



**Queensland
Government**

Toolooa UDA Development Scheme

Submissions Report

Under the Economic Development Act 2012

February 2013

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1. Introduction

The public notification and submission period for the Toolooa UDA Proposed Development Scheme was undertaken from 29 June to 13 August 2012.

This report provides:

- a summary of the key amendments made to the CQU Rockhampton UDA Proposed Development Scheme in response to submissions received
- a list of all of the amendments made in response to submissions received and an operational review of the scheme
- a summary of the submissions considered by the Urban Land Development Authority (ULDA), and
- responses to issues raised in the submissions.

2. Changes to the Urban Land Development Authority Act

In February 2013 the *Urban Land Development Authority Act 2007* (ULDA Act) was repealed and replaced with the *Economic Development Act 2012* (ED Act). Under the ED Act, the Urban Land Development Authority (ULDA) has been replaced with the Minister for Economic Development Queensland (MEDQ).

Existing Urban Development Areas (UDAs) are transitioned under the ED Act. Anything done or in existence in relation to a proposed development scheme under the repealed ULDA Act for a transitioned UDA is taken to have been done or in existence under the ED Act. Submitter's rights that existed under the ULDA Act are not affected.

At the time the ED Act commenced, a development scheme for the CQU Rockhampton UDA had not been made under the ULDA Act. In accordance with section 192 of the ED Act, the MEDQ must now make the Development Scheme for the transitioned CQU Rockhampton UDA.

3. Overview of submissions

A total of 11 submissions were received during the notification period and 2 submissions were received late, including submissions from:

- State agencies: Department of Natural Resources and Mines (DNRM), Department of Environment and Heritage Protection (DEHP), Department of Community Safety (DCS), Department of Communities, Child Safety and Disability Services (DCCSDS), Department of Transport and Main Roads (DTMR), Queensland Police Service (QPS) and the Department of National Parks, Recreation, Sport and Racing (DNPRSR)
- Gladstone Regional Council (GRC)
- Ergon Energy
- Gladstone Area Water Board
- Toolooa State High School
- Community members.

4. Summary of key amendments

	Section details	Nature of /reason for amendment
1.	Introduction	Additional section to address changes to the ULDA Act.
2.	UDA-wide criteria 3.3.7 Community safety and development constraints	To clarify anticipated development outcomes, add an additional paragraph that reads: <i>'Development adjoining the rail line is designed to prevent unauthorised access to the railway corridor or contact with electrical infrastructure by people, vehicles and projectiles'</i>

5. List of all proposed amendments to the Development Scheme

Issue #	Section details	Nature of / reason for amendment
Front Page and Contents Page		
1.	ULDA Logo	To reflect changes to the ULDA Act, update logo to Queensland Government Logo.
S1.0 Introduction		
2.	Section 1.3 Changes to the ULDA Act	To address changes to the ULDA Act, create new section, and update subsequent numbering, to read: <i>'1.3 Changes to the ULDA Act In February 2013 the ULDA Act was repealed and replaced with the Economic Development Act 2012 (ED Act). Under the ED Act, the ULDA has been replaced with the Minister for Economic Development Queensland (MEDQ). Existing Urban Development Areas (UDAs) are transitioned under the ED Act. Anything done or in existence in relation to a proposed development scheme under the repealed ULDA Act for a transitioned UDA is taken to have been done or in existence under the ED Act.'</i>
S3.1 Operation of the land use plan		
3.	3.1.2 UDA development requirements	To address changes to where ULDA guidelines will be available, update website information to refer to DSDIP.

Issue #	Section details	Nature of / reason for amendment
4.	3.2.9 Plan of Development	To address changes to where ULDA guidelines will be available, update website information to refer to DSDIP.
S3.3 UDA-wide criteria		
5.	3.3 UDA-wide criteria	To address changes to where ULDA guidelines will be available, update website information to refer to DSDIP.
6.	UDA-wide criteria 3.3.3 Street and movement network	To highlight the consideration of State-controlled roads, under the "Street and movement network" add an additional bullet point to read: <i>'provides efficient and safe street and State-controlled road networks for all users'</i>
7.	UDA-wide criteria 3.3.3 Street and movement network	The provision of on-road cycle services will be required on State-controlled intersection treatments. Under the "Street and movement network" add an additional bullet point to read: <i>'supports provision of on-road cycle services where appropriate on State-controlled intersection treatments'</i>
8.	UDA-wide criteria 3.3.6 Environment and natural resources sustainability	To reflect updates to the guideline, amend the title to read: <i>Environmental values and sustainable resource use</i>
9.	UDA-wide criteria 3.3.7 Community safety and development constraints	To clarify anticipated development outcomes, add an additional paragraph that reads: <i>'Development adjoining the rail line is designed to prevent unauthorised access to the railway corridor or contact with electrical infrastructure by people, vehicles and projectiles'</i>
S3.4 Zone provisions		
10.	3.4.2 Table 1: Level of assessment - Open space zone (Column 3A – Permissible Development)	To ensure consistency with zone intent, delete bullet point under 2. Development for: ● tourist attraction

Issue #	Section details	Nature of / reason for amendment
11.	Table 1: Level of assessment table, Open space zone	To clarify permissible development in the zone, add additional line in Column 3A to include Reconfiguration of a lot.
Back Page		
12.	Contact details and logo	To reflect changes to the ULDA Act, update contact details, disclaimer and logo.

6. Summary of submissions and responses relating to Development Scheme

Areas of support

Issue #	Issue/comment
1.	<p>A number of submissions expressed general support for the proposed Development Scheme. Specific comments included:</p> <ul style="list-style-type: none"> • Support for provision of housing in the UDA and acknowledgement of the need for housing in the Gladstone region • Support for the Development Scheme and its promotion of providing a diverse and affordable range of neighbourhoods to complement the existing community.
2.	Support the promotion of design efficiency and reduced electricity consumption
3.	Support that the Development Scheme does not include any commercial areas within the UDA, as this may have impacted the viability of existing and planned commercial development in the area.
4.	Support the adoption of Crime Prevention Through Environmental Design Principles (CPTED).
5.	Support the DNPRSR site in the north of the UDA being zoned as Open space.
6.	Support inclusion of public housing as exempt development.
7.	<p>Support the identification of the existing easement in the southern portion of the UDA as Open space. This easement accommodates a number of high voltage lines connecting to the Gladstone South Substation.</p> <p>Ergon Energy would welcome the opportunity to discuss appropriate public uses within electricity corridors with a view to ensuring a high level of amenity is achieved.</p>

Areas of concern

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Impacts to Toolooa State High School			
1.	<p>Concerned there will be safety issues if the public try to use the rail corridor to gain access to the Toolooa State High School.</p> <p>There is concern that students will try to short cut by jumping the fence and would like to know if the development will be fenced to prevent this from happening.</p> <p>Would like further information as to whether consideration has been given to a pedestrian entry to the school from the southern side of the school that adjoins the UDA.</p>	<p>Section 3.3.3 Street and movement network includes a footnote referring to the future development to investigate the feasibility of creating a pedestrian and cycle link over the rail line which would connect to the school.</p> <p>Section 3.3.7 has been amended to include a requirement that will seek to prevent disruption of railway services, damage to railway infrastructure and harm to railway staff or passengers.</p> <p>In this regard, it is anticipated development of this part of the UDA would be conditioned to be fenced from the rail line with or without a dedicated link to the school.</p>	Y
Neighbourhood planning and design			
2.	Request further details on housing design, in particular the proposed lot sizes and layouts.	<p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed design outcomes will be addressed when an application for development is lodged.</p> <p>Further detail about the type of development that can be expected, including standards for lot sizes and layouts, can be found in the ULDA guidelines and practice notes available on the DSDIP website.</p>	N
3.	<p>Update the tenth bullet point under "Neighbourhood planning and design" to read:</p> <p><i>'ensure adequate visual and noise amenity in accordance with the Department of Transport and Main Roads' Road Traffic Noise Management: Code of Practice and the Queensland development Code (QDC) Mandatory Part 4.4 – Buildings in Transport Noise Corridors'</i></p>	<p>MP 4.4 is already referred to in section 3.3.9 Community safety and development constraints. No amendment required.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Street and movement network			
4.	The requirements in relation to opening or closing roads within the proposed UDA will be dependent upon the exact detail of the road opening/closure action and the land that will be affected. It is recommended that the ULDA (now MEDQ) contact DNRM prior to considering road actions.	Noted. Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.	N
5.	Concerned about plans for street access to the UDA from the end of John Dory Drive. Currently it is a well-known race track and drifting location. There is concern that traffic volumes have increased dramatically over the past 20+ years and that extra housing at the end of John Dory Drive will have further impact on volumes.	The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at existing traffic volumes and use of roads and has recommended the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This included an assessment of traffic generation in John Dory Drive as a consequence of development. This has been incorporated into the proposed scheme. The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved. Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.	N
6.	Concerned about the location of the proposed new access road across from Ling Street and impacts to safety of existing residents in the area. There are already unfinished access roads at either ends of John Dory Drive and Drummer Street and would like to know if these have been considered as a more logical alternative? If not then why? This alternative route is more logical and would not interfere with the safety	The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked existing traffic volumes and use of existing roads and has recommended the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>and lifestyle of existing residents.</p> <p>The linkage should continue on from John Dory Drive not Drummer or Ling Street.</p>	<p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	
7.	<p>Concerned about potential impact on Council's road assets. Roads concerns are based around the proposed trunk roads and entries to the site as identified on the scheme maps and how their proposed locations will affect the correct operation of Council's existing road network.</p> <p>If connections are provided in all the locations identified in the structure and zoning plan there are likely to be traffic issues created.</p>	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.</p> <p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	N
8.	<p>Under the "Street and movement network" add an additional bullet point to read:</p> <p><i>'efficient and safe street and State-controlled road networks for all users'.</i></p>	<p>The Development Scheme has been amended.</p>	Y
9.	<p>The Development Scheme does not identify DTMR's landscaping requirements. Landscaping could potentially impact on sight distance visibility and subsequently affect the safety of the State-controlled road.</p> <p>Add under "Site area and landscaping" the following:</p> <p><i>'Any landscaping on the subject land that is</i></p>	<p>There is only a discrete portion of land in the south of the UDA that is next to a state-controlled road. However there is an easement between the property boundary and the state-controlled road. No direct access is proposed from Gladstone Benaraby Road and in this regard development in this location will be fenced at the property boundary. Due to the setback, landscaping within the property boundary is not</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<i>within ten metres of the property boundary of the subject land with the State-controlled road shall be planted in accordance with the Department of Transport and Main Roads' Road Landscape Manual'.</i>	anticipated to affect sight lines. Any proposed works undertaken within the road reserve will be done so in accordance with DTMR's standards.	
10.	<p>Concern that signage/ advertising requirements have not been identified in relation to their impacts to the State-controlled roads. There is concern that advertising devices can impact on the safety of the State-controlled road; furthermore, glare from advertising devices could distract or mislead the motorists using the State-controlled roads.</p> <p>Add under "Advertising devices" the following: Advertising devices shall not:</p> <ul style="list-style-type: none"> • Cause any distraction, and impact on the safety, of motorists using the State-controlled road • Be positioned and shielded to prevent light intrusion and glare onto the State-controlled road • Be fully contained within the development site with no encroachment onto the State-controlled road • Comply with the Department of Transport and Main Roads' Roadside Advertising Guide 	Under Section 3.3.11 General Requirements of the Development Scheme, development will be required to meeting GRC's planning provisions for advertising devices and be sited having regard to safety and amenity. This is considered sufficient to address the issues raised.	N
11.	<p>The provision of on-road cycle services will be required on State-controlled intersection treatments. Under the "Street and movement network" add an additional bullet point to read: <i>'The provision of on-road cycle services will be required on State-controlled intersection treatments.'</i></p>	The Development Scheme has been amended.	Y

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
12.	Concerned there will be restricted access for emergency services vehicles due to the narrow streets incorporated into the design of the UDA.	The final internal street network has not been determined. This will be determined through the development assessment process. This assessment process will ensure development is undertaken in accordance with relevant standards for emergency service vehicles and waste management vehicles.	N
13.	Concerned there will be significant increases in traffic, especially during peak periods of travel to and from work, placing a further strain on the major roads into town.	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.</p> <p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	N
Housing diversity and affordability			
14.	There is a lack of certainty/finality in some of "criteria" sections of the proposed Development Scheme e.g. Section 3.3 UDA wide criteria, and also for some specific purposes such as second dwellings on lots and landscaping requirements for self assessable development. Please clarify how this will be addressed.	<p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved. Detailed design outcomes will be addressed when an application for development is lodged.</p> <p>Further detail about the type of development that can be expected, including standards for lot sizes and layouts, can be found in the ULDA guidelines and practice notes available on the DSDIP website.</p> <p>Schedule 3 in the proposed Development Scheme also provides clear guidance for self assessable</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
		dwellings.	
Native Title, Environmental values and sustainable resource use			
15.	Native Title will need to be addressed for this proposal as it is on non-freehold land.	<p>Noted.</p> <p>Native title issues would normally be addressed as part of future negotiations to enable the site to be developed and is not something addressed by a Development Scheme or planning scheme.</p> <p>One developable parcel of land within the UDA has native title extinguished.</p>	N
16.	Provisions of the Proposed Development Scheme should exclude all urban development and associated infrastructure (such as firebreaks) from 'endangered' regional ecosystems and any 'essential habitat', and provide a reasonable level of protection from adjacent land uses. This can be achieved by identifying areas of endangered regional ecosystems e.g. as an 'open space' zone.	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Flora and Fauna study by an ecologist.</p> <p>All endangered vegetation identified during detailed site surveys has been included in the Open space zone, as well as significant areas of 'of concern' and least concern regional ecosystems.</p> <p>Section 3.3.1 requires development to provide an appropriate interface with endangered regional ecosystems and waterway corridors.</p> <p>Buffers will be determined during the development assessment phase and incorporated in the urban design of any parcels adjacent to endangered regional ecosystems.</p>	N
17.	<p>The extent of 'endangered' regional ecosystems within the UDA should be confirmed via an application to the DEHP for a Property Map of Assessable Vegetation.</p> <p>Should the Development Scheme allow development in areas with endangered regional ecosystems or essential habitat, it is recommended that the relevant assessment provisions include a requirement for offsets consistent with the QLD Govt Policy for Vegetation Management Offsets Version 3, 30 Sept 2011.</p>	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Flora and Fauna study by an ecologist.</p> <p>All endangered vegetation identified during detailed site surveys has been included in the Open space zone, as well as significant areas of 'of concern' and least concern regional ecosystems.</p> <p>Due to there being no further endangered vegetation identified on expected in the Residential zone, a PMAV is not considered necessary over the site.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
18.	<p>The Vision Statement says development will respond to and protect sensitive areas such as endangered regional ecosystems.</p> <p>Lot 1 AP15808 and Lot 94 SP130585 contain HES areas mapped under plans and policies of the State Planning Policy (SPP) 3/11 Coastal Protection. On Map 2, parts of these lots are shown as being zoned 'residential'. Policy 1.9 of the SPP Coastal Protection states "Planning instruments are to allocate land for urban development outside areas of HES." DEHP recommends outcomes of the SPP are best achieved when land for urban development is allocated outside these areas.</p>	<p>The State government is currently preparing a single State Planning Policy which will replace the existing suite of State Planning Policies. It is acknowledged that while SPP 3/11 no longer applies, aspects of this policy have been included in the Draft Single State Planning Policy.</p> <p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Flora and Fauna study by an ecologist.</p> <p>All endangered regional ecosystems identified during detailed site surveys has been included in the Open space zone, as well as significant areas of 'of concern' and least concern regional ecosystems.</p> <p>Planning investigations have placed a high emphasis on environmental issues within the UDA, which have been reflected in large areas being zoned for of Open space. The majority of areas zoned for Residential development were previously zoned for development under the Gladstone Regional Council Planning Scheme.</p>	N
19.	<p>Where land is allocated for urban purposes, the Development Scheme should include appropriate provisions to ensure that "development is located, designed and operated to avoid adverse impacts on areas of high ecological significance (HES), or where avoidance is not feasible, minimise impacts and provide an environmental offset for any residual impacts."</p> <p>This is consistent with Policy 3.1 and 3.2 of the SPP Coastal Protection.</p>	<p>The State government is currently preparing a single State Planning Policy which will replace the existing suite of State Planning Policies. It is acknowledged that while SPP 3/11 no longer applies, aspects of this policy have been included in the Draft Single State Planning Policy.</p> <p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Flora and Fauna study by an ecologist.</p> <p>All endangered regional ecosystems identified during detailed site surveys has been included in the Open space zone, as well as significant areas of 'of concern' and least concern regional ecosystems.</p> <p>Planning investigations have placed a high emphasis on environmental issues within the UDA, which have been reflected in large areas being zoned for of Open</p>	N

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		<p>space. The majority of areas zoned for Residential development were previously zoned for development under the Gladstone Regional Council Planning Scheme.</p> <p>Development within the UDA is guided by the requirements of UDA-wide criteria and ULDA guidelines which include requirements for environmental protection. Section 3.3.1 requires development to provide an appropriate interface with endangered regional ecosystems and waterway corridors.</p>	
20.	<p>Should the Development Scheme allow development in areas with endangered regional ecosystems or essential habitat, it is recommended that the relevant assessment provisions include a requirement for offsets under the Queensland Biodiversity Offsets Policy.</p> <p>Although the policy does not apply to certain aspects of the proposed development at Toolooa, in order to ensure the long-term protection and viability of the State's biodiversity, it is recommended this policy is considered as it is proposed in ULDA Guideline No. 14. Based on the regional ecosystems involved, it is likely that biodiversity offsets could be found.</p> <p>The HES values are areas for high value regrowth vegetation; watercourses; and essential habitat for protected wildlife (koala, Phascolarctos cinereus) as prescribed under the Nature Conservation Act 1992 (NCA); and Lot 1 AP15808 contains of concern regional ecosystems (RE): 12.11.14 (Eucalyptus crebra, E. Tereticornis woodland on metamorphics +/- interbedded volcanics).</p>	<p>The site is essentially an urban infill site, surrounded by development and industrial uses.</p> <p>All endangered regional ecosystems identified during detailed site surveys has been included in the Open space zone, as well as significant areas of 'of concern' and least concern regional ecosystems.</p> <p>Section 3.3.1 requires development to provide an appropriate interface with endangered regional ecosystems and waterway corridors.</p> <p>Buffers will be determined during the development assessment phase and incorporated in the urban design of any parcels adjacent to endangered regional ecosystems.</p> <p>Targeted koala surveys have been conducted over the site and no sign (scats, scratchings, sightings or hairs) of koala were identified within the site. No other Endangered Vulnerable Near Threatened species as listed under the <i>Nature Conservation Act 1992</i> were identified on site. The Koala was not identified within DEHPs Wildlife Online database within 5km of the area.</p> <p>Development within the UDA is guided by the requirements of UDA-wide criteria and ULDA guidelines available on the DSDIP website. This includes ULDA guideline no. 14 Environmental values and sustainable resource use, which outlines the values and strategies for protecting the environment and optimising resource use in UDAs</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
		and makes reference to the State government's environmental offsets policy.	
21.	Prior to any clearing of plants or disturbance to an animal breeding place, it is recommended surveys are undertaken by a qualified fauna specialist which will allow the proponent to determine the relevant requirements under the NCA, which is still applicable following the declaration of a UDA.	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Flora and Fauna study by an ecologist.</p> <p>Targeted koala surveys have been conducted over the site and no sign (scats, scratchings, sightings or hairs) of koala were identified within the site. No other ENVT species as listed under the NCA were identified on site.</p> <p>The Koala was not identified within DEHPs Wildlife Online database within 5km of the area.</p> <p>Development applications will be required to submit information in accordance with the Development Scheme and ULDA guidelines available on the DSDIP website. This includes ULDA Guideline no. 14 Environmental values and sustainable resource use which includes provisions for addressing areas of ecological significance and notes that the <i>Nature Conservation Act 1992</i> still applies to development in a UDA.</p>	N
22.	It is noted that Map 2 identifies areas where endangered RE (12.3.3 Eucalyptus tereticornis woodland to open forest on alluvial plains) is located, but it is not identified on Lot 2 AP15622.	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Flora and Fauna study by an ecologist.</p> <p>There have not been any endangered regional ecosystems identified on Lot 2 on AP15622.</p>	N
23.	It is noted the 'endangered regional ecosystems' will be protected. However, it is recommended 'of concern' vegetation in the open space zone is also protected.	<p>Any 'of concern' vegetation within the Open space zone will be protected from residential development by nature of being included in the Open space zone. Residential development is prohibited in the Open space zone.</p> <p>Disturbance to vegetation will generally be limited within the Open space zone. Some low intensity land uses may be proposed in these areas, such as walkways.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
Community safety and development constraints			
24.	<p>Flooding is discussed in Section 3.3.7, Item 3 and footnote 10 of the Development Scheme. It is requested that Item 4 of Footnote 10 specifically identifies ULDA Guidelines No. 5 Neighbourhood Planning and Design and No. 15 Protection from Flood and Storm Tide Inundation.</p> <p>As the ULDA Guideline No. 15 references provisions in the relevant local government planning scheme, please note that the Gladstone Regional Council Planning Scheme is signed off by the Minister for Local Government and Planning as appropriately reflecting the SPP 1/03 for flooding.</p>	<p>Noted.</p> <p>To prevent repetition, the Development Scheme does not make specific reference to individual guidelines as the requirement to refer to guidelines is referenced at the start of section 3.3 UDA-wide criteria.</p>	N
25.	<p>Further detailed assessments and designs are requested to be undertaken to mitigate potential impacts on existing residences and sites identified in flood constraint areas.</p>	<p>Noted. GRC has been provided with a copy of the flood report. Any mitigation strategies within existing developed areas outside the UDA are the responsibility of GRC.</p> <p>UDA-wide Criteria requires development to comply with SPP 1/03 and to ensure that stormwater run off at the site's boundaries does not exceed that which presently exists, and there is 'no net worsening' of flood conditions at the site's boundaries.</p> <p>The State government is currently preparing a single State Planning Policy which will replace the existing suite of State Planning Policies, until the Single State Planning Policy takes effect, development will continue to apply the requirements of SPP 1/03.</p>	N
26.	<p>Bushfire is discussed in Section 3.3.7, Item 3 and footnote 10 of the Development Scheme. It is requested that Item 4 of Footnote 10 specifically identifies ULDA Guidelines No. 5 Neighbourhood Planning and Design, as it is through this Guideline that reference to SPP 1/03 requirements for bushfire is made.</p> <p>The Gladstone Regional Council Planning Scheme is not signed off by the Minister for</p>	<p>A bushfire assessment has been conducted in accordance with SPP 1/03 that identified that the site represented a medium hazard for bushfire risk.</p> <p>UDA-wide criteria requires development to have regard to SPP1/03 and therefore will incorporate appropriate set backs in accordance with SPP 1/03.</p> <p>To prevent repetition, the Development Scheme does not make specific reference to individual guidelines</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>Local Government and Planning as appropriately reflecting the SPP 1/03 for bushfire, and consequently does not have bushfire mapping for the Toolooa UDA.</p> <p>In a submission for the Draft Interim land Use Plan (ILUP) dated 23 November 2012, it was recommended that a bushfire hazard assessment be undertaken as part of the preparation of the Development Scheme to identify areas of medium and high bushfire hazard areas, as a minimum. The ULDA has confirmed that this assessment has not been undertaken.</p> <p>Alternatively, the ULDA (now MEDQ) can utilise the Qld Fire and Rescue Service bushfire mapping which is publicly available. It is recommended that this occurs prior to the finalisation and implementation of the Development Scheme to ensure that bushfire hazard areas can be identified and risks mitigated through the development assessment process.</p>	<p>as the requirement to refer to guidelines is referenced at the start of section 3.3 UDA-wide criteria.</p> <p>The State government is currently preparing a single State Planning Policy which will replace the existing suite of State Planning Policies, until the Single State Planning Policy takes effect, development will continue to apply the requirements of SPP 1/03.</p>	
27.	<p>The proposed Development Scheme does not mention how the interface between the developed land and open space zonings will be managed in terms of bushfire amelioration and as such adequate setbacks between buildings, structures and hazardous vegetation; and access for fire fighting and other emergency vehicles.</p>	<p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>A bushfire assessment has been conducted in accordance with SPP 1/03 that identified that the site represented a medium hazard for bushfire risk.</p> <p>UDA-wide criteria requires development to have regard to SPP1/03 and therefore will incorporate appropriate set backs in accordance with SPP 1/03.</p> <p>The State government is currently preparing a single State Planning Policy which will replace the existing suite of State Planning Policies, until the Single State Planning Policy takes effect, development will continue to apply the requirements of SPP 1/03.</p> <p>Detailed design outcomes will be addressed when an</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
		application for development is lodged including investigations to determine the setback requirements from open space areas.	
28.	<p>It has been identified that landslide is discussed in Section 3.3.7, Item 3 and footnote 10 of the Development Scheme. DCS requests Item 4 of Footnote 10 specifically identifies ULDA Guidelines No. 5 Neighbourhood Planning and Design, as it is through this Guideline that reference to SPP 1/03 requirements for landslide is made.</p> <p>The Gladstone Regional Council Planning Scheme is signed off by the Minister for Local Government and Planning as appropriately reflecting the SPP 1/03 for landslide. It is noted that hazard mapping for land with a slope of greater than 15% has been undertaken as part of the preparation of the Development Scheme. The SPP 1/03 requires slopes of 15% or greater, not greater than 15%, to be identified for the purposes of hazard mitigation. The ULDA (now MEDQ) is advised to revise the landslide hazard mapping accordingly.</p>	<p>To prevent repetition, the Development Scheme does not make specific reference to individual guidelines as the requirement to refer to guidelines is referenced at the start of section 3.3 UDA-wide criteria.</p> <p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed design outcomes will be addressed when an application for development is lodged including slope analysis.</p> <p>The map provided to DCS was intended to demonstrate the information used to inform the preparation of the Development Scheme which is consistent with the requirements indicated by DCS in their submission. The Development Scheme does not make reference to the percentage of slope and slope analysis mapping was not included in the Development Scheme, therefore no amendments are required.</p>	N
Residential zone			
29.	The petroleum pipeline licence in the vicinity of Lot 3 AP15614 appears to run underneath the proposed residential precinct. Residential development should be appropriately buffered from such infrastructure.	<p>The petroleum pipeline licence referred to is still in its proposed stages and detailed design has not yet been undertaken. In particular it has not been determined whether the pipeline will be located underground or aboveground. However, should the pipeline go ahead, planning and/or development in the vicinity of a pipeline would require an assessment of risk posed by the pipeline to be undertaken.</p> <p>A commonly used trigger distance for such assessment is 200 metres either side of the pipeline. Australian Standard 2885, Pipelines–Gas and Liquid Petroleum provides guidance on risk assessment for</p>	N

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		<p>new pipelines and can be used for similar assessment of existing/approved pipelines.</p> <p>Planning and development assessment must consider that any activities on the pipeline land would require compliance with sections 807 and 808 of the <i>Petroleum and Gas (Production and Safety) Act 2004</i> (P&G Act) which provide, respectively, that:</p> <ul style="list-style-type: none"> • a person must not construct or place a structure on pipeline land without the prior consent of all the pipelines licence holders, and • a person must not change the surface of pipeline land without the prior consent of all the pipelines licence holders. <p>As the pipeline is not existing or approved the Development Scheme does not make specific reference to it. Should development occur prior to the pipeline going in, there would be requirements for reverse amelioration by the pipeline provider to ensure safety to residents.</p> <p>If the pipeline location is established prior to development occurring, appropriate buffers will be addressed during the development assessment phase.</p>	
30.	The heavy rail corridor which runs adjacent along the northern boundary poses significant noise mitigation issues for residential development.	<p>Noted.</p> <p>The proposed Development Scheme requires development to manage and minimise noise impacts within 150m of the rail line, in accordance with Department of Transport and Main Roads Traffic Noise Management: Code of Practice with respect to external road traffic noise levels and the Queensland Development Code and Section MP4.4 'Buildings in a Transport Noise Corridor'.</p>	N
Industrial and Business zone			
31.	It is noted that the Toolooa UDA contains an industry and business zone which borders an existing industrial area and is used to separate this from the northern residential precinct in the	<p>Noted. Interfacing between land uses is dealt with in the UDA-wide criteria and the Zone intents.</p> <p>The Development Scheme and associated structure and zoning plan are intended to guide land use</p>	N

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	<p>UDA.</p> <p>This collective residential and industrial area to the north may prove problematic due to a number of issues. Given that the south-eastern boundary of this part of the UDA is entirely existing industrial zoning, proposed residential and business uses will need to be carefully designated and managed to prevent inherent conflict regarding associated industrial land use activities.</p>	<p>outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed design outcomes will be addressed when an application for development is lodged including slope analysis.</p> <p>As part of the development assessment process, development in the Industry and business zone must demonstrate that no adverse impacts are generated beyond the Industry and business zone.</p>	
Open space zone			
32.	<p>There is a large power easement that virtually bisects the "southern" area of the UDA, and is identified to be in the open space zone. This creates a severance issue and will no doubt affect linkages between the two sections of the UDA. Maintenance of this area should be retained by Ergon Energy.</p>	<p>Noted.</p> <p>This has been considered as part of the preparation of the proposed Development Scheme and it has been determined that vehicular connection between the north and south of the UDA is not necessary to achieve good design outcomes.</p>	N
33.	<p>It is noted that the quantum of "open space" in the UDA is of the order of 85ha, and Council would seek to have discussion with the ULDA (now MEDQ) in relation to the most appropriate future tenure for these areas.</p>	<p>Noted.</p> <p>This is a matter for council to discuss with DNRM. It is anticipated much of this land will remain in a natural vegetated state and not be embellished. In this regard it is anticipated existing owners would maintain ownership.</p>	N
34.	<p>7. The proposed green space to the north of the railway line should be considered for environmental reserve status to ensure that vegetation is protected.</p>	<p>Noted.</p> <p>This is a matter for council to discuss with DNRM. It is anticipated much of this land will remain in a natural vegetated state and not be embellished. In this regard it is anticipated existing owners would retain ownership.</p>	N
35.	<p>It is recommended that play ground equipment be constructed in the existing parkland at Toolooa to cater for increased population and enable passive surveillance of the park by more users.</p>	<p>Noted.</p> <p>Detailed design outcomes and embellishment of parks will be negotiated and determined through the development assessment process when an application for development is lodged. The embellishment of parks is undertaken in accordance</p>	N

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		with the ULDA guidelines available on the DSDIP website.	
36.	<p>It is noted that permissible development in the Open space zone includes: telecommunication facility, tourist attraction and utility installation. This development is not consistent with the Open space zone definition on Page 11.</p>	<p>These uses are assessable against the UDA-wide criteria which require consideration of and buffers from environmentally sensitive areas. Telecommunication and utility facilities already exist in the Open space zone.</p> <p>Detailed design outcomes including any disturbance to vegetated areas will be negotiated and determined through the development assessment process if and when an application for development in the Open space zone is lodged.</p> <p>However a tourist attraction is not envisaged as a land use in the Open space zone and the Level of assessment table has been amended to reflect this.</p>	Y
Infrastructure plan			
37.	<p>With regards to infrastructure charges the scheme states "Infrastructure charges will be based on GRC's applicable policy. Infrastructure delivered as part of the development may be credited against the monetary contribution that would otherwise apply".</p> <p>It is considered that credit should only be given for trunk infrastructure identified by Council policies and constructed as part of the development, consistent with infrastructure charging regimes for private sector development.</p>	<p>Noted.</p> <p>The Development Scheme will apply GRC's infrastructure charges to development in the UDA. This will be subject to negotiation at the development application stage.</p>	N
38.	<p>The site will be serviced with reticulated water sourced from the South Gladstone reservoir. Until such a time as detailed densities and layouts are known it is impossible to adequately estimate what upgrades are required, both in the reticulation system and in the bulk water system.</p>	<p>Noted. This will be addressed at the development assessment stage when an application for development is lodged.</p>	N
39.	<p>There are areas within the UDA which cannot</p>	<p>Noted. This will be addressed at the development</p>	8. N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>be provided with water to Council's service standards based on the gravity network. The elevation which can be serviced will be highly dependent on the density proposed as well as possible upgrades to Council's gravity system however the absolute maximum is 60 metres AHD, based on the bottom water level of the reservoir and not taking into account any losses through the pipe network.</p> <p>Based on this it will be necessary to evaluate the Water system to identify what upgrades are required and what elevation can be serviced to.</p>	<p>assessment stage when an application for development is lodged.</p>	
40.	<p>The UDA area is serviced by two separate sewerage treatment plants. The Dalrymple Drive area is identified as being serviced by Gladstone Waste Water Treatment Plant, with the sewerage conveyed to this location by Sewer Pump Station (SPS) S01 (located near the cemetery at Kin Kora). Between the UDA site and SPS S01 there is a large network of gravity mains (approx 4.4km). As such any density which requires upgrading of these mains may become a very costly exercise.</p> <p>The Glen Eden Drive area of the UDA would be serviced by South Trees Waste Water Treatment Plant. The site will require its own pump station which will pump flows to SPS T02's gravity network and depending on the density upgrades may be required to the gravity network SPS T02, it's rising main, and downstream receiving infrastructure. Due to the issues associated a sewer analysis will be required to identify the upgrades needed to service the development.</p>	<p>Noted. This will be addressed at the development assessment stage when an application for development is lodged.</p>	N
41.	<p>The Toolooa UDA adjoins the existing Gladstone South Bulk Supply Substation. This substation is a key piece of electricity infrastructure in the Gladstone region, supplying a large portion of the South Gladstone</p>	<p>Noted. This issue is specifically noted in the UDA-wide criteria under Section 3.3.8 which requires development to ensure infrastructure and services are located and designed to ensure appropriate interface between development and a large electricity</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>community, as well as Queensland Alumina Limited at Parsons Point. The scheme at present allows for residential development to occur adjacent to the existing substation site.</p> <p>It is imperative that the ULDA (now MEDQ) (when considering residential development options in the vicinity of the substation) rigorously assess amenity in accordance with section 3.3.1 of the scheme. All dwellings must be appropriately designed to achieve high levels of residential amenity (visual, noise etc), ensuring the operational viability and longevity of the Gladstone South substation (which is critical to the ongoing economic growth of the region) is not adversely affected by urban encroachment.</p> <p>A buffer between the substation site and land zoned for residential development (provided for within the UDA) should be considered by the ULDA (now MEDQ).</p>	<p>substation and powerlines within the UDA.</p>	
42.	<p>GAWB will require easements in relation to existing pipelines in the southern portion of Lot 7 USL2344 south of Dalrymple Drive as this area of pipeline will not be decommissioned.</p> <p>The early planning for the proposed line of the replacement pipeline will cut across the north western corner of Lot 94 SP239658 beside Glenlyon Road. Upon finalisation of the proposed line an easement will be required in this area as well.</p> <p>Perusal of the Structure and Zoning Plan indicates that all areas surrounding the pipelines are to be Open Space. If it is intended to have any access to residential areas from Glenlyon Road it will involve crossing over GAWB's water pipelines. To ensure the integrity of GAWB pipelines any such crossings will be subject to the prior written approval of GAWB.</p> <p>GAWB encourages a consultative approach</p>	<p>Noted. If GAWB determines an easement is required in the future, the creation of easements can be negotiated with the land owner once the location of a replacement pipeline is finalised.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>during the preparation of any crossing drawings to facilitate the incorporation of our requirements, thus ensuring a timely approval process. In principle, GAWB is not opposed to the Development Scheme, however, GAWB is anxious to ensure the integrity of its critical water infrastructure is not compromised.</p>		
Schedule 2: Definitions			
43.	<p>Council has concern that the definition of House can include a secondary dwelling, which could have services implications for infrastructure planning by increasing densities significantly.</p>	<p>The Level of assessment table allows an MCU for houses on lots over 400m² to be self assessable in accordance with criteria set out in Schedule 3.</p> <p>This criteria allows for a secondary dwelling between 45-75m². It is not anticipated that this size secondary dwelling would have any significant impact on infrastructure any more than an additional bedroom in a house. This issue will also be considered in a reconfiguration of a lot application when details such as building envelopes can assist in the determination of infrastructure charges.</p>	N

9. Summary of submissions and responses relating to other issues

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
General			
44.	The land owned by DNPRSR within the UDA is surplus to departmental requirements and will be placed on the Government Land Register in the near future.	Noted.	N
45.	Ergon Energy is committed to working closely with the ULDA (now MEDQ) to ensure the coordinated provision of electrical infrastructure in this region. Ergon Energy's service area extends across 97% of Queensland ranging from rapidly growing coastal and rural communities to remote outback and island communities. For these reasons it is vital that electrical infrastructure development is considered consistently at both the regional and State levels.	Noted.	N
46.	Concerned that as a result of development there will be an increase in offences and increase in calls for service for all emergency services, including police.	Noted. There is no evidence to suggest that as a result of development within the UDA this will become a risk.	N
Transport Master Planning Report			
47.	Concerned that Victoria Avenue was not considered a key road and that the Victoria Avenue and Glenlyon Road intersection was not considered a Key Intersection. Victoria Avenue is the only access point onto Glenlyon Road from Area D which makes up 40% of the residential development.	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.</p> <p>When reviewing the distributions (Area D in the Transport Master Planning Report) it was calculated that due to its location (close to Gladstone Benaraby Road) and the circuitous route to Victoria Avenue, traffic is likely to access the wider road network at Gladstone Benaraby Road rather than at Victoria Avenue.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
48.	<p>Concerned with how the gap analysis was conducted in the report. The simple method of determining the distance between cars in a single direction, does not take opposing traffic lanes into account. This analysis needs to be reassessed using Austroads 2008, Guide to Traffic Management Part 2: Traffic Theory, Equation 5.2. It needs to consider all vehicle movements (including, turn right or reverse out of properties) when comparing with and without development traffic volumes.</p>	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.</p> <p>It should be noted that the reason for traffic on the opposing carriageway and right turning traffic being excluded from this assessment is that the opposite carriageway at the location of the study is approximately 2-3m level difference and separated by an embankment.</p>	N
49.	<p>Concerned that the report has only assessed the environmental capacity for the key roads and not the traffic capacity. The difference is that while traffic capacity assesses how many vehicles can be accommodated on the road without excessive delay or queuing, environmental capacity assesses the impact on amenity and at what levels the character of the streets would change. Council requests that a traffic capacity analysis be done to determine if the increased traffic impacts the current function of the roads as per the Road Hierarchy Table in Council's Traffic Design Guidelines.</p>	<p>Environmental capacity levels will have a higher impact on key roads than traffic capacity, therefore if the environmental capacity for the key roads is deemed to be manageable; the traffic capacity levels will not have an affect and do not need to be assessed.</p>	N
50.	<p>Council has some concern regarding the intersection analysis of Gladstone Benaraby Road and Dalrymple Drive. In the Transport Master Planning Report it is treated as a Council Controlled intersection because it is identified as requiring upgrading in the "Gladstone Regional Council Transport Infrastructure Policy (2009)". It should be noted that this intersection is a Government controlled intersection and as such any upgrade works should be undertaken in consultation with the relevant Department and treated the same as Key Intersection 2, 3 and 5.</p>	<p>Gladstone Benaraby Road/Dalrymple Drive is identified within the report as a TMR controlled intersection (see Table 2.2). It has merely been noted that an upgrade at this intersection has already been indentified by Gladstone Regional Council and that development would look to improve on any such upgrade to mitigate the impacts of the UDA where required.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
51.	<p>The "Gladstone Regional Council Transport Infrastructure Policy (2009)" indicates that the intersection of Glenlyon Road and Dalrymple Drive will be upgraded in 2012; however it also identifies that this is only an estimated time and the intersection will be upgraded when it is required, either by background traffic or is triggered by a development. The Traffic Master Planning Report should be revised to accurately represent this and not just imply that because Council has identified this work, but that developers do not have to pay a contribution towards the intersection upgrade.</p>	<p>The MEDQ will apply GRC's infrastructure charges to development in the UDA. This will be addressed at the development assessment stage when an application for development is lodged.</p> <p>Therefore the upgrade of the intersection and development's contribution towards this would be provided for within the infrastructure charges levied on the development and any reasonable requirements of DTMR.</p>	N
52.	<p>Concerned that the connection of Area D onto Bidala Street may cause some capacity issues on the surrounding residential streets and intersections for the North West residential area of Glen Eden. These roads and intersections may not have been designed to handle the additional traffic created by the development, which will utilise them when going from Area D to Glenlyon Road and therefore a traffic impact assessment should be undertaken on the local roads.</p>	<p>The Traffic Masterplanning Report determined that the amount of traffic which is likely to access the road network via Bidala Street is unlikely to be significant if this access point is utilised. This is because this connection would only service residential development in the very south of the UDA and would not connect north.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	N
53.	<p>The Transport Master Planning Report has not been certified by a Registered Professional Engineer of Queensland (RPEQ). It is requested that a Registered Professional Engineer of Queensland (RPEQ), suitably qualified and experienced in traffic engineering, to endorse the report in accordance with the Department of Transport and Main Roads' Guidelines for Assessment of Road Impacts of Development.</p>	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This included the preparation of a Traffic Master Planning Report by a traffic engineer. Consultants procured were considered suitably qualified to undertake an assessment of the traffic impacts resulting from development in the UDA.</p> <p>Detailed intersection design and traffic impacts from specific developments are determined through the development assessment process.</p> <p>For the purposes of the preparation of the proposed Development Scheme it is not considered necessary to have the report endorsed by a RPEQ.</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
54.	<p>The Transport Master Planning Report (refer Table 2.3) references the future planning upgrade to the State controlled road network (ie. signalling Dalrymple Drive and Gladstone – Benaraby Road intersection). It should be noted that these proposed upgrades have not been identified in the Department’s Queensland Transport and Roads Investment Program 2010-11 to 2013-14 (QTRIP).</p>	<p>Noted. The Traffic Master Planning Report highlights that the Dalrymple Drive/Gladstone-Benaraby Road intersection is identified in the GCC Transport Infrastructure Policy (2009). The report also highlights that TMR do not have any committed projects in close proximity to the proposed Toolooa UDA.</p>	N
55.	<p>As identified in Table 3.4 Estimated Traffic Generation, there appears to be a numerical error regarding the daily trips for “Light Industrial – B”</p> <p>Amend Table 3.4 to read 506 under daily trips for “Light Industrial – B” and adjust total numbers accordingly.</p>	<p>Noted. Daily generation should be 506 not 606. This will not impact the Development Scheme.</p>	N
56.	<p>The proposed intersection upgrade treatments as identified in section 4.3 of the Transport Master Planning Report does not take into consideration adjacent local road intersections that abut the proposed intersections (ie. Hixon Street adjacent Gladstone – Benaraby Road/ Phillip Street intersection, Soppa Street adjacent Gladstone – Benaraby Road/ Dalrymple Drive intersection). In particular, the proposed extensions of turn/ thru lanes will impact these local roads.</p> <p>Request for further traffic assessment on how the proposed intersections outlined in the report will impact on the local road intersections.</p>	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.</p> <p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	N
57.	<p>The Transport Master Planning Report recommends the provision of additional ‘short’ thru lanes on either side of intersections to improve thru capacity. Whilst the provision of these lanes improves SIDRA outputs, it’s assumed that motorists will not use them as</p>	<p>SIDRA takes this into consideration and estimates how much a lane would be utilised based on the length of the downstream lane. SIDRA is based on detailed research and is a typically used analysis tool. The identified works perform well within typically acceptable limits and therefore the length of the additional short through-lanes</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	they will find it difficult to merge back into the departure leg.	are unlikely to significantly impact performance.	
58.	<p>The nominated turn/ thru treatment lengths have only been sized based on storage and queuing requirements and does not take into account the additional lengths required for diverges/deceleration in accordance with the Road Planning and Design Manual. It should be noted that most traffic assessments assume they are consuming spare queuing capacity when actually they are consuming the diverge/deceleration length at the intersection. This can potentially result in delivering intersections that are substandard in geometric design.</p> <p>Request for further traffic assessment of the intersection capacities in line with the Road Planning and Design Manual requirements regarding diverges/deceleration lengths.</p>	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.</p> <p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	N
59.	<p>The Transport Master Planning Report recommends the traffic management strategy for Dalrymple Drive is to implement regulatory signage only. This treatment alone will not provide the adequate management in discouraging use by undesirable traffic. Further traffic management strategies are requested for Dalrymple Drive to ensure future use of undesirable traffic along this road is discouraged.</p>	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at the safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.</p> <p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	N
60.	<p>The Transport Master Planning Report identifies that future upgrades to the road network are in addition to existing and planning intersection configurations. However, the report does not</p>	<p>The ULDA has commissioned expert advice where required to assist in the preparation of the scheme. This has included the preparation of a Traffic Master Planning Report by a traffic engineer. This report looked at the</p>	N

Issue #	Issue/Comment	Response	Amendment Y-yes/N-no
	<p>take into account scenarios should these upgrades not occur.</p> <p>There is currently no planned upgrades to the State-controlled road network within this area and as such, would seek further traffic assessment regarding the potential impacts should no planned upgrades occur in the area.</p>	<p>safest and most cost effective options to manage traffic generated as a result of development of the UDA and to provide access to new development within the UDA. This has been incorporated into the proposed scheme.</p> <p>The Development Scheme and associated structure and zoning plan are intended to guide land use outcomes and provide an appropriate level of flexibility for an applicant to determine how this is achieved.</p> <p>Detailed intersection design and traffic impacts from specific developments will be determined through the development assessment process.</p>	