative of the opinions of the majority of the community.	The Greater Flagstone Strategic Plan was endorsed by Council in October 2010 following consultation with the community in 2009.	N
18.	ULDA has disregarded Logan City Council's recommendations for the area to develop as transit oriented development (TOD).	The Vision and UDA-wide criteria for centres and neighbourhoods require a compact urban structure with land uses clustered to support public transport which are the basic elements of a TOD.	N
19.	The SEQ Regional Plan eliminated "rural residential" from its zoning declaring a broad "rural production and natural resources" designation. Requests any reference to "rural residential" in the proposed development scheme be eliminated.	The use of the term 'rural residential' in the scheme makes reference to existing development in the area, not a zone or intended land use under the Proposed development scheme.	N
<b>UDA-wide criteria</b>			
20.	Amend UDA-wide criteria 3.3.6 Greenspace network, page 12, column 4, 3 <sup>rd</sup> dot point to read:- <i>"enhancing wetland communities as part of rehabilitation of ecological corridors."</i>	Agree. UDA-wide criteria 3.3.6 Greenspace network (column 4, third dot point) has been amended to read:- <i>"enhancing wetland communities as part of the rehabilitation of biodiversity corridors."</i>	Y
21.	Amend UDA-wide criteria 3.3.6 Greenspace network, page 12, column 4, last dot point to read:- <i>"retaining existing significant &amp; not of concern vegetation to greatest extent possible"</i> [not applicable]	Agree. UDA-wide criteria 3.3.6 Greenspace network (column 4, last dot point) has been amended to read:- <i>"retaining existing significant &amp; not of concern vegetation to greatest extent possible"</i>	Y

22.	UDA-wide criteria needs to include measures to ameliorate potential land use conflicts (i.e. refer to principal 8 of SPP 1/92 and the Planning Guidelines).	<p>In response to this issue being raised during the informal consultation, the following text was included in the ULDA vision (p4) for the scheme:</p> <p><i>“Development respects adjoining land uses that predated the UDA through planning and design that preserves existing amenity. Existing rural residential areas are buffered from higher density development by transitional uses of intermediate density and scale. Non-residential uses preserve residential amenity through a variety of mechanisms such as open space or landscaped buffers, low impact transitional uses and reduced scale of buildings and other structures in transition areas.”</i></p> <p>Also the ULDA Guidelines for Centres and Industry and business include requirements for protecting the amenity of adjoining land uses.</p> <p>It would not be appropriate to identify areas of potential conflict as this is entirely dependent on the nature of future development proposed.</p>	N
23.	<p>In UDA-wide criteria 3.3.9 Community safety and development constraints the use of the phrase “flood free” is misleading. Given that protection from flooding is limited to the Q100 (1% AEP) flood level, it is suggested that the wording be changed to read:-</p> <p><i>“development occurs in areas that are above the 1% Annual Exceedence Probability (AEP) or filled to achieve and acceptable level of flood immunity<sup>3</sup>.”</i></p>	<p>Agree. ULDA-wide criteria 3.3.9 Community safety and development constraints (column 2, first dot point) has been amended to read:-</p> <p><i>“development occurs in areas with an acceptable level of flood immunity in accordance with the relevant ULDA Guideline”</i></p> <p>The ULDA’s policy on flood protection is also set out in Guideline No 15: Flood and storm tide inundation. This is to allow rapid amendment to reflect policy changes arising from the current Queensland flood enquiry and other sources in the future. This approach should be reflected in the amended text.</p>	Y
24.	Amend the scheme to include place making statements for development assessment purposes.	While the scheme does not include a discrete section called Place making, it is considered that the UDA-wide criteria in the scheme will ensure that place making will be adequately addressed through the development assessment process.	N
25.	Amend the scheme to include reference and aspirations to creating healthy communities.	It is considered that the UDA-wide criteria in the scheme will ensure that the aspiration for creating healthy communities will be adequately addressed through the development assessment process.	N

26.	Stormwater quality must be managed prior to discharge into wetlands.	It is consider that the UDA-wide criteria in section 3.3.8 of the scheme are adequate to ensure stormwater quality is addressed and managed through the development assessment process and the conditioning of development approvals.	N
<b>Scheme maps</b>			
27.	Amend Map 3 to include areas outside the UDA and show the relationship to employment centres.	Map 3 is part of the land use plan and is correctly limited to the UDA boundary. The Vision refers to the strategic location of Greater Flagstone in the south-west growth corridor and connections to employment centres of Park Ridge, Yatala, Bromelton and Ebenezer.	N
28.	Amend Map 2 to reflect that Lot 141 S312748 on Bushland Road was purchased by the Queensland Government for the purposes of constructing the future Wyaralong Water Treatment Plant. Ownership is being transferred to SEQ Water from the Co-ordinator -General.	Agree. Map 2 Vision and Map 7 Constraints has been amended to show the Wyaralong Water Treatment Plant.	Y
29.	The scheme should confirm that all maps (particularly Map 2) are indicative only and will be subject to assessment of individual applications.	Agree. Page 5, column 3 (last paragraph) has been amended to read:-  <i>"Map 2 – Vision is indicative only. Details of development, including greenspace, will be resolved through development applications and context plans."</i>	Y
30.	The scheme should confirm that Regional and District Parks as shown on Map 4 are indicative only and parks are subject to detailed planning.	Agree. UDA-wide criteria 3.3.6 Greenspace network has been amended to include a note clarifying that all maps are "Indicative".	Y
31.	The areas shown for the major centre on all maps, particularly Map 8 - Zones, is too large and should be reduced.	This area is intended to accommodate the Major Centre core and frame, and has been sized to suit the ultimate development of the UDA. The Major Centre zone intent includes specific guidance about the phasing of development in the major centre including the acknowledgement that 'some land may not be suitable for development until the Greater Flagstone community reaches certain population thresholds'.  ULDA Guideline No 9: Centres includes guidance on staging of development in centres.	N
32.	The area shown for Industry and Business (adjoining the Major centre core) on all maps, particularly on Map 8, is too large and should be reduced to around 31ha or be depicted by a scale dot.	See response in relation to issue 33. Also it is noted that the Industry and business zone intent allows this area to accommodate a range of other uses that, among other things, will not prejudice the operation of the primary uses within the zone.	N

33.	It should be made clear (through the use of circles) that the area on Map 8 Zone for the Major Centre Zone and the adjoining Industry and Business Zone is indicative only.	The areas shown on Map 8 are the intended zone boundaries for development assessment purposes. While it is expected that the zone boundaries could be adjusted through the use of context plans, it would not be appropriate to show them diagrammatically.	N
34.	Map 2 should not show the former fish breeding dam on North Maclean site as greenspace as this area is largely (i.e 80%) cleared.	It should be noted however, that Map 2 – Vision is indicative only. All areas included within greenspace are subject to detailed assessment and resolution through the development assessment process.	N
35.	<p>The Natural Values map should include scenic amenity at the following locations –</p> <ul style="list-style-type: none"> <li>• looking south-west from Greenbank Road where there are views of Flinders peak and Teviot Range –</li> <li>• Local endemic vegetation to the south along Crowson Lane and east and west along greenbank Rd that is currently locally significant to the existing rural-residential communities of NM and Munruben and should be retained to preserve the local character and amenity –</li> <li>• Greenbank East looking east and south-east from Teviot Rd (east of the intersection with Pub Lane) there are significant local and regional views of Mt Tamborine.</li> </ul>	Agreed. Map 6 Natural values has been amended to show significant view corridors from the UDA.	Y
36.	Identify parking facilities as 'Park and ride' facilities.	Finalisation of park and ride facilities in association with future passenger rail facilities will be determined as part of future planning for passenger rail services in the area.	N
37.	Amend Map 2 to identify areas of important environmental values.	Important environmental values are shown on Map 6 – Natural values.	N
38.	Physical constraints should be shown on a separate map to the one showing high environmental constraints.	These two sets of information are shown on separate maps (Maps 6 and 7).	N
39.	Areas which are most likely to be at immediate risk from salinity should be identified on Map 6 (attached).	This issue will be addressed through the development assessment process and conditions of approval.	N



40.	The Major centre zone intent recognises the major centre core and the major centre frame but the maps only illustrate the major centre frame. The major centre core should be indicatively shown on the maps, envisaging FLA achieving a 'Principal activity Status'.	The intent of the Major Centre zone describes both elements of the zone. ULDA Guideline No. 9: Centres provides detailed guidance on the location and design of both elements. It is intended that the actual boundaries between the core and frame will be determined through the context planning process described in s3.2.6. However, the core could be indicated diagrammatically on the Vision map. Amendment: Map 2 Vision has been amended to identify the Major centre core diagrammatically.	Y
41.	Amend maps to show: <ul style="list-style-type: none"> <li>• Major centre core and frame areas</li> <li>• external traffic and property impacts</li> <li>• indicative SIC and Park Ridge connector</li> <li>• priority is given to non-motorised transport over motorised transport</li> <li>• riparian and fauna corridors as per Logan City Council mapping</li> <li>• align the Environmental protection zone with ULDA's biodiversity strategy findings</li> <li>• 'Metropolitan parks' rather than 'regional parks'</li> <li>• all community facilities</li> <li>• waterways</li> <li>• wetlands</li> <li>• groundtruth habitat areas</li> <li>• cultural heritage significance</li> <li>• 'Constrained land' rather than 'Environmental protection zone'</li> </ul>	At this point in time, this information has been shown on the maps to the greatest extent possible.	N
<b>Tables 1 and 2</b>			
42.	Restricting the maximum GFA for Industry and business zone to 500sqm of retail space in Table 1, will significantly impact on attractiveness of this area to larger businesses and on ability to service significant workforce.	The retail GFA in Table 1 is indicative only with the opportunity for an application for additional retail GFA in the zone to be accompanied by an economic impact assessment demonstrating that the additional GFA is required to service the immediate area and that it will not unduly impact on the proposed centres within the UDA.	N
43.	There is conflict between maximum gross floor area provisions in s. 3.3.2 and Table 1: Height, GFA and density provisions on p.10. s. 3.3.2 states small shop etc 250sqm and Table 1 states maximum allowed is 500sm for retail etc.	The GFA in Table 1 refers to uses in the Industry and business zone. The provision in s.3.3.2 refers to local shops that may be distributed throughout the Urban living zone.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
44.	<p>It is recommended that Table 1 is amended to:</p> <ul style="list-style-type: none"> <li>• increase the maximum GFA for retail purposes to 2,000m<sup>2</sup> excluding showrooms (within North Maclean),</li> <li>• add Sport, recreation and entertainment use category of 2,500m<sup>2</sup> (within North Maclean)</li> <li>• Commercial Use Category - No Maximum GFA applicable,</li> <li>• delete Low intensity retail eg. showrooms/ outdoor sales</li> <li>• delete service industry, large scale commercial use, low impact industrial uses</li> <li>• add Industrial use category (excluding extractive industry, high impact industry, noxious and hazardous industry)</li> <li>• separate public and private providers of community facilities</li> </ul>	<p>The GFAs in Table 1 is indicative only with the opportunity for an application for additional GFA in the zone to be accompanied by an economic impact assessment demonstrating that the additional GFA is required to service the immediate area and that it will not unduly impact on the proposed centres within the UDA.</p>	N
45.	<p>Amend Table 1 to remove minimum building heights in the Urban living zone.</p>	<p>The scheme does not set minimum building heights in the Urban living zone. Table 1 does set minimum building heights in the Major centre core and these heights are considered appropriate.</p>	N
46.	<p>In Table 2 Levels of Assessment, remove 'educational establishment' as exempt development because schools have potential to significantly impact the transport network.</p>	<p>Educational establishment is only exempt in the Major Centre Zone when not involving building work and because it refers to a range of education services that can be delivered in commercial premises with similar impacts as commercial uses.</p>	N
<b>Zone intents</b>			
47.	<p>Amend Major centre zone intent, page 23, Column 3, last paragraph to read: <i>'Key roads in the major centre frame...are pedestrian and cyclist friendly with high quality streetscapes and a distinct urban feel'</i></p>	<p>Agree. The Major centre zone intent (page 23, column 3, last paragraph) has been amended to read: <i>'Key roads in the major centre frame...are pedestrian and cyclist friendly with high quality streetscapes and a distinct urban feel'</i></p>	Y
48.	<p>Restrict bulky goods to the town centre frame.</p>	<p>It is considered unnecessary to restrict bulky good to the frame. Bulking goods are considered appropriate interim uses in the town centre core.</p>	N
49.	<p>Remove warehouses and bulk landscape supplies as interim uses in the town centre core.</p>	<p>Warehouses and bulk landscape supplies are considered appropriate interim uses in the town centre core.</p>	N

50.	Remove the Major centre zone east of the railway line.	Enabling the major centre to bridge both side of the railway line, around what will be a major station will enable an appropriate interface with the station.	N
51.	The Industry and business zone areas of North Mclean and south of the major centre should not be considered equivalent (i.e. in the area south of the major centre core, 'medium impact industry' should not be considered appropriate as this area is adjacent to existing and future residential).	Medium impact industry is a permissible development in the industry and business zone. Therefore a development application is required and any impacts will be considered through the development assessment process.	N
52.	The extent of land included in the Environmental protection zone on Map 8 is inadequate and should be increased and be more consistent with Logan City Council.	The EP zone will be supplemented with extensive greenspace areas as shown on Map 4. However the extent of these will be resolved through the development process in accordance with the UDA-wide criteria and relevant ULDA Guidelines.	N
<b>Schedules</b>			
<b>Definitions</b>			
53.	Definitions should align with QPP definitions. The definitions of 'Extractive industry' and 'Animal keeping and husbandry' should align with QPP definitions.	The ULDA has endeavoured to achieve consistency with the QPP definitions to the greatest extent possible. Some amendments are proposed to specific definitions in response to issues raised but there is no need to review the overall suite of definitions.	N
54.	The definition of 'Home-based business' should restrict: the number of vehicle trips allowed; the display of goods outside building and the hours of operation.	Agree. The definition of 'Home based business' has been amended to limit number of employees, parking spaces, and external display of goods.	Y
55.	The definition of 'Sensitive Uses' should align with SPP 5/10 Air, Noise and Hazardous Materials.	Agree. The definition of 'Noise sensitive use' has been deleted and the definition of 'Sensitive use' has been amended to read:-  <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>	Y
56.	A definition of 'Community garden' is needed and they should be allowed to occur in parks, road reserves and on freehold lots.	Agree. The definition of 'Park' has been amended to include community garden.	Y
57.	The definitions for high, medium and low impact industry are uncertain.	The definitions are consistent with the definitions in the Queensland Planning Provisions.	N

58.	The definition of 'Significant vegetation' should include another dot point <i>"koala habitat trees - koala food trees of the Corymbia, Melaleuca, Lophostemon or Eucalyptus genera and koala shelter trees such as Angophera genera."</i>	The definition does not identify particular species. The proposed addition is covered already as part of the general category: "vegetation that is significant in its ecological value at Local, state or national levels".	N
59.	Amend the definition of affordability to reflect affordability and sustainability and use this in future communications.	The development scheme requires ecologically sustainable development that reduces development, housing and ongoing household costs. This is achieved through the urban design, community facility provision, economic development and infrastructure requirements of the land use plan supported by the Implementation Strategy targets and actions and the Guidelines.	N
<b>Schedule 3</b>			
60.	Schedule 3 Self Assessable Provisions: should refer to Residential 30 Guidelines not QDC.	The Queensland Development Code sets clear criteria suitable for self assessment and is the correct reference.	N
<b>Greenbank</b>			
61.	Greenbank contains significant biodiversity values (i.e. both flora and fauna) that have not been investigated or adequately assessed.	Further detailed assessments will be conducted as part of the development assessment process.	N
62.	The neighbourhood centre and collector roads proposed for Greenbank should be removed.	These are required to provide integrated, accessible and appropriately serviced development.	N
63.	Greenbank provides more value as a core habitat area, for its ecosystem services and biodiversity service and this should be protected and retained.	Important natural values will be identified and protected in accordance with UDA-wide criteria 3.3.6 Greenspace network and 3.3.8 Natural and cultural values.	N
64.	The development proposed by the scheme is incompatible with existing development in Greenbank.	The rural residential development surrounding the Greater Flagstone UDA will be buffered from higher density development by transitional uses of intermediate density and scale.	N
65.	The scheme should require lots sizes in Greenbank to be in keeping with a rural residential lifestyle.	The ULDA's charter is to ensure land is developed efficiently and provides housing affordability.	N
66.	A large part of the Greenbank area is privately owned and not available for development.	The development scheme does not force development but sets out the development intent and requirements.	N
67.	There is no housing stress in Greenbank.	Noted. The development of additional land and housing is intended to assist in relieving housing stress in the region more generally.	N
68.	There is not sufficient infrastructure in Greenbank to support an increase in population.	Infrastructure will be provided as part of new development.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
69.	There are no employment opportunities in Greenbank.	Development of the Greater Flagstone UDA will provide a range of employment opportunities in close proximity to Greenbank.	N
70.	Greenbank is meant to progress as transit oriented development (TOD).	The Vision and UDA-wide criteria for centres and neighbourhoods, including in Greenbank, require a compact urban structure with land uses clustered to support public transport which are the basic elements of a TOD.	N
71.	There are no planning grounds to justify the development proposed for Greenbank.	The scheme implements the directions in the SEQ Regional Plan and the Queensland Housing Affordability Strategy which provide sufficient planning grounds to justify the development.	N
72.	High density development is not appropriate in Greenbank.	Neighbourhoods will be a mix of lot sizes of generally detached dwellings. The rural residential development surrounding Greenbank will be buffered from higher density development by transitional uses of intermediate density and scale.	N
73.	District and neighbourhood centres at Greenbank are unnecessary because Browns Plains and Springfield Central are within 15 minutes of the site and are not in sensitive environments.	The vision of the Greater Flagstone UDA is for compact neighbourhoods within close proximity to services, facilities and employment. Affordability includes reducing car usage and the costs of driving long distances to shops and jobs. Neighbourhood centres provide local shops and services and district centres provide a broader range of retail as well as cultural, entertainment, education and community facilities.	N
74.	Leisure spaces have not been planned for Greenbank.	Greenbank has both a neighbourhood centre and a district centre. The district centre will provide a broader range of retail as well as cultural, entertainment, education and community facilities. Indoor sporting facilities can also be located in district centres. Refer to Map 4 for the greenspace network and Map 5 for community facilities.	N
75.	One neighbourhood centre at Greenbank to meet the social, recreational and entertainment needs of the projected population of 6000 is unrealistic and indicative of poor planning.	There will be a neighbourhood centre and a district centre located at Greenbank. Both centres will comprise a mixture of community, commercial and recreational facilities and services.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
76.	The scheme states the development in this area will create 200 jobs to sustain a new population of over 1500 new homes. Once construction has finished, the building jobs will be gone.	The development of Greater Flagstone is expected to span a period of over 40 years and so construction jobs and the supporting industries will be ongoing for this period. The development of centres throughout the UDA will also provide a range of employment opportunities complemented by employment centres in the sub-regional area.	N
77.	Where are an additional 6000 people proposed for Greenbank going to work? Browns Plains is 15km from the development.	Employment opportunities will be available locally with the development of centres that provide retail, business and industry activities to supplement the jobs available in the wider southern and south-western area. The development of the UDA over more than 40 years will provide construction jobs and employment in support industries and services. Also North Maclean is intended to develop as a major industry and business employment area.	N
78.	Greenbank is located in the Karawatha to Flinders Peak Bioregional corridor and the development proposed for the UDA will reduce biodiversity and negatively impact on significant species.	Extensive areas of the Greenbank area are identified as greenspace areas that will complement the bioregional corridor.	N
<b>North Maclean</b>			
79.	North Maclean should not be included in the Greater Flagstone UDA.	The State government included Greenbank within the declared UDA for which the ULDA has planning control.	N
80.	Some submissions raised a number of concerns about the potential impacts of business and industry development at North Maclean, including: <ul style="list-style-type: none"> <li>• development at North Maclean will affect air quality</li> <li>• industry and manufacturing would have a detrimental affect on wildlife and lifestyle</li> <li>• emissions from the North Maclean industrial area pose a significant risk to the community which relies on tank water for their potable supply.</li> </ul>	The development scheme requires management of air quality in accordance with current standards. The management of air quality must meet the requirements of the <i>Environmental Protection Act 1994</i> . Industry and business zones are required to provide buffers for sensitive receiving environments or appropriate transitioning of land uses at the interface with residential neighbourhoods including roads and low impact activities. ULDA Guideline No 10: Industry and business areas includes specific requirements for buffering to protect the amenity of adjoining land uses.	N

81.	<p>Table 1 should be amended to –</p> <ul style="list-style-type: none"> <li>• provide 2,000sqm of GFA for retail purposes (excluding showrooms)</li> <li>• provide 2,500sqm of GFA for sport, recreation and entertainment</li> <li>• provide no maximum GFA for commercial</li> <li>• delete reference to low intensity retail and service industry, large scale commercial use etc and</li> <li>• add industrial use (excluding extractive industry, high impact industry, noxious and hazardous industry)</li> </ul>	<p>The purpose of the indicative floor areas is to ensure that individual centres are limited to a scale that is commensurate with their role in the overall regional and sub-regional centres network.</p> <p>Also it is noted that the retail GFA in Table 1 is indicative only with the opportunity for an application for additional retail GFA in the zone to be accompanied by an economic impact assessment demonstrating that the additional GFA is required to service the immediate area and that it will not unduly impact on the proposed centres within the UDA.</p>	N
82.	<p>The scheme does not adequately address biodiversity and natural values in North Maclean. Specific comments include:</p> <ul style="list-style-type: none"> <li>• the ULDA's BNRSF used data from 2002 and 2006</li> <li>• The area contains Melaleuca irbyana and wetlands not shown in development scheme mapping</li> <li>• The North Maclean ecosystem is one of only 2 core habitats between Logan River and Greenbank Military Training area and within 4km of bioregional corridor</li> <li>• North Maclean contains remnant endangered, of concern and regrowth vegetation</li> <li>• Glossy black cockatoos, Feathertailed squirrel gliders and Powerful owls have been sighted in or near North Maclean.</li> </ul>	<p>Development applications will need to be supported by appropriate studies demonstrating that the development achieves the vision and UDA-wide criteria including s3.3.8 Natural and cultural values which requires development to respond to the constraints of the land and deliver protection of significant environmental and ecological values. ULDA Guideline No. 14: Environment and Natural Resources Sustainability provides more detailed guidance on these matters.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
83.	<p>A number of submissions raised concerns about the proposal for industry and business development in North Maclean. Specific concerns included:</p> <ul style="list-style-type: none"> <li>• it is inappropriate for the scheme to make North Maclean as an enterprise precinct</li> <li>• Beaudesert Shire Council considered North Maclean unsuitable for this type of development</li> <li>• The business case to justify North Maclean as an industrial area has not been presented</li> <li>• Industry and business is not required in North Maclean as there are already enough industrial estates in the area including one that is 7km away</li> <li>• The support that Logan City Council has given for the Industry and Business zone in North Maclean is against resident's wishes</li> <li>• Development in North Maclean should be sustainable and must benefit the community. Industry does not do this.</li> </ul>	<p>North Maclean is an Identified Growth Area in the SEQ Regional Plan, and was identified as an Enterprise Opportunity Area (i.e. for business and industry purposes). The area was also included in the Logan City Council Greater Flagstone Strategic Plan as an area that could accommodate a range of uses as an enterprise precinct. North Maclean is strategically located on the Mt Lindesay highway and the larger landholdings provide an opportunity to develop an enterprise precinct that can offer employment opportunities to the residents of Greater Flagstone and the surrounding area. The proposed enterprise precinct will add to the existing employment centres in the southwest growth corridor.</p> <p>Provision of employment opportunities contributes to the sustainability of proposed residential development. Industry will be required to comply with environmental legislation with regard to air quality, noise and hazardous materials. Industry will also be encouraged to implement sustainable water and energy systems as referred to in the Implementation Plan and the ULDA Guidelines.</p>	N
84.	<p>Residents have not been informed about what development will be in North Maclean and how it will impact standard of living.</p> <p>The scheme does not identify what type of industry is being proposed at North Maclean.</p>	<p>The development scheme describes the types of activities that the Industry and Business Zone will accommodate. This will include industrial activities that do not generate dust, noise and odour beyond the zone, research facilities, technological industries, knowledge creation, entrepreneurial activity and service industries. The development scheme requires greenspace buffers with a minimum width of 25m and low impact industry along local and collector roads.</p>	N
85.	<p>The scheme does not provide sufficient detail (i.e. images) of what development will occur along Crowson Lane.</p>	<p>Further detail will be available during the development assessment process. Development applications are available for viewing on the ULDA website and in some cases plans of development will be publicly notified. Applicants will be required to meet the UDA-wide criteria in the development scheme which includes references to buffers in North Maclean.</p>	N
86.	<p>North Maclean does not need social facilities.</p>	<p>The Community Facilities Map (map 5) does not identify any community facilities in North Maclean reflecting its industry and business designation.</p>	N



Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
87.	Existing communities purchased in the area with the expectation that the area would remain rural-residential not become industry and business.	North Maclean is an Identified Growth Area in the SEQ Regional Plan 2009-31 and was included in the Logan City Council Greater Flagstone Strategic Plan as an area that could accommodate a range of uses as an enterprise precinct.	N
88.	The scheme should include a range of environmental conditions for air, water, noise and light apply to all business enterprises seeking development approval to establish in the North Maclean area and there should be exemptions - at least from Logan City policies and directions.	Business enterprises in North Maclean will be subject to State environmental legislation in relation to pollution. ULDA Guideline No.14: Environment and Natural Resources Sustainability sets out specific requirements and technical guidelines for a range of relevant matters including pollution (noise, air, hazardous materials and light). Logan City Council policies are not applicable in the UDA.	N
89.	The statement in the scheme that the area has an industrial character is incorrect.	These references appear to relate to the intended character of the area, not its existing character.	N
90.	North Maclean is not currently accessible by public transport services or contain community facilities or water services.	The North Maclean Industry and Business Zone will be a part of the public transport network with buses providing transport for local residents and to rail stations. Retail activities and services related to industry and business are permitted and will be required by those who work in the zone. All infrastructure services, including the provision of water are required by the development scheme for the development to proceed.	N
91.	North Maclean comprises many constraints and inconsistencies.	The scheme identifies key constraints and values. More detailed investigations of these will be undertaken at the development application stage.	N
92.	The 25m buffer zone proposed between sensitive uses and low-impact industry is inconsistent with SPP 5/10 Air Noise and Hazardous Materials.	UDA-wide criteria 3.3.4 Employment opportunities has been amended to identify the requirement for a minimum 25 metre buffer between North Maclean and adjoin rural residential properties and to reference SPP 5/10 Air Noise and Hazardous Materials.	Y

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
93.	A 25m greenspace buffer and use of roads as buffers for North Maclean is too prescriptive and buffers can be achieved in other ways. Reword these provisions to allow for alternative treatments as follows: "Buffers may be enhanced through...the provision of a greenspace strip; locating low impact uses adjacent to sensitive receiving environment; the provision of acoustic barriers/screen fencing; landscaping; effective planning and building design.	UDA-wide criteria 3.3.4 Employment opportunities has been amended to identify the requirement for a minimum 25 metre buffer between North Maclean and adjoin rural residential properties and to reference SPP 5/10 Air Noise and Hazardous Materials	N
<b>Bromelton</b>			
94.	Road connections to surrounding employment areas of Bromelton and Park Ridge are needed to achieve a prosperous community and it is unrealistic to expect self containment in the early stages of development.	These connections are outside the UDA for which the ULDA is responsible, and form part of the regional road network. The scheme identifies employment centres in the southern and south-western corridor, including Bromelton and Park Ridge, where residents will work. The transport infrastructure, including public transport, is required by the development scheme to be delivered to provide access to employment centres. Links to future employment centres such as Bromelton will be developed when required.	N
95.	The scheme does not sufficiently acknowledge the synergy between Greater Flagstone and Bromelton. Bromelton will provide a significant employment base for the support of Greater Flagstone employing up to 30,000 people ultimately.	The scheme identifies Bromelton as a future source of employment opportunities. The ULDA commissioned economic reports that indicated the likely timeframe for development of Bromelton. The development of Bromelton is outside the scope of the development scheme however the Bromelton landholders are invited to work with the ULDA to develop employment generation strategies as described in the Implementation Plan.	N
96.	The scheme should make provision for the establishment of an organisation that represents the collective business and commercial interests of the broader south west Corridor including Bromelton.	This is outside the scope of the ULDA as the planning and development authority for the Greater Flagstone UDA.	N
<b>Neighbourhoods</b> <i>(including building heights, densities, access, housing diversity and safety)</i>			
97.	The scheme should clarify how minimum densities are to be achieved.	The minimum densities can be achieved by the developer including a range of lot sizes on the plan of development and ensuring various housing types can be provided.	N
98.	A stage of development should be able to demonstrate, through a Structure Plan, how minimum densities will be achieved over the whole of the development site	Development applicants will provide a context plan and a plan of development to demonstrate how minimum densities can be achieved.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
99.	Any density transfer between stages of development should not compromise the minimum densities sought through the scheme.	Minimum densities will be achieved across identifiable neighbourhoods, and identified through the context planning process.	N
<b>Centres</b> (including densities, place making, access and built form)			
100.	Some district centres are shown across property boundaries and ownership	The maps in the development scheme are not cadastral and actual centre locations will be determined through the preparation of context plans. It is expected that some centres may be in more than one ownership.	N
101.	More flexibility is required in the centres hierarchy (i.e. the Vision statement as well as UDA-wide criteria for Centres & Transport network, Greenspace network and Community Facilities). By having a cluster of neighbourhoods support a neighbourhood centre the number of neighbourhood centres can be reduced while increasing yield from 15 dw/ha to 25 dw/ha affecting yields estimates contained in Table 1 (p.10)	The outcome to be achieved is a centre that is accessible predominantly by active or public transport in order to reduce car usage which impacts on household costs, air quality and healthy lifestyles. The development application will demonstrate how to achieve this outcome. The locations of centres will be determined through the preparation of context plans.	N
102.	The centre hierarchy should involve only 2 tiers - a single major centre and district centres along major arterial/rail.	The outcome to be achieved are centres that are accessible predominantly by active or public transport in order to reduce car usage which impacts on household costs, air quality and healthy lifestyles. Neighbourhood centres located within residential areas provide local accessibility to services and facilities that meet day-to-day needs. District centres provide a higher level of uses including a broader range of retail and services, community, cultural, education and indoor sports activities.	N
103.	The scheme should be worded to provide guidance on location, function and size of neighbourhood centres rather than indicative locations.	The Guidelines provide further detail about elements in the development scheme. The description of centres in the development scheme provides an outline of what is expected at each level as well as general characteristics of centres. The Guideline provides further detail and a set of principles to allow for the range of site characteristics.	N
104.	Future locations of neighbourhood and local centres should be determined based on population growth patterns, road hierarchy and identifiable catchments.	The outcome to be achieved is centres that are accessible predominantly by active or public transport in order to reduce car usage which impacts on household costs, air quality and healthy lifestyles. The locations of centres will be determined through the preparation of context plans.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>Housing diversity &amp; affordability</b> <i>(including housing choice, built form, amenity &amp; privacy and environmentally responsive design)</i>			
105.	Housing affordability is dependent on active and vibrant local economies.	The development scheme recognises the importance of an active and vibrant local economy and requires employment opportunities to be provided. In addition the Implementation Strategy describes how the ULDA will work with others to develop and implement employment generation strategies.	N
106.	There is nothing affordable about living in Greater Flagstone currently, and this will not change for future residents.	The development scheme requires the development of communities not just housing. An affordable community is one which offers employment, retail, services and community facilities within the immediate area as described in the Vision and required in the UDA-wide development criteria. The Infrastructure Plan identifies key infrastructure for the residents of the UDA and surrounding area and the Implementation Strategy provides for strategies to contribute to ongoing affordability, employment strategies and delivery of community infrastructure and services.	N
107.	<p>The scheme does not make provision for sustainable housing, only affordable housing. Specific suggestions in relation to sustainability include:</p> <ul style="list-style-type: none"> <li>• rooftop solar systems</li> <li>• require the use of rainwater tanks, solar power, solar hot water, insulation in roofs and walls, eaves on buildings, tinted windows if facing west and light coloured roofs</li> <li>• retain bushland, with clearing only allowed when house location is identified,</li> <li>• correct orientation of land blocks</li> <li>• avoid hard surfaces where possible</li> <li>• use of road reserves to co-locate underground power, water and gas lines,</li> <li>• require insulation suited to climate and homes to be built to 10 star rating.</li> </ul>	UDA-wide criteria 3.3.3 Housing diversity and affordability includes a requirement that development delivers “energy efficient, climatically responsive design including appropriate solar orientation, shading, cross ventilation etc”. ULDA Guidelines set out more detailed requirements to achieve this, including a requirement to comply with the Queensland Building Code in relation to energy efficiency (6 star rated dwellings).	N
108.	Highly erosive soils will add to the cost of house foundations.	The development scheme and guidelines encourage innovative solutions to address these types of constraints.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
109.	Public and affordable housing should be near services.	<p>The development scheme requires neighbourhoods that:</p> <ul style="list-style-type: none"> <li>• Are compact and walkable</li> <li>• Provide a variety of dwelling types including affordable and accessible housing</li> <li>• Locate higher density close to centres, transit opportunities.</li> </ul>	N
110.	Affordable housing is not appropriate in the area as it will devalue land and cause social problems.	<p>There is a difference between affordable housing and social housing. Affordable housing is aimed at low to middle income earners such as retail assistants, police, teachers and administration workers. Social housing is provided by the Queensland Department of Housing for aged people, people with disabilities and other people with high needs. It is unlikely that social housing will be delivered soon in Greater Flagstone due to the high demand for social housing in other areas of South East Queensland.</p> <p>ULDA experience in other areas such as Fitzgibbon is that the provision of affordable housing as part of a well designed integrated estate does not depress general housing prices in the locality.</p>	N
111.	Current trends say more people are leaving QLD than moving here so there should be less pressure on housing.	South East Queensland has an existing shortage of housing which has contributed to the increase in housing prices. It is expected that development will proceed in response to demand.	N
112.	<p>The scheme does not contain the strategies necessary to ensure low-cost housing is made available to those who need it most.</p> <p>The lack of public transport and distance from service centres will mean residents will incur prohibitive living costs.</p>	<p>The ULDA Affordable Housing Strategy addresses the provision of affordable housing in Urban Development Areas. The percentage of public housing provided is limited by the demand in other areas of South East Queensland and the funds available.</p> <p>The development scheme requires the delivery of public transport and community facilities in the early stages of development.</p>	N
113.	The scheme does not include a meaningful public housing percentage.	<p>The Implementation Strategy includes a stretch target of 5% public housing.</p> <p>The delivery of social housing within the UDA is the responsibility of the Queensland Department of Communities. The ULDA will work with the department to ensure the delivery of appropriate levels of social housing with the UDA.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
114.	Will there be constraints on who can purchase land or whether they are residents of this country? What is to stop international investment occurring?	The ULDA is investigating and implementing ways of providing affordable housing to targeted people who cannot access affordable housing.  Land can be purchased in the Urban Development Areas by anyone who complies with legal requirements. International investment is the responsibility of the Commonwealth's Foreign Investment Review Board.	N
115.	The location and staging of 5% social housing and 25% universal housing is not identified.	Development applicants will provide details at the development assessment stage on how they will achieve the 25% of affordable housing and 10% accessible housing required by the development scheme. The ULDA will work with the Department of Communities and Not for Profit providers to identify opportunities for the delivery of social housing.	N
116.	The scheme should include a detailed analysis of affordability that includes sensitivity analysis and input from professional financial advisers in relation to the actual affordability for potential residents given the location and advice from valuers in relation to the likely value or cost of properties.	As stated in s.5.2 of the Implementation Strategy, the ULDA will monitor dwelling prices and the amount of accessible housing produced  The ULDA Housing Strategy, Guideline and Practice Notes explain the methodology of providing affordable housing in Urban Development Areas.	N
<b>Employment and economic development</b>			
117.	Provision should be made for light industrial in other areas of the UDA, as this will deliver employment.	In s.3.4 Zone provisions the Urban Living Zone can include local employment areas such as small scale industry and business areas and local shops.	N
118.	There are limited employment opportunities in the area.	A range of existing employment opportunities are available in the sub-regional area and these will be supplemented by the development of town centres, industry and business areas and community facilities such as schools as required by the development scheme. The development of Bromelton will provide additional employment. Employment opportunities will be available locally with the development of centres that provide retail, business and industry activities to supplement the jobs available in the wider southern and south-western area. The development of the UDA over more than 40 years will provide construction jobs and employment in support industries and services.	N
119.	Access to work has not been addressed	The provision of public transport within the immediate area and links to existing rail stations is a requirement of the development scheme.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
120.	It is an unrealistic vision that 90% of residents will live and work locally in the UDA.	The Greater Flagstone development scheme Vision proposes 60% self-containment of all jobs and services required by the local community. This will be achieved through the development of activity centres, industry and business areas and jobs provided by the construction industry. The ULDA will work with other organisations to develop employment strategies.	N
121.	The scheme should delineate areas in which 60% self-containment will be applied so that it can be monitored and if necessary remediation issues can be applied	The target applies across the whole UDA.	N
122.	The scheme should acknowledge that, to the extent where land uses in GFA or hectares are assigned based on 60% self containment, this is aspirational rather than prescriptive in land use provision.	The target is included in the Vision and is aspirational.	N
123.	The scheme does not facilitate jobs and self-containment as it does not appropriately allocate land uses.	The employment centres are shown on Map 3 Centres and transport network. Further work proposed in the Implementation Strategy will be undertaken by the ULDA with agencies such as DEEDI to develop strategies for economic development and employment opportunities. The 60% self-containment figure is applicable to the UDA which is the scope of the development scheme.	N
124.	The scheme needs to ensure there is a job creation strategy occurring simultaneously as development approvals are issued for residential development.	The Implementation Strategy describes how the ULDA will work with others to develop and implement employment generation strategies.	N
125.	The scheme does not facilitate the use of rail services to access enterprise employment opportunities.	The development scheme requires public transport systems that link residents to rail stations, centres and external destinations. The Implementation Strategy describes how the ULDA will work with DTMR and Council to facilitate the commencement of a public transport service.	N
126.	New low cost housing will attract more unskilled people, increasing the high unemployment rate in the area.	Affordable housing will attract a range of people on low to middle incomes including police, teachers, retail workers and health workers who are all skilled workers.	N
127.	The employment centre in Flagstone is too large.	The major centre in Greater Flagstone is supported by district and neighbourhood centres as well as the business and industry area of North Maclean.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
128.	The scheme should provide estimates of number of jobs that can be delivered so impacts on surrounding areas, areas in SEQ and transport networks can be estimated.	Estimates of gross floor area and other indicators of yield have been made and are being used to plan for infrastructure improvements such as transport.	N
129.	The scheme should incorporate the outcomes of a detailed and independent analysis of the employment outcomes sought to be achieved for the area.	Preparation of the development scheme was informed by the following studies which are available on the ULDA website: <ul style="list-style-type: none"> <li>• Employment Analysis and Planning Study - Greenfield Urban Development Areas</li> <li>• South Logan Journey to Work Patterns.</li> </ul>	N
130.	The scheme should: <ul style="list-style-type: none"> <li>• support regional economic development based on support for clean production and business.</li> <li>• plan for uses integrated with public and active transport</li> <li>• secure State/Commonwealth government commitments to relocate agency offices to UDAs.</li> </ul>	The Implementation Strategy describes how the ULDA will work with others, including government agencies, to develop and implement employment generation strategies. The development scheme requires public and active transport to be delivered to connect residents to centres, rail stations and external destinations.	N
<b>Social</b> (including population changes, lifestyle, construction impacts)			
131.	The scheme should promote a healthier lifestyle / community (i.e. through the provision of bikeways, walking paths and bridleways, etc)	Creating liveable communities is one of five themes of the Vision for Greater Flagstone. Residents will be encouraged to take advantage of opportunities to move around using active and public transport, reducing private motorised travel and its impacts on the environment. The ULDA has set a stretch target to achieve 20% share of all trips as active transport (walking and cycling) trips by 2016. The greenspace network can include walking paths and, where possible/appropriate, bridleways.	N
132.	Safe and healthy communities are not built around affordable/high density housing. The provision of community amenities should be a priority considering the proposed future population growth in this area. A hall in the Flagstone area would give the young people somewhere to go and something to do. The communities in and around the UDAs were not considered in the social plan. No social impact surveys have been undertaken.	The development scheme provides for the development of communities not just houses. A range of community facilities and services are required to be delivered from the early stages of development. A greater flagstone Community Development Strategy is required within 12 months of gazettal of the development scheme. This will identify the facilities and services that the UDA and surrounding areas will need over time and how these can be delivered.	N



Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
133.	<p>An increase in population will bring crime, traffic, pollution, litter and noise.</p> <p>There are insufficient employment opportunities and activities for youth to accommodate a population of the size proposed. It will lead to problems such as unemployment, graffiti and a general lack of pride in the community.</p>	<p>There will undoubtedly be some impacts associated with a substantial increase in population. However the development scheme includes provisions to minimise impacts on surrounding residents, including by requiring the delivery of public transport, community facilities and employment opportunities. These facilities will provide benefits to the existing Flagstone community.</p>	N
134.	<p>Low income earners will rent and have no commitment to the area or value environmental qualities.</p>	<p>A range of housing options will attract a variety of households including people on various income levels who rent houses, purchase houses, work in the area, send their children to local schools and participate in community activities.</p>	N
<b>Environment</b>			
<b>Koalas (including off-sets)</b>			
135.	<p>Key koala habitat information has not been taken into account in the land use plans and koalas have not been adequately protected.</p>	<p>Agree. Key koala habitat information has been taken into account in the preparation of the land use plans. However, to enable the achievement of the broad range of government objectives for the UDA, as well as ensure koalas are protected within the UDA to the greatest extent possible, the scheme has been amended to:</p> <ul style="list-style-type: none"> <li>• regulate the clearing of areas mapped as High and Medium Value Bushland in the State Planning Policy 2/10: Koala Conservation in South East Queensland.</li> <li>• to clarify that the clearing of 'groundtruthed', High Value Bushland will be discouraged and that all clearing will be subject to an appropriate off-set.</li> </ul> <p>The ULDA off-set policy, contained in a ULDA guideline, will identify the need to balance koala protection with delivering the broader government policy objectives for the UDA. This policy will balance koala protection and development outcomes by ensuring that off-sets for unavoidable impacts on higher quality koala habitat contribute to a net gain in bushland koala habitat in SEQ by 2020.</p>	Y

136.	<p>Amend UDA-wide criteria 3.3.8 Natural and cultural values by the inclusion of a new dot point that reads –</p> <p><i>"a net increase in koala habitat"</i></p>	<p>Key koala habitat information has been taken into account in the preparation of the land use plans. However, to enable the achievement of the broad range of government objectives for the UDA, as well as ensure koalas are protected within the UDA to the greatest extent possible, the scheme has been amended to:</p> <ul style="list-style-type: none"> <li>• regulate the clearing of areas mapped as High and Medium Value Bushland in the State Planning Policy 2/10: Koala Conservation in South East Queensland.</li> <li>• to clarify that the clearing of 'groundtruthed', High Value Bushland will be discouraged and that all clearing will be subject to an appropriate off-set.</li> </ul> <p>The ULDA off-set policy, contained in a ULDA guideline, will identify the need to balance koala protection with delivering the broader government policy objectives for the UDA. This policy will balance koala protection and development outcomes by ensuring that off-sets for unavoidable impacts on higher quality koala habitat contribute to a net gain in bushland koala habitat in SEQ by 2020.</p>	N
137.	<p>A koala survey and fauna studies have not been done for UDA and surrounding area.</p>	<p>The ULDA has not undertaken a koala survey for the whole of the UDA. A ULDA guideline and off-set policy will identify when a koala survey is required.</p>	N
138.	<p>Greenspace corridors along waterway and drainage lines are likely to be too narrow to deliver relevant koala policies and to adequately protect areas of High Ecological Significance (HES).</p>	<p>In most instances the scheme does not set the width of greenspace corridors along waterways. UDA-wide criteria identify the requirement for development to provide ecological corridors and linkages. However, it is recognised that the determination of appropriate corridor widths will be influenced by the nature of the waterway, the role of the corridor and the nature of adjoining development/uses. Therefore, the actual widths of corridors will be resolved through the development assessment process.</p>	N
139.	<p>The scheme should address edge effects, buffers to koala habitat and riparian corridors, and require sensitive design measures where roads are in proximity to or intersect fauna corridors, green space and Environmental protection zone.</p>	<p>The ULDA is currently finalising a guideline which will deal with these matters and ensure that they are appropriately dealt with during the development assessment process.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
140.	<p>Amend UDA-wide criteria: s.3.3.1 Neighbourhoods (for habitat protection) - ...</p> <p><i>"incorporate koala friendly design features such as koala friendly fencing and provide for the retention of koala habitat trees where possible."</i></p>	<p>Key koala habitat information has been taken into account in the preparation of the land use plans. However, to enable the achievement of the broad range of government objectives for the UDA, as well as ensure koalas are protected within the UDA to the greatest extent possible, the scheme has been amended to:</p> <ul style="list-style-type: none"> <li>regulate the clearing of areas mapped as High and Medium Value Bushland in the State Planning Policy 2/10: Koala Conservation in South East Queensland.</li> <li>to clarify that the clearing of 'groundtruthed', High Value Bushland will be discouraged and that all clearing will be subject to an appropriate off-set.</li> </ul> <p>The ULDA off-set policy, contained in a ULDA guideline, will identify the need to balance koala protection with delivering the broader government policy objectives for the UDA. This policy will balance koala protection and development outcomes by ensuring that off-sets for unavoidable impacts on higher quality koala habitat contribute to a net gain in bushland koala habitat in SEQ by 2020.</p>	N
141.	<p>Amend UDA-wide criteria 3.3.5 Movement network to include:</p> <p><i>"the safe movement of koalas throughout the landscape"</i></p>	<p>It is considered that the requirement for development to facilitate the movement of koalas and other fauna through the UDA is adequately triggered in UDA-wide criteria 3.3.6 which requires development to contribute towards the provision of ecological corridors and linkages and to locate and design fauna connectivity structures.</p>	N
142.	<p>Amend UDA-wide criteria 3.3.8 (Page 13, Column 3, dot point 2) to read:</p> <p><i>"avoids, minimises and offsets development impacts on areas of biodiversity values and koala habitat values as shown on Map 6".</i></p>	<p>Agree. UDA-wide criteria 3.3.8 (page 13, column 3, dot point 2) has been amended to read:</p> <p><i>"avoids, minimises and offsets development impacts on areas of biodiversity values and koala habitat values".</i></p> <p>Reference to Map 6 was not included in the amendment as it does not map these areas.</p>	Y
143.	<p>Amend UDA-wide criteria 3.3.11 to identify that landscaping could include koala habitat trees.</p>	<p>Agree. UDA-wide criteria 3.3.11 has been amended to identify that landscaping could include koala habitat trees.</p>	Y

144.	Amend Map 6 – Natural values – to identify koala bushland habitat mapped under the SPP and include these areas in the Environmental protection zone.	Koala bushland habitat is mapped by the State and it is not considered necessary or appropriate to replicate this mapping in the scheme. Nor is it considered appropriate to include mapped areas in the Environmental protection zone, as the mapping has not been verified and the scheme makes provision for clearing, subject to appropriate off-sets.	N
145.	Amend s3.4 Urban living zone, page 21, column 1, last dot point to read – <i>"greenspace areas comprising parks, environmental areas, significant tracts of koala habitat and open space corridors along waterways".</i>	Agree. S3.4 Urban living zone (page 21, column 1, last dot point) has been amended to read – <i>"greenspace areas comprising parks, environmental areas, significant tracts of koala habitat and open space corridors along waterways"..</i>	Y
146.	Amend Table 2 levels of assessment in Environmental protection zone to require Permissible development to be consistent with koala conservation and ensure 'as of right' clearing is not allowed in areas of koala bushland habitat.	It is not considered appropriate to include such a qualifier in Table 2. However, all permissible development is subject to the scheme's UDA-wide criteria, including those criteria that address koala conservation. There is no exempt or self-assessable development in the Environmental protection zone.	N
147.	The stretch goals for natural resources and environment by 2016 should include "Increase in koala habitat in Greater Flagstone and surrounds.	To enable the achievement of the broad range of government objectives for the UDA, as well as ensure koalas are protected within the UDA to the greatest extent possible, the scheme has been amended to: <ul style="list-style-type: none"> <li>• regulate the clearing of areas mapped as High and Medium Value Bushland in the State Planning Policy 2/10: Koala Conservation in South East Queensland.</li> <li>• to clarify that the clearing of 'groundtruthed', High Value Bushland will be discouraged and that all clearing will be subject to an appropriate off-set.</li> </ul> The ULDA off-set policy, contained in a ULDA guideline, will identify the need to balance koala protection with delivering the broader government policy objectives for the UDA. This policy will balance koala protection and development outcomes by ensuring that off-sets for unavoidable impacts on higher quality koala habitat contribute to a net gain in bushland koala habitat in SEQ by 2020.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>Vegetation (including retention, clearing, rehabilitation and off-sets)</b>			
148.	The scheme will do environmental harm to significant areas of endangered remnant and regrowth vegetation.	<p>Agree. To enable the achievement of the broad range of government objectives for the UDA, the scheme has been amended to make the clearing of a remnant endangered regional ecosystem permissible development, with any approved clearing being subject to an appropriate off-set. This is achieved by defining vegetation that has been determined to be a remnant endangered regional ecosystem as 'significant vegetation'.</p> <p>Under the Sustainable Planning regulation, the clearing of remnant vegetation in a UDA is exempt development. The introduction of the requirement to off-set any approved clearing of a remnant endangered regional ecosystem will achieve an environmental outcome greater than that anticipated under SPA.</p> <p>Consistent with SPA for areas not in a UDA, the clearing of a remnant of concern regional ecosystem or a remnant least concern regional ecosystem will remain exempt for urban purposes in an urban area within the UDA.</p>	Y
149.	Remnant vegetation should be protected in open space and park corridors and included in the Environmental protection zone.	<p>To enable the achievement of the broad range of government objectives for the UDA, the scheme has been amended to make the clearing of a remnant endangered regional ecosystem permissible development, with any approved clearing being subject to an appropriate off-set. This is achieved by defining vegetation that has been determined to be a remnant endangered regional ecosystem as 'significant vegetation'.</p> <p>Under the Sustainable Planning regulation, the clearing of remnant vegetation in a UDA is exempt development. The introduction of the requirement to off-set any approved clearing of a remnant endangered regional ecosystem will achieve an environmental outcome greater than that anticipated under SPA.</p> <p>Consistent with SPA for areas not in a UDA, the clearing of a remnant of concern regional ecosystem or a remnant least concern regional ecosystem will remain exempt for urban purposes in an urban area within the UDA.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
150.	The scheme should maintain corridors that link the large patch of essential habitat in the west of the UDA to the patches of remnant endangered vegetation in the north east of Flagstone	To enable the achievement of the broad range of government objectives for the UDA, the scheme has been amended to make the clearing of a remnant endangered regional ecosystem permissible development, with any approved clearing being subject to an appropriate off-set. UDA-wide criteria 3.3.6 Greenspace network also requires development to provide ecological corridors and linkages including to areas outside the neighbourhood or community.	N
151.	Areas selected for future urban centres and neighbourhoods should be located in areas that do not require any clearing of vegetation.	To enable the achievement of the broad range of government objectives for the UDA, the scheme has been amended to make the clearing of a remnant endangered regional ecosystem permissible development, with any approved clearing being subject to an appropriate off-set. Under the Sustainable Planning regulation, the clearing of remnant vegetation in a UDA is exempt development. The introduction of the requirement to off-set any approved clearing of a remnant endangered regional ecosystem will achieve an environmental outcome greater than that anticipated under SPA. Consistent with SPA for areas not in a UDA, the clearing of a remnant of concern regional ecosystem or a remnant least concern regional ecosystem will remain exempt for urban purposes in an urban area within the UDA.	N
152.	The urban living zone has the potential for clearing remnant essential habitat regional ecosystems. There are approximately 1627ha of koala essential habitat and 120ha of wallum frog essential habitat. The Vegetation Management Act does not support the clearing of essential habitat vegetation.	To enable the achievement of the broad range of government objectives for the UDA, the scheme has been amended to make the clearing of a remnant endangered regional ecosystem permissible development, with any approved clearing being subject to an appropriate off-set. Under the Sustainable Planning regulation, the clearing of remnant vegetation in a UDA is exempt development. The introduction of the requirement to off-set any approved clearing of a remnant endangered regional ecosystem will achieve an environmental outcome greater than that anticipated under SPA. Consistent with SPA for areas not in a UDA, the clearing of a remnant of concern regional ecosystem or a remnant least concern regional ecosystem will remain exempt for urban purposes in an urban area within the UDA.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
153.	The scheme does not protect the majority of vegetation identified in the SEQRP as having high ecological significance (HES).	<p>To enable the achievement of the broad range of government objectives for the UDA, the scheme has been amended to make the clearing of a remnant endangered regional ecosystem permissible development, with any approved clearing being subject to an appropriate off-set.</p> <p>Under the Sustainable Planning regulation, the clearing of remnant vegetation in a UDA is exempt development. The introduction of the requirement to off-set any approved clearing of a remnant endangered regional ecosystem will achieve an environmental outcome greater than that anticipated under SPA.</p> <p>Consistent with SPA for areas not in a UDA, the clearing of a remnant of concern regional ecosystem or a remnant least concern regional ecosystem will remain exempt for urban purposes in an urban area within the UDA.</p>	N
154.	There is remnant vegetation within the UDA which has been identified as part of bioregional and subregional conservation corridors. These areas were identified as providing Areas of High Ecological Significance within the SEQ RP and therefore should be conserved.	<p>To enable the achievement of the broad range of government objectives for the UDA, the scheme has been amended to make the clearing of a remnant endangered regional ecosystem permissible development, with any approved clearing being subject to an appropriate off-set.</p> <p>Under the Sustainable Planning regulation, the clearing of remnant vegetation in a UDA is exempt development. The introduction of the requirement to off-set any approved clearing of a remnant endangered regional ecosystem will achieve an environmental outcome greater than that anticipated under SPA.</p> <p>Consistent with SPA for areas not in a UDA, the clearing of a remnant of concern regional ecosystem or a remnant least concern regional ecosystem will remain exempt for urban purposes in an urban area within the UDA.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
155.	The scheme should not support the clearing for urban development of remnant vegetation where it is important for the functioning of watercourses and wetlands	<p>To enable the achievement of the broad range of government objectives for the UDA, the scheme has been amended to make the clearing of a remnant endangered regional ecosystem permissible development, with any approved clearing being subject to an appropriate off-set.</p> <p>Under the Sustainable Planning regulation, the clearing of remnant vegetation in a UDA is exempt development. The introduction of the requirement to off-set any approved clearing of a remnant endangered regional ecosystem will achieve an environmental outcome greater than that anticipated under SPA.</p> <p>Consistent with SPA for areas not in a UDA, the clearing of a remnant of concern regional ecosystem or a remnant least concern regional ecosystem will remain exempt for urban purposes in an urban area within the UDA.</p>	N
156.	Roads are proposed through essential habitat, of concern and endangered ecosystems and riparian zones and areas of high ecological significance.	UDA-wide criteria 3.3.6 Greenspace network requires development to locate and design fauna connectivity structures in road infrastructure that traverses an identified to potential fauna and flora corridor.	N
157.	Areas of native vegetation should be linked via 200m wide vegetation corridors.	UDA-wide criteria identify the requirement for development to provide ecological corridors and linkages. However, it is recognised that the determination of appropriate corridor widths will be influenced by the nature of the waterway, the role of the corridor and the nature of adjoining development/uses. Therefore, the actual widths of corridors will be resolved through the development assessment process.	N
158.	Natural areas, including parkland and recreation areas should be enhanced / landscaped with locally native plants.	<p>UDA-wide criteria 3.3.11 General requirements, Site area and landscaping will be amended to identify that it is desirable for natural areas, including parkland and recreation areas to be enhanced / landscaped with locally native plants.</p> <p>This matter will be addressed through the development assessment process and the conditioning of development approvals.</p>	Y



Biodiversity , ecology and environmental corridors			
159.	State and regionally significant corridors have not been adequately identified and designed to achieve state and regional biodiversity outcomes.	<p>Agree. The Maps in the scheme (particularly Map 4) have been amended to better identify additional bioregional corridors that are required to be protected from development.</p> <p>The Biodiversity and Natural Resources Strategy Framework and input from community environment groups and DERM have informed the development scheme with regard to biodiversity and ecosystem service values. These matters have been addressed in the Vision, the development requirements, the zoning and the Implementation Strategy. Biodiversity and ecosystem values have to be balanced with the housing, economic, social and infrastructure elements in the development scheme.</p>	Y
160.	No development should be permitted until seasonal fauna studies are carried out and the development referred as a controlled action under the federal government's Environmental Protection Biodiversity Conservation Act.	<p>ULDA guidelines will address under what circumstances a development application is required to be accompanied by fauna and flora studies.</p> <p>Some development may also trigger the need for assessment and approval under the federal Environmental Protection Biodiversity Conservation Act</p>	N
161.	There are no koalas or spotted quolls on our land. Quolls are in Lamington national Park where it is cooler and moister and attempts by National Parks and Wildlife to introduce koalas on our land have failed.	Noted	N
162.	<p>The plan does not:</p> <ul style="list-style-type: none"> <li>• recognise constrained areas</li> <li>• protect biodiversity values, wider ecological corridors, the provision of core habitat areas, fauna movement and make provision for ongoing management.</li> <li>• map State Government regionally recognised biodiversity corridors</li> <li>• address areas of national significance for biodiversity.</li> </ul>	<p>The preparation of the scheme with regard to biodiversity and ecosystem service values has been informed by the findings and recommendations of the ULDA commissioned Biodiversity and Natural Resources Strategy, Framework Report for the UDA, together with:</p> <ul style="list-style-type: none"> <li>• input from community environment groups and</li> <li>• input from DERM</li> <li>• the need to achieve the broad government objectives for the UDA.</li> </ul>	N
163.	Studies (over time and seasons) of natural values and biodiversity should be undertaken and made available to the public to be reviewed and an opportunity for feedback.	The ULDA commissioned Biodiversity and Natural Resources Strategy, Framework Report for the UDA was made available on the ULDA website soon after the commencement of the public notification of the proposed development scheme.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
164.	DERM should be responsible for undertaking biodiversity assessments in the area.	While DERM does not have a formal referral jurisdiction for UDA development application, the ULDA can seek advice from DERM when assessing biodiversity issues within the UDA or on a particular development application.	N
165.	An independent biodiversity assessment needs to be made as a base line qualifying document for environmental and biodiversity assessment and planning for the UDA prior to any finalisation of development applications	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report was prepared by suitable qualified experts and is considered a satisfactory level of detail at this stage of scheme preparation and for informing the development assessment process. Development proposals will be required to provide additional, 'groundtruthed' information to enable the appropriate assessment and determination of any development application.	N
166.	All areas of significant biodiversity/habitat should be protected and where there is insufficient knowledge of biodiversity / habitat value the precautionary principle should be applied and development prohibited until the assessments have been completed.	The scheme is considered to provide an appropriate balance between the protection of biodiversity and ecosystem service values and the need to achieve the broad government objectives for the UDA.	N
167.	The scheme does not deliver viable connectivity to regional landscape areas such as the Flinders Peak/Karawatha corridor and the Logan River Corridor.	A number of east-west biodiversity corridors are located throughout the UDA and connect the Flinders Peak-Karawatha Bioregional Corridor with areas of vegetation throughout the UDA and to the east of the UDA, including the Logan River.	N
168.	Wildlife corridors, ecological corridors and corridors along creeks and rivers (including the Logan River) need to be as wide as possible (eg. at least 200 metres or 300 metres for sub-regional corridors) to protect their integrity and biodiversity and ecosystem values.	The Maps in the scheme identify bioregional corridors that are required to be protected from development While the corridor along Sandy Creek is set at a minimum 200m, the actual corridor width for the majority of other creeks will be resolved through the development assessment process and context plans.	N
169.	200m wide corridors of remnant least concern vegetation area should be retained for connectivity.	While the corridor along Sandy Creek is set at a minimum 200m, the actual corridor width for the majority other creeks will be resolved through the development assessment process and context plans.	N
170.	A covenant should be imposed on all potential residents within 200m of wildlife corridors and EPAs requiring no domestic dogs or cats be kept in residences.	It is not considered appropriate to impose covenants on new residents to the UDA, when existing residents in the area are not subject to similar covenants. The ULDA is however currently finalising a guideline which will address koala friendly design features when development abuts koala sensitive areas.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
171.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report does not provide a comprehensive ecological assessment of the UDA or its context.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report is intended to inform the assessment of UDA development applications	N
172.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report, medium constraint layers is not accurate for some sites. Some sites are covered by approved PMAVs which designates large areas of site vegetation as Least Concern. Some sites areas also approved for forestry use.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report is intended to inform the assessment of UDA development applications. However, a DERM approved PMAV would be given precedence over the information contained in the framework report or other mapping contained in the scheme.	N
173.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report identifies flood area as 'high constraint' but these areas are used for cattle grazing.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report is intended to inform the assessment of UDA development applications.  However, the use of flood prone areas for cattle grazing is not considered to negate the areas ability to be identified as 'high constraint' land.	N
174.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report's constraints layers should be recognised as indicative and with the scheme acknowledging that these constraints are subject to further 'groundtruthing' through development applications.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report is intended to inform the assessment of UDA development applications, which will verify environmental constraints.	N
175.	The ULDA's Biodiversity and Natural Resources Strategy. Figure 2.1 Preliminary Ecological Survey Location Plan (sites 1-19) omits references to the 19 site reports particularly 1,2,3,4,5,6,7 and 13.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report was prepared by suitable qualified experts and is considered a satisfactory level of detail at this stage of scheme preparation and for informing the development assessment process. Development proposals will be required to provide additional, 'groundtruthed' information to enable the appropriate assessment and determination of any development application.	N
176.	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report: does not recognise biodiversity values in 2 significant parcels of remnant vegetation in North Maclean as well as the property on corner of Teviot Rd and Greenbank Rd	The ULDA's Biodiversity and Natural Resources Strategy, Framework Report was prepared by suitable qualified experts and is considered a satisfactory level of detail at this stage of scheme preparation and for informing the development assessment process. Development proposals will be required to provide additional, 'groundtruthed' information to enable the appropriate assessment and determination of any development application.	N

177.	The scheme should require the provision of wildlife overpasses, bridges and/or other methods to assist wildlife and limit fragmentation, maintain connectivity and ensure ecosystem functioning should be required.	The need for overpasses, bridges and/or other methods to assist wildlife and limit fragmentation, maintain connectivity and ensure ecosystem functioning will be determined through the development assessment process and delivered through conditions of approval.	N
178.	Open space areas and their proposed uses should not compromise the integrity of wildlife corridors, ecological corridors and corridors to buffer creeks and rivers.	It is considered that the co-location of open space areas with wildlife and ecological corridors has many advantages and that the potential impacts from the open space on the corridors can be appropriately managed.	N
179.	Linking green infrastructure space and community open space together is not recommended. Green infrastructure space is for the exclusive purpose of protecting habitat and ecological function.	Community space acts as a suitable buffer to the green infrastructure space.	N
180.	Stormwater management functions should not compromise core habitat and primary function of riparian corridors for wildlife connectivity and should be outside or on the periphery of the corridors.	UDA-wide criteria are considered sufficient to protect core habitat and ensure that riparian corridors for wildlife connectivity are sufficiently protected from impacts associated with recreation, sport and stormwater management functions.	N
181.	The scheme should avoid higher order roads intersecting with fauna corridors, green space and Environmental protection zone.	Wherever possible, the ULDA will seek development outcomes that avoid higher order roads intersecting with fauna corridors, green space and Environmental protection zone. Where this can not be avoided, UDA-wide criteria 3.3.6 Greenspace network requires fauna connectivity structures on roads to be delivered.	N
182.	On Map 4 the size of proposed regional sports parks could be reduced and a broader range of embellishments which combine formal sports and informal recreation given environmental constraints especially Sandy Creek. Incorporate the regional recreation park within Sandy Creek corridor.	Parks are indicative only and will be further detailed at the development assessment stage.	N

Waterways, wetlands and water quality			
183.	<p>Development of the scale proposed in the scheme will negatively impact on the areas role as a vital catchment delivering water to the area.</p> <p>The scheme should, where possible, retain and protect wetlands of local, regional and state significance and provide appropriate buffers.</p> <p>The UDA is within close proximity to Logan River and its catchments and will have detrimental effects waterways including sedimentation and increased nutrient loads.</p> <p>Water quality and water security are threatened by the location of industrial uses upstream of SEQ water supply.</p> <p>The Healthy Waters State Planning Policy requires stormwater to be treated to meet the design objective for quality and quantity management prior to release to receiving environments included in natural wetland.</p>	<p>Section 3.3.8 Natural and cultural values includes specific requirements to protect the ecological health and environmental values of surface and groundwater, including wetlands and waterways.</p> <p>ULDA Guideline 14: Environment and Natural resources sustainability includes more detailed requirements including recommended minimum buffer widths, and calls up appropriate technical resources and references.</p>	N
184.	All creeks (including their banks) should be retained in their natural state with no off-setting permitted.	Refer to response to previous issue.	N
185.	Abrade Creek, Oxley Creek, Norris and Chambers Creek and their tributaries and wetlands need to be acknowledged in UDA-wide criteria 3.3.8.	<p>Agreed. UDA-wide criteria 3.3.8 Natural and cultural values (page 13, introductory paragraph) has been amended to read –</p> <p><i>"...Flagstone Creek, Sandy Creek, Abrade Creek, Oxley Creek, Norris and Chambers Creek and their tributaries and wetlands."</i></p>	Y
186.	Further investigation is required to ensure that redevelopment of the unused dams in North Maclean will not impact animals or vegetation.	Further investigations will be required as part of the development assessment process.	N
187.	A buffer at least 100m wide and, where possible, extending at least 50m into the surrounding medium value rehabilitation area of koala habitat, surrounding creeks and associated drainage lines is recommended as dedicated greenspace.	<p>ULDA Guideline 14: Environment and Natural resources sustainability includes more detailed requirements including recommended minimum buffer widths, and calls up appropriate technical resources and references.</p> <p>The recommended buffers in the Guideline are:</p> <ul style="list-style-type: none"> <li>• Minimum 50m from wetland boundary where surrounding land is largely cleared</li> <li>• Minimum 100m from wetland boundary where surrounding land is vegetated.</li> </ul>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>Stormwater management</b>			
188.	The scheme does not adequately address the treatment or improvement of surface runoff and groundwater.	Section 3.3.8 Natural and cultural values includes specific requirements to protect the ecological health and environmental values of surface and groundwater, including wetlands and waterways.  ULDA Guideline 14: Environment and Natural resources sustainability includes more detailed requirements for avoiding erosion and sediment runoff and calls up the DERM sediment and erosion control guideline.	N
189.	Flood risk and stormwater quality assessment is required to establish an appropriate strategy and design detail.	ULDA Guideline 15: Flood and Storm Tide Inundation sets out the ULDA's policy on these matters, including the requirements for flood studies where appropriate.	N
190.	Stormwater infrastructure should not be co-located within wetlands with high ecological significance. The scheme should not allow enhanced natural wetlands and constructed urban lakes to be used for stormwater treatment.	The development scheme includes appropriate requirements for protecting the environmental values of wetlands.	N
191.	The scheme should require urban stormwater quality management plans and associated water quality monitoring programs including baseline sampling prior to development commencing (as required in the Caloundra South UDA)	Section 3.3.8 Natural and cultural values requires development to: <ul style="list-style-type: none"> <li>• incorporates total water cycle management and water sensitive urban design principles to appropriately manage floodwater and stormwater</li> <li>• applies best industry practice sediment and erosion control techniques</li> <li>• ensures that all land and groundwater will be fit for purpose in accordance with accepted standards and practices.</li> </ul> ULDA Guideline 14: Environment and Natural resources sustainability provides more detail on how to achieve this.	N
<b>Soils and erosion</b>			
192.	Reorder the words "sediment and erosion control" to 'erosion and sediment control (ESC)'.	Agreed. The words 'sediment and erosion control' have been reordered to 'erosion and sediment control'.	Y
193.	Areas with slope greater than 15% are to be regarded as high erosion hazard as in Urban Stormwater Planning Guidelines and SPP 1/03, and should be excluded from the urban living zone and included in the Environmental protection zone.	Areas with a slope greater than 15% will be identified through the development assessment and context plan process which is when appropriate consideration will be given to the applicability of SPP 1/03.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
194.	<p>The soil in some areas of Greenbank and North Maclean is known to erode easily with natural tunnels underground. Soil studies should be undertaken and made public to inform purchasers of land and houses.</p> <p>Development in areas with highly erosive soils will result in pollution of streams and rivers and add cost to building.</p>	<p>As a part of the development application phase, development and management of the site will take into consideration soil constraints as required by s3.3.8 and ULDA Guideline No 14.</p>	N
195.	<p>Gully erosion, as well as water and stream bank erosion, are already evident throughout the UDA and surrounding landscapes.</p>	<p>ULDA Guideline 14: Environment and Natural resources sustainability includes more detailed requirements including recommended minimum buffer widths, and calls up appropriate technical resources and references.</p> <p>The recommended buffers in the Guideline are:</p> <ul style="list-style-type: none"> <li>• Minimum 50m from wetland boundary where surrounding land is largely cleared</li> <li>• Minimum 100m from wetland boundary where surrounding land is vegetated.</li> </ul>	N
<b>Off sets and credits</b>			
196.	<p>The scheme does not contain detail on how the ULDA will deal with offsets.</p>	<p>Off-sets for the loss of koala habitat and remnant endangered regional ecosystem will be addressed in a ULDA guideline.</p>	N
197.	<p>The use of offset arrangement is inappropriate as they allow development to occur where it should not occur.</p>	<p>In order to appropriately deliver on all the government objectives for the UDA, koala habitat and vegetation will be offset. A ULDA guideline will address how the loss of habitat and vegetation is to be appropriately off-set.</p>	N
198.	<p>Offsets should only be considered as a last resort - considering alternatives for reducing impact on biodiversity values should be used in the first instance, not offsetting.</p>	<p>In order to appropriately deliver on all the government objectives for the UDA, koala habitat and vegetation will be off-set. A ULDA guideline will address how the loss of habitat and vegetation is to be appropriately off-set.</p>	N
199.	<p>Offsets should create a balance between actual values lost and economic cost of replacement.</p>	<p>The ULDA off-set guideline will appropriately balance koala habitat retention with the broader government objectives for the area.</p>	N
200.	<p>The ULDA should prepare an offset policy for the UDA and it should link to actual habitat to provide realistic contribution and offset planting cost that does not compromise affordability.</p>	<p>The ULDA off-set guideline will appropriately balance koala habitat retention with the broader government objectives for the area.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
201.	The scheme should provide flexible mechanisms to enable less stringent credit hurdles and alternate design approaches that will achieve desired provision of open space and provide a positive contribution to the liveability of neighbourhood.	The ULDA off-set guideline will appropriately balance koala habitat retention with the broader government objectives for the area.	N
202.	The ULDA should consult local environment groups about appropriate places for offsets.	The ULDA has been working with Logan City Council to identify appropriate places for off-sets, including areas within the UDA such as along creek corridors.	N
203.	Areas suitable for rehabilitation exist throughout the UDA and provide an opportunity to offset the loss of High Value koala habitat.	The ULDA has been working with Logan City Council to identify appropriate places for off-sets, including areas within the UDA such as along creek corridors.	N
204.	Where avoidance is not feasible, impacts should be minimised and an environmental offset provided for any residual impacts in accordance with the Offsets Policy 2008 and corresponding specific issues offset policy.	The ULDA Offset policy will apply where removal of vegetation cannot be avoided.	N
<b>Emissions / pollution (including odour, noise and vibration)</b>			
205.	The health and well being of existing and future residents is threatened by present and proposed industrial estates.  High quality agricultural land will be left unproductive due to pollution.	The development scheme requires management of air quality in accordance with current standards. The management of air quality must meet the requirements of the <i>Environmental Protection Act 1994</i> .  Industry and business zones are required to provide buffers for sensitive receiving environments or appropriate transitioning of land uses at the interface with residential neighbourhoods including roads and low impact activities. ULDA Guideline No 10: Industry and business areas includes specific requirements for buffering to protect the amenity of adjoining land uses.	N
206.	The scheme needs to consider and respond to the planning study for the Southern Freight Rail Corridor Vol.1, TMR, March 2010 in particular the amenity impacts - visual and noise and safety risks. The scheme does not adequately recognise and deal with issues resulting from the proximity of the UDA to the proposed Bromelton Industrial area and the freight rail networks that will link Bromelton and Ebenezer to the Port of Brisbane.	Agree. The scheme has been amended to <ul style="list-style-type: none"> <li>• identify the rail corridor as a potential noise constraint on Map 7</li> <li>• identify in UDA-wide criteria 3.3.9 Community safety and development constraints that the rail corridor is a potential noise and vibration constraint.</li> </ul> These issues will then be addressed through the development assessment process.	Y



Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
207.	More vehicles will increase air pollution.	The development scheme includes a number of provisions and strategies that discourage the use of cars. The development scheme requires the provision of public transport services, walkable communities and a network of active transport networks that connect residents with centres, train stations, parks and schools. The Implementation Plan also provides for the development of active transport strategies such as walking school buses.	N
208.	<p>Areas with slope greater than 15% are to be regarded as high erosion hazard as in Urban Stormwater Planning Guidelines and SPP 1/03, and should be excluded from the Urban living zone and included in the Environmental protection zone.</p> <p>Development on steep slopes that involves clearing of vegetation and increased stormwater flow, will increase the possibility of landslides or landslips as well as sheet, rill, gully and tunnel erosion occurring.</p>	Development on slopes greater than 15% is not precluded by the SPP subject to appropriate geotechnical assessment.	N
209.	Development will further impact on the significantly altered hydrological balance of the areas, ultimately leading to increased salinisation. Areas which are most likely to be at immediate risk from salinity should be identified on Map 6.	This issue will be addressed through the development assessment process and conditions of approval.	N
210.	No independent documentation or research commissioned with regards to noise associated with increase in population.	<p>The proposed increase in population will have some impacts including increased noise. The total development will occur over a long time so impacts will be gradual and typical of an emerging urban area.</p> <p>The following text is already included in the ULDA vision (p4) to minimise 'edge' impacts on existing residents:</p> <p><i>"Development respects adjoining land uses that predated the UDA through planning and design that preserves existing amenity. Existing rural residential areas are buffered from higher density development by transitional uses of intermediate density and scale. Non-residential uses preserve residential amenity through a variety of mechanisms such as open space or landscaped buffers, low impact transitional uses and reduced scale of buildings and other structures in transition areas."</i></p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>Flooding</b>			
211.	<p>Logan City Council flood mapping differs slightly to that shown on Map 7.</p> <p>Flood maps for North Maclean are incorrect (i.e. there is an area in the north-east that floods and flows in an easterly direction under the Mt Lindsay Highway and into the Logan River).</p>	<p>Agree. Logan City Council is currently updating its flood mapping. This is not currently available. However, UDA-wide criteria 3.3.9 Community safety and development constraints has been amended to include a footnote that reads:</p> <p><i>"Refer to Logan City Council for most up-to-date flood information."</i></p>	Y
212.	<p>Development &amp; climate change will increase the risk of flooding.</p> <p>The ULDA should review flood and hazard mapping to ensure current land earmarked for development is not vulnerable to future extreme weather events.</p>	<p>ULDA Guideline15: Flood and Storm Tide Inundation sets out the ULDA's policy on these matters, including allowances for impacts of climate change in accordance with State government policy.</p>	N
213.	<p>The scheme should not allow the filling of flood prone areas due to impacts on areas of native vegetation.</p>	<p>The development scheme includes appropriate provisions to protect important vegetation and other natural values.</p>	N
214.	<p>The scheme should reference SPP 1/03 regarding siting requirements for key elements of community infrastructure.</p>	<p>SPP 1/03 is referenced in ULDA Guideline15: Flood and Storm Tide Inundation.</p>	N
215.	<p>The development of the UDA may cause flooding concerns for the Logan River and consequences on the SEQ Water Grid.</p>	<p>ULDA Guideline15: Flood and Storm Tide Inundation sets out the ULDA's requirements for flood protection which reflect the State government's policy position as set out in SPP 1/03. This requires no worsening of downstream flooding.</p>	N
216.	<p>The UDA will have a direct impact on the upper Oxley Creek catchment and therefore development should not be permitted until the findings of the State Government Inquiry into flood disaster are handed down.</p>	<p>ULDA Guideline15: Flood and Storm Tide Inundation acknowledges this and notes that the ULDA's policy position "will be reviewed and revised to take account of recommended changes to flood policy arising from the Queensland Floods Commission of Inquiry".</p>	N
<b>Bushfire</b>			
217.	<p>Beaudesert Shire planning scheme identifies significant bushfire hazard constraints with a medium to high risk fire hazard zone.</p>	<p>Agree. The scheme has been amended to show medium and high bushfire hazard areas on Map 7.</p>	Y

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
218.	There are large portions of the UDA and adjacent properties that are medium bushfire hazard. Some of these areas are captured in the environmental protection zone, but not all. The bushfire constraint present within the UDA and on adjacent property should be recognised in the scheme through Map 7 and UDA-wide criteria 3.3.9.to ensure determination of appropriate set-backs etc.	<p>Agree UDA-wide criteria 3.3.9 Community safety and development constraints has been amended to:</p> <ul style="list-style-type: none"> <li>add the following text as a final paragraph to footnote 2 that reads: <i>"Refer to ULDA Guideline15: Flood and Storm Tide Inundation for information in relation to flood hazard."</i></li> <li>add a new footnote after "... landslip, bushfire" in the first paragraph that reads: <i>Refer to SPP1/03 Mitigating the Adverse Impacts of Flood, Bushfire and Landslide, and the associated SPP 1/03 Guideline for information and assessment criteria for landslip and bushfire hazard."</i></li> </ul>	Y
<b>Environmental protection zone</b>			
219.	The Environmental protection zone covers areas that have already been cleared and areas that are not constrained by slope or flooding.	The Environmental protection zone is imposed as a buffer between the Flinders Peak –Karawatha Bioregional Corridor and future urban development facilitated by the scheme. This 200 metre buffer is considered to be the minimum buffer required.	N
220.	The extent of land included in the Environmental protection zone is inconsistent with mapping by Logan City Council and DERM and is not justified by ULDA's technical report. Therefore the area of land included in the Environmental protection zone should be increased and made consistent with Council planning.	The extent of the Environmental protection Zone was balanced with the extent of land required to achieve the housing outcomes for the UDA. The EPZ provides protection for some significant environmental areas and a buffer between the Flinders Peak –Karawatha Bioregional Corridor and urban development.	N
221.	There are other landscapes and environments, including those identified in the SEQ Regional Plan, that would also be worthy of protection under the Environmental protection zone.	<p>The width of the Environmental Protection Zone will be 200m which will provide protection for some significant environmental areas and a buffer between the Flinders Peak –Karawatha Bioregional Corridor and urban development.</p> <p>The extent of the Environmental Protection Zone was balanced with the extent of land required to achieve the housing outcomes for the UDA. The EPZ provides protection for some significant environmental areas and a buffer between the Flinders Peak –Karawatha Bioregional Corridor and urban development.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
222.	Emergency services, telecommunications activities, utility installation, environmentally relevant activities and tourist attraction should not be permissible in the Environmental protection zone.	The development scheme requires all development to meet a range of criteria to protect and mitigate impacts on the natural environment.	N
223.	A large proportion of the proposed urban area should be zoned for EP.	The extent of the Environmental Protection Zone was balanced with the extent of land required to achieve the housing outcomes for the UDA. The EPZ provides protection for some significant environmental areas and a buffer between the Flinders Peak –Karawatha Bioregional Corridor and urban development.	N
224.	The scheme should include a rehabilitation plan for improving the quality of habitat in the Environmental protection zone.	The development scheme requires development applicants to meet a number of criteria that would require an environmental management plan. The relevant ULDA Guideline provides a number of references to DERM resources to assist development landowners to preserve and enhance environmental values.	N
<b>General</b>			
225.	The scheme is not environmental best practice.	The development scheme and ULDA Guidelines adopt current best practices, and the Implementation Strategy includes a process of continual review and amendment to ensure continuous adoption of 'best practice'.	N
226.	The scheme needs to better address sustainability, not just the ecological factors but the broader senses of economics, carbon-free housing, regional/local food supply, energy generation, storage and use, waste minimisation, handling, collection and disposal, water supply, conservation and use (recycled, greywater), transport, and communications	ULDA Guideline No 14: Environment and Natural Resources Sustainability and the Implementation Strategy include requirements and targets for comprehensive aspects of sustainability including water and energy efficiency, waste minimisation.	N
227.	The scheme should reflect SEQ NRM targets and demonstrate how they will contribute to the achievement of these targets.	The SEQ NRM targets are region wide. The protection of natural values in the UDA will contribute to the achievement of these targets.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
228.	<p>The words "retaining where possible..." are inappropriate as they potentially allow for the destruction of areas of environmental significance.</p> <p>Amend the 1st dot point in UDA-wide criteria 3.3.6 to read</p> <p>"retaining all locally significant wetlands, remnant vegetation and habitat fauna, except where necessary for community infrastructure"</p>	<p>The existing approach is supported as some flexibility must be provided for situations where roads and other critical infrastructure impact on environmental areas.</p>	N
229.	<p>The scheme should not locate urban living, or sport and recreation parks, next to greenspace as these areas/ facilities will disturb wildlife with lights and noise during night events.</p> <p>Sports parks should not be located within conservation areas as they are incompatible.</p> <p>Greenspace corridors should be separate to ecological and wildlife corridors</p>	<p>For a variety of reasons, including CPTED, it is considered desirable to locate urban living as well as sport and recreation facilities next to environmental greenspace areas.</p> <p>Through the development assessment process, including the preparation of context plans, the actual location of environmentally areas will be identified and the nature of interface with the area determined.</p>	N
230.	<p>The scheme should require an extensive network of open space corridors for the whole of the UDA not just the Flagstone area.</p>	<p>Map 4 identifies a comprehensive greenspace network for all areas of the UDA.</p>	N
231.	<p>There are no background reports analysing ecosystem service requirements under climate change.</p> <p>Appropriate environmental studies should be done before the development scheme commences, not through a piecemeal approach at DA level.</p>	<p>Although not specifically considering climate change, the Proposed development scheme was informed by the Biodiversity and Natural Resources Strategy Framework Report (April 2011) prepared by independent consultants for the ULDA. A copy of this report is available on the ULDA website.</p>	N
232.	<p>Street lighting should be designed to face downwards to limit the white out of the dark skies and stop light flowing into the atmosphere.</p>	<p>ULDA Guideline 14: Environment and Natural Resources Sustainability includes specific requirements to minimise the impacts of light on the environment.</p>	N
233.	<p>The scheme should require the preparation of an EIA, then reference a detailed environmental management plan and mechanisms to ensure each development implements the findings from the assessment.</p>	<p>Depending on the nature of the development a comprehensive environmental assessment may be required at the development assessment stage.</p>	N
234.	<p>30% of UDA should be dedicated as conservation area, not general greenspace.</p>	<p>Environmental areas are based on the independent assessment (Biodiversity and Natural Resources Strategy Framework Report) rather than an arbitrary percentage of the site.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
235.	ULDA should seek advice from Federal government environment department prior to finalisation of the scheme.	This is not required although any interested party can make a submission on the proposed development scheme. Key State agencies including the Department of Environment and Resource Management (DERM) were consulted during the preparation of the scheme.	N
236.	Many of the proposed new roads to the west of the interstate rail line will cross greenspace corridors. The proposed north-south arterial roads will cut three east-west riparian corridors and may impact on HES wetland habitat and associated threatened species	The transport networks need to provide an integrated, accessible community. The development scheme and ULDA Guidelines include extensive provisions aimed to minimise environmental impacts of development.	N
237.	Urban living blankets all greenspace areas and does not contain any environmental protection consistent with vegetation value on Map 6.	Urban Living is a broad zone that is intended to accommodate a range of uses in addition to residential neighbourhoods. As described in the zone intent these other uses include "greenspace areas comprising parks, environmental areas and open space corridors along waterways".	N
238.	A total of 40 threatened species of flora and fauna are known to, or potentially occur, within the site's locality. A Flora and Fauna Management Plan is required to address key threats and management strategies and establish a monitoring and evaluation framework.	The development scheme and ULDA Guidelines include extensive provisions aimed to minimise environmental impacts of development, and to protect natural values. Depending on the nature of development specific environmental studies may be required.	N
239.	There is a lack of greenspace proposed within the UDA.	Over 40% of the UDA is estimated to eventually be included in community greenspace.	N
240.	The District sports parks redesignated on Map 4 near Round Mountain should be changed to a District recreation park and co-located to take advantage of nature based recreation opportunities linked to Round Mountain.	The identification of a District Sports park in this location is consistent with Logan City Council planning for the area. Further consideration of the suitability of this site for a District sport park can be reviewed as part of the development assessment process and in particular the preparation of a context plan.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
241.	<p>The greenspace zone does not differentiate between recreation spaces and areas for threatened and endangered fauna and flora.</p> <p>There should be a clear distinction between green infrastructure space and open space.</p>	<p>Greenspace is not a zone in the scheme. The use of the term 'Greenspace' is consistent with the Queensland government's Positively Green, Queensland's Greenspace Strategy 2010-2020 which defines greenspace as "...those places where people play, recreate and socialise. It includes council parks, public gardens, playing fields, children's play areas, foreshore areas, bushland and linear reserves, national parks, state forests and conservation reserves."</p> <p>The areas of greenspace shown on Map 2-Vision are indicative only. Greenspace areas which are set aside to deal with issues such as threatened and endangered fauna and flora will be identified through the development assessment process consistent with Map 6: Natural values and ULDA Guidelines No.14: Environment and Natural Resources Sustainability and No12: park Planning and Design.</p>	N
242.	<p>Any intention to locate local or trunk infrastructure within proposed Greenspace or Environmental protection zone should be identified in development scheme.</p>	<p>The final locations of this infrastructure will only be determined through further detailed planning and design studies. The development scheme and ULDA Guidelines include extensive provisions aimed to minimise environmental impacts of development.</p>	N
243.	<p>No cultural heritage surveys have been conducted.</p>	<p>Landowners are required to comply with the indigenous cultural heritage legislation and the Queensland Heritage Act 1992. Indigenous cultural heritage surveys are required to be completed where a data request indicates the presence of cultural heritage sites and a management plan completed in cooperation with the land claimant group. One of the major landowners of Greater Flagstone has completed an indigenous cultural heritage survey and has a management plan.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>Community Facilities</b> <i>(including community identify, facilities &amp; services, hierarchy and distribution)</i>			
244.	Existing community needs a community multi-function facility now, not later. Currently groups need to travel to other areas to get a meeting place. Indoor activities are cancelled due to a lack of space.	<p>The appropriate delivery of community facilities is dependent on the timing of the adjacent development. Existing residents will gain increased access to community facilities and urban services as a result of the Greater Flagstone UDA development.</p> <p>The UDA wide criteria provide guidance about the preferred nature and locations for community facilities, but their actual location, nature and extent will be determined through more detailed local area planning and the preparation of context plans by applicants in the development application process. Community facilities will be delivered generally in accordance with the ULDA's Community Facilities Guideline.</p>	N
245.	It is unsafe to cross the train line to access the closest football field in Greenbank so the amount of traffic on the road will increase or kids will cross the train line or road bridge.	Map 4 shows the proposed locations of sport and recreation parks on both sides of the rail line at Greenbank. The Department of Transport and Main Roads regulates pedestrian crossings over rail lines.	N
246.	Schools are only utilised at night and Flagstone youth are wandering around with nowhere to go. The elderly will not venture out. It is imperative that suitable entertainment venues are provided to keep youth busy, active and employed.	The development scheme provides for the development of a range of community, recreation and entertainment facilities and education, training and employment opportunities. The Greater Flagstone Social Plan and Community Development Strategy identifies the facilities required for Greater Flagstone and the priorities for implementation.	N
247.	Older residents need somewhere to go within the Flagstone area as getting to destinations outside of the area is difficult and they feel unsafe. The community's need is know now and not in the near or distant future.	The Greater Flagstone Social Plan and Community Development Strategy identifies the facilities required for Greater Flagstone and the priorities for implementation.	N
248.	<p>With extra pressure on the infrastructure, the building of a community hall is vital. We currently have to source venues outside of the area which is not a good thing for a future city.</p> <p>A community hall always becomes the central hub and an asset to the area.</p> <p>We request the provision of a supervised centre/hall for after school purposes for kids.</p> <p>Would like to see a hall and sports</p>	The development scheme provides for the development of a range of community, recreation and entertainment facilities and education, training and employment opportunities. The Greater Flagstone Social Plan and Community Development Strategy identifies the facilities required for Greater Flagstone and the priorities for implementation, including a community centre.	N



Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
249.	<p>The area lacks a hospital, police station, major shopping centres and essential services.</p> <p>We are concerned that there are no plans in place to have police and emergency services in the Greenbank Central area.</p>	<p>The Greater Flagstone Social Plan and Community Development Strategy identifies the facilities required for Greater Flagstone and the priorities for implementation including police and emergency services. Shopping centres will be located in the centres shown in the development scheme.</p>	N
250.	<p>The Greater Flagstone Urban Development Area documents do not provide sufficient detail for QFRS to give a definitive response in relation to future service/ infrastructure requirements. The Greater Flagstone Urban Development Area is mostly outside the existing QFRS urban levy area, with the majority of the area being within rural fire brigade areas. QFRS service delivery within the Flagstone area will also need to be made in consideration of developments in adjacent growth areas including the proposed Bromelton Development Area.</p>	<p>The ULDA will work with State agencies and developers to ensure provision of QFRS services in Greater Flagstone.</p>	N
251.	<p>There is a lack of shopping and entertainment facilities.</p> <p>There is no provision in the plans for an entertainment complex including restaurants, bars and cinemas.</p>	<p>The scheme provides for a number of centres in the Greater Flagstone UDA which will provide a range of facilities and services including education, cultural, entertainment and sporting venues.</p>	N
252.	<p>Greenbank primary school is at capacity and planning only shows a primary and not a secondary school. No funding has been given for emergency services and planning has failed to provide these.</p>	<p>The scheme requires the provision of schools and emergency services and the ULDA will work with State agencies and developers to ensure these are delivered. A secondary school is planned for the New Beith area south of Greenbank.</p>	N
253.	<p>Planning is needed to provide additional community facilities to those identified on Map 5.</p>	<p>The scheme requires the provision of a range of community facilities which have been identified in the Greater Flagstone Social Plan and Community Development Strategy. The Implementation Strategy describes how the ULDA will work with landowners, government agencies, Logan City Council and other organisations to facilitate the delivery of facilities.</p>	N
254.	<p>Provide high quality public open space to encourage recreation and reduce the need to travel for these activities.</p>	<p>Both sports and recreation parks are planned for in the Greater Flagstone UDA as shown on Map 4 Greenspace in the development scheme. A ULDA Guideline provides the standards expected for these parks.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
255.	There are no parks close by so the kids will roam the streets, get bored and break the law. We don't have police close by either.	Both sports and recreation parks are planned for in the Greater Flagstone UDA as shown on Map 4 Greenspace in the development scheme. The Implementation Strategy describes how the ULDA will work with State agencies to ensure community facilities, including police stations, are delivered in the Greater Flagstone UDA.	N
256.	There is a need for an Education Masterplan that includes state and non-state education providers. Include Catholic Education sites at Ripley, Flagstone and Yarrabilba.	The Implementation Plan describes how the ULDA will work with developers, State agencies and other education providers to plan for education facilities in Greater Flagstone. The school sites shown in the development scheme are indicative only and all school sites will be detailed at the development assessment stage.	N
257.	Provision needs to be made to include space for Churches.	The Greater Flagstone Social Plan and Community Development Strategy identifies the need for churches in the UDA. The Implementation Strategy describes how the ULDA will work with others to ensure community facilities are provided.	N
258.	It is essential that the community knows WHEN facilities and infrastructure will be provided, not just that it will be.	The Greater Flagstone Social Plan and Community Development Strategy provides information on the facilities and services priorities for the first five years as well as the total number of facilities and services for the eventual population.	N
<b>Urban living zone</b>			
259.	Intensive horticulture should not be an acceptable interim use because it completely decimates biodiversity values and can have devastating impacts on the air and water quality of existing residents.	The scheme requires the assessment and determination of interim uses to give regard to possible impacts.	N
260.	In the urban living zone light industry should be prohibited development.	The urban living zone includes a range of uses to support the residential development. Small scale low impact industries provide local employment and services for residents. Low impact industry must have negligible impacts on surrounding non-industrial uses.	N
<b>Centres Zone</b>			
261.	In the Major Centre zone, medium and light industry should be prohibited development.	The urban living zone includes a range of uses to support the residential development. Small scale low impact industries provide local employment and services for residents. Low impact industry must have negligible impacts on surrounding non-industrial uses.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
262.	Zone provisions (section 3.4) describe the 'Major Centre Zone' as having 2 categories, the major centre core and the major centre frame whereas the maps only illustrate the major centre frame. It is recommended that the major centre core be indicatively shown on the maps, envisaging that Greater Flagstone will be a principal activity centre. The major centre core should be provided at this level of planning.	Agree. Map 3 in the scheme has been amended to show the major centre as a dot.	Y
<b>Industry and Business Zone</b>			
263.	The Industry and business zones areas of North Maclean and south of the major centre should not be considered equivalent. In the area south of the major centre core, there is potential for 'medium impact industry' to be considered appropriate adjacent to existing and future residential.	Industry and business zones are required to provide buffers for sensitive receiving environments or appropriate transitioning of land uses at the interface with residential neighbourhoods including roads and low impact activities.	N
264.	The sight of industrial buildings will be offensive to local residents	The scheme recognises the surrounding rural residential area of North Maclean by requiring buffer areas that include a greenspace strip with a minimum width of 25m and the location of low impact industries along the roads opposite residential areas.	N
265.	The zone does not identify what interim land uses may be considered acceptable.	The appropriateness of a proposed interim land use will be determined through the development assessment process.	N
266.	Medium impact industry should be prohibited.	Medium industry is required to meet requirements that will mitigate the impacts of the activities including the provision of buffers to sensitive environments such as residential areas.	N
267.	The zone should be increased so that people can walk and ride to work, helping our air pollution with less cars on the road.	Both of the Industry and Business areas in Greater Flagstone are required to be linked in with the public transport network to reduce car usage.	N
268.	The zone should be located in alternative areas.	North Maclean was identified in previous regional and local planning as a suitable area for industry and business. The zone adjoining the Greater Flagstone major centre provides a range of employment opportunities close to a major public transport centre.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
269.	Amend Industry and business zone intent by adding another dot point that says: <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>	These words are not considered necessary for inclusion in the scheme.	N
270.	In the Industry and business zone intent, delete the paragraph that reads: <i>"Non-industrial uses, such as commercial and trade retail activities ... technology and research and development are encouraged."</i>	These words are considered appropriate for inclusion in the scheme.	N
271.	Amend the industry and business zone intent (column 2, paragraph 1) to read: <i>"Development has linkages to existing and proposed transport infrastructure, public transport services, bicycle and pedestrian network and community facilities..."</i>	Agree. The industry and business intent has been amended to read: <i>"Development has linkages to existing and proposed transport infrastructure, public transport services, bicycle and pedestrian network and community facilities..."</i>	Y
272.	Use an indicative circle to indicate Business and Industry Zone at Flagstone.	Legal advice has confirmed that zone boundaries can not be indicative.	N
<b>General Zoning</b>			
273.	What constitutes "retail and entertainment", "low intensity retail" and "commercial"? These terms are not consistent with Schedule 2 definitions.	These terms are defined in Schedule 2 under the Commercial Use category, Retail use category and Sport, Recreation and Entertainment Use category.	N
<b>Land use interfaces / buffers</b>			
274.	Amend the scheme to ensure consistency with SPP 5/10 Air, Noise and Hazardous Materials in relation to the 25m buffer zone between sensitive uses and low-impact industry at North Maclean.	Agree. UDA-wide criteria 3.3.4 – Employment opportunities has been amended: i. to identify that the greenspace buffer between the Industry and business zone will be required to be a minimum of 25 metres wide and ii. to call up (through a footnote) SPP 5/10.	Y

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
275.	The buffer zones between proposed houses and commercial precincts/train lines/industrial noise proposed by the scheme are insufficient.	<p>UDA-wide criteria 3.3.4 requires development to deliver:</p> <ul style="list-style-type: none"> <li>development of a scale and intensity which is compatible with existing and proposed development in the precinct</li> <li>an appropriate transitioning of land uses at the interface with residential neighbourhoods</li> <li>a buffer zone for sensitive receiving environments adjacent to North Maclean.</li> </ul> <p>UDA-wide criteria 3.3.4 – Employment opportunities has also been amended:</p> <ul style="list-style-type: none"> <li>to identify that the greenspace buffer between the Industry and business zone will be required to be a minimum of 25 metres wide and</li> <li>to call up (through a footnote) SPP 5/10.</li> </ul>	N
276.	Existing North Maclean and Munruben properties should not be buffers between industry and other residential properties on northern boundary of Crowson Lane.	The development scheme recognises the surrounding rural residential area of North Maclean by requiring buffer areas that include a greenspace strip with a minimum width of 25m and the location of low impact industries along the roads opposite residential areas.	N
277.	Appropriately sensitive development that provides buffers should be allowed on lower ridgelines.	The development scheme requires development to minimise adverse impacts on natural landforms. Further information regarding environmental buffers will be provided in a ULDA Guideline.	N
278.	There should be a green buffer zone and/or wildlife corridor of at least 100 – 150 metres between the existing properties in Greenbank and North Maclean and any new developments to protect flora, fauna and help with noise sensitivity. Roads should not be included as buffer zones.	<p>UDA-wide criteria 3.3.4 – Employment opportunities has been amended:</p> <ul style="list-style-type: none"> <li>to identify that the greenspace buffer between the Industry and business zone will be required to be a minimum of 25 metres wide and</li> <li>to call up (through a footnote) SPP 5/10.</li> </ul>	N
279.	An environmental buffer zone of at least 20m should be required between all existing properties and adjoining proposed development.	Existing rural residential areas are buffered from higher density development by transitional uses of intermediate density and scale.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
280.	Prior to development all weeds are to be controlled and all vehicles and machinery must be washed down before commencing work in the area to limit more weeds infesting the property.	<p>The ULDA is not the developer within the Greater Flagstone UDA. Multiple developers are delivering housing and non-residential product within the UDA. Developers are required to carry out construction activity in accordance with relevant Environmental Protection Policies (EPPs) and development conditions for operational works.</p> <p>Field assessments identified some riparian corridors have been degraded by weeds. These present opportunities for rehabilitation, in particular such areas may be viable as offset areas. Ongoing weed management within the UDA is recommended as part of the Biodiversity and Natural Resources Strategy Framework Report.</p>	N
281.	Advertising devices and lighting should not compromise the existing character or amenity of existing local communities and residents, especially where existing land uses have a boundary with areas of proposed land uses.	Existing rural residential areas are buffered from higher density development by transitional uses of intermediate density and scale.	N
282.	There are no clear guidelines for vegetation buffers for all boundaries of the industrial area at North Maclean eg widths, permanency, use of endemic species only. Buffer areas at North Maclean need to be at least 1 km wide and consist of natural vegetation.	<p>UDA-wide criteria 3.3.4 – Employment opportunities has been amended:</p> <ul style="list-style-type: none"> <li>• to identify that the greenspace buffer between the Industry and business zone will be required to be a minimum of 25 metres wide and</li> <li>• to call up (through a footnote) SPP 5/10.</li> </ul> <p>A ULDA guideline is also being prepared that will identify transition areas and appropriate buffers.</p>	N
283.	Roads are not buffers and larger buffer areas should be provided to properties also affected by road upgrades from 2 to 4 lanes.	A ULDA guideline is being prepared that will identify transition areas and appropriate buffers	N
284.	Buffers to industry and business need to be permanently secured from any threat of future encroachment.	The development scheme requires buffers between industry and sensitive environments such as residential areas.	N
285.	There are no buffer zones or integration with current acreage blocks so existing residents will have multiple neighbours and increased noise and pollution.	A ULDA guideline is being prepared that will identify transition areas and appropriate buffers	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
286.	Buffers of 1 km width or more should be provided between existing communities at North Maclean and future development. Buffers should be accommodated within the proposed development site. Non residential uses proposed for the urban living zone, need to incorporate appropriate buffers between existing rural-residential communities and any newly proposed land uses.	UDA-wide criteria 3.3.4 – Employment opportunities has been amended: <ul style="list-style-type: none"> <li>to identify that the greenspace buffer between the Industry and business zone will be required to be a minimum of 25 metres wide and</li> <li>to call up (through a footnote) SPP 5/10.</li> </ul> A ULDA guideline is also being prepared that will identify transition areas and appropriate buffers.	N
287.	A buffer of 50m of established vegetation should be provided between developments and freshwater aquatic features and at least a 100m buffer between developments and tidal aquatic or marine plants or declared Fish Habitat Areas.	A guideline for transition areas and buffers is currently being prepared.	N
288.	GOAL - measures to ameliorate potential land use conflicts associated with incompatible adjacent land uses will need to be devised by the ULDA for this UDA. Refer to principal 8 of SPP 1/92 and the Planning Guidelines: Separating agricultural and residential uses. Map 4 identifies those areas that are likely to experience potential land use conflicts, based on issues outlined in SPP 1/92.	A guideline for transition areas and buffers is currently being prepared.	N
<b>Infrastructure (planning for and provision of)</b>			
289.	The Infrastructure plan provides no guarantee, commitments or funding allocation to provide the infrastructure on the plans.	Further details on the infrastructure planned will be in the Infrastructure Funding Framework.	N
290.	There is a lack of infrastructure in the area.	The development scheme provides for the provision of infrastructure.	N
291.	Infrastructure should be planned by Council and Department of Transport and Main Roads	The ULDA will continue to work with Council and the Department of Transport and Main Roads and the council to facilitate the planning and delivery of infrastructure.	N
292.	There needs to be a greater level of co-operation with LCC in the development of the final infrastructure plans.	The ULDA will continue to work with Council and the Department of Transport and Main Roads and the council to facilitate the planning and delivery of infrastructure.	N
293.	The plan ignores the need to support infrastructure outside of the UDA	The infrastructure Plan provides for the upgrade and provision of infrastructure required to support the UDA that is located outside the UDA.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
294.	The State Government does not own the land required to provide traffic infrastructure.	The Department of Transport and Main Roads will purchase land if required for roads.	N
295.	Building roads to service the new development will require TMR to cut into greenbelts and peoples properties.	The scheme requires all development to meet a range of criteria to protect and mitigate impacts on the natural environment.	N
296.	The planning for bikeways and pedestrian pathways is inadequate	The development scheme provides for a cyclist and pedestrian network. Further detail will be provided at the development application stage.	N
297.	Internet and mobile phone coverage should be provided upfront including internet fibre optic should be installed now	Communications technology infrastructure is required and details will be provided at the development assessment stage.	N
<b>Social infrastructure, health and education</b>			
298.	Greater Flagstone will need emergency services, health services and other community infrastructure.	The development scheme requires the delivery of community facilities and the Implementation Strategy describes how the ULDA will work with others to deliver facilities and services.	N
299.	There is a lack of schools in the area and shown in the plan. Locating the proposed primary school on privately owned land is inappropriate.	The number of schools shown in the development scheme is in accordance with the requirements of the Department of Education and Training which purchases land for schools.	N
<b>Movement Networks (safety &amp; access, linkages, hierarchy, traffic impacts, public transport, active transport)</b>			
300.	There is no safe way to cross the train line on foot from the new development.	Rail line crossings are delivered and managed by the Department of Transport and Main Roads.	N
301.	The impacts of 24/7 freight rail through the centre of Greater Flagstone will affect the cost of housing.	Increased building costs for houses located near rail lines may be balanced by the type of housing product constructed and land costs.	N
302.	The scheme does not make sufficient provision for footpaths and cycle ways.	The development scheme maps are not at a scale to show pedestrian and cycle paths required and further detail will be available at the development assessment stage.	N
303.	The scheme needs to include clearer requirements about car park provisions.	Car parking provisions are in the ULDA Guideline No. 6 Network Street and Movement Network.	N
304.	The scheme should facilitate the provision of movement networks that link regional and district recreation and sports parks.	Parks will be located near centres that are on or near arterial or collector roads and connected to the active transport network.	N



Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
305.	The existing estates in the area have developed with minimum infrastructure and no linking to public transport and commercial centres.	Infrastructure provision including public transport is required to support the proposed Greater Flagstone population.	N
306.	The scheme should require end of trip facilities for cyclists.	The development scheme requires the delivery of end of trip facilities.	N
307.	The scheme does not adequately address road safety around schools.	Schools are required to work with Council and the Department of Transport and Main Roads to address road safety issues.	N
<b>Roads</b>			
308.	The scheme should clarify that roads on Map 3 are indicative only.	The road layout is indicative only. Detailed design will be completed at the development assessment stage.	N
309.	Heavy vehicle traffic access should not be permitted along streets adjacent to North Maclean and will impact residents' safe access to their homes.	The development scheme limits access for industrial vehicles in Crowson Lane and Greenbank Road.	N
310.	Road plans shown during the information sessions misled the community to think they were final plans.	The display clearly indicated that the plans were illustrative only and staff at the information display also reiterated that they were not the final road plans.	N
311.	The scheme should identify the connection from Flagstone to the Southern Infrastructure Corridor.	The Department of Transport and Main Roads has not finalised the route of the Southern Infrastructure Corridor.	N
312.	Two north-south arterials shown in the scheme have potential to fragment efficient land use planning and the proposed arterial should skirt the Town Centre.	The road layout is indicative only and will be finalised at the development assessment stage.	N
313.	The scheme needs to better clarify the road hierarchy definitions and road terminology should be consistent across all schemes.	Agree. Road hierarchy definitions and the road terminology has been amended to achieve, to the greatest extent possible, consistency across ULDA schemes.	Y
314.	An agreed traffic modelling approach needs to be implemented to resolve road network conflicts.	The ULDA will continue to work with Logan City Council and Department of Transport and Main Roads on traffic modelling.	N
315.	The scheme should require a street grid pattern and include ample bicycle lanes and pedestrian paths.	The development scheme requires the provision of cycle and pedestrian path networks and street patterns are addressed in ULDA Guidelines 5 and 6.	N
316.	Teviot Road urgently needs to be upgraded to at least a four lane highway before more development occurs.	The upgrade of Teviot Road is included in the Infrastructure Plan.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
317.	Existing roads are inadequate to cope with more traffic. Most roads in the UDA already require significant upgrade including New Beith Road	The Infrastructure Plan includes the upgrade of existing roads.	N
318.	Weakness identified in east-west link roads and local trunk roads are not on Map 9.	Further details of roads in the UDA will be provided at the development assessment stage.	N
319.	Corridors should be identified as soon as possible so affected landholders have ample notice.	New roads located in the UDA and landowners will provide the road layout at the development assessment stage.	N
320.	Road connection from Flinders Grove neighbourhood centre to TRE-Heritage neighbourhood centre may require an alternative connection.	Further details of roads in the UDA will be provided at the development assessment stage.	N
321.	An overall road network map showing all planned road infrastructure, including State Government road infrastructure should be included.	The Infrastructure Plan and Map 9 provide information on the roads to be upgraded and Map 3 shows the indicative road layout for the UDA.	N
322.	A bridge linking Teviot Road over the railway at Greenbank is required.	Details of connections over the railway line will be provided at the development assessment stage.	N
323.	Springfield-Greenbank arterial road needs to be upgraded.	Sections of the Springfield Greenbank Arterial Road are included in the planned upgrades described in the Infrastructure Plan.	N
324.	Edwards Bridge over Oxley Creek is in poor condition and should be replaced	Sections of Goodna Road are included in the Infrastructure Plan.	N
325.	A road link between Flagstone Central area and either North Maclean or Greenbank is not shown	There are existing road connections between Flagstone, North Maclean and Greenbank. Details on new roads will be available at the development assessment stage.	N
326.	A motorway link to the Mt Lindesay Highway is needed	The Draft Connecting SEQ 2031 plan shows the strategic transport projects for Logan City including connections to the Mt Lindesay Highway.	N
<b>Public transport</b>			
327.	What happens in between the end of the 5 year developer subsidy for public transport and the arrival of trains in 2026? Subsidies for five years is not sufficient and bus operators require long term subsidies.	Developers will contribute to an interim public transport service for up to 5 years or until the fare box income exceeds 30% of running costs,. Once it reaches that point Translink will subsidise the service.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
328.	Transport infrastructure should contribute to an efficient, integrated public transport network. Passenger rail is not proposed until post 2031 and there is no certainty about the provision of effective public transport.	The development scheme requires the delivery of public transport and an indicative network is shown on Map 3.	N
329.	Development in Greenbank should be contingent on the provision of passenger rail. North Maclean is not within walking distance of the rail line.	Greenbank and North Maclean will be included in the public transport network and initially serviced by buses.	N
330.	Parking should be provided for the Flagstone rail station at Homestead Drive.	Stations will be located in centres serviced by public transport, active transport networks and parking.	N
331.	The PT network map should show connections beyond the UDA boundary and to Greenbank and North Maclean.	Agree. The scheme has been amended by the public transport route on Map 3 being extended to show linkages between Flagstone, Greenbank and North Maclean.	Y
332.	No timeline is given for the provision of public transport services.	The Infrastructure Plan requires public transport to be delivered on the completion of the 200 <sup>th</sup> lot in the UDA.	N
<b>Funding and charging</b>			
333.	Who will pay for infrastructure?	The ULDA is finalising an Infrastructure Funding Framework. The outline of that framework is described in s.4.1 of the development scheme.	N
334.	There is no commitment to or costing of infrastructure.	The ULDA is finalising an Infrastructure Funding Framework. The outline of that framework is described in s.4.1 of the development scheme.	N
<b>Water and Sewer</b>			
335.	Existing low pressure town water is a problem in the event of an emergency or power outage.	The water pressure will be addressed at the development assessment stage and will comply with the requirements of ALLConnex.	N
336.	There is no existing sewer system in the area and small lots will not have sufficient space for on-site sewerage treatment systems.	The development scheme requires the delivery of infrastructure and services including sewerage. The Infrastructure Plan includes the new treatment facilities planned for Cedar Grove.	N
337.	A sewerage holding station will destroy flora and fauna and leak into Oxley Creek. Sewerage from Oxley Creek will pollute the Brisbane River.	Sewerage treatment and discharges must meet the requirements of existing environmental legislation and regulations.	N
338.	High density development will impact on drainage in the area.	The development scheme requires proposals to be designed so that they do not worsen drainage issues.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
339.	The scheme should mandate compliance with ULDA guidelines and water and sewer infrastructure standards cannot be varied until consultation and advice with AllConnex.	The development scheme requires infrastructure is designed in accordance with the applicable ULDA Guideline which refers to the standards of the service provider such as AllConnex.	N
340.	There is no indication of sewerage treatment infrastructure for North Maclean.	The details of sewerage treatment for North Maclean will be resolved at the development assessment stage and by the preparation of context plans.	N
<b>Cedar Grove waste water treatment plant</b>			
341.	Scenic Rim residents have little recourse to Logan Council or the ULDA in cases of harmful effects from the Cedar Grove waste water treatment plant.	The management of the Cedar Grover waste water treatment plant must meet the requirements of existing State environmental legislation and regulations.	N
342.	It is inappropriate to locate the waste water treatment plant next to Cedar Grove Weir - a domestic water supply facility.	The location of the waste water treatment plant is the responsibility of AllConnex and must meet the requirements of environmental legislation and regulations.	N
343.	DIP gave residents undertakings about Cedar Grove Weir operation that public recreation would not be allowed to protect private landholdings. Creating recreation facilities on the northern banks of Logan River and Teviot Brook mean compensation agreements with landholders need to be reviewed and addressed.	The existing agreements with the affected landholders can be addressed at the development assessment stage when the affected landholders can view the development proposal.	N
<b>Infrastructure Plan</b>			
344.	The infrastructure plan needs to clarify arrangements for development contributions and credits.	The Infrastructure Funding Framework is being prepared.	N
345.	Are infrastructure agreements only intended to include local infrastructure requirements or are they also intended to include contributions towards State infrastructure.	Infrastructure agreements will detail the contributions required for local and, where required, State infrastructure.	N
346.	Amend s.4.1 1. a. to read: <i>"a. Transport (including roads, public transport services and active transport)"</i>	Section 4.1 1. has been amended to read: <i>Transport (including roads, public transport services and active transport)"</i>	Y
347.	The infrastructure plan should include reference to the 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

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
348.	<p>Amend Table 4.3.1 to include a new row titled 'Active Transport', with the following words included in column 2 'Description of works':</p> <p><i>"Active transport infrastructure required to service the development and in accordance with a master plan agreed with the relevant entity"</i></p> <p>And the following words included in column 3 'When required':</p> <p><i>"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></p>	This is covered in S. 3.3.5 of the development scheme.	N
349.	<p>Amend Table 4.3.2 row titled 'State school sites', with the following words included in column 'When required':</p> <p><i>"To be delivered in accordance with the requirements of the PDS, ULDA Guidelines and TMR's Planning for Safe Transport Infrastructure at Schools."</i></p>	This is not an item of community infrastructure but a standard proposed by DTMR.	N
350.	The infrastructure plan does not include adequate supporting information to demonstrate that the area can adequately deliver the required water and waste water infrastructure.	The ULDA worked with AllConnex to identify the water and waste water infrastructure required for the UDA and will continue to do so after the development scheme is approved.	N
351.	Dealing with requirements/issues through the development assessment process does not provide certainty or consistency	Sub-regional and major local infrastructure has been identified in the Infrastructure Plan. The development assessment process will identify further details of infrastructure required to service the proposed development.	N
352.	Funding for infrastructure from the State should be allocated and committed to prior to finalization of the scheme	An Infrastructure Funding Framework is being prepared.	N
353.	The Infrastructure Funding Framework should contain details on timing and dispersal of sub-regional funds to Councils and water entities.	The Infrastructure Funding Framework is currently being prepared.	N
354.	An infrastructure agreement between the ULDA and landowners / developers is needed to address the delivery of infrastructure by landowners and agree on infrastructure credits.	Infrastructure agreements between developers and the ULDA will be prepared as part of the development assessment process.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
355.	Level of involvement of All Connex in the preparation of the infrastructure plan is not stated.	The ULDA worked with AllConnex to identify the water and waste water infrastructure required for the UDA and will continue to do so after the development scheme is approved.	N
356.	The scheme should state that All Connex needs to be a party to any infrastructure agreement where it impacts on water assets.	Parties to infrastructure agreements will be dependent on the infrastructure required for the development.	N
357.	The scheme needs to address sequencing and impacts on infrastructure and mechanisms for out of sequence development.	Development will be staged and dependent on the contributions of developers towards the delivery of infrastructure.	N
358.	The scheme needs to provide guidance for the transfer of new assets.	The transfer of new assets will be included in the infrastructure agreement.	N
359.	The maps provided to the ULDA from Energex should be included in the scheme or in related infrastructure documents.	Section 3.3.10 includes provisions regarding the electricity distribution network infrastructure. Locations for energy infrastructure will be resolved through the development assessment process including Context Plans and Plans of Development, where appropriate.	N
360.	Existing Energex infrastructure should be acknowledged in the scheme.	This level of detail will be addressed in the development assessment process including Context Plans and Plans of Development, where appropriate.	N
361.	<p>Energex is willing to work with the ULDA on a guideline on how to:</p> <ul style="list-style-type: none"> <li>• allow for future electricity conduits in road corridors and</li> <li>• relocate existing powerlines.</li> </ul>	The ULDA will work with Energex on standards for energy infrastructure.	N
362.	Include the additional information about planned electricity infrastructure as provided by Energex in Table 4.4.2 in the Infrastructure Plan.	Section 3.3.10 includes provisions regarding the electricity distribution network infrastructure. Locations for energy infrastructure will be resolved through the development assessment process including Context Plans and Plans of Development, where appropriate.	N
363.	The scheme should acknowledge that Lot 141 S312748 on Bushland Road in the Greater Flagstone UDA was purchased by the Queensland Government for the purposes of constructing the future Wyaralong Water Treatment Plant. Ownership is being transferred to SEQ Water from the Co-ordinator -General. Include this site for the regional water treatment plant.	This site is included on Map 7 Development Constraints.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
364.	The cost and management implications for Logan City Council must be quantified and revealed.	The ULDA will have an infrastructure funding framework that identifies sources of funding and charges. Council will collect rates from landowners which will contribute to Council's funds available for infrastructure.	N
<b>Implementation Strategy</b>			
365.	A detailed needs assessment and strategy should be made available to the public and done by independent agencies.	The Greater Flagstone Social Plan and Community Development Strategy which was commissioned jointly by the ULDA and a landowner has been completed and will be available on the ULDA website. The community infrastructure and services required for the UDA have been identified including the priorities for the first five years.	N
366.	It is important to use best practice sustainable development aimed at 10 star housing which can be affordable with less outgoing costs.	The Implementation Strategy sets a number of targets on water, energy and waste that will contribute to sustainable living and a reduction in household costs. The ULDA will be working with other organisations to develop demonstration sustainable housing projects.	N
367.	Improvements should include more outcomes than just Housing Affordability and Ecological Sustainability. Outcomes should be aimed at achieving the vision of the Scheme.	The Implementation Strategy is required to achieve the main purposes of the <i>Urban Land Development Authority Act 2007</i> . Housing options and ecological sustainability are the main purposes and include a range of goals, actions and targets that support the achievement of the vision for Greater Flagstone.	N
368.	'Stretch targets' require action plans to assist their implementation.	The actions described in the Implementation Strategy will be undertaken by the ULDA with others to work towards the achievement of the stretch targets.	N
369.	Performance objectives, monitoring and reporting should be more clearly articulated.	The development scheme and guidelines will be amended as required. As stated in the Implementation Strategy, ULDA actions will be subject to monitoring and a feedback process. The performance objectives will be identified during the development of the strategies.	N
370.	A description of ongoing governance of the scheme is required to ensure successful implementation.	The ULDA will continue to work with Logan City Council over the life of the development scheme including identification of elements that may require amendment.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
371.	All development for the Greater Flagstone Area should include energy efficient, climatically responsive design and street lighting should use renewable energy eg solar power.	The development scheme requires development to meet a range of sustainability criteria including housing that is energy efficient and climatically responsive. The Implementation Strategy describes how the ULDA will work with others to develop strategies and demonstration projects that deliver sustainable communities through education and the application of new technologies.	N
372.	There is a lack of detail in the Implementation Strategy to provide the community with information for the next 30-40 years.	Planning for Greater Flagstone will evolve over 30 to 40 years. The aim is to achieve the targets by 2016 and then they will be reviewed as it is likely that technology and government policies and practices will change in that time. The proposed strategies will be implemented over time and these will also evolve influenced by a range of social, technological, economic and other factors	N
373.	I disagree with the statement "that GF will become a model new community embracing or even exceeding best practice in ecological sustainability".	A combination of the development scheme requirements and the strategies and demonstration projects proposed in the Implementation Strategy will contribute to an ecologically sustainable community. In some cases particular elements will exceed current best practice.	N
374.	Include a rigorous system of data monitoring and review involving the community in the review process which should be every 2 years initially and then every 2 years after that including reviewing results against ecological sustainability targets every 2 years.	The details of monitoring and feedback processes will be detailed at the time the strategies are developed.	N
375.	What do the "range of actions and innovations driving change" include?	The actions may include changes to legislation government policies and economic conditions. The innovations may include design or building, energy, water and communications technologies.	N
376.	Information obtained and used during reviews by the ULDA of housing affordability targets should be made publicly available.	The development scheme will be amended to reflect any changes in affordability targets.	N
377.	In s.5.2 housing costs have not factored in costs associated with mitigation strategies required for structures located within 3 km of the proposed interstate freight route. No buffers have been proposed to housing adjacent to the interstate rail line.	Development proposals will be required to address impacts from proximity to the rail line at the development assessment stage. Housing product size may vary to account for additional costs related to mitigation costs.	N



Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
378.	There is nothing affordable about living in the GF area now.	The development scheme provides for a range of elements that will contribute to affordable living in Greater Flagstone including local employment, public transport, walkable neighbourhoods, active transport networks and local facilities and services. In addition the proposed strategies in the Implementation Strategy will contribute to the ongoing improvement of affordable living in Greater Flagstone.	N
379.	Lack of information about timing of implementation.	Work on the strategies and projects in the Implementation Strategy will commence after the development scheme has been approved.	N
380.	The cumulative effects of the Housing Options requirements, other requirements and the Guidelines impacts on the overall affordability of the future community and must be avoided.	Facilitating the provision of housing that is affordable to households on low to moderate incomes is a core purpose of the <i>Urban Land Development Authority Act 2007</i> as is ecologically sustainable development. Delivering affordable housing will require a range of strategies as described in the Housing Strategy, Guideline and Practice Notes. Innovative ways of delivering affordable housing and the other requirements of the development scheme are encouraged.	N
381.	The scheme should reflect that the achievement of housing affordability is the primary objective. It is recommended that stretch targets prioritise housing affordability and be limited to below the point at which they may negatively impact on the achievement of this primary objective	Many of the stretch targets are currently being achieved in South East Queensland or are achievable with minor changes to technology.	N
382.	It is recommended to remove mandating of stretch targets for social housing. Housing Affordability, Accessible Housing and Social Housing relate to broader community and must not be seen as the only solution to these issues.	Social housing is delivered by the Department of Communities and not for profit providers. As the population of Greater Flagstone grows there will be some demand for social housing and land will be purchased for this purpose.  Affordable housing initiatives in the scheme encompass a range of solutions. These stretch targets area lust one measure for monitoring the effectiveness of the scheme.	N
383.	Remove mandating of stretch targets for accessible housing and instead address accessible housing options through product and design awareness, education and other such appropriate initiatives.	Information about accessible housing may be available through a range of strategies including providing a model in display villages.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
384.	It is recommended that the 20% stretch target for active transport be reduced until amenities are available in walking distance from this community.	Neighbourhoods will be walkable communities from the early stages of development. Urban design will include paths for both pedestrian and cyclists to make local trips to community facilities including retail, schools and services. Active transport will be promoted through schools and community education strategies.	N
385.	Houses should be a minimum 8-star standard and include mandatory solar hot water and PV-ready roofing design.	Housing is required to be energy efficient and climatically responsive. The Implementation Strategy provides for a range of strategies and demonstration projects to improve the overall efficiency of houses.	N
386.	Identify optimal sites for centralised on-site renewable energy and develop an interface between electric vehicles and renewable.	The Implementation Strategy actions include strategies and demonstration projects that will address efficient energy systems and ways to reduce demand.	N
387.	Water efficiency can be achieved by more efficient infrastructure, communities that are water self-reliant; using TWCM guidelines and decentralised water supply options.	The Implementation Strategy addresses water efficiency through stretch targets to reduce demand and through the ULDA working with others to develop strategies and demonstration projects such as demand management strategies, water self sufficiency, waste avoidance and recovery technology.	N
388.	Adopt a staged approach to development to enable the incorporation of new technologies and improved standards.	The development of Greater Flagstone will be staged over a 40 to 50 year period which will provide opportunities for improvement of standards and the incorporation of new technologies.	N
389.	Resource recovery should be incorporated into infrastructure plans to limit waste from one site and provide secondary resources to another site.	The Implementation Strategy supports the development of strategies to reduce, recycle and reuse demolition, construction and household waste.	N
390.	Transport should be connected with existing networks and active and public transport options prioritised.	Active and public transport options are required by the development scheme and included in the Infrastructure Plan. The Implementation Strategy has stretch target for active transport trips and identifies public and active transport in actions for the ULDA to facilitate.	N
391.	Develop plans with investment and incentive options for regional economic development and secure State/Commonwealth government commitments to relocate agency offices to UDAs.	The Implementation Strategy describes how the ULDA will work with others on strategies for employment generation and economic development including the establishment of working groups.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
392.	The setting of sustainability goals is commended and activation of supportive actions should be commenced as soon as possible. It is recommended that all necessary action to achieve them is undertaken and the goals achieved be confirmed and mandated as the standards from 2016.	Support for elements of the Implementation Strategy is noted.	N
393.	Implement a bi-annual review. New models and ideas in business, technology, community education should be recorded and made available to government, business and community to accelerate practices outside the UDAs	Bi-annual reviews of performance against sustainability targets are proposed in the Implementation Strategy.	N
394.	There is a failure to have a proper project plan in place. Referring to “visions” and “expectations” do not constitute a plan for the implementation of a major housing development with serious impacts on existing resident’s lifestyles.	The Implementation Strategy together with the Land Use Plan and Infrastructure Plan set out the requirements, strategies and projects that will achieve the development of the Greater Flagstone UDA.	N
395.	Public housing in this area is likely in the later stages of the project subject to budget constraints and according to the Housing Register of Need.	The ULDA will continue to work with the Department of Communities on the provision of social housing in the Greater Flagstone UDA when it is required.	N
396.	Concern is held in relation to ongoing monitoring mentioned in the Scheme.	The development scheme will be amended as required and it is proposed to review performance against sustainability targets every 2 years.	N
397.	The Implementation Strategy is vague and void of detail and explanation of the process. There is no indication of a working relationship with QPS to address the lack of policing within the UDA as a whole.	The Greater Flagstone Social Plan and Community Development Strategy identifies the need for police services and initial discussions have been held with the QPS planners.	N
398.	It is recommended that the ULDA must commission an independent analysis of the social impact of the scheme on existing residents and strategies required to obtain and promote positive social outcomes for the UDA	The Greater Flagstone Social Plan and Community Development Strategy which will be available on the ULDA website identifies the community infrastructure and services required for Greater Flagstone including the priorities for the first five years.	N
399.	It is recommended that the scheme be amended to include specific strategies for crime and noise management that are integrated into a detailed masterplan for the UDA.	The ULDA will continue to work with State agencies and Local Government to deliver the facilities and services required by the Greater Flagstone community. The Greater Flagstone Social Plan and Community Development Strategy, which will be on the ULDA website, identifies the community infrastructure and services required for Greater Flagstone including the priorities for the first five years.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
400.	It is recommended to establish a partnership alliance between the major stakeholders as part of the Implementation Plan	The Implementation Strategy describes how the ULDA will work with developers, Logan City Council, State agencies, utilities, education providers, the community and organisations to achieve the goals, develop strategies and projects and work towards the stretch targets. Many of the strategies will require the formation of strategic partnerships working groups to achieve a whole of UDA approach to implementation.	N
401.	It is recommended to include the following mode share targets from Connecting SEQ 2031: active transport - 20% of all trips; public transport - 14%; private motor vehicle - 66% of all trips.	The Implementation Strategy provides for a stretch target of 20% share for active transport and the provision of public transport is a requirement of the development scheme.	N
402.	On p.36 final paragraph 5.3 Table column 1 'ULDA Actions': include "including Translink Transit Authority" after '...and Main Roads..' Retain 20% mode share for active transport by 2016.	Agree. section 5.3, ULDA actions has been amended 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 UDA with education, health and retail centres in the regional area from the time the first residents move into the project".</i>	Y
403.	There is no direct reference to TWCM in the PDS, only in the Guideline. The Implementation Strategy includes a goal for sustainable water and this should be extended to include TWCM principles and outcomes.	TWCM is to be incorporated in development as required in s.3.3.8 of the development scheme.	N
404.	The scheme does not reflect the establishment of climate neutral communities	The development scheme requires development to deliver a range of sustainable development practices and the Implementation Strategy describes how the ULDA will work with others to develop strategies and demonstration projects that reduce the community's impacts on climate change.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
<b>Sequencing / staging of development</b>			
405.	Development should be sequenced so infrastructure can be linked otherwise rail links will not happen for a very long time, if at all.	The sequencing of development will be influenced by the provision of infrastructure and will be addressed during the development assessment process. All development proposals will have to provide a context plan to address connections beyond the subject site and will be required to address how public transport will be delivered. Biodiversity values have been addressed in the development scheme and developers will be required to provide ecological assessments and manage environmental impacts and meet the ULDA's urban design, open space and community infrastructure criteria in terms of amenity.	N
<b>Community consultation</b>			
406.	All background reports and documents were not available when the scheme was released.	Background reports were available on the ULDA website during the public notification phase.	N
407.	The ULDA should withdraw the scheme until all reports and documents are in place.	Background reports were available on the ULDA website during the public notification phase.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
408.	<p>Various issues were raised in relation to community consultation including:</p> <ul style="list-style-type: none"> <li>• The need for more detailed discussion and input from all key stakeholders should be taking into account in scheme before it is finalised</li> <li>• there was not enough time allowed for thorough and rigorous community engagement</li> <li>• planning for East Greenbank and North Maclean must be supported by further investigations and studies made available to the community with thorough community engagement undertaken</li> <li>• there has been no real consultation</li> <li>• the submission period should be extended.</li> <li>• the community is not being listened too and their interests are not being considered.</li> <li>• the ULDA should be required to engage in community consultation and ensure that the concerns of the community can be addressed by informed staff of the ULDA</li> <li>• the consultation process has been ineffective due to limited information</li> <li>• the process for preparing the development scheme should involve better consultation processes</li> </ul>	<p>Significant strategic planning has previously been undertaken in Greater Flagstone by the Queensland Government, former Beaudesert Shire Council and Logan City Council during the period of 2005-2011. Key reference documents that have been used to inform the scheme include the South East Queensland Regional Plan 2009-2010 and Logan City Council's Flagstone Strategic Plan prepared in August 2010.</p> <p>The ULDA undertook a public notification period between 31 March and 20 May, 2011. During this notification period, submissions were made to the ULDA regarding the content of the development scheme. The ULDA hosted a number of community information sessions during the notification period. These sessions provided opportunities for the community to view details of the proposed scheme and speak with ULDA staff. Details of these information sessions were made available on the ULDA website.</p> <p>The consultation period provided for the Structure Plan and Proposed Development Scheme exceeded that required by the ULDA Act.</p>	N
409.	<p>The amount of information provided on the website and at community information sessions was too much for the average person to comprehend.</p>	<p>It is acknowledged that there was an extensive consultation process and that a significant amount of information was provided to the community.</p>	N
<b>Land resumption / dedications</b>			
410.	<p>Upgrading Bushman Drive to an arterial road will need property resumption and the amount required should be clarified.</p>	<p>The ULDA does not have compulsory acquisition powers but will work with Logan City Council and landowners to achieve planned outcomes.</p>	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
411.	Land may need to be resumed to provide the shown suburban railway line envisaged contiguous with the interstate freight line. Concerned that provision is made for this before development occurs on the western side of the rail line so that it will not be necessary to resume the land of existing property holders on the eastern side along the UDA boundary.	This is a State Government matter and can not be addressed through the development scheme.	N
412.	Has the ULDA requested designated land be made available for the future passenger rail service to avoid possible property resumptions?	This is a broader State Government matter and can not be addressed through the development scheme.	N
413.	The intentions of the ULDA and State Government in relation to compulsory acquisition powers to the ULDA should be put on public record prior to the scheme being progressed.	The ULDA does not currently have compulsory acquisition of land powers. This is a State Government matter and can not be addressed through the development scheme.	N
<b>Development assessment</b>			
414.	A substantial area of the UDA is unsuitable for development.	Substantial areas of the UDA are considered suitable for development. The extent to which an area is unsuitable for development will be resolved through the development assessment process. However, it is considered that sufficient land is suitable to enable the delivery of the vision for the UDA.	N
415.	<p>The community should have the right to object to development applications involving:</p> <ul style="list-style-type: none"> <li>• Land adjoining or near environmentally sensitive areas</li> <li>• Creating lots greater the 400sq metres</li> <li>• Industrial development impacting on rural residential amenity</li> </ul>	<p>The scheme requires the following applications to be publicly notified where:</p> <ul style="list-style-type: none"> <li>• the proposal does not comply with the zone intent</li> <li>• they are accompanied by a context plan</li> <li>• the application involves development that warrants notification.</li> </ul> <p>A ULDA practice note will provide more detail about development that warrants notification.</p>	N
416.	Environmental impacts are not well accounted for in streamlined approvals.	Despite streamlining the approval process, issues associated with the development must be appropriately considered and addressed during the process..	N
417.	A development application cannot be inconsistent with the scheme unless it has been authorised by a preliminary approval under the Sustainable Planning Act (SPA).	USPA does not apply within a UDA, however, under s56 of the ULDA Act the authority can not grant the UDA development approval applied for if the relevant development would be inconsistent with the land use plan.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
418.	On-site analysis should be undertaken before final approval to the UDA is given.	The nature of information required to be submitted and considered as part of a UDA development application will necessitate site analysis to be undertaken.	N
419.	Making operational works exempt or allowing these works to be self certified is not appropriate. Operational Works that result in new assets being transferred to AllConnex should be assessable or the scheme needs to provide clarity on the mechanism for managing requirements / standards.	Schedule 1 identifies that operational works such as trunk infrastructure where consistent with an approved Plan of Development (POD) or material change of use (MCU) is exempt development. Issues associated with the trunk infrastructure will be assessed as part of the development application that includes a POD or MCU and appropriate conditions relating to trunk infrastructure will be issued. Operational works that are not part of an approved development application with a POD or MCU will require a development application to be made for operational works.	N
420.	Energex should be notified and advice sought for all applications that would otherwise be referred to Energex under SPA	This will be addressed through the development assessment process.	N
421.	The draft ENERGEX codes for Community Infrastructure and Electricity Infrastructure Overlays should be referenced in the scheme in order to guide the assessment and development of ENERGEX infrastructure as well as guide future development that has the potential to impact on existing or known future electricity infrastructure.	The scheme has been amended to include notes referencing these codes.	Y
422.	Erosion and sedimentation protection for all natural waterways should be strictly applied during the construction phase of development.	This issue will be addressed through appropriate conditions of approval.	N
<b>Environmentally relevant activities</b>			
423.	All non-code compliant ERAs to require assessment and conditioning.	The scheme makes development for an ERA, other than an ERA complying with a code of environmental compliance under the EP Act permissible development. Permissible development triggers a UDA development application which if approved, can be subject to conditions of approval.	N



Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
424.	How will ERAs be assessed and conditioned, permit/licence issued and compliance ensured.	The scheme makes development for an ERA (other than an ERA complying with a code of environmental compliance under the EP Act) permissible development triggering a UDA development application which if approved, can be subject to conditions of approval.	N
<b>ULDA Act</b>			
425.	The ULDA Act does not provide for the community appeal against planning decisions (i.e. approvals and conditions).	Amendments to <i>the Urban Land Development Authority Act 2007</i> are outside the jurisdiction of the ULDA.	N
426.	The ULDA Act should be amended to restore community and council legal rights for consultation.		
427.	The ULDA should be required to engage in community consultation and ensure that the concerns of the community can be addressed by informed staff of the ULDA  The Act be substantially reviewed in relation to community engagement and timelines associated with consultation processes such that they reflect international best practice and community expectations.		
428.	The Act is "Unconstitutional" as it allows for no review of due process or appeal.		
429.	Enabling development to occur under the interim land use plan has removes "affected landowners" rights.	Under the ILUP, public notification is required for all applications for UDA Assessable development – Permissible as per the requirements of section 54 of the Act.	N
430.	The Minister should exercises s.144 of the Act to conduct a five year review of the Act and modify the Act: <ul style="list-style-type: none"> <li>• in light of changed economic circumstances,</li> <li>• to extend timelines for the production of the Development Scheme to 24 months and community consultations to 60 business days including requiring the ULDA to gain</li> </ul>	The Submissions Report will be referred to the Minister with the submitted development scheme.	N

Issue #	Issue/Comment	Response	Amendment (N=No/Y=Yes)
	community endorsement for any Scheme the ULDA may implement into established masterplanned communities.		
431.	The Teviot Downs Estate developer should be allowed to proceed with approved 2000sqm blocks.	The declaration of the area as a UDA does not revoke an existing approval.	N
432.	The declaration should be amended to add the requirement for a concept design and critique phase into the new development process.	The ULDA Act, rather than the declaration, identifies the process for preparing the development scheme as well as assessing development applications.	N
<b>Other / miscellaneous</b>			
433.	Beaudesert Planning Scheme requirements for signage are costly and time consuming. UDA-wide criteria 3.3.11 should be amended to facilitate easier approvals for signage.	Noted	N

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